

Project Name:	Youngs Farm, Kentons Lane, Upper Culham
Document Reference:	502.0276/TN/1
Document Name:	Technical Note
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Revision Record				
Rev	Date	By	Summary of Changes	Aprvd

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1. INTRODUCTION

- 1.1 This Technical Note (TN) has been prepared by Paul Basham Associates on behalf of a private client to support a planning application for a replacement dwelling and associated ancillary development at Youngs Farm, Kenton's Lane, Upper Culham. The proposals will also include for a new vehicular access onto Kenton's Lane and the stopping up of the existing access to the south of the site. The site location is shown below in **Figure 1**, with the proposed site plan attached as **Appendix A**.

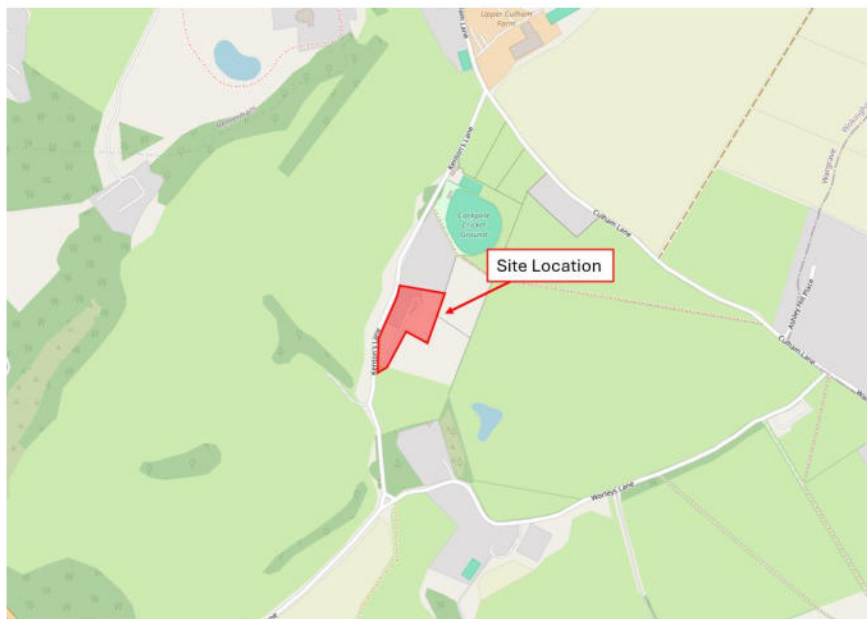


Figure 1 : Site Location

Planning Policy and Guidance Review

1.2 This TN has been prepared in accordance with the following planning policy guidance documents outlined below:

- The National Planning Policy Framework (NPPF) (2026)
- Manual For Streets (MfS) Guidance Document (2007)
- Wokingham Borough Council – Borough Design Guide – Supplementary Planning Document (2012)

1.3 This proposal has been informed by pre-application discussions with Wokingham Borough Council (WBC) Highways Authority in March 2026 with specific highway comments received with regard to visibility, fire tender access, refuse collection, cycle parking and parking provision (ref: 260563). The response is included within **Appendix B** with the comments addressed within subsequent sections of this report.

Report Structure

1.4 This TN will consider the pre-application feedback and will specifically provide a review of the following:

- Summary of existing conditions and Accessibility of the site;
- The most recent 5-year period within Proposed Personal Injury Accident (PIA) data;
- An assessment of the proposed access arrangements – including visibility splays informed by ATC surveys and vehicle swept path analysis;
- Proposed vehicular access strategy;
- Summary of the proposed Parking Provision;
- Summary and Conclusions.

2. EXISTING CONDITIONS AND SITE ACCESSIBILITY

- 2.1 The existing site is occupied by a residential dwelling with associated barns. The site is located along Kenton's Lane within Culham and is bound by a residential dwelling to the north and south, agricultural land to the east and Kenton's Lane to the west. The existing site access is in the form of a bellmouth located to the south of the site, measuring 3m at the gate and widening to 4.3m in width once into the site.

Local Road Network

- 2.2 Kenton's Lane is situated adjacent the western boundary of the site, with a north to south alignment. The road is single-lane carriageway, measuring approximately 4.2m wide at the site's northern extent and widening to 5.2m wide at the site's southern extent. Kenton's Lane is subject to national speed limit, although given the rural nature and curvature of the road, vehicles navigating along this carriageway are anticipated to be travelling slower adjacent to the site frontage. This is supported by the 7-day ATC survey results which are discussed within a subsequent section of this report. Kenton's Lane is not subject to any on-street parking restrictions.
- 2.3 In regard to the wider local road network and access to the Strategic Road Network (SRN), Kenton's Lane terminates at a bellmouth junction with Culham Lane to the north, which provides connections to the A4130. Kenton's Lane also terminates to the south of the development on Wargrave Road, which provides connections to Wargrave and Henley, where a variety of amenities can be accessed. To the west of the site, the A404 can also be accessed via the A4130, which provides access to the M4 and M40, connecting Maidenhead and Marlow.

Pedestrian and Cycle Network

- 2.4 There are no footways or cycle facilities within the vicinity of the site, although this is considered to be characteristic of the rural nature of the site.

Public Rights of Way (PROWs)

- 2.5 There are several Public Rights of Ways (PROWs) in proximity of the site. This includes WARG22-Footpath, WARG21-Footpath, WARG24-Footpath, WARG25-Footpath, WARG35-Byway, and WARG38-Byway, all within 1km of the site. The PROW routes are shown in **Figure 2**.

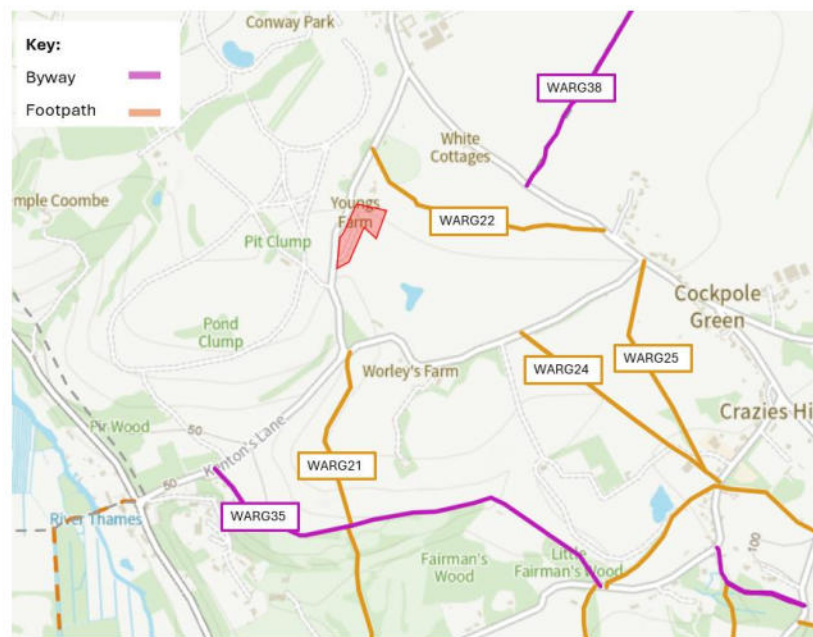


Figure 2 - PROWs Map

- 2.6 The PROWs illustrated above can be used for leisure purposes, connecting as a path for pedestrians to avoid busy carriageways and connecting the site to rural areas and wider facilities within Culham.

Site Accessibility

- 2.7 The site is within a rural location, however, it is in close proximity to two towns, those being Henley which is 3.7km from the site (equating to a 14-minute cycle) or Wargrave village, which is 2.9km from the site (equating to a 11-minute bike ride) with a variety of amenities that can be feasibly accessed via a bike ride.

Public Transport

- 2.8 There is a bus stop located on Wargrave Road (A321) named Kenton's Lane, 1.2km southbound of the site (equivalent to a 15-minute walk). This is served by route 850 twice an hour, which runs between Reading Town Centre, Frail Street – Henley – Marlow – High Wycombe Bus Station. Although this stop is serviced by only one route, this bus is considered to be frequent, with direct connections providing an opportunity to travel via bus running from 05:20 to 22:06 in the southern direction or 04:57 to 23:20 in the northern direction.

Personal Injury Accident (PIA) Data

- 2.9 Personal Injury Accident (PIA) data has been obtained from the Department for Transport (DfT's) Mapping Application for Visualising Road Injury Casualties (MAVRIC) database and analysed. From a review of collisions within a 300m radius of the site for the most recent 5-year period (2021-2025), there has been no incidents recorded, as shown in **Figure 3**.

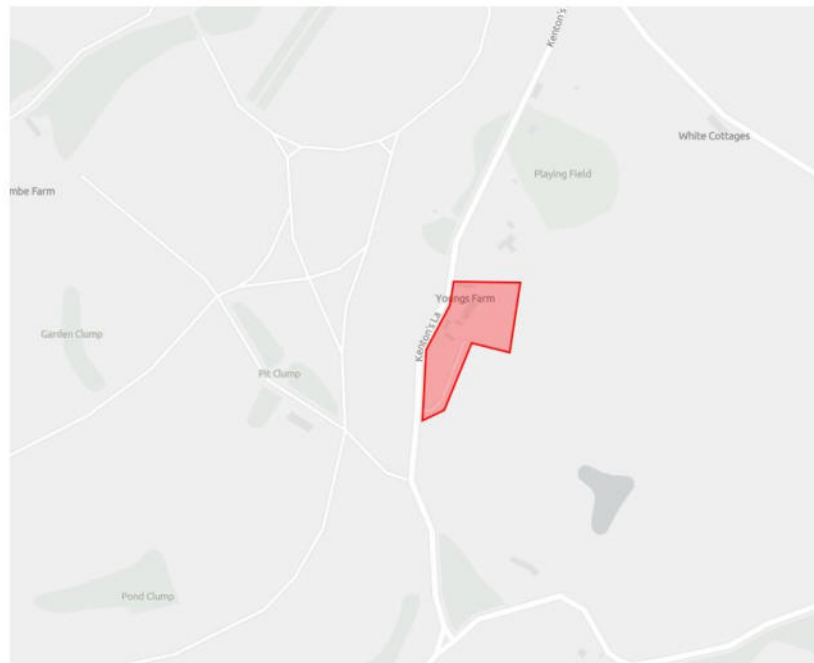


Figure 3: PIA Data (DfT's MAVRIC database – 2021-2025)

- 2.10 Based on there being no recent accident history in the latest 5-year period (2021-2025), it is concluded that there are no existing safety concerns which would be exacerbated by the proposed development.

3. PROPOSED DEVELOPMENT

- 3.1 The proposed development is for a replacement dwelling and associated ancillary development with associated access off Kenton's Lane. The proposed site layout is attached as **Appendix A**.

Highways Impact

- 3.2 As supported by WBC Highways within the pre-application consultation response, a trip generation assessment has not been conducted where this proposal includes the replacement of existing dwellings and ancillary uses. Therefore, no intensification of vehicle movements is expected.

Access Arrangements

- 3.3 The proposed private ancillary unit is to be accessed via a newly formed access to the north of the site. The existing access to the south of the site will be stopped up as part of the proposals.
- 3.4 Specifically, the proposed access is to be provided in the form of a bellmouth junction arrangement measuring 5m wide with 6m radii adjacent either side with narrowing thereafter. The access remains at 5m wide for the first 14m, narrowing to 3.9m until reaching the hardstanding area within the site. There is considered to be sufficient forward visibility along the narrowed section of the internal access in the infrequent event that a car enters the same time another exits. This has been demonstrated within **Appendix C**.
- 3.5 Swept path analysis of a standard car is attached as **Appendix C**, demonstrating that two cars are capable of passing simultaneously when accessing and exiting from/to the north. Whilst two cars are not capable of passing on Kenton's Lane to the south of the access, this is a function of the existing carriageway widths, and it has been demonstrated that a car is capable of waiting in the access whilst another enters the site from the south.

Visibility Assessment

- 3.6 Kenton's Lane is subject to national speed limit, although actual speeds are anticipated to be considerably less than this. In consideration of the pre-application response (**Appendix B**), a 7-day Automatic Traffic Count (ATC) survey has been undertaken to determine actual vehicle speeds and volumes at the proposed access on Kenton's Lane between 11th September-17th September 2026. The results of the 7-day ATC survey are summarised in **Table 1**, with full outputs attached within **Appendix D**.

Kentons Lane	Average Daily Flows (7-day Average)	85 th Percentile Speeds (mph)
ATC 1 (Southbound)	225	28.5
ATC 2 (Northbound)	214	24.8
Total	439	-

Table 1: 7-Day ATC Results

- 3.7 As summarised within **Table 1**, 85th percentile speeds along Kenton's Lane are 28.5mph southbound and 24.8mph northbound past the access. In terms of hourly traffic flows, the 7-day average has been assessed with an average of 36 vehicles (two-way) on Kenton's Lane each hour. This is equivalent to an average of approximately 1 trip every 2 minutes across the day which is considered infrequent.
- 3.8 In light of the 7-day ATC speed survey results, visibility splays calculated based on the 85th percentile speeds. The secondary visibility splay (south of the access) has been measured at 2.4m x 33m to represent a speed of 24.8mph.
- 3.9 The primary visibility splay (north of the access) has been measured to 2m x 39.9m with a 0.3m offset in order to represent a speed limit of 28.5mph. Within the pre-application response, WBC agreed to an offset of 0.5m being allowed in either direction in order to accommodate for cyclist safety, therefore, an offset of 0.3m should be acceptable.
- 3.10 A 2m x-distance is considered to be acceptable in this instance as supported by paragraph 7.7.7 of MfS guidance, which states "*A minimum figure of 2m may be considered in some very lightly-trafficked and slow-speed situations*" which demonstrate speeds of less than 30mph and infrequent traffic volumes equivalent to 1 trip every 2 minutes. Therefore, this is considered to be acceptable in the context of the site location when considering the ATC survey results as summarised within **Table 1**. The visibility splay assessment is demonstrated within **Appendix E**.
- 3.11 Safe and suitable access is therefore considered to be achievable when considering the proposals will not intensify from the existing situation, and when considering the recorded traffic volumes/speeds alongside the absence of an existing accident history.

Parking Provision

- 3.12 Within pre-application consultation, WBC have requested for a minimum of 3 car parking spaces measuring 2.5m x 5m for a development of this nature and scale. Where the current provision of parking on the drive allows for up to 7 spaces measuring 2.5m x 5m, the

parking provision is considered fully compliant with the minimum standard requested by the highway authority. In support of the parking proposals, swept path analysis has been undertaken of the car park spaces, with all spaces navigable by a private vehicle. The drawing in support of this is contained within **Appendix F**.

3.13 WBC Highways requested a minimum of one EV Charging point to be provided under the latest Building Regulations, therefore one EV space will be implemented.

3.14 In response to WBCs request for cycle parking, three secured and covered spaces have been provided within the curtilage of the development.

Servicing Arrangements

3.15 It is anticipated that refuse collection would continue to occur off Kenton's Lane, however, will now occur from the proposed access as opposed to the existing access.

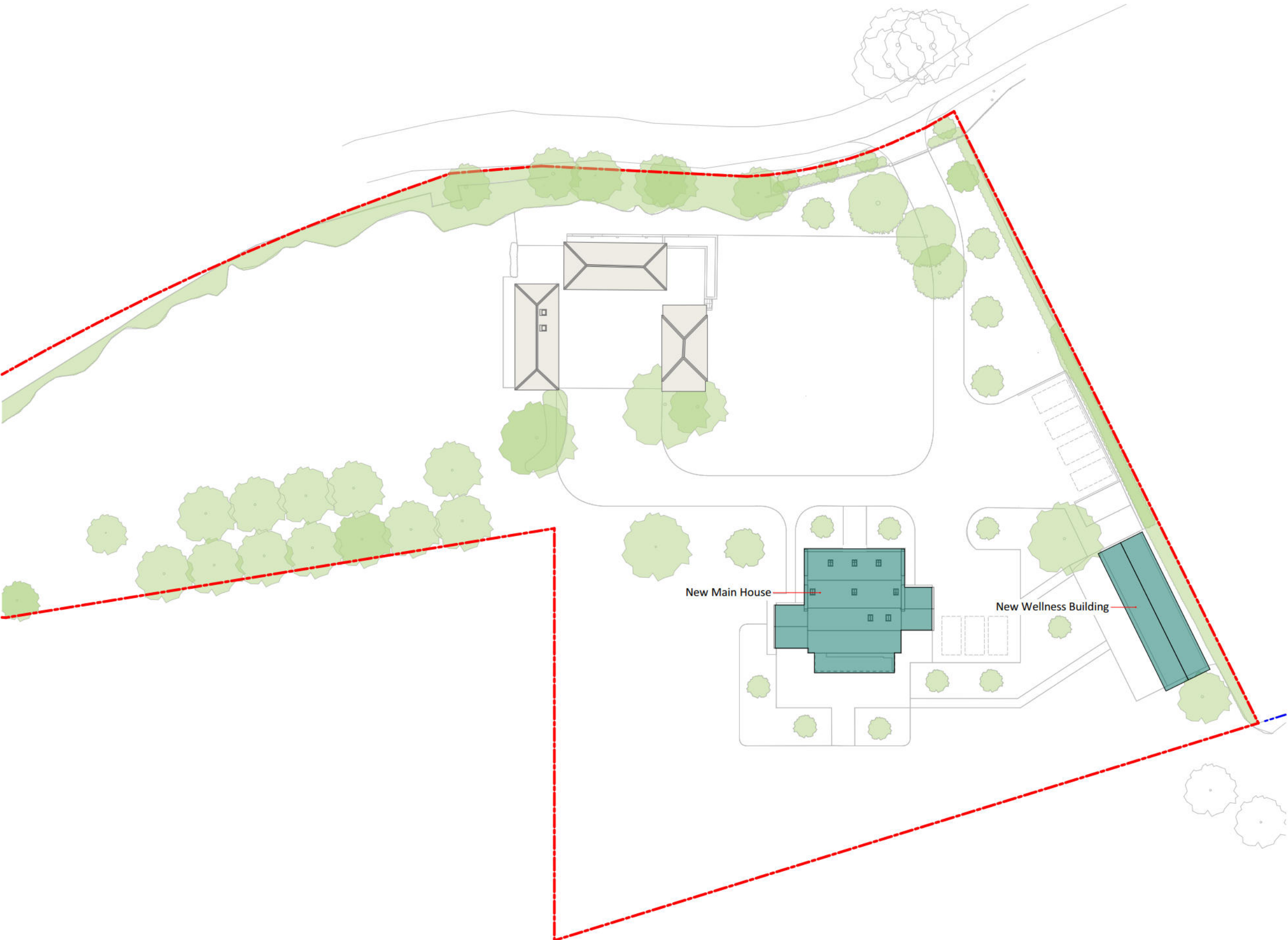
3.16 In response to pre-application feedback, fire tender swept path analysis has been undertaken to demonstrate this vehicle is capable of suitably entering, turning and exiting the site in a forward gear. The fire tender is able to reach all buildings within 45m without needing to reverse further than 20m in accordance with Building Regulations and is demonstrated in **Appendix G**.

4. SUMMARY AND CONCLUSIONS

- 4.1 This Technical Note (TN) has been prepared by Paul Basham Associates on behalf of a private client to support a planning application for a replacement dwelling and associated ancillary development at Youngs Farm, Kenton's Lane, Upper Culham. The assessment has considered and addressed pre-application comments made by Wokingham Borough Council Highway Authority in March 2026.
- 4.2 The site benefits from several Public Rights of Way within a 1km radius. Wargrave and Henley are approximately 2.9km and 3.7km from the site, respectively, equivalent to 11 and 14-minute bike rides respectively. The nearest bus stop is approximately 1.2km away, or a 15-minute walk, and is served by route 850 twice per hour, with services operating between approximately 04:57 and 23:20 depending on direction.
- 4.2 No personal injury collisions were recorded within a 300m radius during the most recent five-year period between 2021 and 2025. Therefore, the data demonstrates there are no existing highway safety issues that would be exacerbated by the modest proposals.
- 4.3 The proposed access will be provided in the form of a bellmouth and will measure 5m wide with 6m corner radii adjacent either side. It would retain a width of approximately 5m for the first 14m from the carriageway before narrowing to 3.9m until reaching the area of hardstanding. Swept path analysis demonstrates that two cars can pass simultaneously when approaching from or departing to the north, while one vehicle can wait within the access when another enters from the south.
- 4.4 Visibility splays have been informed through 2 x 7-day ATC surveys which were conducted between the 11th September-18th September 2026 on Kenton's Lane at the proposed access. Based on the recorded 85th percentile speeds, suitable visibility splays have been demonstrated to be achievable with splays of 2m x 39.9m with a 0.3m offset in the primary direction and 2.4m x 33m in the secondary direction. The 2m x-distance proposed in the primary direction is considered appropriate in the context of the low speed and lightly trafficked road, as supported by Manual for Streets guidance. Additionally, no collision history has been recorded adjacent the site access and the development proposals will not result in a material intensification of vehicle movements.

- 4.5 The proposals will provide 7 parking spaces, each measuring 2.5m by 5m in accordance with the minimum parking standards and as per the pre-application comments. All spaces are capable of being accessed appropriately by a private car.
- 4.6 Refuse collection would continue from Kenton's Lane, and fire tender tracking demonstrates access to all buildings within 45m without requiring a reversing distance greater than 20m.
- 4.7 As the proposal replaces an existing dwelling, it is not expected to result in a material intensification of vehicle movements on Kenton's Lane or the wider highway network, this has been agreed with WBC in pre-application responses.
- 4.8 The NPPF (August 2026) states that "Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety...". This development will not result in an increase in trips, and no collision history has been identified within the vicinity of the site over the most recent 5 year period. Therefore, Paul Basham Associates encourage Wokingham Borough Council Planning and Highway Authority to look favourably upon this development with regard to highway matters.

Appendix A



NOTES

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Key

- Application Boundary
- Ownership Boundary
- Existing
- Proposed

PLANNING

Stage:
Drawing:

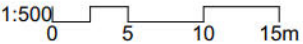
Proposed Site Plan

Revision	Date	Details
PL01	10/09/2026	Planning Drawings Set

Project
SOMAUROO - Youngs Farm

Project Number 1699	Project Address Youngs Farm, Kentons Lane, Upper Culham, RG10 8NX
Project Leader S. Barry	Date Thursday, 10 September 2026
Scale 1:700, 1:500 @ A3	Revision PL01
Drawing Number 022-101	

Proposed Site Plan
1:500



Architecture,
Interiors & Landscapes

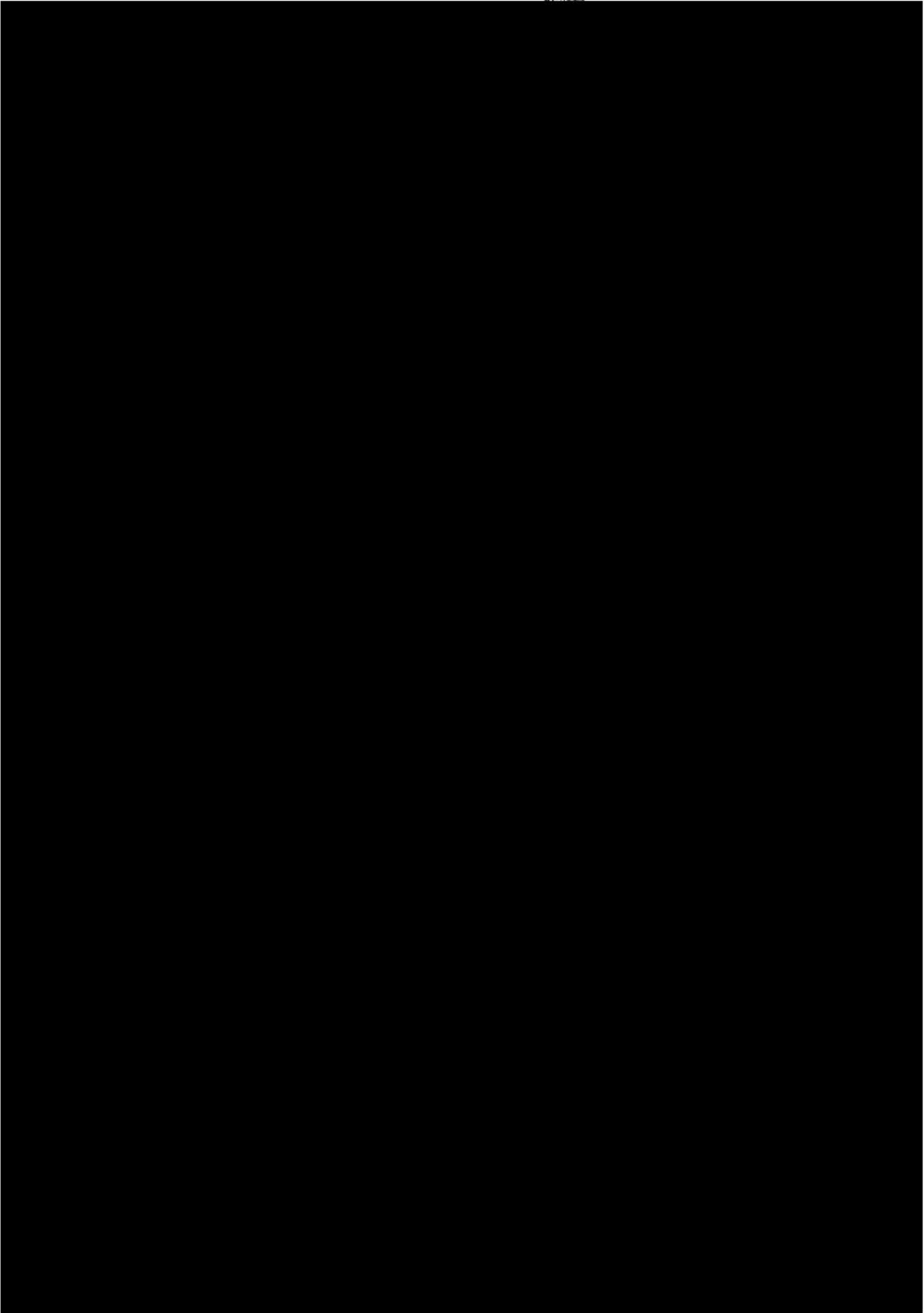
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Thame
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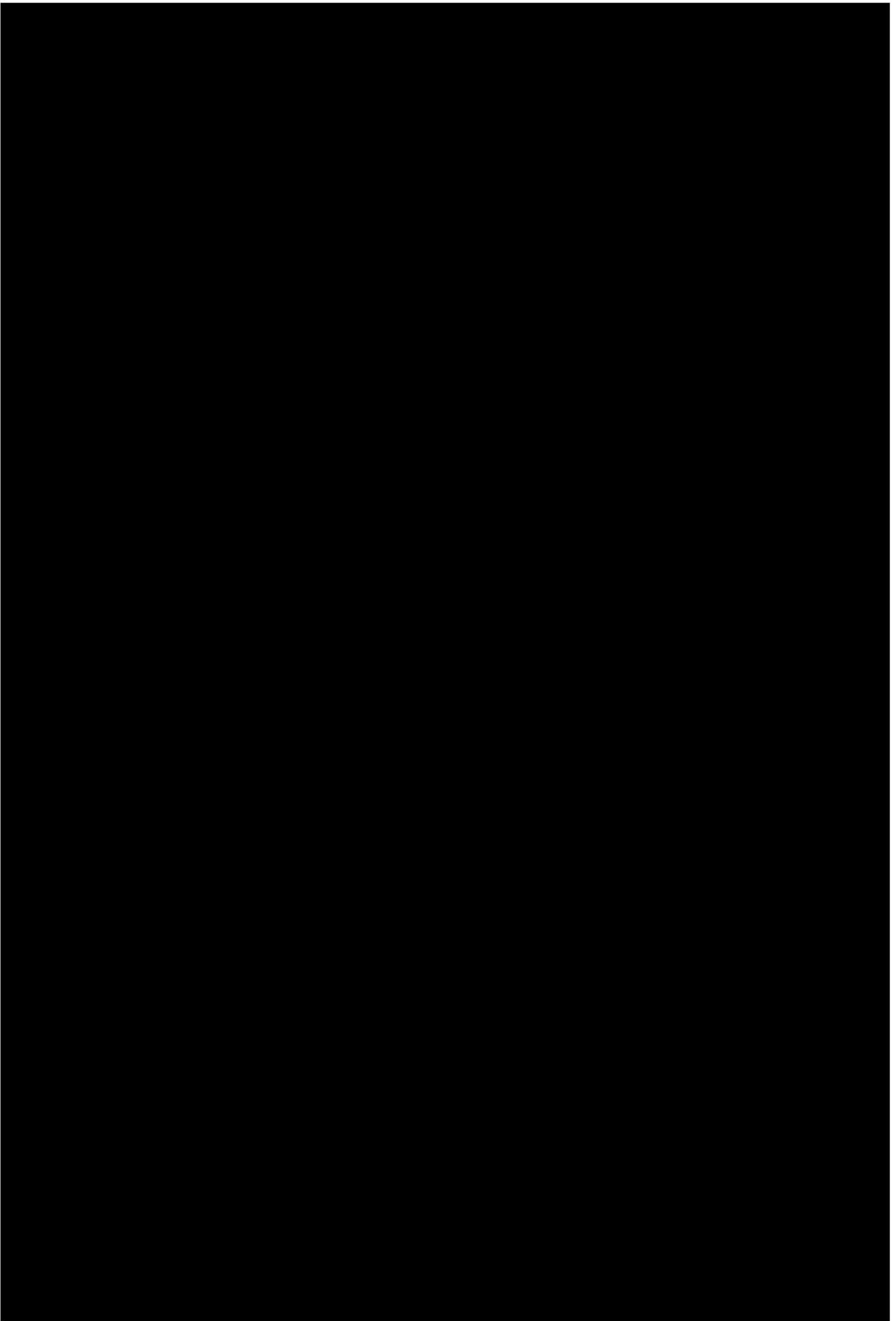
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hello@hollandgreen.co.uk

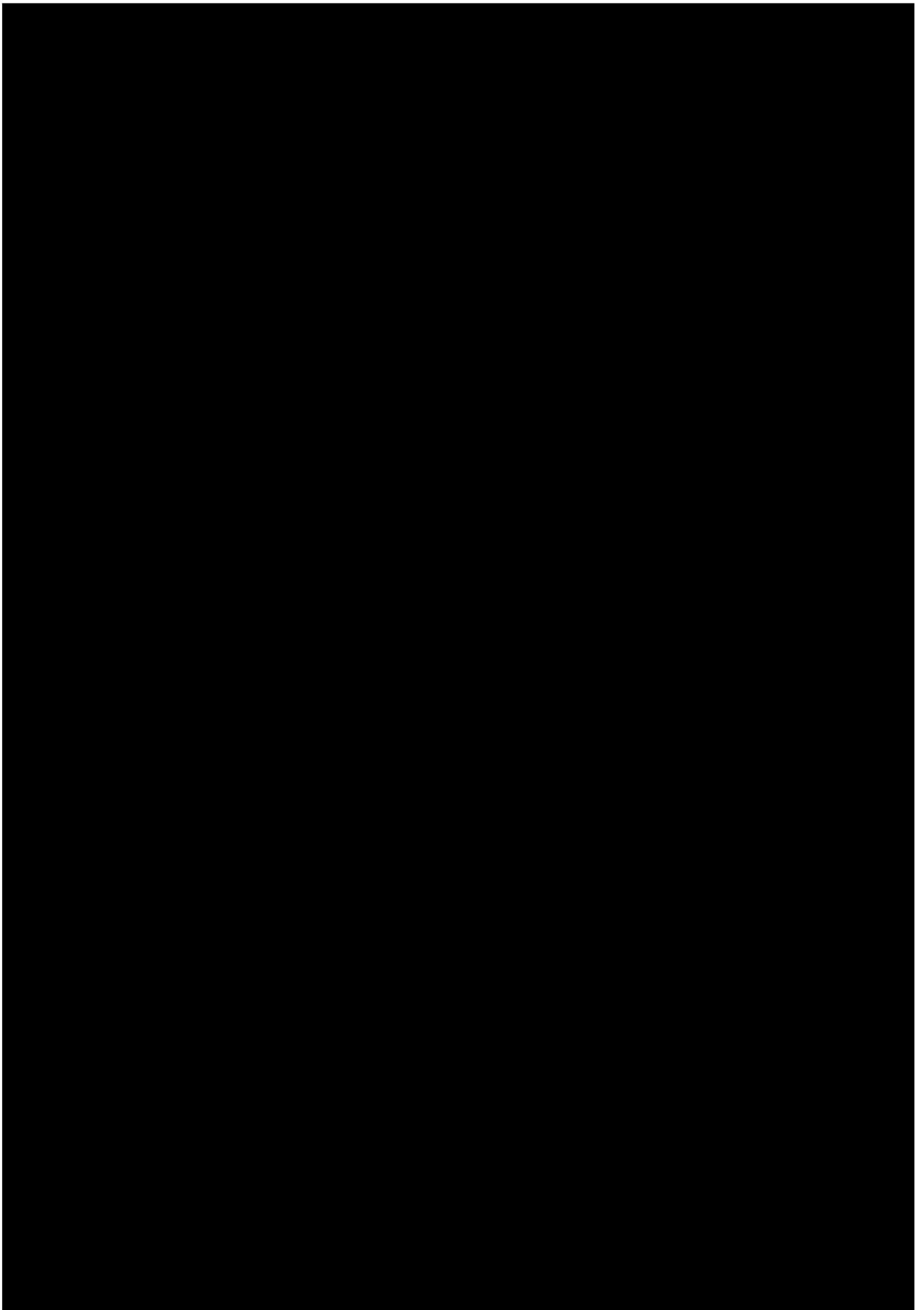
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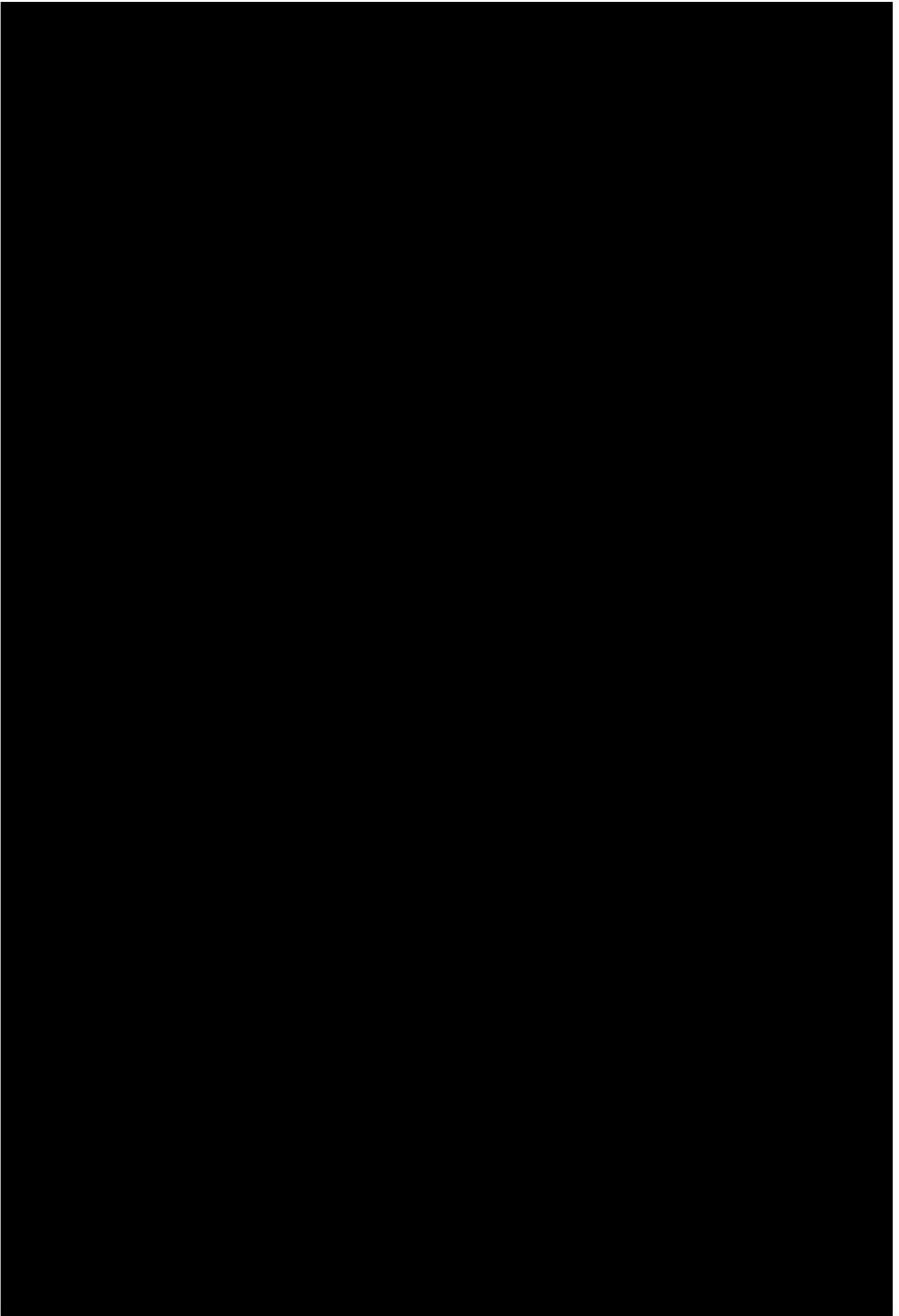
Appendix B

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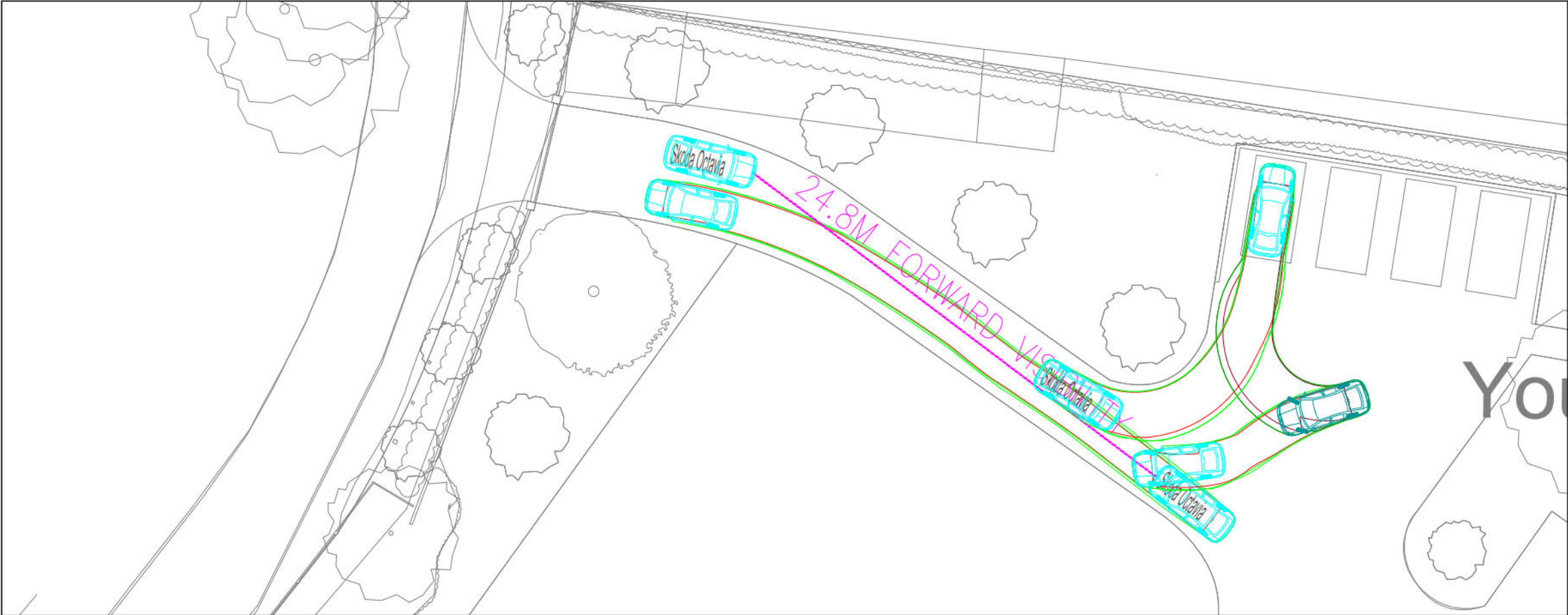




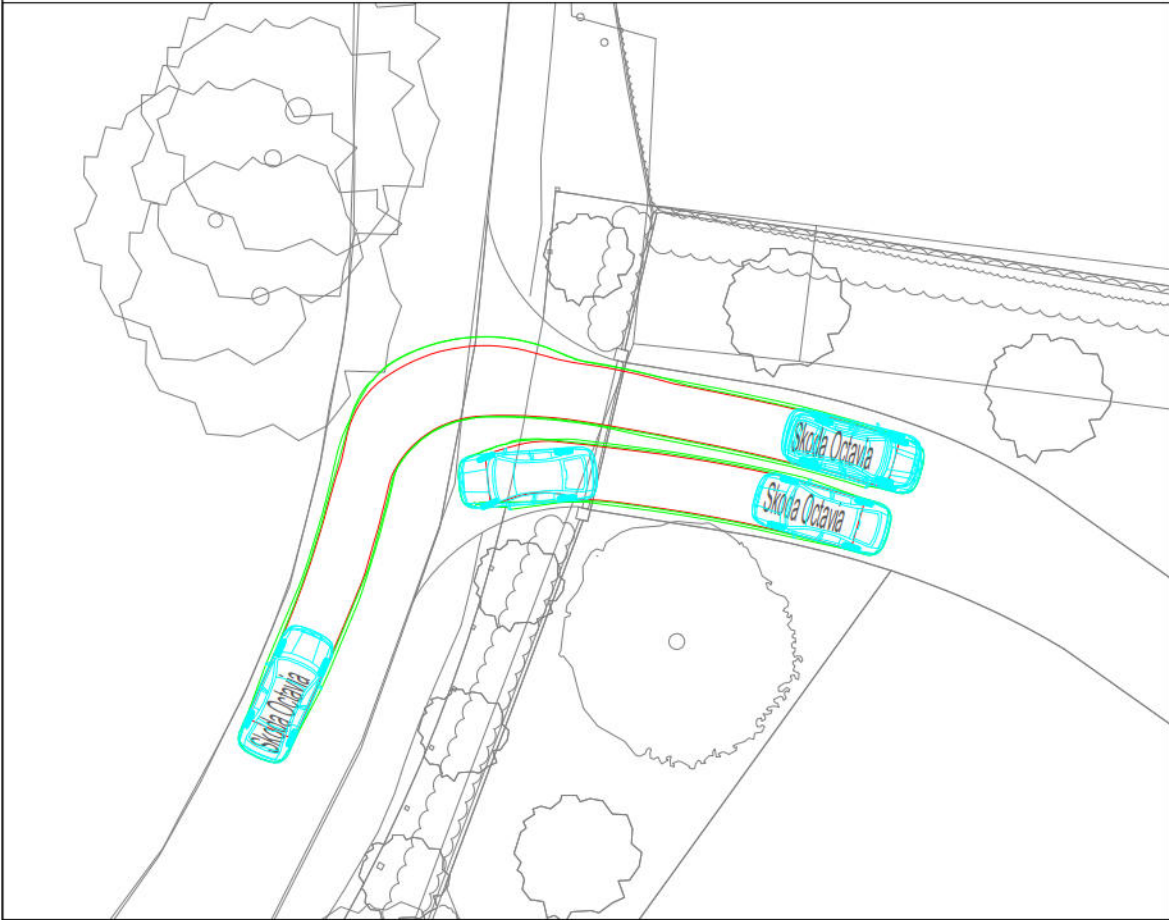




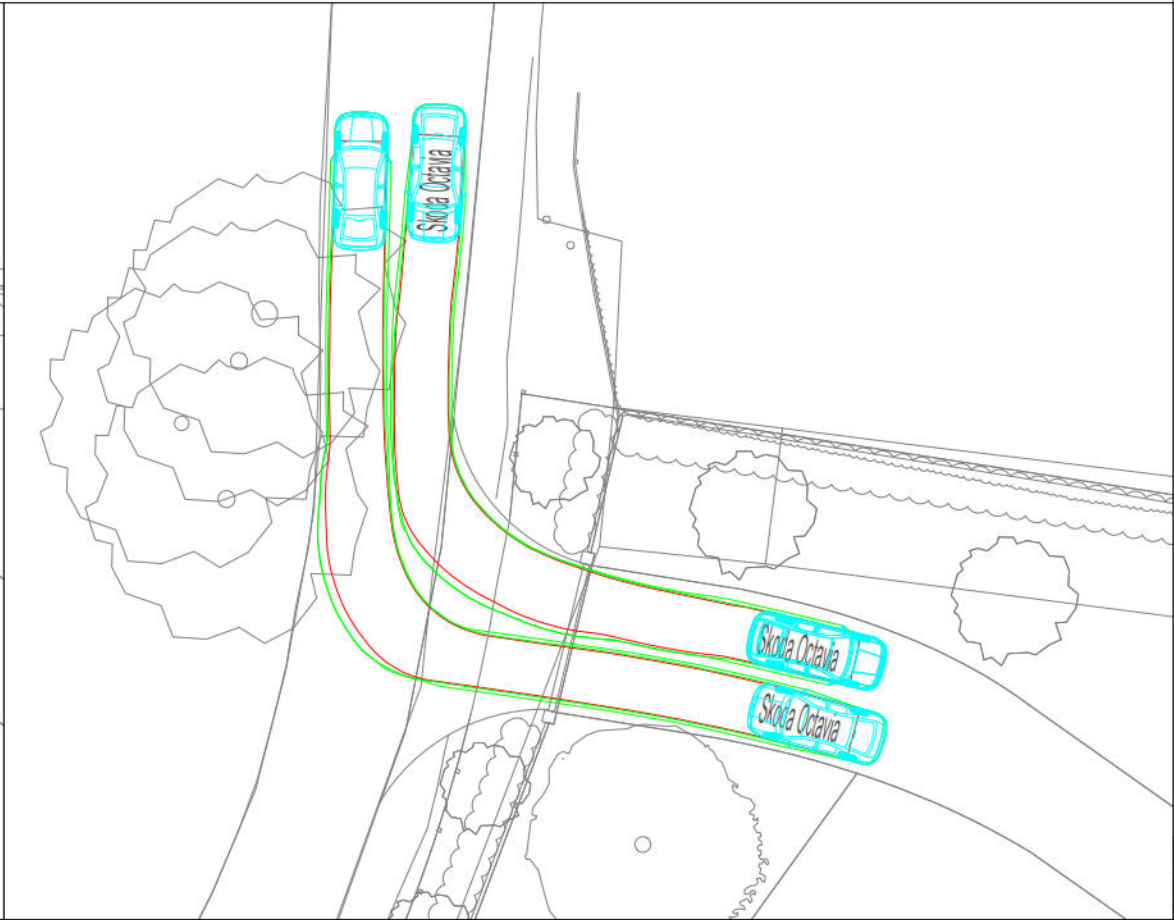
Appendix C



INTERNAL ACCESS TRACKING



SITE ACCESS RIGHT HAND TURN IN LEFT HAND TURN OUT



SITE ACCESS LEFT HAND TURN IN RIGHT HAND TURN OUT

Project Name	YOUNGS FARM, KENTONS LANE, UPPER CULHAM
Project Phase	PRELIMINARY

Title	VEHICLE ACCESS SWEEP PATH ANALYSIS AND FORWARD VISIBILITY
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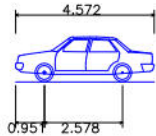
Client	PRIVATE CLIENT
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 - 4.2. OS Mapping
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VEHICLE PROFILE



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



0m 10m

1:250

P03	REVISED LAYOUT	15.09.2026	EMW	LEJ
P02	SECOND ISSUE	26.02.2026	EMW	LEJ
P01	FIRST ISSUE	22.12.2025	EMW	LEJ

Rev	Description	Date	By	App'd				
	Date Created	22.12.25	Drawn By	EMW	Approved By	LEJ	Suitability Code	-

PBA Project Number	502.0276	Scale	1:250	(AT A3)
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PBA Drawing No:	502.0276-0002	Revision	P03
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Appendix D

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

	Northbound	Southbound
Total	1515	1573
Mean Speed	24.1	24.2
85%	28.4	28.5



WELSH TFC - HANDEL LIAISON

LOCATION: KILBARI & WILSON

DATE: 11/10/2024

DIRECTION: NORTHBOUND

SPEED LIMIT: 100

11 September 2024

Time	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C14	C15	C16	C17	C18	C19	C20	C21	C22	C23	C24	C25	C26	C27	C28	C29	C30	C31	C32	C33	C34	C35	C36	C37	C38	C39	C40	C41	C42	C43	C44	C45	C46	C47	C48	C49	C50	C51	C52	C53	C54	C55	C56	C57	C58	C59	C60	C61	C62	C63	C64	C65	C66	C67	C68	C69	C70	C71	C72	C73	C74	C75	C76	C77	C78	C79	C80	C81	C82	C83	C84	C85	C86	C87	C88	C89	C90	C91	C92	C93	C94	C95	C96	C97	C98	C99	C100	C101	C102	C103	C104	C105	C106	C107	C108	C109	C110	C111	C112	C113	C114	C115	C116	C117	C118	C119	C120	C121	C122	C123	C124	C125	C126	C127	C128	C129	C130	C131	C132	C133	C134	C135	C136	C137	C138	C139	C140	C141	C142	C143	C144	C145	C146	C147	C148	C149	C150	C151	C152	C153	C154	C155	C156	C157	C158	C159	C160	C161	C162	C163	C164	C165	C166	C167	C168	C169	C170	C171	C172	C173	C174	C175	C176	C177	C178	C179	C180	C181	C182	C183	C184	C185	C186	C187	C188	C189	C190	C191	C192	C193	C194	C195	C196	C197	C198	C199	C200	C201	C202	C203	C204	C205	C206	C207	C208	C209	C210	C211	C212	C213	C214	C215	C216	C217	C218	C219	C220	C221	C222	C223	C224	C225	C226	C227	C228	C229	C230	C231	C232	C233	C234	C235	C236	C237	C238	C239	C240	C241	C242	C243	C244	C245	C246	C247	C248	C249	C250	C251	C252	C253	C254	C255	C256	C257	C258	C259	C260	C261	C262	C263	C264	C265	C266	C267	C268	C269	C270	C271	C272	C273	C274	C275	C276	C277	C278	C279	C280	C281	C282	C283	C284	C285	C286	C287	C288	C289	C290	C291	C292	C293	C294	C295	C296	C297	C298	C299	C300	C301	C302	C303	C304	C305	C306	C307	C308	C309	C310	C311	C312	C313	C314	C315	C316	C317	C318	C319	C320	C321	C322	C323	C324	C325	C326	C327	C328	C329	C330	C331	C332	C333	C334	C335	C336	C337	C338	C339	C340	C341	C342	C343	C344	C345	C346	C347	C348	C349	C350	C351	C352	C353	C354	C355	C356	C357	C358	C359	C360	C361	C362	C363	C364	C365	C366	C367	C368	C369	C370	C371	C372	C373	C374	C375	C376	C377	C378	C379	C380	C381	C382	C383	C384	C385	C386	C387	C388	C389	C390	C391	C392	C393	C394	C395	C396	C397	C398	C399	C400	C401	C402	C403	C404	C405	C406	C407	C408	C409	C410	C411	C412	C413	C414	C415	C416	C417	C418	C419	C420	C421	C422	C423	C424	C425	C426	C427	C428	C429	C430	C431	C432	C433	C434	C435	C436	C437	C438	C439	C440	C441	C442	C443	C444	C445	C446	C447	C448	C449	C450	C451	C452	C453	C454	C455	C456	C457	C458	C459	C460	C461	C462	C463	C464	C465	C466	C467	C468	C469	C470	C471	C472	C473	C474	C475	C476	C477	C478	C479	C480	C481	C482	C483	C484	C485	C486	C487	C488	C489	C490	C491	C492	C493	C494	C495	C496	C497	C498	C499	C500	C501	C502	C503	C504	C505	C506	C507	C508	C509	C510	C511	C512	C513	C514	C515	C516	C517	C518	C519	C520	C521	C522	C523	C524	C525	C526	C527	C528	C529	C530	C531	C532	C533	C534	C535	C536	C537	C538	C539	C540	C541	C542	C543	C544	C545	C546	C547	C548	C549	C550	C551	C552	C553	C554	C555	C556	C557	C558	C559	C560	C561	C562	C563	C564	C565	C566	C567	C568	C569	C570	C571	C572	C573	C574	C575	C576	C577	C578	C579	C580	C581	C582	C583	C584	C585	C586	C587	C588	C589	C590	C591	C592	C593	C594	C595	C596	C597	C598	C599	C600	C601	C602	C603	C604	C605	C606	C607	C608	C609	C610	C611	C612	C613	C614	C615	C616	C617	C618	C619	C620	C621	C622	C623	C624	C625	C626	C627	C628	C629	C630	C631	C632	C633	C634	C635	C636	C637	C638	C639	C640	C641	C642	C643	C644	C645	C646	C647	C648	C649	C650	C651	C652	C653	C654	C655	C656	C657	C658	C659	C660	C661	C662	C663	C664	C665	C666	C667	C668	C669	C670	C671	C672	C673	C674	C675	C676	C677	C678	C679	C680	C681	C682	C683	C684	C685	C686	C687	C688	C689	C690	C691	C692	C693	C694	C695	C696	C697	C698	C699	C700	C701	C702	C703	C704	C705	C706	C707	C708	C709	C710	C711	C712	C713	C714	C715	C716	C717	C718	C719	C720	C721	C722	C723	C724	C725	C726	C727	C728	C729	C730	C731	C732	C733	C734	C735	C736	C737	C738	C739	C740	C741	C742	C743	C744	C745	C746	C747	C748	C749	C750	C751	C752	C753	C754	C755	C756	C757	C758	C759	C760	C761	C762	C763	C764	C765	C766	C767	C768	C769	C770	C771	C772	C773	C774	C775	C776	C777	C778	C779	C780	C781	C782	C783	C784	C785	C786	C787	C788	C789	C790	C791	C792	C793	C794	C795	C796	C797	C798	C799	C800	C801	C802	C803	C804	C805	C806	C807	C808	C809	C810	C811	C812	C813	C814	C815	C816	C817	C818	C819	C820	C821	C822	C823	C824	C825	C826	C827	C828	C829	C830	C831	C832	C833	C834	C835	C836	C837	C838	C839	C840	C841	C842	C843	C844	C845	C846	C847	C848	C849	C850	C851	C852	C853	C854	C855	C856	C857	C858	C859	C860	C861	C862	C863	C864	C865	C866	C867	C868	C869	C870	C871	C872	C873	C874	C875	C876	C877	C878	C879	C880	C881	C882	C883	C884	C885	C886	C887	C888	C889	C890	C891	C892	C893	C894	C895	C896	C897	C898	C899	C900	C901	C902	C903	C904	C905	C906	C907	C908	C909	C910	C911	C912	C913	C914	C915	C916	C917	C918	C919	C920	C921	C922	C923	C924	C925	C926	C927	C928	C929	C930	C931	C932	C933	C934	C935	C936	C937	C938	C939	C940	C941	C942	C943	C944	C945	C946	C947	C948	C949	C950	C951	C952	C953	C954	C955	C956	C957	C958	C959	C960	C961	C962	C963	C964	C965	C966	C967	C968	C969	C970	C971	C972	C973	C974	C975	C976	C977	C978	C979	C980	C981	C982	C983	C984	C985	C986	C987	C988	C989	C990	C991	C992	C993	C994	C995	C996	C997	C998	C999	C1000	C1001	C1002	C1003	C1004	C1005	C1006	C1007	C1008	C1009	C1010	C1011	C1012	C1013	C1014	C1015	C1016	C1017	C1018	C1019	C1020	C1021	C1022	C1023	C1024	C1025	C1026	C1027	C1028	C1029	C1030	C1031	C1032	C1033	C1034	C1035	C1036	C1037	C1038	C1039	C1040	C1041	C1042	C1043	C1044	C1045	C1046	C1047	C1048	C1049	C1050	C1051	C1052	C1053	C1054	C1055	C1056	C1057	C1058	C1059	C1060	C1061	C1062	C1063	C1064	C1065	C1066	C1067	C1068	C1069	C1070	C1071	C1072	C1073	C1074	C1075	C1076	C1077	C1078	C1079	C1080	C1081	C1082	C1083	C1084	C1085	C1086	C1087	C1088	C1089	C1090	C1091	C1092	C1093	C1094	C1095	C1096	C1097	C1098	C1099	C1100	C1101	C1102	C1103	C1104	C1105	C1106	C1107	C1108	C1109	C1110	C1111	C1112	C1113	C1114	C1115	C1116	C1117	C1118	C1119	C1120	C1121	C1122	C1123	C1124	C1125	C1126	C1127	C1128	C1129	C1130	C1131	C1132	C1133	C1134	C1135	C1136	C1137	C1138	C1139	C1140	C1141	C1142	C1143	C1144	C1145	C1146	C1147	C1148	C1149	C1150	C1151	C1152	C1153	C1154	C1155	C1156	C1157	C1158	C1159	C1160	C1161	C1162	C1163	C1164	C1165	C1166	C1167	C1168	C1169	C1170	C1171	C1172	C1173	C1174	C1175	C1176	C1177	C1178	C1179	C1180	C1181	C1182	C1183	C1184	C1185	C1186	C1187	C1188	C1189	C1190	C1191	C1192	C1193	C1194	C1195	C1196	C1197	C1198	C1199	C1200	C1201	C1202	C1203	C1204	C1205	C1206	C1207	C1208	C1209	C1210	C1211	C1212	C1213	C1214	C1215	C1216	C1217	C1218	C1219	C1220	C1221	C1222	C1223	C1224	C1225	C1226	C1227	C1228	C1229	C1230	C1231	C1232	C1233	C1234	C1235	C1236	C1237	C1238	C1239	C1240	C1241	C1242	C1243	C1244	C1245	C1246	C1247	C1248	C1249	C1250	C1251	C1252	C1253	C1254	C1255	C1256	C1257	C1258	C1259	C1260	C1261	C1262	C1263	C1264	C1265	C1266	C1267	C1268	C1269	C1270	C1271	C1272	C1273	C1274	C1275	C1276	C1277	C1278	C1279	C1280	C1281	C1282	C1283	C1284	C1285	C1286	C1287	C1288	C1289	C1290	C1291	C1292	C1293	C1294	C1295	C1296	C1297	C1298	C1299	C1300	C1301	C1302	C1303	C1304	C1305	C1306	C1307	C1308	C1309	C1310	C1311	C1312	C1313	C1314	C1315	C1316	C1317	C1318	C1319	C1320	C1321	C1322	C1323	C1324	C1325	C1326	C1327	C1328	C1329	C1330	C1331	C1332	C1333	C1334	C1335	C1336	C1337	C1338	C1339	C1340	C1341	C1342	C1343	C1344	C1345	C1346	C1347	C1348	C1349	C1350	C1351	C1352	C1353	C1354	C1355	C1356	C1357	C1358	C1359	C1360	C1361	C1362	C1363	C1364	C1365	C1366	C1367	C1368	C1369	C1370	C1371	C1372	C1373	C1374	C1375	C1376	C1377	C1378	C1379	C1380	C1381	C1382	C1383	C1384	C1385	C1386	C1387	C1388	C1389	C1390	C1391	C1392	C1393	C1394	C1395	C1396	C1397	C1398	C1399	C1400	C1401	C1402	C1403	C1404	C1405	C1406	C1407	C1408	C1409	C1410	C1411	C1412	C1413	C1414	C1415	C1416	C1417	C1418	C1419	C1420	C1421	C1422	C1423	C1424	C1425	C1426	C1427	C1428	C1429	C1430	C1431	C1432	C1433	C1434	C1435	C1436	C1437	C1438	C1439	C1440	C1441	C1442	C1443	C1444	C1445	C1446	C1447	C1448	C1449	C1450	C1451	C1452	C1453	C1454	C1455	C1456	C1457	C1458	C1459	C1460	C1461	C1462	C1463	C1464	C1465</
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SITE: ATC 1 - Kentons Lane, Wargrave

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.527462, -0.864247

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	11-Sep	12-Sep	13-Sep	14-Sep	15-Sep	16-Sep	17-Sep	1-5.	1-7.
Hour									
0000-0100	0	1	0	0	0	0	0	0	0.1
0100-0200	0	1	0	0	2	0	0	0.4	0.4
0200-0300	0	0	0	0	0	0	0	0	0
0300-0400	0	0	0	0	0	0	0	0	0
0400-0500	0	0	1	0	0	0	0	0	0.1
0500-0600	1	1	2	1	1	0	0	0.6	0.9
0600-0700	7	4	2	5	4	5	6	5.4	4.7
0700-0800	18	1	3	25	13	18	15	17.8	13.3
0800-0900	20	4	4	32	7	22	34	23	17.6
0900-1000	17	22	6	19	9	12	24	16.2	15.6
1000-1100	20	7	7	20	5	15	9	13.8	11.9
1100-1200	8	9	19	16	13	11	8	11.2	12
1200-1300	18	53	23	10	10	20	16	14.8	21.4
1300-1400	11	25	7	13	9	8	14	11	12.4
1400-1500	9	17	7	11	5	8	10	8.6	9.6
1500-1600	15	14	13	13	14	16	19	15.4	14.9
1600-1700	79	14	7	21	15	16	30	32.2	26
1700-1800	14	9	3	27	30	28	31	26	20.3
1800-1900	8	6	3	41	36	42	27	30.8	23.3
1900-2000	6	9	2	5	3	7	6	5.4	5.4
2000-2100	4	3	2	1	3	2	3	2.6	2.6
2100-2200	1	2	2	1	1	3	2	1.6	1.7
2200-2300	1	1	0	2	0	2	5	2	1.6
2300-2400	1	1	1	1	1	0	0	0.6	0.7
Totals									
07-19	237	181	102	248	166	216	237	220.8	198.1
06-22	255	199	110	260	177	233	254	235.8	212.6
06-00	257	201	111	263	178	235	259	238.4	214.9
00-00	258	204	114	264	181	235	259	239.4	216.4
AM Peak	1000	900	1100	800	1100	800	800		
	20	22	19	32	13	22	34		
PM Peak	1600	1200	1200	1800	1800	1800	1700		
	79	53	23	41	36	42	31		



WTEC1 - Hamilton, Virginia

LOCATION: Road 1 & Highway 404

GRID REFERENCE: 11.07044, 4.86017

DIRECTION: SOUTHBOUND

SPEED LIMIT: 70

11 September 2026

Time	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C14	C15	C16	C17	C18	C19	C20	C21	C22	C23	C24	C25	C26	C27	C28	C29	C30	C31	C32	C33	C34	C35	C36	C37	C38	C39	C40	C41	C42	C43	C44	C45	C46	C47	C48	C49	C50	C51	C52	C53	C54	C55	C56	C57	C58	C59	C60	C61	C62	C63	C64	C65	C66	C67	C68	C69	C70	C71	C72	C73	C74	C75	C76	C77	C78	C79	C80	C81	C82	C83	C84	C85	C86	C87	C88	C89	C90	C91	C92	C93	C94	C95	C96	C97	C98	C99	C100	C101	C102	C103	C104	C105	C106	C107	C108	C109	C110	C111	C112	C113	C114	C115	C116	C117	C118	C119	C120	C121	C122	C123	C124	C125	C126	C127	C128	C129	C130	C131	C132	C133	C134	C135	C136	C137	C138	C139	C140	C141	C142	C143	C144	C145	C146	C147	C148	C149	C150	C151	C152	C153	C154	C155	C156	C157	C158	C159	C160	C161	C162	C163	C164	C165	C166	C167	C168	C169	C170	C171	C172	C173	C174	C175	C176	C177	C178	C179	C180	C181	C182	C183	C184	C185	C186	C187	C188	C189	C190	C191	C192	C193	C194	C195	C196	C197	C198	C199	C200	C201	C202	C203	C204	C205	C206	C207	C208	C209	C210	C211	C212	C213	C214	C215	C216	C217	C218	C219	C220	C221	C222	C223	C224	C225	C226	C227	C228	C229	C230	C231	C232	C233	C234	C235	C236	C237	C238	C239	C240	C241	C242	C243	C244	C245	C246	C247	C248	C249	C250	C251	C252	C253	C254	C255	C256	C257	C258	C259	C260	C261	C262	C263	C264	C265	C266	C267	C268	C269	C270	C271	C272	C273	C274	C275	C276	C277	C278	C279	C280	C281	C282	C283	C284	C285	C286	C287	C288	C289	C290	C291	C292	C293	C294	C295	C296	C297	C298	C299	C300	C301	C302	C303	C304	C305	C306	C307	C308	C309	C310	C311	C312	C313	C314	C315	C316	C317	C318	C319	C320	C321	C322	C323	C324	C325	C326	C327	C328	C329	C330	C331	C332	C333	C334	C335	C336	C337	C338	C339	C340	C341	C342	C343	C344	C345	C346	C347	C348	C349	C350	C351	C352	C353	C354	C355	C356	C357	C358	C359	C360	C361	C362	C363	C364	C365	C366	C367	C368	C369	C370	C371	C372	C373	C374	C375	C376	C377	C378	C379	C380	C381	C382	C383	C384	C385	C386	C387	C388	C389	C390	C391	C392	C393	C394	C395	C396	C397	C398	C399	C400	C401	C402	C403	C404	C405	C406	C407	C408	C409	C410	C411	C412	C413	C414	C415	C416	C417	C418	C419	C420	C421	C422	C423	C424	C425	C426	C427	C428	C429	C430	C431	C432	C433	C434	C435	C436	C437	C438	C439	C440	C441	C442	C443	C444	C445	C446	C447	C448	C449	C450	C451	C452	C453	C454	C455	C456	C457	C458	C459	C460	C461	C462	C463	C464	C465	C466	C467	C468	C469	C470	C471	C472	C473	C474	C475	C476	C477	C478	C479	C480	C481	C482	C483	C484	C485	C486	C487	C488	C489	C490	C491	C492	C493	C494	C495	C496	C497	C498	C499	C500	C501	C502	C503	C504	C505	C506	C507	C508	C509	C510	C511	C512	C513	C514	C515	C516	C517	C518	C519	C520	C521	C522	C523	C524	C525	C526	C527	C528	C529	C530	C531	C532	C533	C534	C535	C536	C537	C538	C539	C540	C541	C542	C543	C544	C545	C546	C547	C548	C549	C550	C551	C552	C553	C554	C555	C556	C557	C558	C559	C560	C561	C562	C563	C564	C565	C566	C567	C568	C569	C570	C571	C572	C573	C574	C575	C576	C577	C578	C579	C580	C581	C582	C583	C584	C585	C586	C587	C588	C589	C590	C591	C592	C593	C594	C595	C596	C597	C598	C599	C600	C601	C602	C603	C604	C605	C606	C607	C608	C609	C610	C611	C612	C613	C614	C615	C616	C617	C618	C619	C620	C621	C622	C623	C624	C625	C626	C627	C628	C629	C630	C631	C632	C633	C634	C635	C636	C637	C638	C639	C640	C641	C642	C643	C644	C645	C646	C647	C648	C649	C650	C651	C652	C653	C654	C655	C656	C657	C658	C659	C660	C661	C662	C663	C664	C665	C666	C667	C668	C669	C670	C671	C672	C673	C674	C675	C676	C677	C678	C679	C680	C681	C682	C683	C684	C685	C686	C687	C688	C689	C690	C691	C692	C693	C694	C695	C696	C697	C698	C699	C700	C701	C702	C703	C704	C705	C706	C707	C708	C709	C710	C711	C712	C713	C714	C715	C716	C717	C718	C719	C720	C721	C722	C723	C724	C725	C726	C727	C728	C729	C730	C731	C732	C733	C734	C735	C736	C737	C738	C739	C740	C741	C742	C743	C744	C745	C746	C747	C748	C749	C750	C751	C752	C753	C754	C755	C756	C757	C758	C759	C760	C761	C762	C763	C764	C765	C766	C767	C768	C769	C770	C771	C772	C773	C774	C775	C776	C777	C778	C779	C780	C781	C782	C783	C784	C785	C786	C787	C788	C789	C790	C791	C792	C793	C794	C795	C796	C797	C798	C799	C800	C801	C802	C803	C804	C805	C806	C807	C808	C809	C810	C811	C812	C813	C814	C815	C816	C817	C818	C819	C820	C821	C822	C823	C824	C825	C826	C827	C828	C829	C830	C831	C832	C833	C834	C835	C836	C837	C838	C839	C840	C841	C842	C843	C844	C845	C846	C847	C848	C849	C850	C851	C852	C853	C854	C855	C856	C857	C858	C859	C860	C861	C862	C863	C864	C865	C866	C867	C868	C869	C870	C871	C872	C873	C874	C875	C876	C877	C878	C879	C880	C881	C882	C883	C884	C885	C886	C887	C888	C889	C890	C891	C892	C893	C894	C895	C896	C897	C898	C899	C900	C901	C902	C903	C904	C905	C906	C907	C908	C909	C910	C911	C912	C913	C914	C915	C916	C917	C918	C919	C920	C921	C922	C923	C924	C925	C926	C927	C928	C929	C930	C931	C932	C933	C934	C935	C936	C937	C938	C939	C940	C941	C942	C943	C944	C945	C946	C947	C948	C949	C950	C951	C952	C953	C954	C955	C956	C957	C958	C959	C960	C961	C962	C963	C964	C965	C966	C967	C968	C969	C970	C971	C972	C973	C974	C975	C976	C977	C978	C979	C980	C981	C982	C983	C984	C985	C986	C987	C988	C989	C990	C991	C992	C993	C994	C995	C996	C997	C998	C999	C1000	C1001	C1002	C1003	C1004	C1005	C1006	C1007	C1008	C1009	C1010	C1011	C1012	C1013	C1014	C1015	C1016	C1017	C1018	C1019	C1020	C1021	C1022	C1023	C1024	C1025	C1026	C1027	C1028	C1029	C1030	C1031	C1032	C1033	C1034	C1035	C1036	C1037	C1038	C1039	C1040	C1041	C1042	C1043	C1044	C1045	C1046	C1047	C1048	C1049	C1050	C1051	C1052	C1053	C1054	C1055	C1056	C1057	C1058	C1059	C1060	C1061	C1062	C1063	C1064	C1065	C1066	C1067	C1068	C1069	C1070	C1071	C1072	C1073	C1074	C1075	C1076	C1077	C1078	C1079	C1080	C1081	C1082	C1083	C1084	C1085	C1086	C1087	C1088	C1089	C1090	C1091	C1092	C1093	C1094	C1095	C1096	C1097	C1098	C1099	C1100	C1101	C1102	C1103	C1104	C1105	C1106	C1107	C1108	C1109	C1110	C1111	C1112	C1113	C1114	C1115	C1116	C1117	C1118	C1119	C1120	C1121	C1122	C1123	C1124	C1125	C1126	C1127	C1128	C1129	C1130	C1131	C1132	C1133	C1134	C1135	C1136	C1137	C1138	C1139	C1140	C1141	C1142	C1143	C1144	C1145	C1146	C1147	C1148	C1149	C1150	C1151	C1152	C1153	C1154	C1155	C1156	C1157	C1158	C1159	C1160	C1161	C1162	C1163	C1164	C1165	C1166	C1167	C1168	C1169	C1170	C1171	C1172	C1173	C1174	C1175	C1176	C1177	C1178	C1179	C1180	C1181	C1182	C1183	C1184	C1185	C1186	C1187	C1188	C1189	C1190	C1191	C1192	C1193	C1194	C1195	C1196	C1197	C1198	C1199	C1200	C1201	C1202	C1203	C1204	C1205	C1206	C1207	C1208	C1209	C1210	C1211	C1212	C1213	C1214	C1215	C1216	C1217	C1218	C1219	C1220	C1221	C1222	C1223	C1224	C1225	C1226	C1227	C1228	C1229	C1230	C1231	C1232	C1233	C1234	C1235	C1236	C1237	C1238	C1239	C1240	C1241	C1242	C1243	C1244	C1245	C1246	C1247	C1248	C1249	C1250	C1251	C1252	C1253	C1254	C1255	C1256	C1257	C1258	C1259	C1260	C1261	C1262	C1263	C1264	C1265	C1266	C1267	C1268	C1269	C1270	C1271	C1272	C1273	C1274	C1275	C1276	C1277	C1278	C1279	C1280	C1281	C1282	C1283	C1284	C1285	C1286	C1287	C1288	C1289	C1290	C1291	C1292	C1293	C1294	C1295	C1296	C1297	C1298	C1299	C1300	C1301	C1302	C1303	C1304	C1305	C1306	C1307	C1308	C1309	C1310	C1311	C1312	C1313	C1314	C1315	C1316	C1317	C1318	C1319	C1320	C1321	C1322	C1323	C1324	C1325	C1326	C1327	C1328	C1329	C1330	C1331	C1332	C1333	C1334	C1335	C1336	C1337	C1338	C1339	C1340	C1341	C1342	C1343	C1344	C1345	C1346	C1347	C1348	C1349	C1350	C1351	C1352	C1353	C1354	C1355	C1356	C1357	C1358	C1359	C1360	C1361	C1362	C1363	C1364	C1365	C1366	C1367	C1368	C1369	C1370	C1371	C1372	C1373	C1374	C1375	C1376	C1377	C1378	C1379	C1380	C1381	C1382	C1383	C1384	C1385	C1386	C1387	C1388	C1389	C1390	C1391	C1392	C1393	C1394	C1395	C1396	C1397	C1398	C1399	C1400	C1401	C1402	C1403	C1404	C1405	C1406	C1407	C1408	C1409	C1410	C1411	C1412	C1413	C1414	C1415	C1416	C1417	C1418	C1419	C1420	C1421	C1422	C1423	C1424	C1425	C1426	C1427	C1428	C1429	C1430	C1431	C1432	C1433	C1434	C1435	C1436	C1437	C1438	C1439	C1440	C1441	C1442	C1443	C1444	C1445	C1446	C1447	C1448	C1449	C1450	C1451	C1452	C1453	C1454	C1455	C1456	C1457	C1458	C1459	C1460	C1461	C1462	C1463	C1464	C1465	C1466	C1467	C1468	C1469	C1470	C1471	C1472	C1473	C1474	C1475	C1476	C1477	C1478	C1479	C1480	C1481	C1482	C1483	C1484	C1485	C1486	C1487	C1488
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SITE: ATC 1 - Kentons Lane, Wargrave

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.527462, -0.864247

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	11-Sep	12-Sep	13-Sep	14-Sep	15-Sep	16-Sep	17-Sep	1-5.	1-7.
Hour									
0000-0100	2	1	2	0	0	0	0	0.4	0.7
0100-0200	0	1	0	0	0	1	0	0.2	0.3
0200-0300	0	0	1	0	0	0	1	0.2	0.3
0300-0400	0	0	0	0	0	0	0	0	0
0400-0500	0	0	0	1	1	0	0	0.4	0.3
0500-0600	1	0	0	2	2	1	1	1.4	1
0600-0700	15	3	2	17	19	19	20	18	13.6
0700-0800	50	4	3	53	51	47	44	49	36
0800-0900	23	5	3	21	28	21	18	22.2	17
0900-1000	16	10	5	24	11	16	11	15.6	13.3
1000-1100	11	19	11	13	10	15	10	11.8	12.7
1100-1200	14	20	21	11	15	17	10	13.4	15.4
1200-1300	10	16	17	7	7	6	12	8.4	10.7
1300-1400	17	17	12	8	10	8	9	10.4	11.6
1400-1500	16	13	7	12	7	13	11	11.8	11.3
1500-1600	14	24	7	17	14	10	19	14.8	15
1600-1700	19	17	9	21	21	25	21	21.4	19
1700-1800	20	16	9	19	27	26	29	24.2	20.9
1800-1900	12	9	7	17	8	10	8	11	10.1
1900-2000	6	6	8	3	11	4	4	5.6	6
2000-2100	1	5	2	4	3	4	5	3.4	3.4
2100-2200	3	6	1	4	5	2	6	4	3.9
2200-2300	2	4	0	1	0	1	3	1.4	1.6
2300-2400	1	2	0	1	0	0	1	0.6	0.7
Totals									
07-19	222	170	111	223	209	214	202	214	193
06-22	247	190	124	251	247	243	237	245	219.9
06-00	250	196	124	253	247	244	241	247	222.1
00-00	253	198	127	256	250	246	243	249.6	224.7
AM Peak	700	1100	1100	700	700	700	700		
	50	20	21	53	51	47	44		
PM Peak	1700	1500	1200	1600	1700	1700	1700		
	20	24	17	21	27	26	29		

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

	Northbound	Southbound
Total	1495	1605
Mean Speed	21.1	21.3
85%	24.8	24.4



WTL REC - Harrisburg, Virginia

LOCATION: Midway to town

GRID REFERENCE: 21.0N 74.4W

DIRECTION: NORTHBOUND

SPEED LIMIT: 70L

11 September 2026

Time	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C14	C15	C16	C17	C18	C19	C20	C21	C22	C23	C24	C25	C26	C27	C28	C29	C30	C31	C32	C33	C34	C35	C36	C37	C38	C39	C40	C41	C42	C43	C44	C45	C46	C47	C48	C49	C50	C51	C52	C53	C54	C55	C56	C57	C58	C59	C60	C61	C62	C63	C64	C65	C66	C67	C68	C69	C70	C71	C72	C73	C74	C75	C76	C77	C78	C79	C80	C81	C82	C83	C84	C85	C86	C87	C88	C89	C90	C91	C92	C93	C94	C95	C96	C97	C98	C99	C100	C101	C102	C103	C104	C105	C106	C107	C108	C109	C110	C111	C112	C113	C114	C115	C116	C117	C118	C119	C120	C121	C122	C123	C124	C125	C126	C127	C128	C129	C130	C131	C132	C133	C134	C135	C136	C137	C138	C139	C140	C141	C142	C143	C144	C145	C146	C147	C148	C149	C150	C151	C152	C153	C154	C155	C156	C157	C158	C159	C160	C161	C162	C163	C164	C165	C166	C167	C168	C169	C170	C171	C172	C173	C174	C175	C176	C177	C178	C179	C180	C181	C182	C183	C184	C185	C186	C187	C188	C189	C190	C191	C192	C193	C194	C195	C196	C197	C198	C199	C200	C201	C202	C203	C204	C205	C206	C207	C208	C209	C210	C211	C212	C213	C214	C215	C216	C217	C218	C219	C220	C221	C222	C223	C224	C225	C226	C227	C228	C229	C230	C231	C232	C233	C234	C235	C236	C237	C238	C239	C240	C241	C242	C243	C244	C245	C246	C247	C248	C249	C250	C251	C252	C253	C254	C255	C256	C257	C258	C259	C260	C261	C262	C263	C264	C265	C266	C267	C268	C269	C270	C271	C272	C273	C274	C275	C276	C277	C278	C279	C280	C281	C282	C283	C284	C285	C286	C287	C288	C289	C290	C291	C292	C293	C294	C295	C296	C297	C298	C299	C300	C301	C302	C303	C304	C305	C306	C307	C308	C309	C310	C311	C312	C313	C314	C315	C316	C317	C318	C319	C320	C321	C322	C323	C324	C325	C326	C327	C328	C329	C330	C331	C332	C333	C334	C335	C336	C337	C338	C339	C340	C341	C342	C343	C344	C345	C346	C347	C348	C349	C350	C351	C352	C353	C354	C355	C356	C357	C358	C359	C360	C361	C362	C363	C364	C365	C366	C367	C368	C369	C370	C371	C372	C373	C374	C375	C376	C377	C378	C379	C380	C381	C382	C383	C384	C385	C386	C387	C388	C389	C390	C391	C392	C393	C394	C395	C396	C397	C398	C399	C400	C401	C402	C403	C404	C405	C406	C407	C408	C409	C410	C411	C412	C413	C414	C415	C416	C417	C418	C419	C420	C421	C422	C423	C424	C425	C426	C427	C428	C429	C430	C431	C432	C433	C434	C435	C436	C437	C438	C439	C440	C441	C442	C443	C444	C445	C446	C447	C448	C449	C450	C451	C452	C453	C454	C455	C456	C457	C458	C459	C460	C461	C462	C463	C464	C465	C466	C467	C468	C469	C470	C471	C472	C473	C474	C475	C476	C477	C478	C479	C480	C481	C482	C483	C484	C485	C486	C487	C488	C489	C490	C491	C492	C493	C494	C495	C496	C497	C498	C499	C500	C501	C502	C503	C504	C505	C506	C507	C508	C509	C510	C511	C512	C513	C514	C515	C516	C517	C518	C519	C520	C521	C522	C523	C524	C525	C526	C527	C528	C529	C530	C531	C532	C533	C534	C535	C536	C537	C538	C539	C540	C541	C542	C543	C544	C545	C546	C547	C548	C549	C550	C551	C552	C553	C554	C555	C556	C557	C558	C559	C560	C561	C562	C563	C564	C565	C566	C567	C568	C569	C570	C571	C572	C573	C574	C575	C576	C577	C578	C579	C580	C581	C582	C583	C584	C585	C586	C587	C588	C589	C590	C591	C592	C593	C594	C595	C596	C597	C598	C599	C600	C601	C602	C603	C604	C605	C606	C607	C608	C609	C610	C611	C612	C613	C614	C615	C616	C617	C618	C619	C620	C621	C622	C623	C624	C625	C626	C627	C628	C629	C630	C631	C632	C633	C634	C635	C636	C637	C638	C639	C640	C641	C642	C643	C644	C645	C646	C647	C648	C649	C650	C651	C652	C653	C654	C655	C656	C657	C658	C659	C660	C661	C662	C663	C664	C665	C666	C667	C668	C669	C670	C671	C672	C673	C674	C675	C676	C677	C678	C679	C680	C681	C682	C683	C684	C685	C686	C687	C688	C689	C690	C691	C692	C693	C694	C695	C696	C697	C698	C699	C700	C701	C702	C703	C704	C705	C706	C707	C708	C709	C710	C711	C712	C713	C714	C715	C716	C717	C718	C719	C720	C721	C722	C723	C724	C725	C726	C727	C728	C729	C730	C731	C732	C733	C734	C735	C736	C737	C738	C739	C740	C741	C742	C743	C744	C745	C746	C747	C748	C749	C750	C751	C752	C753	C754	C755	C756	C757	C758	C759	C760	C761	C762	C763	C764	C765	C766	C767	C768	C769	C770	C771	C772	C773	C774	C775	C776	C777	C778	C779	C780	C781	C782	C783	C784	C785	C786	C787	C788	C789	C790	C791	C792	C793	C794	C795	C796	C797	C798	C799	C800	C801	C802	C803	C804	C805	C806	C807	C808	C809	C810	C811	C812	C813	C814	C815	C816	C817	C818	C819	C820	C821	C822	C823	C824	C825	C826	C827	C828	C829	C830	C831	C832	C833	C834	C835	C836	C837	C838	C839	C840	C841	C842	C843	C844	C845	C846	C847	C848	C849	C850	C851	C852	C853	C854	C855	C856	C857	C858	C859	C860	C861	C862	C863	C864	C865	C866	C867	C868	C869	C870	C871	C872	C873	C874	C875	C876	C877	C878	C879	C880	C881	C882	C883	C884	C885	C886	C887	C888	C889	C890	C891	C892	C893	C894	C895	C896	C897	C898	C899	C900	C901	C902	C903	C904	C905	C906	C907	C908	C909	C910	C911	C912	C913	C914	C915	C916	C917	C918	C919	C920	C921	C922	C923	C924	C925	C926	C927	C928	C929	C930	C931	C932	C933	C934	C935	C936	C937	C938	C939	C940	C941	C942	C943	C944	C945	C946	C947	C948	C949	C950	C951	C952	C953	C954	C955	C956	C957	C958	C959	C960	C961	C962	C963	C964	C965	C966	C967	C968	C969	C970	C971	C972	C973	C974	C975	C976	C977	C978	C979	C980	C981	C982	C983	C984	C985	C986	C987	C988	C989	C990	C991	C992	C993	C994	C995	C996	C997	C998	C999	C1000	C1001	C1002	C1003	C1004	C1005	C1006	C1007	C1008	C1009	C1010	C1011	C1012	C1013	C1014	C1015	C1016	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Page Number	Page Title	Page Content
1	Introduction	The purpose of this report is to provide a comprehensive overview of the current state of the market for renewable energy sources, with a particular focus on solar and wind power. The report will also discuss the challenges and opportunities associated with the growth of these industries.
2	Market Overview	The renewable energy market has experienced significant growth in recent years, driven by increasing government support, technological advancements, and a growing awareness of the need for sustainable energy sources. The market is expected to continue to expand in the coming years.
3	Solar Energy	Solar energy is one of the most rapidly growing renewable energy sources. The market for solar power has expanded significantly, with a focus on residential and commercial solar installations. The growth of the solar market is driven by a combination of factors, including decreasing costs, increasing government incentives, and a growing awareness of the benefits of solar energy.
4	Wind Energy	Wind energy is another major renewable energy source that has seen significant growth in recent years. The market for wind power is expanding, with a focus on large-scale commercial installations. The growth of the wind market is driven by a combination of factors, including decreasing costs, increasing government incentives, and a growing awareness of the benefits of wind energy.
5	Hydroelectric Energy	Hydroelectric energy is a mature renewable energy source that has been used for decades. The market for hydroelectric power is stable, with a focus on maintaining and upgrading existing facilities. The growth of the hydroelectric market is driven by a combination of factors, including decreasing costs, increasing government incentives, and a growing awareness of the benefits of hydroelectric energy.
6	Geothermal Energy	Geothermal energy is a renewable energy source that has seen significant growth in recent years. The market for geothermal power is expanding, with a focus on large-scale commercial installations. The growth of the geothermal market is driven by a combination of factors, including decreasing costs, increasing government incentives, and a growing awareness of the benefits of geothermal energy.
7	Biomass Energy	Biomass energy is a renewable energy source that has seen significant growth in recent years. The market for biomass power is expanding, with a focus on large-scale commercial installations. The growth of the biomass market is driven by a combination of factors, including decreasing costs, increasing government incentives, and a growing awareness of the benefits of biomass energy.
8	Conclusion	The renewable energy market is expected to continue to expand in the coming years, driven by a combination of factors, including decreasing costs, increasing government incentives, and a growing awareness of the benefits of renewable energy. The market is also facing challenges, such as the need for further technological advancements and the need to address the intermittency of some renewable energy sources.

[illegible]

Year	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1990	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100

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[illegible]



SITE: ATC 2 - Kentons Lane, Wargrave

LOCATION: Attached to trees

GRID REFERENCE: 51.526769, -0.864535

DIRECTION: NORTHBOUND

SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	11-Sep	12-Sep	13-Sep	14-Sep	15-Sep	16-Sep	17-Sep	1-5.	1-7.
Hour									
0000-0100	0	1	0	0	0	0	0	0	0.1
0100-0200	0	1	0	0	1	0	0	0.2	0.3
0200-0300	0	0	0	0	0	0	0	0	0
0300-0400	0	0	0	0	0	0	0	0	0
0400-0500	0	0	1	0	0	0	0	0	0.1
0500-0600	1	1	3	1	1	0	0	0.6	1
0600-0700	6	4	1	5	4	5	6	5.2	4.4
0700-0800	18	1	2	22	13	18	14	17	12.6
0800-0900	20	4	4	31	7	23	35	23.2	17.7
0900-1000	18	21	6	20	8	11	23	16	15.3
1000-1100	21	7	9	20	5	16	10	14.4	12.6
1100-1200	8	8	15	17	11	11	8	11	11.1
1200-1300	18	51	22	10	7	20	16	14.2	20.6
1300-1400	10	25	7	13	11	8	14	11.2	12.6
1400-1500	9	16	7	10	5	8	10	8.4	9.3
1500-1600	15	14	12	13	14	16	19	15.4	14.7
1600-1700	76	15	7	21	15	16	30	31.6	25.7
1700-1800	15	9	3	27	31	27	30	26	20.3
1800-1900	8	6	3	40	36	42	27	30.6	23.1
1900-2000	6	9	2	5	3	7	6	5.4	5.4
2000-2100	4	3	2	1	3	2	3	2.6	2.6
2100-2200	1	2	2	1	1	3	2	1.6	1.7
2200-2300	1	1	0	2	0	2	5	2	1.6
2300-2400	1	1	1	1	1	0	0	0.6	0.7
Totals									
07-19	236	177	97	244	163	216	236	219	195.6
06-22	253	195	104	256	174	233	253	233.8	209.7
06-00	255	197	105	259	175	235	258	236.4	212
00-00	256	200	109	260	177	235	258	237.2	213.6
AM Peak	1000	900	1100	800	700	800	800		
	21	21	15	31	13	23	35		
PM Peak	1600	1200	1200	1800	1800	1800	1700		
	76	51	22	40	36	42	30		

	Year	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000
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[illegible]



SITE: ATC 2 - Kentons Lane, Wargrave

LOCATION: Attached to trees

GRID REFERENCE: 51.526769, -0.864535

DIRECTION: SOUTHBOUND

SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	11-Sep	12-Sep	13-Sep	14-Sep	15-Sep	16-Sep	17-Sep	1-5.	1-7.
Hour									
0000-0100	2	1	2	0	0	0	0	0.4	0.7
0100-0200	0	1	0	0	0	1	0	0.2	0.3
0200-0300	0	0	1	0	0	0	1	0.2	0.3
0300-0400	0	0	0	0	0	0	0	0	0
0400-0500	0	0	0	1	1	0	0	0.4	0.3
0500-0600	1	0	0	2	2	1	1	1.4	1
0600-0700	14	3	2	17	19	19	20	17.8	13.4
0700-0800	51	4	3	53	50	48	44	49.2	36.1
0800-0900	24	6	4	20	28	22	18	22.4	17.4
0900-1000	17	10	5	23	11	16	12	15.8	13.4
1000-1100	12	20	11	13	10	14	12	12.2	13.1
1100-1200	15	20	21	12	17	18	9	14.2	16
1200-1300	10	15	17	7	8	6	13	8.8	10.9
1300-1400	17	16	12	8	10	8	9	10.4	11.4
1400-1500	17	13	7	12	7	13	11	12	11.4
1500-1600	14	23	7	17	16	11	19	15.4	15.3
1600-1700	19	18	10	22	22	25	21	21.8	19.6
1700-1800	21	18	9	20	28	30	30	25.8	22.3
1800-1900	12	9	8	17	10	11	9	11.8	10.9
1900-2000	6	5	8	3	11	4	4	5.6	5.9
2000-2100	1	5	2	4	3	4	5	3.4	3.4
2100-2200	3	6	0	4	5	2	6	4	3.7
2200-2300	2	4	0	1	0	1	3	1.4	1.6
2300-2400	1	3	0	1	0	0	1	0.6	0.9
Totals									
07-19	229	172	114	224	217	222	207	219.8	197.9
06-22	253	191	126	252	255	251	242	250.6	224.3
06-00	256	198	126	254	255	252	246	252.6	226.7
00-00	259	200	129	257	258	254	248	255.2	229.3
AM Peak	700	1100	1100	700	700	700	700		
	51	20	21	53	50	48	44		
PM Peak	1700	1500	1200	1600	1700	1700	1700		
	21	23	17	22	28	30	30		

Appendix E



NORTH AND SOUTH VISIBILITY SPLAY INFORMED BY ATC SURVEY



MAXIMUM ACHIEVABLE VISIBILITY NORTH WITH 0.5M OFFSET AND 2.4M Y DISTANCE

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General notes

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 - 4.1. OS Mapping
 - 4.2. Topographical
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KEY:

HIGHWAY BOUNDARY

1:500

0m 25m

NORTH

Project Name	YOUNGS FARM, KENTONS LANE, UPPER CULHAM
Project Phase	PRELIMINARY

Title	PROPOSED ACCESS VISIBILITY SPLAY ASSESSMENT
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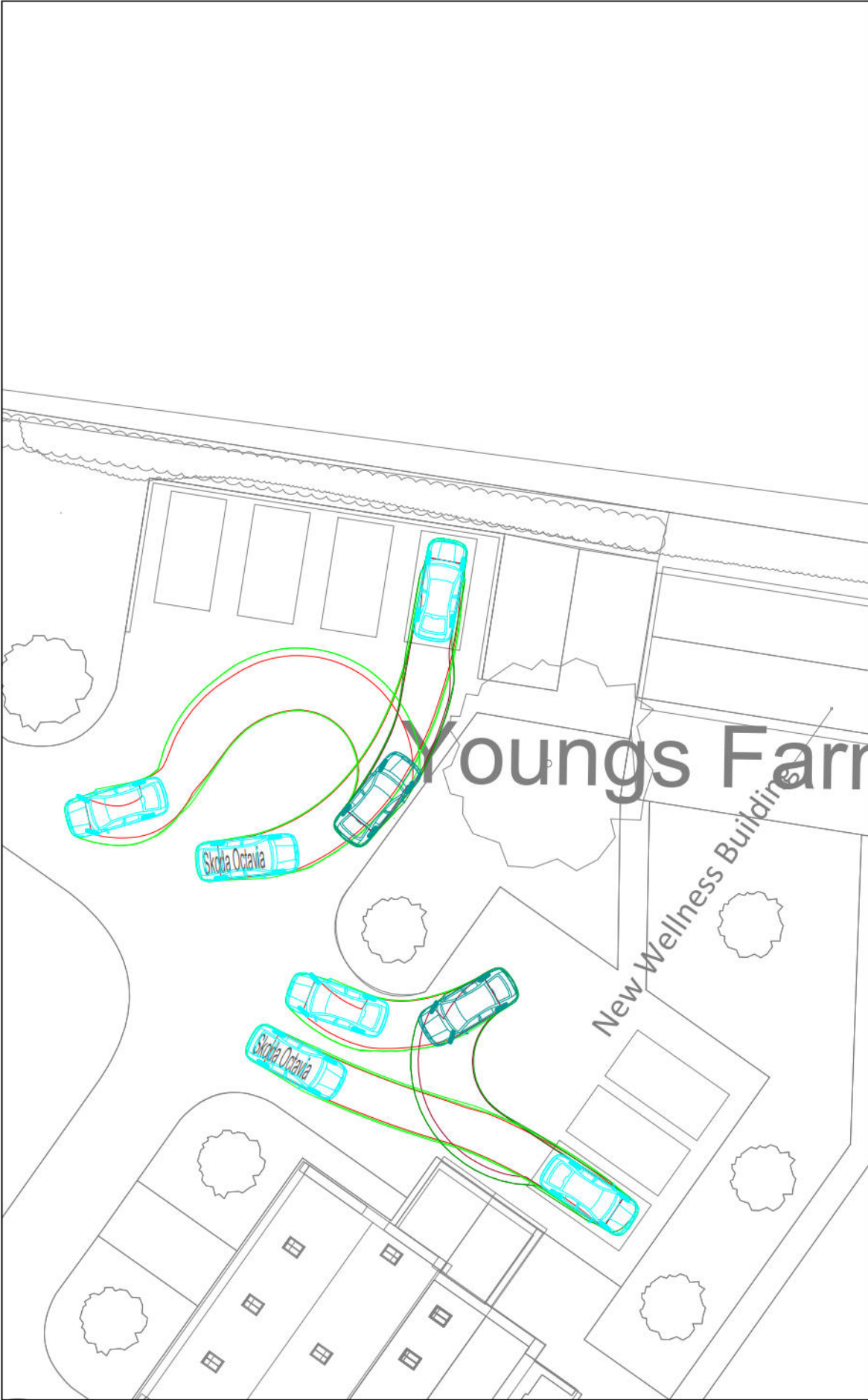
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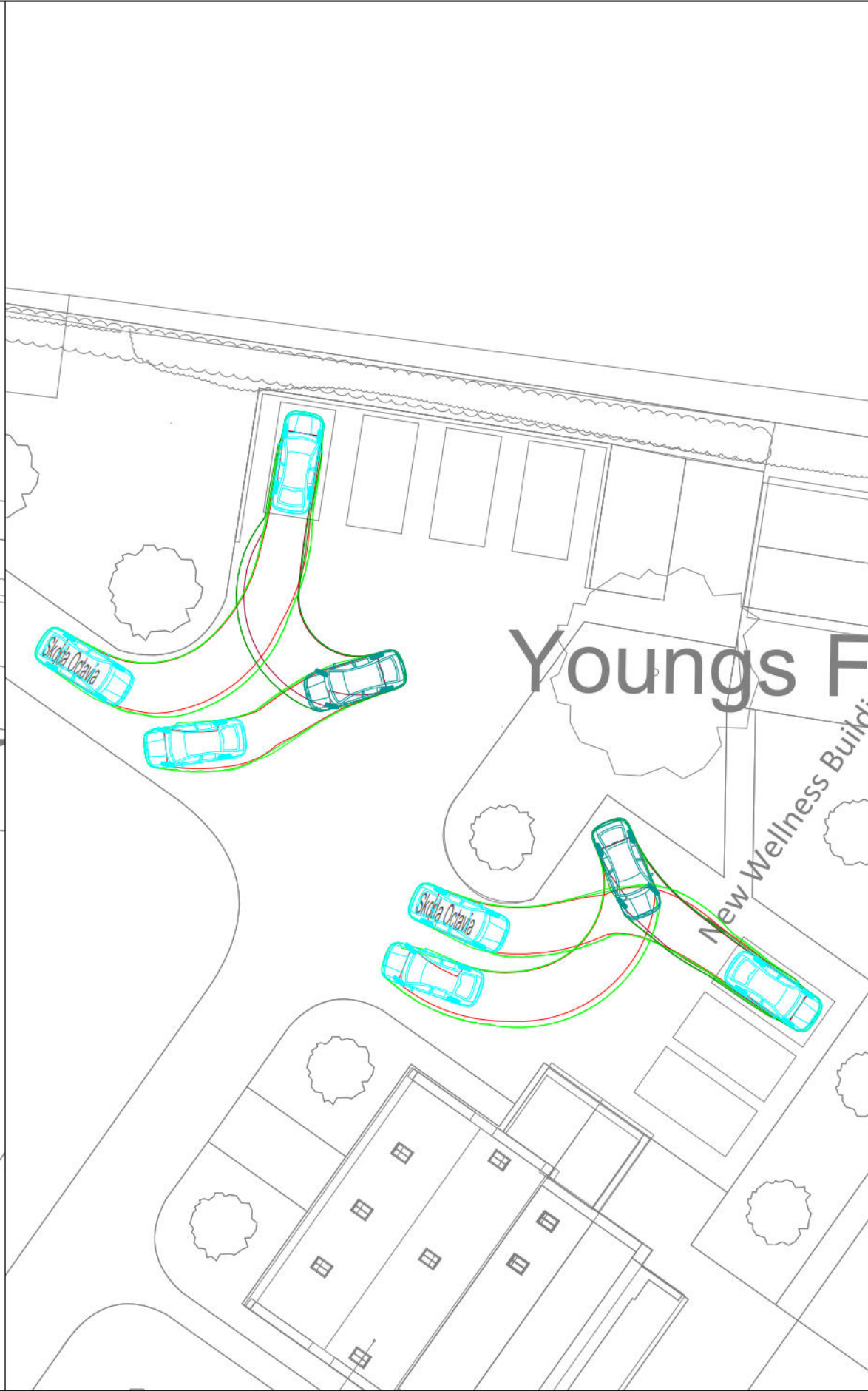
Client	PRIVATE CLIENT
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P03	THIRD ISSUE	22.09.2026	EMW	LEJ
P02	SECOND ISSUE	26.02.2026	EMW	LEJ
P01	FIRST ISSUE	22.12.2025	EMW	LEJ
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
22.12.25	EMW	LEJ	-	
PBA Project Number		Scale	(AT A3)	
502.0276		1:500		
PBA Drawing No:				Revision
502.0276-0001				P03

Appendix F



SPACES 01 AND 04



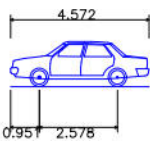
SPACES 05 AND 07

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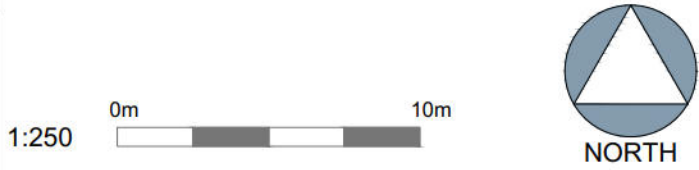
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VEHICLE PROFILE



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



Project Name YOUNGS FARM, KENTONS LANE, UPPER CULHAM		Title PRIVATE VEHICLE PARKING SWEPT PATH ANALYSIS		 paulbasham associates Paul Basham Associates Ltd The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ 01235 352150 info@paulbashamassociates.com www.paulbashamassociates.com		Client PRIVATE CLIENT		P01 FIRST ISSUE 24.09.2026 EMW LEJ	
Project Phase PRELIMINARY								Rev Description Date By App'd	
								Date Created Drawn By Approved By Suitability Code	
								24.09.26 EMW LEJ -	
								PBA Project Number Scale	
								502.0276 1:250 (AT A3)	
								PBA Drawing No: Revision	
								502.0276-0004 P01	

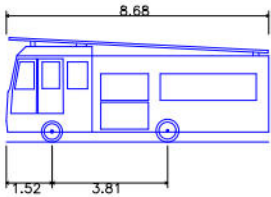
Appendix G

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General notes

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VEHICLE PROFILE



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



P01	FIRST ISSUE	24.09.2026	EMW	LEJ
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
24.09.26	EMW	LEJ	-	
PBA Project Number		Scale	(AT A3)	
502.0276		1:500		
PBA Drawing No:			Revision	
502.0276-0003			P01	



Project Name YOUNGS FARM, KENTONS LANE, UPPER CULHAM	Title FIRE TENDER SWEPT PATH ANALYSIS	 Paul Basham Associates Ltd The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ 01235 352150 info@paulbashamassociates.com www.paulbashamassociates.com	Client PRIVATE CLIENT
Project Phase PRELIMINARY			