



READING ROAD, ARBORFIELD

TRANSPORT ASSESSMENT

November 2024

RESIDENTIAL DEVELOPMENT
READING ROAD
ARBORFIELD

TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

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TRANSPORT ASSESSMENT

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1. INTRODUCTION

- 1.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Dandara Southern Ltd and Elstree Land and Elstree Land to support an *“Outline planning application for the erection of up to 111 dwellings, with associated works, parking, landscaping and publicly accessible open space, with access from Reading Road.”*
- 1.2 The location of the proposed development site is outlined within **Figure 1**, with the proposed site plan attached within **Appendix A**.



Figure 1: Site Location

- 1.3 The subsequent sections of this Transport Assessment (TA) will detail the highways aspects of the proposed development and, more specifically, incorporate the following:
- Site Location:
 - A description of the existing site conditions, local road network and surrounding area, as well as an overview of the accessibility of the local area with reference to the pedestrian infrastructure, public transport services and nearby amenities.
 - Proposed Development:
 - An outline of the development proposals with a detailed assessment of the highways elements focusing on access given all other matters are reserved.
 - Highway Impact:
 - An analysis of the impact that the development proposals would have on the local road network.
 - Summary and Conclusions:
 - A synopsis of the TA regarding the above aspects with an overall conclusion.

1.4 This TA has been written in line with the National Planning Policy Framework (NPPF) (December 2023), specifically considering the following NPPF policies:

- **Para 108:** Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
 - The potential impacts of development on transport networks can be addressed;
 - Opportunities from existing or proposed transport infrastructure, and changing transport and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - Opportunities to promote walking, cycling and public transport use are identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
- **Para 109:** The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.
- **Para 114:** In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
 - a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - b) safe and suitable access to the site can be achieved for all users;
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- **Para 115:** Development should only be prevented or refused on highways ground if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

2. EXISTING SITE CONDITIONS AND SITE ACCESSIBILITY

- 2.1 The application site currently comprises agricultural land. The site is bound by residential properties to the north, residential properties and agricultural land to the east, Reading Road to the south, and Church Lane to the west.
- 2.2 The site currently benefits from three vehicle crossovers onto Reading Road, and a field access from Church Lane. The conditions of the existing central access onto Reading Road are demonstrated within **Photograph 1**.



Photograph 1: Existing Site Access

Local Road Network

- 2.3 Reading Road is a single-carriageway road measuring approximately 6.5m-7m wide and is subject to a 30mph speed limit. Reading Road is equipped with traffic calming, with eight horizontal deflection features with supporting 'give way to oncoming vehicles' signage located along the road between the Observer Way roundabout and Arborfield Cross roundabout. Observer Way is a relatively new distributor road built in part to route traffic from the nearby Arborfield Green strategic development past Arborfield. The existing conditions along Reading Road are shown within **Photograph 2** and **Photograph 3** below.



Photograph 2: Reading Road (facing east)



Photograph 3: Reading Road (facing west)

- 2.4 Reading Road meets the Observer Way roundabout approximately 700m northwest of the centre of the site which can be used to gain connection to Shinfield, the M4 and Reading in the north while to the south the A327 can be used to gain connection to Arborfield Green and towards the A30. Therefore, the site is well connected to the Strategic Road Network (SRN).

Pedestrian and Cycle Network

- 2.5 A footway measuring circa 1m-1.5m wide exists along the southern side of Reading Road throughout its entirety, enabling safe pedestrian travel to Arborfield Cross in the southeast and a wider shared footway/cycleway at Observer Way. This shared footway/cycleway measures circa 3m in width and runs parallel to the A327 (Observer Way) for approximately 2.1km, providing connection to Arborfield Green. Arborfield Cross is provided with a further network of footways providing pedestrian access to local amenities, with the majority of junctions provided with dropped kerbs and tactile paving.
- 2.6 The site is well located in terms of proximity to Public Rights of Ways (PRoW), with the closest being located approximately 250m southeast from the centre of the site and can be accessed to the east of the Puddling Lane Nursery access. This PRoW is in the form of a byway until it reaches Swallowfield Road where another PRoW is provided to the southeast of in the form of a footpath, which can ultimately be used to access Arborfield Cross. **Figure 2** illustrates the site location in the context of PRoWs in the local area.

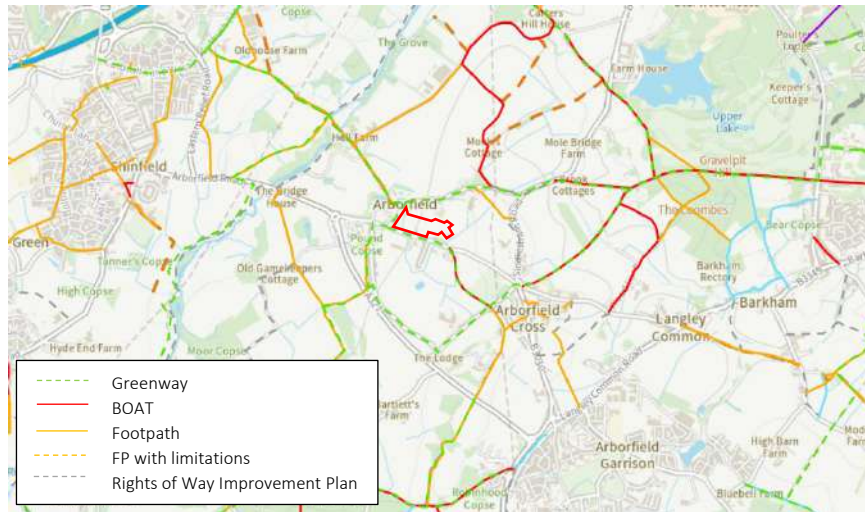


Figure 2: Local ProWs (source: WBC ProW Map)

2.7 As illustrated within **Figure 2**, there are various existing ProWs surrounding the site in addition to various improvements set out in the WBC Rights of Way Improvement Plan (2020-2030). The routes to be introduced are illustrated as grey dashed lines within **Figure 2** and are all anticipated to be in operation by, at latest, 2030. These routes will offer more opportunity to travel along what is already an extensive ProW network, allowing for local residents to viably travel sustainably. **Figure 3** below illustrates further proposed greenway routes, included as Appendix 5 in WBC's Rights of Way Improvement Plan (2020-2030), in the context of the site location.

2.8 Wokingham's LCWIP was published in 2023. The consultation shows feedback received in relation to the area. The specific feedback on Church Lane being difficult to walk along has informed the development proposals set out below.

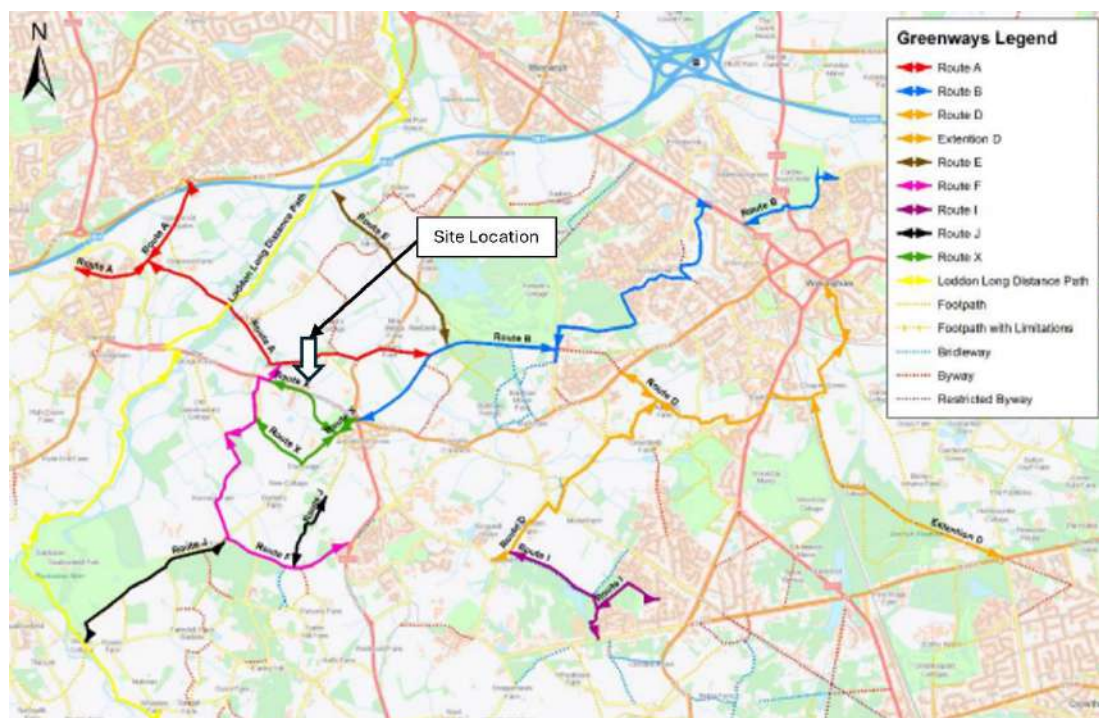


Figure 3: Proposed Greenways (source: WBC 2023 ROWIP)

- 2.9 There are a number of local routes, including unsurfaced links, which can be utilised to cycle to Wokingham Town Centre within a distance of 7.1km. While there is no direct route to Reading Town Centre from the site, the flat terrain and provision of street lighting, particularly along Shinfield Road makes cycling a reasonable form of transport to travel from Reading and the site. **Figure 4** illustrates the local cycle infrastructure in the context of site location.

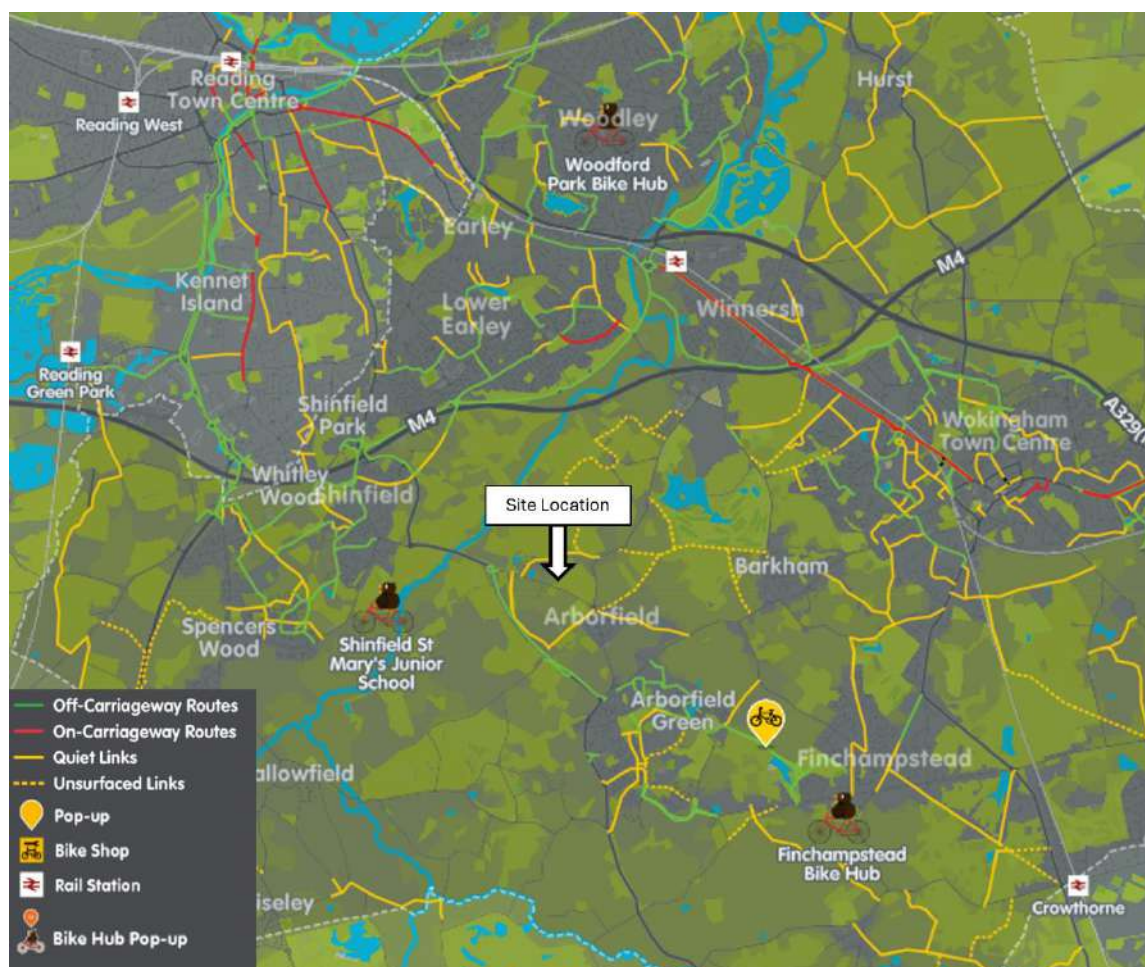


Figure 4: Cycle Map (Source: WBC Interactive Cycle Map)

Local Facilities

- 2.10 The CIHT document, 'Providing for journeys on foot' (2000), identifies the 'desirable', 'acceptable' and 'preferred maximum' walking distances to locations within town centres and elsewhere. The distances are outlined within **Table 1** below.

	Town Centre (m)	Elsewhere (m)
Desirable	200	400
Acceptable	400	800
Preferred Maximum	800	1200

Table 1: CIHT Guidance for 'Providing for journeys on foot' (2000)

- 2.11 In addition, the CIHT's 'Planning for Walking' (April 2015) identifies that whilst a number of pedestrian journeys are decreasing, 'the average length of pedestrian journeys increased slightly from 0.7 miles to 0.85 miles' between 1985 to 2007 (page 6). This equates to an average length of pedestrian journeys of 1,368m. The average duration also increased from 15 minutes to 17 minutes. The bicycle is considered an effective mode of transport for short trips with CIHT's 'Planning for Cycling' document (October 2014) outlining that 80% of cycle journeys are less than five miles (approx. 8km).
- 2.12 The site is positioned within walking/cycling distance of several local amenities and services. A summary of the site's proximity to these facilities and the associated walking and cycling time, measured from the existing easternmost site access, is provided in **Table 2**.

Amenity	Approximate Distance	Approximate Walking Journey Time	Approximate Cycling Journey Time
Reading Road Bus Stop (westbound) (east of access)	10m	<1 minute	<1 minute
Reading Road Bus Stop (eastbound) (east of access)	30m	<1 minute	<1 minute
Clip 'n Climb Reading Rock Climbing	600m	8 minutes	2 minutes
The Bull Inn Public House	800m	10 minutes	2 minutes
Arborfield Cross Recreation Ground	900m	11 minutes	3 minutes
Arborfield Village Montessori Nursery	900m	11 minutes	3 minutes
Sallyanns Hair & Beauty Salon	950m	13 minutes	2 minutes
Lockey Farm Shop & Butchers	1.0km	15 minutes	4 minutes
Sula Café & Pizzeria	1.0km	15 minutes	4 minutes
Berkshire Tai Chi Martial Arts School	1.0km	15 minutes	4 minutes
F1 Car Valeting Car Wash	1.0km	15 minutes	4 minutes
Arborfield Village Hall	1.0km	15 minutes	4 minutes
Londis Convenience Store	1.0km	15 minutes	4 minutes
The Coombes Church of England Primary School	1.2km	18 minutes	4 minutes

Table 2: Proximity to Local Amenities

- 2.13 In line with the guidance provided in 'Planning for Walking' (April 2015) walking and cycling to local amenities is realistic for future site occupants given all but one of the facilities listed in **Table 2** are within the average walking time, in addition to all amenities being within the average cycle journey length in CIHT's 'Planning for Cycling' document (October 2014).

Public Transport

- 2.14 Two pairs of bus stops exist on the site frontage on Reading Road. All are serviced by bus route 3, with the eastern westbound stop comprising a simple flag and pole design, while the eastern eastbound stop is provided with sheltered seating and timetabling information. These bus stops are shown in **Photograph 4** and **Photograph 5**. A summary of the bus service is provided in **Table 3**.



Photograph 4: Reading Road Bus Stop (eastbound)



Photograph 5: Reading Road Bus Stop (westbound)

Bus Service	Nearest Stop	Route	Operator	Frequency		
				Mon-Fri	Sat	Sun
3	Reading Road	Reading – Shinfield – Arborfield – Wokingham	Reading Buses	Every 15 minutes <i>First bus – 06:05</i> <i>Last bus – 23:34</i>	Every 15 minutes <i>First bus – 06:31</i> <i>Last bus – 23:35</i>	Every 30 minutes <i>First bus – 08:39</i> <i>Last bus – 21:44</i>

Table 3: Summary of Local Bus Services

Rail Services

- 2.15 The closest railway station to the site is Wokingham railway station, located approximately 7km northeast of the site. The railway station is accessible by the 3-bus service every 15 minutes or via a 22-minute cycle.
- 2.16 Reading railway station is located approximately 11km northwest of the site, with this being accessed by the 3-bus service every 15 minutes or via a 37-minute cycle ride. Reading provides fast and reliable rail connections to major railway stations across the region and country.

Sustainability Assessment

- 2.17 Policy CP6 of the adopted Wokingham Borough Council Core Strategy (2010) states that planning permission will be granted for schemes that are located where choices in the mode of transport are available. Given the amenities within walking and cycling distance, it is evident that choices are available to reach a reasonable range of facilities.
- 2.18 The supporting text of Policy CP6 at paragraph 4.37 includes a definition of good public transport services:
- 'a) At least a thirty minute service frequency during peak times (7:00 to 9:00 and 16:00 to 19:00 Monday to Saturday); and*
- b) At least an hourly service frequency during off-peak hours (9:00 to 16:00 and 19:00 to 22:00 Monday to Saturday and between 7:00 and 22:00 on Sundays).'*
- 2.19 The number 3 bus service meets this criteria and the site is therefore served by good public transport services, by WBC's definition. Policy SS1 of the emerging Local Plan update states that development will be expected to be located so as to offer the choice of active means of travel and/or public transport. The first and last bus times are such that it would be feasible to commute to Reading, Wokingham or Shinfield by bus. Given this, the connections to rail services for longer distance journeys, and amenities within walking and cycling distance it is considered that the site meets the relevant policy criteria to be considered a sustainable location for development.
- 2.20 This is further supported by a recent successful appeal decision within Wokingham borough, pertaining to the development of 23 dwellings on Land between School Road and Orchard Road (Ref:APP/X0360/W/24/3342812). Of relevance is paragraph 34 of the decision notice:

"The Framework says that proposals should ensure appropriate opportunities to promote sustainable transport modes can be taken up, given the type of proposal and its location. It adds development should be focussed on locations that give priority first to pedestrian and cycle movements and second – so far as possible – to facilitating access to high quality public transport. Overall, when applying this Government guidance, to my mind it does not mean new houses should be limited to places where all the needs of their residents could be met entirely by a choice of transport modes other than by private motorised vehicles, as there would be few if any undeveloped sites with such a level of accessibility in the Borough. Rather, the guidance is qualified to a certain degree, and there is an acceptance of sites being developed even though future occupiers would be reliant, to some extent, on the private car. This is acknowledged by the Framework recognising that opportunities to maximise sustainable transport solutions will vary between rural and urban areas."

- 2.21 The inspector continued at paragraph 44 in relation to public transport services. The site in question did not benefit from 'good' public transport services as defined in the Core Strategy, commenting, *'this is a definition that is applied Borough-wide, to town centres, suburbs and rural areas alike, and I would anticipate that few places outside the main built up areas would comply.'*
- 2.22 It is therefore of note that despite being outside a main built up area, the present application site does benefit from a good public transport service as defined by WBC. It also enables commuting by public transport, late night journeys and all weekend, which were also matters considered by the inspector. The site therefore benefits from access to high quality public transport, and that despite being in a village, the site is well located to promote sustainable transport modes.

Personal Injury Accident (PIA) Data

- 2.23 Personal Injury Accident (PIA) data has been obtained from Crashmap for the most recently recorded 5-year period between 2018 – 2022 in order to analyse the existing safety conditions of the local road network. Patterns in the data can be assessed with regards to the frequency, proximity and distribution of any accidents that have taken place in the vicinity of the site. No incidents have occurred inside a 300m radius of the site access within the specified 5-year period are indicated within **Figure 5**.



Figure 5: Personal Injury Accident (PIA) Data 2018 – 2022 (Source: Crashmap)

- 2.24 It is therefore concluded that there are no highway safety issues that would be exacerbated by the proposals.

3. PROPOSED DEVELOPMENT

- 3.1 The proposal is for a residential development of up to 111 dwellings on land north of Reading Road, Arborfield. As the application is in outline with all matters reserved except for access, details of the internal site layout are not for approval at this stage. However an indicative masterplan is attached within **Appendix A** that demonstrates how the quantum of development could be accommodated within the site.

Access Arrangements

It is proposed that the development is accessed via a newly formed priority junction along Reading Road, positioned approximately 85m west of the Reading Road / Walden Avenue junction. As displayed in **Appendix B**, the proposed access would be in the form of a bellmouth junction measuring 5.5m wide with 6.0m radii which exceeds WBC's 'Living Streets: A Highways Guide for Developers in Wokingham', for a tertiary street serving up to 200 dwellings.

- 3.2 A 7-day ATC survey was undertaken to establish actual speeds along Reading Road, between 1st October 2024 – 7th October 2024. The results of this 7-day ATC speed survey are summarised in **Table 4** below, with the full data attached within **Appendix C**.

	Eastbound	Westbound
Mean Speed	33.6mph	33.6mph
85 th Percentile	39.6mph	39.8mph

Table 4: 7-Day ATC Speed Survey Results

- 3.3 Although subject to a 30mph speed limit with traffic calming in place, the 85th percentile speeds are approximately 40mph. As a result, visibility requirements have been calculated using DMRB parameters. The resultant 'y' distances are 101.7m to the west of the site access and 2.4m x 102.5m to the east of the site access.
- 3.4 This is achievable to the east (secondary direction) to the nearside kerb as shown in **Appendix B**. To the west (primary direction) this is achievable to the centreline of the carriageway. This is considered to be appropriate as the design incorporates additional traffic calming which physically prevents vehicles from travelling in the nearside lane. The proposed traffic calming mirrors the existing arrangement for westbound vehicles, to slow eastbound vehicles.
- 3.5 For the avoidance of doubt, achieving the required visibility splay is not reliant upon a reduction in vehicle speed, although it is clear that the existing traffic calming features are not achieving the desired effect, and the additional feature would be of wider benefit.

- 3.6 Given Reading Road forms part of a bus route, tracking of a Rigid Bus has been undertaken at the proposed traffic calming feature. The tracking in **Appendix B** illustrates that a Rigid bus can safely manoeuvre through the traffic calming.
- 3.7 Swept path analysis at the proposed access has been completed to ensure that suitable vehicular movement can be undertaken, as outlined within **Appendix D**. Two-way vehicle movement is achievable in both directions at the proposed access, in addition to access and egress of an 11.220m long refuse vehicle. It is acknowledged that the largest WBC refuse vehicle is 11.3m long however, this is not anticipated to materially change the acceptability of the access design given it accords with WBC geometric guidance.

Pedestrian Access

- 3.8 A pedestrian link is shown on the masterplan to Church Lane and the proposed greenway, using the existing field gate. A direct link to the eastern eastbound bus stop is shown within the site. A pedestrian crossing over Reading Road is incorporated into the primary access, with suitable visibility achievable based on the recorded speeds.
- 3.9 As shown on the masterplan, development is focused in the eastern part of the site. It is therefore considered that residents would most likely access the eastern pair of bus stops, given they are closer and within approximately 200m. A connection to the western pair of bus stops is therefore not necessary to make the development acceptable in planning terms but would be beneficial if an arrangement could be reached with the council whose land currently precludes a direct link.

Stage 1 Road Safety Audit

- 3.10 A Stage 1 Road Safety Audit (RSA) was undertaken by independent auditors in November 2024 to assess the proposed access arrangements. The full Stage 1 RSA report and designers' response is attached within **Appendix E**. The issues raised are minor and are matters for detailed design.
- 3.11 As a result, it is therefore considered that safe and suitable access is achieved for all users, as required by paragraph 114 of the NPPF.

4. HIGHWAY IMPACT

- 4.1 The subsequent section of this TA assesses the likely highway impact of the proposed development.
- 4.2 As the existing site is agricultural land and would only generate a minimal number of trips, it has been assumed for robustness that the existing site does not currently generate any vehicle movements. Consequently, all vehicle trips associated with the proposed development would be considered additional to the local highway network.

Proposed Trip Rate

- 4.3 In order to estimate the likely trip rate that would be generated by the proposed development, the TRICS (v.7.11.3) database has been consulted using the following parameters:
- Land use: 'Residential', 'Houses Privately Owned';
 - Sites in England and Wales (excluding Greater London);
 - 6 – 500 Dwellings;
 - Weekday surveys only; and
 - 'Edge of Town' and 'Suburban Area' locations.
- 4.4 The results of the TRICS assessment, based on a development of 110 dwellings, are summarised in **Table 5** below, with the full outputs attached within **Appendix F**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Vehicular Trip Rate per Dwelling	0.158	0.372	0.321	0.166	4.524
Vehicular Trip Generation (111 Dwellings)	17	41	35	18	502

Table 5: Proposed Development Trip Generation

Trip Distribution

- 4.5 The likely trip distribution has been calculated by obtaining Journey to Work Data from 2011 Census . Whilst 2021 Census data is available, the data on journey to work is affected by the working from home edict on Census day, hence 2011 data is considered to be more reliable.
- 4.6 Dataset WU03EW was used to gather the Journey to Work Data, with E02003456: Wokingham 18 (2011 super output area – middle layer) being set as the usual place of residency, in which the site is located. These results outlined where residents within the area work and therefore the major commuting routes can be deduced, which has been used to distribute anticipated traffic movements generated from the proposed development.

- 4.7 It was ultimately calculated that 63% of traffic generated from the proposed development will likely travel to and from the site to the east while 37% of traffic will likely travel to and from the site to the west. The calculations and distribution diagram are attached in **Appendix G**.

Junction Capacity Modelling

- 4.8 Junction capacity modelling has been undertaken at the proposed site access for a 2029 Forecast + Committed Development + Proposed Development scenario.
- 4.9 TEMPro growth factors were generated for the Wokingham 018 (E02003456) output area, in order to factor the 2024 baseline data up to 2029. The TEMPro growth factors that were applied are outlined in **Table 6**.

2024 – 2029 Growth Factors	
AM	1.02365
PM	1.02925

Table 6: TEMPro Growth Factors (2024-2029)

- 4.10 As part of the junction capacity assessments, a nearby development's traffic impact has been included: School Road, Arborfield Road – 95 dwellings (Ref: 242421). Although not granted permission at the time of writing, it has been included for robustness. The traffic flow data was available within the TS submitted as part of that application. An additional application at Land off Langley Common Road, Arborfield for 50 dwellings has received a resolution to grant permission (Ref: 232490). The assessment did not extend beyond the site access, and the highway authority considered there would be no adverse impact on the wider network. Furthermore, the location of the site is such that the number of trips likely to travel along Reading Road would be immaterial.

Site Access

- 4.11 The site access has been assessed using Junctions 9 software, with the results presented in **Table 7** and the full outputs attached within **Appendix H**. The Ratio of Flow to Capacity (RFC) is typically used to evaluate how an arm of a junction is performing, with a priority junction typically considered to be operating suitably if it operates at a Ratio of Flow to Capacity (RFC) below 0.85 (85%).

Scenario		AM			PM		
		Max Q	Delay (s)	RFC	Max Q	Delay (s)	RFC
1– 2029 Forecast + Committed Development + Proposed Development	Site Access – Reading Road (East) (Stream B-C)	0.0	6.23	0.04	0.0	6.04	0.02
	Site Access – Reading Road (West) (Stream B-A)	0.0	7.49	0.03	0.0	7.38	0.01
	Reading Road (East) – Reading Road (West)/Site Access (Stream C-AB)	0.0	5.69	0.02	0.1	5.83	0.04

Table 7: Junctions 9 Site Access Modelling Results

4.12 The results of the modelling capacity assessment indicate that the site access would operate with significant capacity available on all arms during both the AM and PM peak periods, with minimum queuing and delay on all arms in all time periods. It is therefore concluded that the proposed site access is suitable to accommodate the proposed development traffic.

Offsite Junctions

4.13 To ensure potential impacts of the proposed development on the local highway network have been fully assessed, an assessment of the Arborfield Cross and Observer Way / Reading roundabouts has also been undertaken. The flows for these roundabouts have been obtained from the TA provided as part of the Land North of School Road, Arborfield application (Ref: 242421).

4.14 Applying these growth factors to the anticipated 2024 trip generation and trip distribution for the proposed development, the percentage impact of the development on flows at the Reading Road entry to the Arborfield Cross and Observer Way roundabouts are outlined within **Table 8**.

	AM Peak (0800-0900)		PM Peak (1700-1800)	
	Arborfield Cross	Observer Way	Arborfield Cross	Observer Way
2026 Flows (Ref: 242421)	780	780	781	781
Proposed Development Flows	37	21	33	20
Impact	4.7%	2.7%	4.2%	2.6%

Table 8: Percentage Impact Assessment

- 4.15 As presented within **Table 8**, the maximum percentage increase on the Reading Road arm of each roundabout in the peak hours is 4.7% during the AM peak at the Arborfield Cross roundabout. This includes flows exiting the roundabout. When expressed as a % increase of flows through the whole junction, the figure will also be negligible. The development flows are not anticipated to have a material impact on the operation of these roundabouts, given the low percentage increase.
- 4.16 The traffic flows previously experienced at the Arborfield Cross and Observer Way / Reading Road roundabouts were significantly higher than at present, as the Observer Way distributor road re-routed traffic away from Reading Road. The application for Observer Way (ref 172209) forecast an approximate halving of flow on Reading Road between 2015 and 2026. As such, the respective roundabouts were previously operating with flows along the respective Reading Road arms in excess of the total proposed 2026 flows.
- 4.17 It is therefore considered that the proposed development will not have a material impact on the operation of the local road network, and certainly not a severe one, the high threshold for refusal identified in paragraph 115 of the NPPF.

5. SUMMARY AND CONCLUSIONS

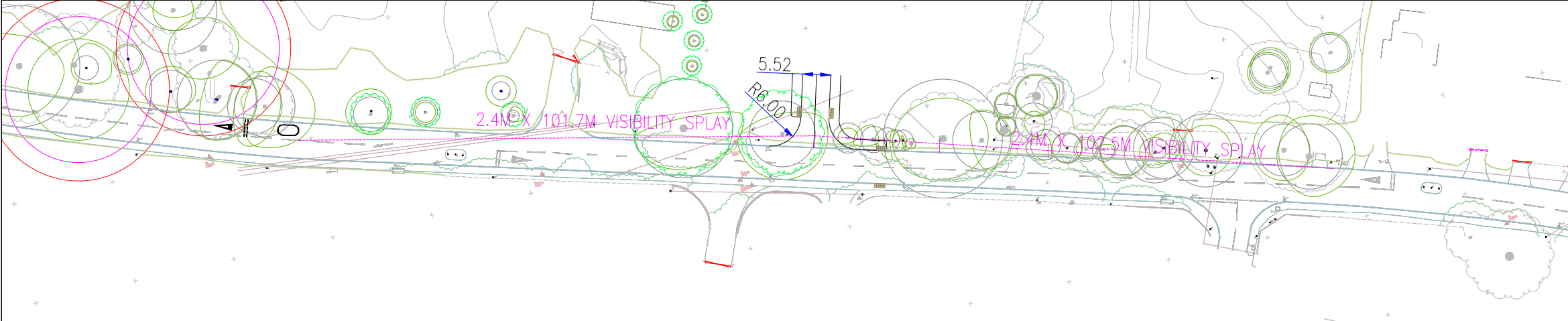
- 5.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Dandara Southern Ltd and Elstree Land to support an outline planning application for the erection of up to 111 dwellings at land north of Reading Road, Arborfield.
- 5.2 There are numerous amenities located within appropriate walking and cycling distances. The site benefits from being directly adjacent to a high frequency bus service that meets the LPA's definition of a good service, providing public transport that makes commuting to Reading and Wokingham feasible. This demonstrates that development of the site presents a good opportunity to create a sustainable development, without reliance upon a private car.
- 5.3 PIA data indicates that no incidents have occurred within a 300m distance of the site access within the latest five-year period and therefore it can be concluded that there are no highway safety issues that would be exacerbated by the proposals.
- 5.4 It is proposed that the development is accessed via a newly formed priority junction along Reading Road, positioned approximately 85m west of the Reading Road / Walden Avenue junction. The proposed access would be in the form of a bellmouth junction measuring 5.5m wide with 6.0m radii and a 2.0m footway on the eastern side. A new pedestrian crossing over Reading Road would be delivered, as would other pedestrian connections to the site.
- 5.5 As part of the proposals an additional traffic calming feature in the form of priority narrowing, in line with the existing traffic calming along Reading Road, is proposed to be implemented. This would be of wider benefit in helping to reduce vehicle speeds, which currently exceed the speed limit. It is therefore considered that safe and suitable access is achievable.
- 5.6 The results of the modelling capacity assessment indicate that the site access would operate appropriately with significant capacity available on all arms during both the AM and PM peak periods.
- 5.7 The development will not have a material impact on the Observer Way or Arborfield Cross roundabouts given the small percentage flow increase forecast. Moreover, Reading Road previously accommodated a much higher level of flow prior to Observer Way being constructed.

5.8 It is therefore not considered that the proposed development will have a material impact on the operation of the local road network, and certainly not a severe one, the high threshold for refusal identified in paragraph 115 of the NPPF. Paul Basham Associates would therefore encourage the local highway authority to provide a positive consultation response to the planning application.

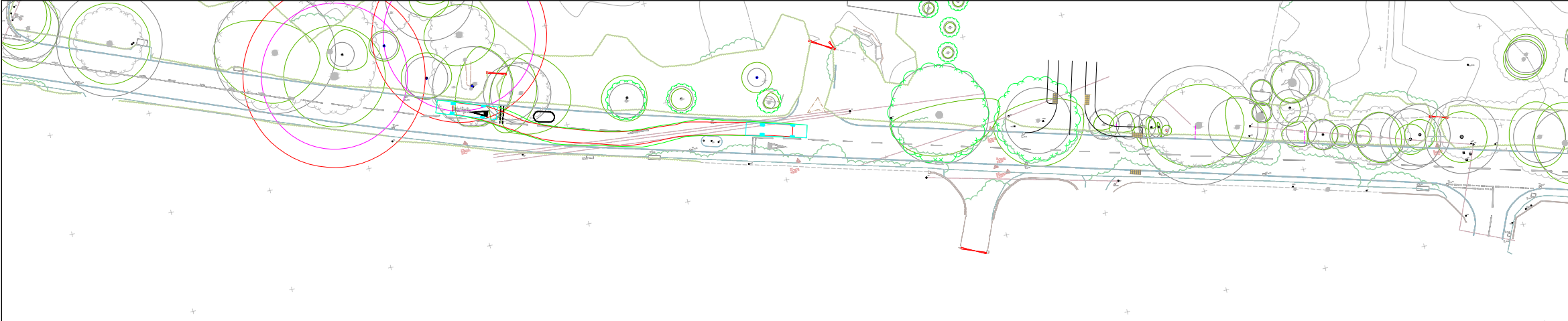
Appendix A



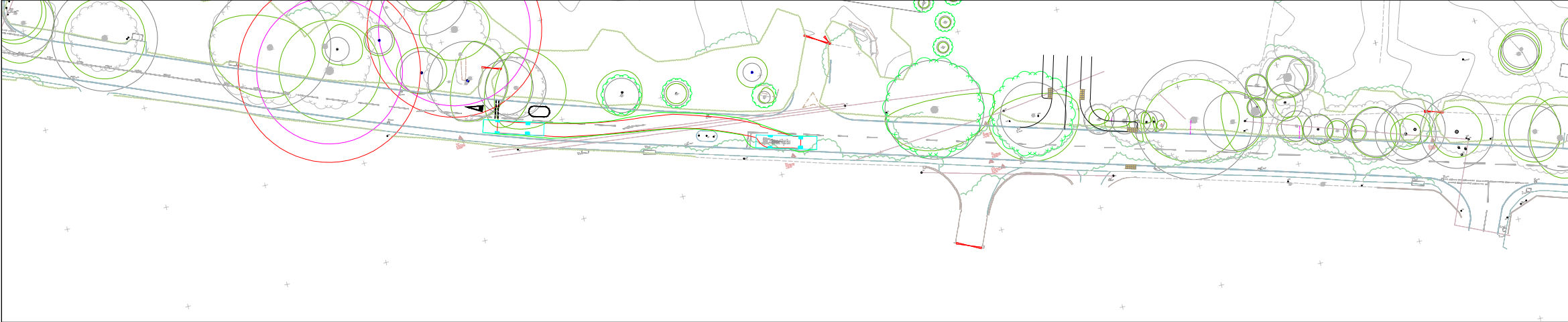
Appendix B



PROPOSED SITE ACCESS AND TRAFFIC CALMING



PROPOSED TRAFFIC CALMING - RIGID BUS TRACKING (EASTBOUND)



PROPOSED TRAFFIC CALMING - RIGID BUS TRACKING (WESTBOUND)



PROPOSED INFORMAL CROSSING POINT - PEDESTRIAN VISIBILITY SPLAYS

Project Name	READING ROAD, ARBORFIELD
Project Phase	PRELIMINARY

Title	PROPOSED SITE ACCESS GENERAL ARRANGEMENT
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Client

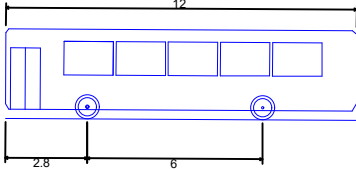


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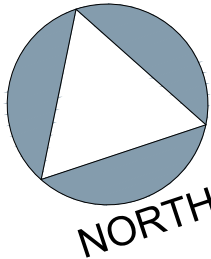
GENERAL NOTES

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- ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
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VEHICLE PROFILE



'Standard' Rigid Bus	
Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.771m



PRELIMINARY

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

P06	ADDITION OF TRAFFIC CALMING	01.11.24	LMR	JNR
P05	ADDITION OF TRAFFIC CALMING	24.10.24	LMR	JNR
P04	ADDITION OF TREE SURVEY	23.10.24	LMR	JNR
P03	MINOR RELOCATION OF ACCESS	03.10.24	LMR	JNR
P02	MINOR RELOCATION OF ACCESS	01.10.24	LMR	JNR
P01	FIRST ISSUE	26.09.24	JNR	SBR
Rev	Description	Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code
	26.09.24	JNR	SBR	JNR
	PBA Project Number	Scale	(AT A3)	
	147.0017	1:1000		
PBA Drawing No:				Revision
147.0017.0001				P06



SITE: ATC - Reading Road, Arborfield (51.400667, -0.916488)

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

	Eastbound	Westbound
Total	8402	8720
Mean Speed	33.6	33.6
85%	39.6	39.8



SITE: ATC - Reading Road, Arborfield

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.400667, -0.916488

DIRECTION: EASTBOUND

SPEED LIMIT: 30

01 October 2024

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7 -	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45.1 -	
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	39.2 -	
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34 -	
0400	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34.7 -	
0500	8	7	0	0	0	0	0	0	0	0	0	0	0	0	1	40.2 -	
0600	24	13	0	7	0	0	0	0	0	0	0	0	0	2	2	35.1	45
0700	89	74	0	12	1	0	0	0	0	0	0	0	0	1	1	34.5	39.7
0800	140	125	0	14	0	1	0	0	0	0	0	0	0	0	0	33.4	39.2
0900	68	50	0	13	0	2	0	1	1	0	0	0	0	0	1	29.8	36.4
1000	75	60	0	11	1	0	0	1	0	0	0	0	0	0	2	30.2	35.7
1100	79	67	0	11	0	0	0	0	0	0	0	0	0	0	1	31.2	35.3
1200	89	79	0	9	0	0	0	0	0	0	0	0	0	0	1	30.7	36.1
1300	74	66	0	6	0	0	0	0	0	0	0	0	0	0	2	28.5	34.3
1400	109	97	1	8	1	0	0	1	0	0	0	0	0	0	1	29.9	36.2
1500	119	97	0	15	0	4	0	2	0	0	0	0	0	0	1	29.7	34.4
1600	112	93	0	14	1	0	0	2	1	0	0	0	0	0	1	29.8	34.8
1700	106	94	1	9	0	0	0	0	0	0	0	0	0	0	2	29.7	35.8
1800	80	72	0	6	0	0	0	0	0	0	0	0	0	0	2	31.7	39.8
1900	47	40	0	7	0	0	0	0	0	0	0	0	0	0	0	32.5	38.5
2000	32	30	0	2	0	0	0	0	0	0	0	0	0	0	0	35.3	43.3
2100	16	13	0	3	0	0	0	0	0	0	0	0	0	0	0	36.7	41.9
2200	26	25	0	1	0	0	0	0	0	0	0	0	0	0	0	34.9	44.4
2300	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	35.9 -	
07-19	1140	974	2	128	4	7	0	7	2	0	0	0	0	1	15	30.9	36.6
06-22	1259	1070	2	147	4	7	0	7	2	0	0	0	0	3	17	31.2	37.1
06-00	1292	1101	2	149	4	7	0	7	2	0	0	0	0	3	17	31.3	37.1
00-00	1308	1114	2	151	4	7	0	7	2	0	0	0	0	3	18	31.4	37.3

02 October 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	42	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	38.5	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43.5	-
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	44.3	-
0500	8	6	0	1	0	0	0	0	0	0	0	0	0	0	0	36	-
0600	29	21	0	6	0	0	0	0	0	0	0	0	0	1	1	35.5	45
0700	82	66	0	16	0	0	0	0	0	0	0	0	0	0	0	35.6	41.5
0800	158	135	0	19	2	0	0	1	0	0	0	0	0	1	0	33.1	39.2
0900	66	54	0	12	0	0	0	0	0	0	0	0	0	0	0	34.5	39
1000	86	71	0	13	0	0	0	0	0	0	0	0	0	1	1	32.8	38.8
1100	77	62	1	13	0	0	0	0	1	0	0	0	0	0	0	32.1	36.6
1200	76	64	0	7	2	2	0	0	0	0	0	0	0	1	0	32.2	38
1300	66	58	0	4	0	2	1	0	1	0	0	0	0	0	0	33.7	40.1
1400	117	99	1	15	0	1	0	0	0	0	0	0	0	1	0	33.9	39.8
1500	117	99	1	16	0	0	0	0	0	0	0	0	0	1	0	34.4	39.4
1600	113	100	0	10	0	1	0	0	0	0	0	0	0	1	1	33.8	40.2
1700	109	90	0	16	0	0	0	0	0	0	0	0	0	0	3	33.2	39.3
1800	83	72	0	10	0	0	0	0	0	0	0	0	0	0	1	34.3	40.2
1900	56	48	0	8	0	0	0	0	0	0	0	0	0	0	0	34	41.3
2000	39	36	0	3	0	0	0	0	0	0	0	0	0	0	0	36.3	40.9
2100	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	38.5	50.1
2200	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	33.9	40.7
2300	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	35.1	-
07-19	1150	970	3	151	4	6	1	1	2	0	0	0	0	6	6	33.6	39.4
06-22	1295	1094	3	170	4	6	1	1	2	0	0	0	0	7	7	33.8	39.8
06-00	1319	1116	3	172	4	6	1	1	2	0	0	0	0	7	7	33.9	39.8
00-00	1337	1131	3	174	4	6	1	1	2	0	0	0	0	7	8	33.9	40

03 October 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	35.6	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	46.7	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	36.8	-
0500	12	9	0	2	0	0	0	0	0	0	0	0	0	0	1	37.7	47.1
0600	23	15	0	6	0	0	0	0	0	0	0	0	0	1	1	35.4	40.9
0700	80	69	0	9	0	0	0	0	0	0	0	0	0	2	0	35.4	42.1
0800	124	104	1	17	0	1	0	0	0	0	0	0	0	1	0	33.4	39.8
0900	61	43	0	14	0	1	0	0	0	1	0	0	0	1	1	34.1	39.1
1000	77	58	1	13	2	2	0	0	0	0	0	0	0	0	1	33.9	38.3
1100	66	52	0	11	0	1	0	1	0	0	0	0	0	0	1	34.8	39.9
1200	92	79	0	12	1	0	0	0	0	0	0	0	0	0	0	33.4	38.5
1300	94	75	1	14	0	1	0	0	1	0	0	0	0	1	1	34.7	40.3
1400	110	88	0	20	0	0	0	0	0	0	0	0	0	2	0	34.2	39.7
1500	110	98	0	10	0	0	0	0	0	0	0	0	0	1	1	33.8	38.7
1600	112	97	0	11	0	0	0	1	0	0	0	0	0	3	0	34.8	39.6
1700	90	76	0	12	0	0	0	0	0	0	0	0	0	1	1	34.2	40
1800	102	87	1	12	0	0	0	0	0	0	0	0	0	1	1	35.2	41.7
1900	51	47	0	4	0	0	0	0	0	0	0	0	0	0	0	35.3	41.9
2000	31	28	0	2	0	0	0	1	0	0	0	0	0	0	0	36.7	43.1
2100	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	36.6	49.3
2200	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	35.2	46.4
2300	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	31.7	-
07-19	1118	926	4	155	3	6	0	2	1	1	0	0	0	13	7	34.3	39.7
06-22	1245	1037	4	168	3	6	0	3	1	1	0	0	0	14	8	34.5	39.9
06-00	1264	1054	4	170	3	6	0	3	1	1	0	0	0	14	8	34.4	40
00-00	1284	1069	4	174	3	6	0	3	1	1	0	0	0	14	9	34.5	40.2

04 October 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	33.5	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.2	-
0500	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
0600	26	18	0	5	0	0	0	0	0	0	0	0	0	1	2	35.1	46.3
0700	80	60	1	18	0	1	0	0	0	0	0	0	0	0	0	34.8	40.7
0800	135	117	0	15	0	2	0	0	0	0	0	0	0	1	0	33.9	38.7
0900	71	59	0	9	0	0	0	1	0	0	0	0	0	0	2	34	39.1
1000	83	69	0	10	1	0	0	1	0	1	0	0	0	0	1	33.5	39
1100	93	75	1	12	0	2	0	0	0	0	0	0	0	3	0	34.6	39.9
1200	106	86	0	16	2	1	0	0	1	0	0	0	0	0	0	34	39.1
1300	100	86	1	10	2	0	0	0	0	0	0	0	0	0	1	34.2	40.4
1400	112	97	0	8	0	1	0	1	0	0	0	0	0	5	0	34.5	39.6
1500	117	97	0	12	0	2	1	0	0	0	0	0	0	2	3	32.7	39.7
1600	106	87	0	11	0	2	0	0	0	0	0	0	0	4	2	34	40.4
1700	104	92	0	10	0	0	0	0	0	0	0	0	0	1	1	35.7	42.8
1800	73	62	0	8	0	0	0	0	0	0	0	0	0	1	2	33.1	40.1
1900	57	48	1	6	0	0	0	0	0	0	0	0	0	1	1	34.4	44.1
2000	35	30	0	5	0	0	0	0	0	0	0	0	0	0	0	35.1	41.5
2100	18	16	0	1	0	0	0	0	0	0	0	0	0	0	1	37.3	51
2200	25	22	0	3	0	0	0	0	0	0	0	0	0	0	0	35.3	42
2300	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	31.9	-
07-19	1180	987	3	139	5	11	1	3	1	1	0	0	0	17	12	34.1	39.7
06-22	1316	1099	4	156	5	11	1	3	1	1	0	0	0	19	16	34.2	40.2
06-00	1347	1126	4	160	5	11	1	3	1	1	0	0	0	19	16	34.2	40.2
00-00	1356	1133	4	161	5	11	1	3	1	1	0	0	0	19	17	34.2	40.2

05 October 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	8	7	0	0	0	0	0	0	1	0	0	0	0	0	0	36 -	
0100	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	40 -	
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7 -	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	46 -	
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4 -	
0500	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	41.6 -	
0600	5	2	1	2	0	0	0	0	0	0	0	0	0	0	0	32.3 -	
0700	34	29	0	4	0	0	0	0	0	0	0	0	0	1	0	36.4	42.4
0800	50	41	0	9	0	0	0	0	0	0	0	0	0	0	0	36.2	42.5
0900	63	52	0	8	0	0	0	0	1	0	0	0	0	0	2	34.2	40.4
1000	103	89	1	10	0	0	0	0	0	0	0	0	0	1	2	34.1	39.1
1100	116	106	1	6	0	0	0	0	0	0	0	0	0	1	2	32.9	37.6
1200	121	107	1	12	0	0	0	0	0	0	0	0	0	1	0	32.5	38.1
1300	111	102	0	6	0	1	0	0	0	0	0	0	0	2	0	33.1	39.2
1400	101	87	1	10	0	0	0	0	0	0	0	0	0	3	0	34.5	40.2
1500	86	73	1	6	0	0	0	0	0	1	0	0	0	3	2	32.8	39
1600	83	74	0	8	0	0	0	0	0	0	0	0	0	1	0	34	40.5
1700	85	76	0	6	0	0	0	0	0	0	0	0	0	1	2	34.6	40.7
1800	50	41	0	5	0	1	0	0	0	0	0	0	0	2	1	35.2	42.4
1900	41	33	0	8	0	0	0	0	0	0	0	0	0	0	0	33.1	40.5
2000	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	36.2	44.1
2100	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	37.6	42.3
2200	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	33.9	39.4
2300	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	36.6 -	
07-19	1003	877	5	90	0	2	0	0	1	1	0	0	0	16	11	33.9	39.6
06-22	1083	944	6	102	0	2	0	0	1	1	0	0	0	16	11	33.9	39.9
06-00	1108	966	6	105	0	2	0	0	1	1	0	0	0	16	11	34	39.9
00-00	1128	983	6	107	0	2	0	0	2	1	0	0	0	16	11	34	40

06 October 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	34.8	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	48.7	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	39.1	-
0600	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-
0700	17	16	0	0	0	0	0	0	0	0	0	0	0	0	1	34.4	43.2
0800	20	17	0	2	0	0	0	0	0	0	0	0	0	1	0	36.7	41.7
0900	38	33	0	5	0	0	0	0	0	0	0	0	0	0	0	33.3	39
1000	77	70	0	4	0	0	0	0	0	0	0	0	0	0	3	33.1	38.8
1100	95	84	0	9	0	0	0	0	0	0	0	0	0	1	1	33.3	38.2
1200	116	103	1	10	0	0	0	0	0	0	0	0	0	0	2	33.1	38.9
1300	79	74	0	5	0	0	0	0	0	0	0	0	0	0	0	34.2	39.7
1400	81	78	0	3	0	0	0	0	0	0	0	0	0	0	0	34.1	40.3
1500	56	51	0	4	0	0	0	0	0	0	0	0	0	1	0	35.3	41.8
1600	44	38	0	6	0	0	0	0	0	0	0	0	0	0	0	34	41.5
1700	57	51	0	4	0	0	0	0	0	0	0	0	0	1	1	35.7	40.5
1800	39	36	0	2	0	0	0	0	0	0	0	0	0	1	0	33.4	37.8
1900	33	26	0	7	0	0	0	0	0	0	0	0	0	0	0	34.2	41.7
2000	25	20	0	4	1	0	0	0	0	0	0	0	0	0	0	32.9	39.6
2100	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	32.6	-
2200	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	40.1	48.7
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-
07-19	719	651	1	54	0	0	0	0	0	0	0	0	0	5	8	34	39.7
06-22	786	705	1	66	1	0	0	0	0	0	0	0	0	5	8	33.9	39.7
06-00	804	722	1	67	1	0	0	0	0	0	0	0	0	5	8	34	39.9
00-00	816	732	1	69	1	0	0	0	0	0	0	0	0	5	8	34.1	39.9

07 October 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	36.6	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	40.3	-
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	32.9	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	35.7	-
0600	19	11	0	5	1	0	0	0	0	0	0	0	0	1	1	34.4	40.6
0700	79	63	0	15	0	0	0	0	0	0	0	0	0	0	1	34.6	40.3
0800	121	105	1	15	0	0	0	0	0	0	0	0	0	0	0	33.7	38.7
0900	60	47	0	11	0	1	0	1	0	0	0	0	0	0	0	34.5	39.3
1000	61	49	0	9	0	0	0	1	0	1	0	0	0	0	1	32.2	38.1
1100	81	68	0	11	0	2	0	0	0	0	0	0	0	0	0	33	38.4
1200	85	73	0	11	0	0	0	0	0	0	0	0	0	0	1	30.9	35.8
1300	93	76	0	14	2	0	0	0	1	0	0	0	0	0	0	33.5	37.1
1400	92	78	1	12	1	0	0	0	0	0	0	0	0	0	0	32.2	36.9
1500	92	83	0	9	0	0	0	0	0	0	0	0	0	0	0	33	39
1600	76	65	1	7	0	0	0	0	0	0	0	0	0	1	2	33.1	39.2
1700	97	74	0	12	0	0	1	0	0	0	0	0	0	2	8	32.5	39.7
1800	84	70	1	12	0	0	0	0	0	0	0	0	0	0	1	33.8	39.1
1900	57	51	1	4	0	0	0	0	0	0	0	0	0	1	0	36.5	42.4
2000	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	37.4	43.3
2100	15	12	0	3	0	0	0	0	0	0	0	0	0	0	0	34.5	39.8
2200	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	36.9	50.2
2300	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	37	-
07-19	1021	851	4	138	3	3	1	2	1	1	0	0	0	3	14	33.1	38.5
06-22	1141	952	5	152	4	3	1	2	1	1	0	0	0	5	15	33.4	38.9
06-00	1162	971	5	154	4	3	1	2	1	1	0	0	0	5	15	33.5	39
00-00	1173	979	5	157	4	3	1	2	1	1	0	0	0	5	15	33.5	39.1



SITE: ATC - Reading Road, Arborfield

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.400667, -0.916488

DIRECTION: EASTBOUND

SPEED LIMIT: 30

01 October 2024

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	40.7	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	45.1	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	39.2	-
0300	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	34	-
0400	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	34.7	-
0500	8	0	1	0	1	1	2	1	0	1	1	0	0	0	0	0	40.2	-
0600	24	0	1	2	6	3	8	3	0	1	0	0	0	0	0	0	35.1	45
0700	89	0	1	1	21	40	24	2	0	0	0	0	0	0	0	0	34.5	39.7
0800	140	1	1	8	42	57	21	6	4	0	0	0	0	0	0	0	33.4	39.2
0900	68	1	4	11	16	30	5	1	0	0	0	0	0	0	0	0	29.8	36.4
1000	75	3	1	9	24	30	8	0	0	0	0	0	0	0	0	0	30.2	35.7
1100	79	0	1	3	37	35	3	0	0	0	0	0	0	0	0	0	31.2	35.3
1200	89	0	3	0	48	29	9	0	0	0	0	0	0	0	0	0	30.7	36.1
1300	74	0	7	5	36	25	1	0	0	0	0	0	0	0	0	0	28.5	34.3
1400	109	0	3	17	43	35	10	1	0	0	0	0	0	0	0	0	29.9	36.2
1500	119	1	4	14	55	36	9	0	0	0	0	0	0	0	0	0	29.7	34.4
1600	112	0	1	15	50	38	6	2	0	0	0	0	0	0	0	0	29.8	34.8
1700	106	0	9	10	38	40	8	1	0	0	0	0	0	0	0	0	29.7	35.8
1800	80	0	3	11	23	24	15	1	3	0	0	0	0	0	0	0	31.7	39.8
1900	47	0	0	2	16	21	6	1	1	0	0	0	0	0	0	0	32.5	38.5
2000	32	0	0	2	6	15	5	4	0	0	0	0	0	0	0	0	35.3	43.3
2100	16	0	0	0	2	8	5	0	1	0	0	0	0	0	0	0	36.7	41.9
2200	26	0	0	2	7	9	2	5	1	0	0	0	0	0	0	0	34.9	44.4
2300	7	0	0	0	3	1	1	2	0	0	0	0	0	0	0	0	35.9	-
07-19	1140	6	38	104	433	419	119	14	7	0	0	0	0	0	0	0	30.9	36.6
06-22	1259	6	39	110	463	466	143	22	9	1	0	0	0	0	0	0	31.2	37.1
06-00	1292	6	39	112	473	476	146	29	10	1	0	0	0	0	0	0	31.3	37.1
00-00	1308	6	40	112	476	478	150	33	10	2	1	0	0	0	0	0	31.4	37.3

02 October 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	42	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	3	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	38.5	-
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	43.5	-
0400	3	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	44.3	-
0500	8	0	1	0	0	2	5	0	0	0	0	0	0	0	0	0	36	-
0600	29	0	0	2	8	7	6	5	1	0	0	0	0	0	0	0	35.5	45
0700	82	0	0	0	19	33	25	4	1	0	0	0	0	0	0	0	35.6	41.5
0800	158	0	2	7	54	59	31	4	1	0	0	0	0	0	0	0	33.1	39.2
0900	66	0	0	1	17	34	10	3	1	0	0	0	0	0	0	0	34.5	39
1000	86	0	1	3	30	35	14	2	1	0	0	0	0	0	0	0	32.8	38.8
1100	77	0	0	7	27	34	7	2	0	0	0	0	0	0	0	0	32.1	36.6
1200	76	0	0	6	32	25	13	0	0	0	0	0	0	0	0	0	32.2	38
1300	66	0	0	3	19	26	16	2	0	0	0	0	0	0	0	0	33.7	40.1
1400	117	0	0	7	28	58	20	4	0	0	0	0	0	0	0	0	33.9	39.8
1500	117	0	0	4	24	58	23	8	0	0	0	0	0	0	0	0	34.4	39.4
1600	113	0	1	4	35	45	18	8	2	0	0	0	0	0	0	0	33.8	40.2
1700	109	0	4	3	30	41	29	1	1	0	0	0	0	0	0	0	33.2	39.3
1800	83	0	0	5	18	33	23	3	1	0	0	0	0	0	0	0	34.3	40.2
1900	56	0	0	5	17	18	12	2	1	1	0	0	0	0	0	0	34	41.3
2000	39	0	0	1	8	13	13	1	2	1	0	0	0	0	0	0	36.3	40.9
2100	21	0	0	2	4	3	5	4	2	1	0	0	0	0	0	0	38.5	50.1
2200	16	0	0	0	4	9	3	0	0	0	0	0	0	0	0	0	33.9	40.7
2300	8	0	0	1	2	2	1	2	0	0	0	0	0	0	0	0	35.1	-
07-19	1150	0	8	50	333	481	229	41	8	0	0	0	0	0	0	0	33.6	39.4
06-22	1295	0	8	60	370	522	265	53	14	3	0	0	0	0	0	0	33.8	39.8
06-00	1319	0	8	61	376	533	269	55	14	3	0	0	0	0	0	0	33.9	39.8
00-00	1337	0	9	62	377	536	275	60	14	4	0	0	0	0	0	0	33.9	40

04 October 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.5	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27.2	-
0500	6	0	1	0	1	2	1	1	0	0	0	0	0	0	0	0	32.9	-
0600	26	1	1	2	3	9	5	4	0	1	0	0	0	0	0	0	35.1	46.3
0700	80	0	0	2	21	27	24	6	0	0	0	0	0	0	0	0	34.8	40.7
0800	135	0	0	2	46	59	20	6	2	0	0	0	0	0	0	0	33.9	38.7
0900	71	0	2	1	20	30	14	3	1	0	0	0	0	0	0	0	34	39.1
1000	83	0	1	1	26	41	13	1	0	0	0	0	0	0	0	0	33.5	39
1100	93	0	0	5	22	37	23	4	1	1	0	0	0	0	0	0	34.6	39.9
1200	106	0	0	1	30	48	26	0	1	0	0	0	0	0	0	0	34	39.1
1300	100	0	1	3	25	42	25	4	0	0	0	0	0	0	0	0	34.2	40.4
1400	112	0	1	0	29	50	28	3	1	0	0	0	0	0	0	0	34.5	39.6
1500	117	1	1	12	34	41	22	3	3	0	0	0	0	0	0	0	32.7	39.7
1600	106	1	2	2	27	45	24	4	1	0	0	0	0	0	0	0	34	40.4
1700	104	0	1	1	24	34	31	13	0	0	0	0	0	0	0	0	35.7	42.8
1800	73	1	1	2	24	29	9	5	2	0	0	0	0	0	0	0	33.1	40.1
1900	57	1	0	5	14	20	8	6	2	0	1	0	0	0	0	0	34.4	44.1
2000	35	0	0	0	9	15	8	3	0	0	0	0	0	0	0	0	35.1	41.5
2100	18	0	1	0	3	5	6	0	1	2	0	0	0	0	0	0	37.3	51
2200	25	0	0	1	7	8	6	2	1	0	0	0	0	0	0	0	35.3	42
2300	6	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	31.9	-
07-19	1180	3	10	32	328	483	259	52	12	1	0	0	0	0	0	0	34.1	39.7
06-22	1316	5	12	39	357	532	286	65	15	4	1	0	0	0	0	0	34.2	40.2
06-00	1347	5	12	41	365	544	292	67	16	4	1	0	0	0	0	0	34.2	40.2
00-00	1356	5	13	41	367	547	294	68	16	4	1	0	0	0	0	0	34.2	40.2

05 October 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	8	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	36 -	
0100	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	40 -	
0200	3	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	36.7 -	
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	46 -	
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.4 -	
0500	5	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	41.6 -	
0600	5	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	32.3 -	
0700	34	0	0	0	5	14	11	4	0	0	0	0	0	0	0	0	36.4	42.4
0800	50	0	0	1	11	14	19	5	0	0	0	0	0	0	0	0	36.2	42.5
0900	63	0	2	1	11	33	13	3	0	0	0	0	0	0	0	0	34.2	40.4
1000	103	0	1	2	25	48	23	2	2	0	0	0	0	0	0	0	34.1	39.1
1100	116	0	1	2	40	55	14	3	1	0	0	0	0	0	0	0	32.9	37.6
1200	121	0	0	3	51	48	15	3	0	1	0	0	0	0	0	0	32.5	38.1
1300	111	0	3	5	28	51	19	5	0	0	0	0	0	0	0	0	33.1	39.2
1400	101	0	2	4	22	37	32	2	1	1	0	0	0	0	0	0	34.5	40.2
1500	86	0	2	6	19	42	12	4	1	0	0	0	0	0	0	0	32.8	39
1600	83	0	0	6	19	36	18	4	0	0	0	0	0	0	0	0	34	40.5
1700	85	0	0	2	20	41	16	6	0	0	0	0	0	0	0	0	34.6	40.7
1800	50	0	1	2	9	20	13	4	1	0	0	0	0	0	0	0	35.2	42.4
1900	41	0	0	5	9	18	6	3	0	0	0	0	0	0	0	0	33.1	40.5
2000	20	0	0	1	5	4	7	2	1	0	0	0	0	0	0	0	36.2	44.1
2100	14	0	0	0	1	6	6	1	0	0	0	0	0	0	0	0	37.6	42.3
2200	15	0	0	0	5	6	3	1	0	0	0	0	0	0	0	0	33.9	39.4
2300	10	0	0	0	2	4	4	0	0	0	0	0	0	0	0	0	36.6 -	
07-19	1003	0	12	34	260	439	205	45	6	2	0	0	0	0	0	0	33.9	39.6
06-22	1083	0	12	40	277	469	225	51	7	2	0	0	0	0	0	0	33.9	39.9
06-00	1108	0	12	40	284	479	232	52	7	2	0	0	0	0	0	0	34	39.9
00-00	1128	0	12	40	286	489	235	55	9	2	0	0	0	0	0	0	34	40

06 October 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	34.8	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	48.7	-
0200	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	34.7	-
0300	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	31.5	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	39.1	-
0600	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	32.9	-
0700	17	0	2	0	5	2	6	1	1	0	0	0	0	0	0	0	34.4	43.2
0800	20	0	0	0	4	9	5	0	1	0	1	0	0	0	0	0	36.7	41.7
0900	38	0	0	0	16	14	5	2	1	0	0	0	0	0	0	0	33.3	39
1000	77	0	4	0	24	32	14	3	0	0	0	0	0	0	0	0	33.1	38.8
1100	95	0	1	2	33	39	18	2	0	0	0	0	0	0	0	0	33.3	38.2
1200	116	0	2	4	32	48	26	3	1	0	0	0	0	0	0	0	33.1	38.9
1300	79	0	0	2	22	31	20	3	1	0	0	0	0	0	0	0	34.2	39.7
1400	81	0	1	3	21	32	20	2	2	0	0	0	0	0	0	0	34.1	40.3
1500	56	0	0	0	15	20	16	5	0	0	0	0	0	0	0	0	35.3	41.8
1600	44	0	1	1	15	12	12	2	1	0	0	0	0	0	0	0	34	41.5
1700	57	0	0	0	12	25	14	5	1	0	0	0	0	0	0	0	35.7	40.5
1800	39	0	0	2	8	23	5	0	1	0	0	0	0	0	0	0	33.4	37.8
1900	33	0	0	2	10	11	8	2	0	0	0	0	0	0	0	0	34.2	41.7
2000	25	0	0	1	9	9	6	0	0	0	0	0	0	0	0	0	32.9	39.6
2100	5	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	32.6	-
2200	14	0	0	0	1	5	5	1	2	0	0	0	0	0	0	0	40.1	48.7
2300	4	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	36.5	-
07-19	719	0	11	14	207	287	161	28	10	0	1	0	0	0	0	0	34	39.7
06-22	786	0	11	17	229	312	176	30	10	0	1	0	0	0	0	0	33.9	39.7
06-00	804	0	11	17	231	318	183	31	12	0	1	0	0	0	0	0	34	39.9
00-00	816	0	11	17	233	323	186	33	12	0	1	0	0	0	0	0	34.1	39.9

07 October 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	36.6	-
0100	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	40.3	-
0200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	32.9	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	5	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	35.7	-
0600	19	0	0	0	8	5	4	1	0	1	0	0	0	0	0	0	34.4	40.6
0700	79	0	0	2	22	29	23	3	0	0	0	0	0	0	0	0	34.6	40.3
0800	121	0	0	2	38	56	19	6	0	0	0	0	0	0	0	0	33.7	38.7
0900	60	0	0	2	16	23	17	2	0	0	0	0	0	0	0	0	34.5	39.3
1000	61	0	1	3	24	23	8	2	0	0	0	0	0	0	0	0	32.2	38.1
1100	81	0	0	1	31	28	19	1	1	0	0	0	0	0	0	0	33	38.4
1200	85	0	1	8	39	28	8	1	0	0	0	0	0	0	0	0	30.9	35.8
1300	93	0	0	1	32	48	7	3	2	0	0	0	0	0	0	0	33.5	37.1
1400	92	0	0	3	33	44	12	0	0	0	0	0	0	0	0	0	32.2	36.9
1500	92	0	0	5	31	36	15	5	0	0	0	0	0	0	0	0	33	39
1600	76	0	1	3	24	33	13	1	1	0	0	0	0	0	0	0	33.1	39.2
1700	97	1	6	5	23	38	18	5	0	1	0	0	0	0	0	0	32.5	39.7
1800	84	0	0	3	23	42	11	3	2	0	0	0	0	0	0	0	33.8	39.1
1900	57	0	0	0	15	19	16	5	1	0	1	0	0	0	0	0	36.5	42.4
2000	29	0	0	1	5	7	12	2	2	0	0	0	0	0	0	0	37.4	43.3
2100	15	0	0	0	5	6	3	0	1	0	0	0	0	0	0	0	34.5	39.8
2200	17	0	0	2	1	7	3	1	3	0	0	0	0	0	0	0	36.9	50.2
2300	4	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	37	-
07-19	1021	1	9	38	336	428	170	32	6	1	0	0	0	0	0	0	33.1	38.5
06-22	1141	1	9	39	369	465	205	40	10	2	1	0	0	0	0	0	33.4	38.9
06-00	1162	1	9	41	371	473	209	42	13	2	1	0	0	0	0	0	33.5	39
00-00	1173	1	9	41	374	478	209	45	13	2	1	0	0	0	0	0	33.5	39.1

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	8402	13	105	338	2463	3364	1645	365	88	17	4	0	0	0	0	0	33.6	39.6



SITE: ATC - Reading Road, Arborfield

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.400667, -0.916488

DIRECTION: EASTBOUND

SPEED LIMIT: 30

	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Averages	
	01-Oct	02-Oct	03-Oct	04-Oct	05-Oct	06-Oct	07-Oct	1-5.	1-7.
Hour									
0000-0100	2	3	1	0	8	4	2	1.6	2.9
0100-0200	1	0	1	1	2	1	2	1	1.1
0200-0300	1	3	1	0	3	3	2	1.4	1.9
0300-0400	2	1	0	1	1	2	0	0.8	1
0400-0500	2	3	5	1	1	0	0	2.2	1.7
0500-0600	8	8	12	6	5	2	5	7.8	6.6
0600-0700	24	29	23	26	5	4	19	24.2	18.6
0700-0800	89	82	80	80	34	17	79	82	65.9
0800-0900	140	158	124	135	50	20	121	135.6	106.9
0900-1000	68	66	61	71	63	38	60	65.2	61
1000-1100	75	86	77	83	103	77	61	76.4	80.3
1100-1200	79	77	66	93	116	95	81	79.2	86.7
1200-1300	89	76	92	106	121	116	85	89.6	97.9
1300-1400	74	66	94	100	111	79	93	85.4	88.1
1400-1500	109	117	110	112	101	81	92	108	103.1
1500-1600	119	117	110	117	86	56	92	111	99.6
1600-1700	112	113	112	106	83	44	76	103.8	92.3
1700-1800	106	109	90	104	85	57	97	101.2	92.6
1800-1900	80	83	102	73	50	39	84	84.4	73
1900-2000	47	56	51	57	41	33	57	53.6	48.9
2000-2100	32	39	31	35	20	25	29	33.2	30.1
2100-2200	16	21	22	18	14	5	15	18.4	15.9
2200-2300	26	16	12	25	15	14	17	19.2	17.9
2300-2400	7	8	7	6	10	4	4	6.4	6.6
Totals									
0700-1900	1140	1150	1118	1180	1003	719	1021	1121.8	1047.3
0600-2200	1259	1295	1245	1316	1083	786	1141	1251.2	1160.7
0600-0000	1292	1319	1264	1347	1108	804	1162	1276.8	1185.1
0000-0000	1308	1337	1284	1356	1128	816	1173	1291.6	1200.3
AM Peak	800	800	800	800	1100	1100	800		
	140	158	124	135	116	95	121		
PM Peak	1500	1500	1600	1500	1200	1200	1700		
	119	117	112	117	121	116	97		



SITE: ATC - Reading Road, Arborfield

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.400667, -0.916488

DIRECTION: WESTBOUND

SPEED LIMIT: 30

01 October 2024

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8 -	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	40.1 -	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	45.4 -	
0500	10	6	0	3	1	0	0	0	0	0	0	0	0	0	0	34.3 -	
0600	26	20	0	4	0	0	0	0	0	0	0	0	0	0	2	33	45.2
0700	98	82	0	12	0	2	0	0	0	0	0	0	0	1	1	33.9	40.1
0800	165	143	0	14	5	0	0	0	0	1	0	0	0	0	2	32.8	38.3
0900	86	76	0	4	2	1	0	0	1	0	0	0	0	1	1	28.2	34.2
1000	66	53	0	6	6	0	0	0	0	0	0	0	0	0	1	29.3	35.4
1100	83	73	0	7	1	1	0	1	0	0	0	0	0	0	0	27.2	32
1200	104	93	0	7	3	1	0	0	0	0	0	0	0	0	0	28.6	33.2
1300	79	66	0	11	1	0	0	0	0	0	0	0	0	1	0	27.7	32.7
1400	72	62	0	7	2	0	0	0	0	0	0	0	0	0	1	28.2	33.4
1500	135	123	0	10	1	0	0	0	0	0	0	0	0	1	0	27.8	32.7
1600	116	102	0	8	3	0	0	0	0	0	0	0	0	0	3	27.8	33
1700	123	118	0	3	0	0	0	0	0	0	0	0	0	1	1	27.3	34
1800	69	61	0	5	2	1	0	0	0	0	0	0	0	0	0	32.8	40.3
1900	58	55	0	1	2	0	0	0	0	0	0	0	0	0	0	33.6	40.7
2000	43	38	0	4	1	0	0	0	0	0	0	0	0	0	0	35.5	42.8
2100	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	35.4	39
2200	14	11	0	3	0	0	0	0	0	0	0	0	0	0	0	40.5	50.2
2300	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	37.9 -	
07-19	1196	1052	0	94	26	6	0	1	1	1	0	0	0	5	10	29.4	35.6
06-22	1350	1192	0	103	29	6	0	1	1	1	0	0	0	5	12	30	36.4
06-00	1371	1208	0	108	29	6	0	1	1	1	0	0	0	5	12	30.1	36.5
00-00	1390	1222	0	112	30	6	0	1	1	1	0	0	0	5	12	30.2	36.7

02 October 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	54.8	-
0500	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	32.1	-
0600	30	22	0	6	1	0	0	0	0	0	0	0	0	0	1	33.9	41.5
0700	89	72	0	8	3	3	1	0	0	0	0	0	0	0	2	33.6	38.9
0800	173	153	0	13	6	0	0	0	0	0	0	0	0	0	1	33.2	38.8
0900	83	69	2	10	1	0	0	0	0	0	0	0	0	1	0	33.2	39.2
1000	71	55	0	14	1	0	0	0	0	1	0	0	0	0	0	32	37.3
1100	68	56	0	7	2	0	0	0	0	0	0	0	0	3	0	33	39.4
1200	91	78	0	11	0	0	0	0	1	0	0	0	0	1	0	34.1	39.3
1300	82	66	1	10	2	1	0	0	1	0	0	0	0	1	0	34.5	38.7
1400	73	63	1	5	1	2	0	0	0	1	0	0	0	0	0	34.9	41.1
1500	144	126	0	14	1	1	0	0	0	1	0	0	0	0	1	33.2	38.8
1600	109	96	0	8	3	1	0	0	0	0	0	0	0	0	1	34.2	40.3
1700	131	119	0	7	1	0	0	0	1	0	0	0	0	3	0	34	39.1
1800	56	46	0	8	1	0	0	0	0	0	0	0	0	1	0	34.8	42.2
1900	55	51	0	3	1	0	0	0	0	0	0	0	0	0	0	32.8	39.4
2000	40	38	0	1	1	0	0	0	0	0	0	0	0	0	0	36.1	41.9
2100	31	28	0	1	2	0	0	0	0	0	0	0	0	0	0	37.5	45.3
2200	18	15	0	1	1	0	0	0	0	0	0	0	0	1	0	37.7	50.5
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	-
07-19	1170	999	4	115	22	8	1	0	3	3	0	0	0	10	5	33.7	39
06-22	1326	1138	4	126	27	8	1	0	3	3	0	0	0	10	6	33.8	39.3
06-00	1349	1158	4	127	28	8	1	0	3	3	0	0	0	11	6	33.9	39.4
00-00	1358	1165	4	129	28	8	1	0	3	3	0	0	0	11	6	33.9	39.4

03 October 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	54.9	-	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	46.2	-	
0500	10	7	0	2	0	0	0	0	0	0	0	0	0	0	1	30.9	-	
0600	31	26	0	3	0	0	0	0	0	0	0	0	0	0	1	34.5	44.3	
0700	67	51	1	6	7	0	0	1	0	0	0	0	0	0	1	34.1	41.6	
0800	154	124	1	17	6	1	0	0	1	0	0	0	0	0	1	35	40.5	
0900	72	59	0	8	2	1	0	0	0	0	0	0	0	0	1	35.5	41.6	
1000	82	68	0	11	1	2	0	0	0	0	0	0	0	0	0	36.1	43.1	
1100	78	61	0	13	0	0	0	0	0	0	0	0	0	0	3	35.4	40	
1200	84	65	1	9	5	1	0	2	1	0	0	0	0	0	0	34.7	40.3	
1300	84	72	0	7	0	2	0	0	0	0	0	0	0	0	1	34.9	41.2	
1400	100	85	0	10	2	1	0	0	0	0	0	0	0	0	2	34.8	39.7	
1500	148	134	1	11	1	0	0	0	0	1	0	0	0	0	0	34.4	39.9	
1600	117	97	0	14	2	0	0	0	0	0	0	0	0	0	3	36	41.5	
1700	95	86	0	5	1	0	0	0	0	0	0	0	0	0	1	34.2	41.7	
1800	79	69	0	4	3	0	0	1	0	0	0	0	0	0	1	35.5	41.9	
1900	53	46	0	6	1	0	0	0	0	0	0	0	0	0	0	34.5	40.8	
2000	43	36	0	2	3	2	0	0	0	0	0	0	0	0	0	33.3	39.5	
2100	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	36.1	43.1	
2200	15	14	0	0	1	0	0	0	0	0	0	0	0	0	0	38.6	43.6	
2300	7	5	0	1	1	0	0	0	0	0	0	0	0	0	0	35.4	-	
07-19	1160	971	4	115	30	8	0	4	2	1	0	0	0	0	13	12	35	40.7
06-22	1307	1098	4	127	34	10	0	4	2	1	0	0	0	0	14	13	35	40.7
06-00	1329	1117	4	128	36	10	0	4	2	1	0	0	0	0	14	13	35	40.8
00-00	1344	1129	4	130	36	10	0	4	2	1	0	0	0	0	15	13	35	40.9

04 October 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	46.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	-
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	37.9	-
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	-
0500	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	33.1	-
0600	19	14	0	2	0	0	0	0	0	0	0	0	0	1	2	34.6	40.5
0700	74	58	0	9	4	2	0	0	0	0	0	0	0	0	1	34.8	41.7
0800	142	125	0	8	7	0	0	1	0	0	0	0	0	0	1	32.5	37.8
0900	66	48	0	10	4	1	0	0	0	0	0	0	0	2	1	34.8	40.6
1000	78	64	0	9	2	2	0	0	0	0	0	0	0	0	1	34.2	39.5
1100	102	92	0	7	0	1	0	0	0	0	0	0	0	1	1	34.9	40.7
1200	92	74	0	13	2	1	0	0	1	0	0	0	0	1	0	33.7	40.4
1300	109	103	0	5	1	0	0	0	0	0	0	0	0	0	0	35.5	41.5
1400	104	87	0	13	1	1	2	0	0	0	0	0	0	0	0	34.1	40.6
1500	142	127	0	9	4	0	0	0	0	0	0	0	0	2	0	33.6	40
1600	127	109	1	14	0	0	0	0	0	0	0	0	0	1	2	33.1	38.1
1700	113	97	0	8	2	0	0	0	0	0	0	0	0	2	4	34.1	41.5
1800	75	64	0	6	3	1	0	0	0	0	0	0	0	1	0	35.3	41.8
1900	50	48	0	1	1	0	0	0	0	0	0	0	0	0	0	34.5	44.1
2000	33	29	0	4	0	0	0	0	0	0	0	0	0	0	0	34.8	39.9
2100	21	19	0	1	0	0	0	0	0	0	0	0	0	1	0	39.9	52.8
2200	10	8	0	1	1	0	0	0	0	0	0	0	0	0	0	32.3	-
2300	16	12	0	0	3	0	0	0	0	0	0	0	0	1	0	35.7	39.6
07-19	1224	1048	1	111	30	9	2	1	1	0	0	0	0	10	11	34.1	40.2
06-22	1347	1158	1	119	31	9	2	1	1	0	0	0	0	12	13	34.2	40.5
06-00	1373	1178	1	120	35	9	2	1	1	0	0	0	0	13	13	34.2	40.5
00-00	1391	1194	1	122	35	9	2	1	1	0	0	0	0	13	13	34.2	40.5

05 October 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	7	4	0	1	1	0	0	0	1	0	0	0	0	0	0	40.7	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	49.4	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.9	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	-
0500	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34.3	-
0600	9	6	0	2	1	0	0	0	0	0	0	0	0	0	0	33.9	-
0700	27	20	0	4	2	0	0	0	0	0	0	0	0	0	1	37.2	46.9
0800	52	40	1	6	2	1	0	0	0	0	0	0	0	0	2	33.8	42.6
0900	73	60	0	4	5	0	0	0	0	0	0	0	0	4	0	35.3	41.8
1000	88	78	0	6	0	0	0	0	0	0	0	0	0	2	2	34.8	41.4
1100	105	93	0	6	0	0	0	0	0	0	0	0	0	1	5	33.2	40
1200	113	101	0	8	1	0	0	0	0	0	0	0	0	1	2	33.6	39.9
1300	102	91	0	10	0	0	0	0	0	0	0	0	0	1	0	33.7	38.6
1400	105	93	1	7	1	0	0	0	0	0	0	0	0	1	2	33.5	38
1500	94	85	0	8	0	0	0	0	0	0	0	0	0	1	0	35.1	41.6
1600	84	78	0	3	1	0	0	0	0	0	0	0	0	1	1	34.6	40.3
1700	95	83	0	7	0	1	0	0	0	0	0	0	0	4	0	34.9	42.9
1800	48	46	0	1	1	0	0	0	0	0	0	0	0	0	0	34.8	40.6
1900	45	43	0	1	1	0	0	0	0	0	0	0	0	0	0	33.9	38.9
2000	33	29	0	2	1	0	0	0	0	0	0	0	0	1	0	32.6	38.8
2100	17	13	0	3	1	0	0	0	0	0	0	0	0	0	0	33.9	39.6
2200	23	22	0	0	0	0	0	0	0	0	0	0	0	0	1	31.8	37.4
2300	19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	34.8	40.8
07-19	986	868	2	70	13	2	0	0	0	0	0	0	0	16	15	34.3	40.5
06-22	1090	959	2	78	17	2	0	0	0	0	0	0	0	17	15	34.2	40.3
06-00	1132	998	2	80	17	2	0	0	0	0	0	0	0	17	16	34.2	40.3
00-00	1147	1009	2	82	18	2	0	0	1	0	0	0	0	17	16	34.2	40.4

06 October 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7 -	
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8 -	
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9 -	
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27 -	
0400	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	33 -	
0500	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	32 -	
0600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3 -	
0700	12	11	0	0	0	0	0	0	0	0	0	0	0	0	1	31.6	38.8
0800	29	26	0	1	0	0	0	0	0	0	0	0	0	0	2	34.2	42.9
0900	52	45	0	5	1	0	0	0	0	0	0	0	0	0	1	34.7	41.1
1000	78	69	0	6	0	0	0	0	0	0	0	0	0	2	1	35.1	41.1
1100	93	90	0	1	1	0	0	0	0	0	0	0	0	0	1	33.7	38.6
1200	100	95	0	4	0	0	0	0	0	0	0	0	0	1	0	34.2	39.2
1300	86	79	0	5	1	0	0	0	0	0	0	0	0	0	1	33.9	38.8
1400	92	87	0	3	1	0	0	0	0	0	0	0	0	1	0	35.6	40.9
1500	80	76	0	3	0	0	0	0	0	0	0	0	0	0	1	34.8	39.3
1600	74	70	0	4	0	0	0	0	0	0	0	0	0	0	0	34.3	40.6
1700	47	44	0	3	0	0	0	0	0	0	0	0	0	0	0	35.2	40.3
1800	40	36	0	4	0	0	0	0	0	0	0	0	0	0	0	35.5	42.3
1900	23	20	0	1	2	0	0	0	0	0	0	0	0	0	0	32.9	41.2
2000	18	17	0	0	0	0	0	0	0	0	0	0	0	1	0	31.6	36
2100	14	12	0	2	0	0	0	0	0	0	0	0	0	0	0	36.4	43.2
2200	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	41.2 -	
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3 -	
07-19	783	728	0	39	4	0	0	0	0	0	0	0	0	4	8	34.5	40.3
06-22	841	780	0	42	6	0	0	0	0	0	0	0	0	5	8	34.5	40.4
06-00	852	790	0	43	6	0	0	0	0	0	0	0	0	5	8	34.5	40.4
00-00	875	811	0	45	6	0	0	0	0	0	0	0	0	5	8	34.5	40.5

07 October 2024

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	36.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	19	14	0	4	1	0	0	0	0	0	0	0	0	0	0	34.3	43.3
0600	19	16	0	1	1	0	0	0	0	0	0	0	0	0	1	34	40.9
0700	69	59	0	3	2	1	0	0	0	0	0	0	0	1	3	33.9	39.9
0800	149	127	1	15	2	0	1	0	0	0	0	0	0	0	3	33.4	38
0900	60	52	1	5	1	1	0	0	0	0	0	0	0	0	0	34.5	41.6
1000	59	42	0	14	2	1	0	0	0	0	0	0	0	0	0	32	37.2
1100	73	62	0	10	0	1	0	0	0	0	0	0	0	0	0	32.9	38.8
1200	76	68	0	7	0	0	1	0	0	0	0	0	0	0	0	32	37
1300	85	67	0	16	1	0	0	0	0	0	0	0	0	0	1	33.2	38.9
1400	73	59	0	12	0	0	0	1	0	0	0	0	0	1	0	32	37.5
1500	129	111	1	16	1	0	0	0	0	0	0	0	0	0	0	32.6	38.5
1600	101	81	0	12	3	0	0	1	0	0	0	0	0	1	3	33.4	40.6
1700	109	96	0	7	2	1	0	0	0	0	0	0	0	3	0	35.8	43.2
1800	66	58	2	6	0	0	0	0	0	0	0	0	0	0	0	34.1	41.2
1900	55	49	0	5	1	0	0	0	0	0	0	0	0	0	0	34.6	43.2
2000	32	26	0	6	0	0	0	0	0	0	0	0	0	0	0	37.7	43.7
2100	22	19	1	1	1	0	0	0	0	0	0	0	0	0	0	33.4	39.1
2200	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	41.6
2300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	39.8	-
07-19	1049	882	5	123	14	5	2	2	0	0	0	0	0	6	10	33.4	39.4
06-22	1177	992	6	136	17	5	2	2	0	0	0	0	0	6	11	33.5	39.8
06-00	1193	1007	6	137	17	5	2	2	0	0	0	0	0	6	11	33.6	39.8
00-00	1215	1023	6	142	18	5	2	2	0	0	0	0	0	6	11	33.6	39.9



SITE: ATC - Reading Road, Arborfield

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.400667, -0.916488

DIRECTION: WESTBOUND

SPEED LIMIT: 30

01 October 2024

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	38.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	40.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	45.4	-
0500	10	0	0	0	3	4	2	1	0	0	0	0	0	0	0	0	34.3	-
0600	26	0	2	4	3	7	5	5	0	0	0	0	0	0	0	0	33	45.2
0700	98	0	1	8	19	42	22	5	1	0	0	0	0	0	0	0	33.9	40.1
0800	165	0	2	9	50	72	27	5	0	0	0	0	0	0	0	0	32.8	38.3
0900	86	2	1	20	38	22	3	0	0	0	0	0	0	0	0	0	28.2	34.2
1000	66	1	1	13	28	20	2	0	1	0	0	0	0	0	0	0	29.3	35.4
1100	83	1	2	18	47	13	2	0	0	0	0	0	0	0	0	0	27.2	32
1200	104	0	1	17	54	31	1	0	0	0	0	0	0	0	0	0	28.6	33.2
1300	79	1	1	22	37	14	3	1	0	0	0	0	0	0	0	0	27.7	32.7
1400	72	0	3	16	35	14	4	0	0	0	0	0	0	0	0	0	28.2	33.4
1500	135	0	5	33	62	30	5	0	0	0	0	0	0	0	0	0	27.8	32.7
1600	116	1	2	34	53	21	2	3	0	0	0	0	0	0	0	0	27.8	33
1700	123	1	8	39	45	23	7	0	0	0	0	0	0	0	0	0	27.3	34
1800	69	0	3	5	22	21	13	5	0	0	0	0	0	0	0	0	32.8	40.3
1900	58	0	0	6	11	25	13	2	1	0	0	0	0	0	0	0	33.6	40.7
2000	43	0	0	0	13	16	9	2	2	0	1	0	0	0	0	0	35.5	42.8
2100	27	0	0	1	3	16	5	1	0	1	0	0	0	0	0	0	35.4	39
2200	14	0	0	0	1	4	5	2	2	0	0	0	0	0	0	0	40.5	50.2
2300	7	0	0	0	2	2	2	0	1	0	0	0	0	0	0	0	37.9	-
07-19	1196	7	30	234	490	323	91	19	2	0	0	0	0	0	0	0	29.4	35.6
06-22	1350	7	32	245	520	387	123	29	5	1	1	0	0	0	0	0	30	36.4
06-00	1371	7	32	245	523	393	130	31	8	1	1	0	0	0	0	0	30.1	36.5
00-00	1390	7	32	245	526	400	136	33	9	1	1	0	0	0	0	0	30.2	36.7

02 October 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	54.8	-
0500	7	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	32.1	-
0600	30	0	1	2	8	6	10	2	1	0	0	0	0	0	0	0	33.9	41.5
0700	89	0	0	7	23	32	25	1	1	0	0	0	0	0	0	0	33.6	38.9
0800	173	0	0	8	58	69	32	5	1	0	0	0	0	0	0	0	33.2	38.8
0900	83	0	0	3	32	30	12	5	1	0	0	0	0	0	0	0	33.2	39.2
1000	71	0	2	0	26	33	8	2	0	0	0	0	0	0	0	0	32	37.3
1100	68	0	0	5	24	22	15	2	0	0	0	0	0	0	0	0	33	39.4
1200	91	0	0	1	19	49	21	1	0	0	0	0	0	0	0	0	34.1	39.3
1300	82	0	0	1	22	35	21	2	0	1	0	0	0	0	0	0	34.5	38.7
1400	73	0	0	2	17	36	10	7	0	0	1	0	0	0	0	0	34.9	41.1
1500	144	0	2	4	41	65	27	2	1	2	0	0	0	0	0	0	33.2	38.8
1600	109	0	1	1	28	50	23	5	1	0	0	0	0	0	0	0	34.2	40.3
1700	131	0	0	3	33	68	19	6	1	1	0	0	0	0	0	0	34	39.1
1800	56	0	1	2	14	23	10	4	1	0	0	1	0	0	0	0	34.8	42.2
1900	55	0	1	3	18	21	8	3	1	0	0	0	0	0	0	0	32.8	39.4
2000	40	0	0	0	8	15	15	1	0	1	0	0	0	0	0	0	36.1	41.9
2100	31	0	0	1	4	11	10	3	2	0	0	0	0	0	0	0	37.5	45.3
2200	18	0	0	0	7	5	0	2	3	1	0	0	0	0	0	0	37.7	50.5
2300	5	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	40.6	-
07-19	1170	0	6	37	337	512	223	42	7	4	1	1	0	0	0	0	33.7	39
06-22	1326	0	8	43	375	565	266	51	11	5	1	1	0	0	0	0	33.8	39.3
06-00	1349	0	8	44	382	571	267	53	16	6	1	1	0	0	0	0	33.9	39.4
00-00	1358	0	8	45	385	573	269	53	17	6	1	1	0	0	0	0	33.9	39.4

03 October 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	54.9	-
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	42.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	46.2	-
0500	10	0	0	2	3	2	3	0	0	0	0	0	0	0	0	0	30.9	-
0600	31	0	0	6	3	11	6	5	0	0	0	0	0	0	0	0	34.5	44.3
0700	67	0	1	3	17	26	17	3	0	0	0	0	0	0	0	0	34.1	41.6
0800	154	0	1	4	37	57	40	13	2	0	0	0	0	0	0	0	35	40.5
0900	72	0	0	3	15	27	20	4	2	1	0	0	0	0	0	0	35.5	41.6
1000	82	0	0	4	11	35	20	9	3	0	0	0	0	0	0	0	36.1	43.1
1100	78	0	0	2	11	39	22	3	1	0	0	0	0	0	0	0	35.4	40
1200	84	0	0	5	16	40	16	7	0	0	0	0	0	0	0	0	34.7	40.3
1300	84	0	1	3	19	35	16	9	1	0	0	0	0	0	0	0	34.9	41.2
1400	100	0	0	1	19	51	24	4	1	0	0	0	0	0	0	0	34.8	39.7
1500	148	0	0	4	42	60	31	9	2	0	0	0	0	0	0	0	34.4	39.9
1600	117	0	0	1	22	44	43	7	0	0	0	0	0	0	0	0	36	41.5
1700	95	1	1	2	26	37	20	6	2	0	0	0	0	0	0	0	34.2	41.7
1800	79	0	1	4	15	25	27	6	1	0	0	0	0	0	0	0	35.5	41.9
1900	53	0	0	3	16	18	13	1	0	1	1	0	0	0	0	0	34.5	40.8
2000	43	0	0	3	12	17	10	0	1	0	0	0	0	0	0	0	33.3	39.5
2100	20	0	0	0	3	10	5	1	1	0	0	0	0	0	0	0	36.1	43.1
2200	15	0	0	0	1	4	7	3	0	0	0	0	0	0	0	0	38.6	43.6
2300	7	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	35.4	-
07-19	1160	1	5	36	250	476	296	80	15	1	0	0	0	0	0	0	35	40.7
06-22	1307	1	5	48	284	532	330	87	17	2	1	0	0	0	0	0	35	40.7
06-00	1329	1	5	48	286	539	339	91	17	2	1	0	0	0	0	0	35	40.8
00-00	1344	1	5	50	289	542	343	92	18	2	1	0	1	0	0	0	35	40.9

05 October 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	7	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0	40.7	-
0100	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	32.7	-
0200	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	49.4	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.9	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.7	-
0500	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	34.3	-
0600	9	0	0	2	1	2	2	1	1	0	0	0	0	0	0	0	33.9	-
0700	27	0	0	1	7	4	9	4	1	1	0	0	0	0	0	0	37.2	46.9
0800	52	0	0	8	12	18	9	3	2	0	0	0	0	0	0	0	33.8	42.6
0900	73	0	0	0	14	35	19	4	1	0	0	0	0	0	0	0	35.3	41.8
1000	88	0	0	7	15	42	14	7	2	1	0	0	0	0	0	0	34.8	41.4
1100	105	0	4	3	34	38	23	2	1	0	0	0	0	0	0	0	33.2	40
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1400	105	0	2	0	31	53	18	0	0	1	0	0	0	0	0	0	33.5	38
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1700	95	0	0	6	22	32	22	13	0	0	0	0	0	0	0	0	34.9	42.9
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1900	45	0	0	4	11	18	11	1	0	0	0	0	0	0	0	0	33.9	38.9
2000	33	0	0	3	12	10	6	1	0	1	0	0	0	0	0	0	32.6	38.8
2100	17	0	0	0	6	6	5	0	0	0	0	0	0	0	0	0	33.9	39.6
2200	23	1	0	1	7	11	3	0	0	0	0	0	0	0	0	0	31.8	37.4
2300	19	0	0	1	3	11	3	1	0	0	0	0	0	0	0	0	34.8	40.8
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06-22	1090	0	8	42	284	452	226	60	12	5	0	1	0	0	0	0	34.2	40.3
06-00	1132	1	8	44	294	474	232	61	12	5	0	1	0	0	0	0	34.2	40.3
00-00	1147	1	8	45	296	478	234	66	13	5	0	1	0	0	0	0	34.2	40.4

06 October 2024

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	10	0	0	0	0	6	1	1	1	1	0	0	0	0	0	0	39.7	-
0100	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	39.8	-
0200	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	24.9	-
0300	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	27	-
0400	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	33	-
0500	5	0	1	0	1	2	0	1	0	0	0	0	0	0	0	0	32	-
0600	3	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	32.3	-
0700	12	0	0	3	3	3	3	0	0	0	0	0	0	0	0	0	31.6	38.8
0800	29	1	1	0	6	12	6	2	1	0	0	0	0	0	0	0	34.2	42.9
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1600	74	0	2	3	17	28	19	5	0	0	0	0	0	0	0	0	34.3	40.6
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1900	23	0	0	5	5	5	6	1	1	0	0	0	0	0	0	0	32.9	41.2
2000	18	0	0	1	9	7	0	1	0	0	0	0	0	0	0	0	31.6	36
2100	14	0	0	1	3	4	5	1	0	0	0	0	0	0	0	0	36.4	43.2
2200	7	0	0	0	2	0	3	0	1	1	0	0	0	0	0	0	41.2	-
2300	4	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	30.3	-
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06-22	841	1	5	33	203	353	196	42	5	2	1	0	0	0	0	0	34.5	40.4
06-00	852	1	5	33	208	354	199	42	6	3	1	0	0	0	0	0	34.5	40.4
00-00	875	1	6	35	212	363	200	46	7	4	1	0	0	0	0	0	34.5	40.5

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	8720	11	83	537	2448	3360	1725	426	98	25	4	2	1	0	0	0	33.6	39.8



SITE: ATC - Reading Road, Arborfield

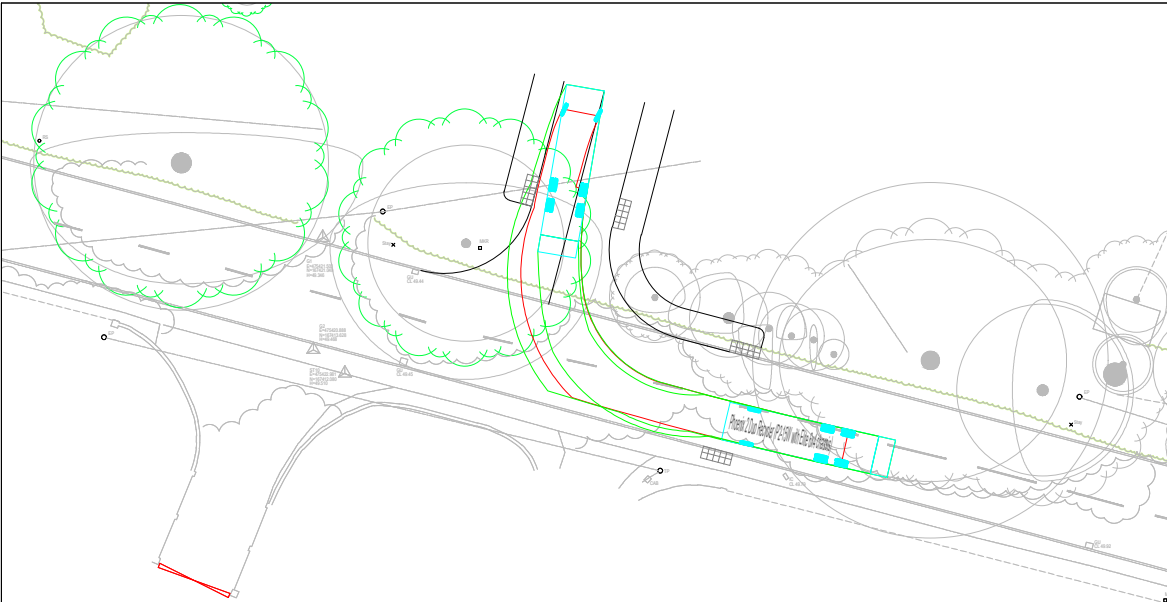
LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.400667, -0.916488

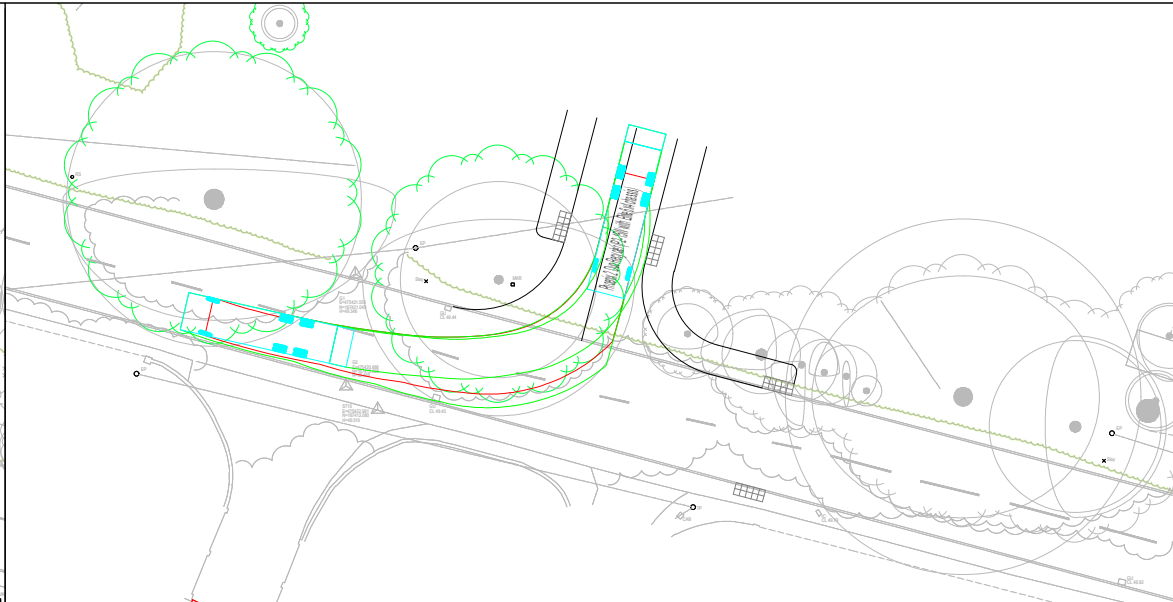
DIRECTION: WESTBOUND

SPEED LIMIT: 30

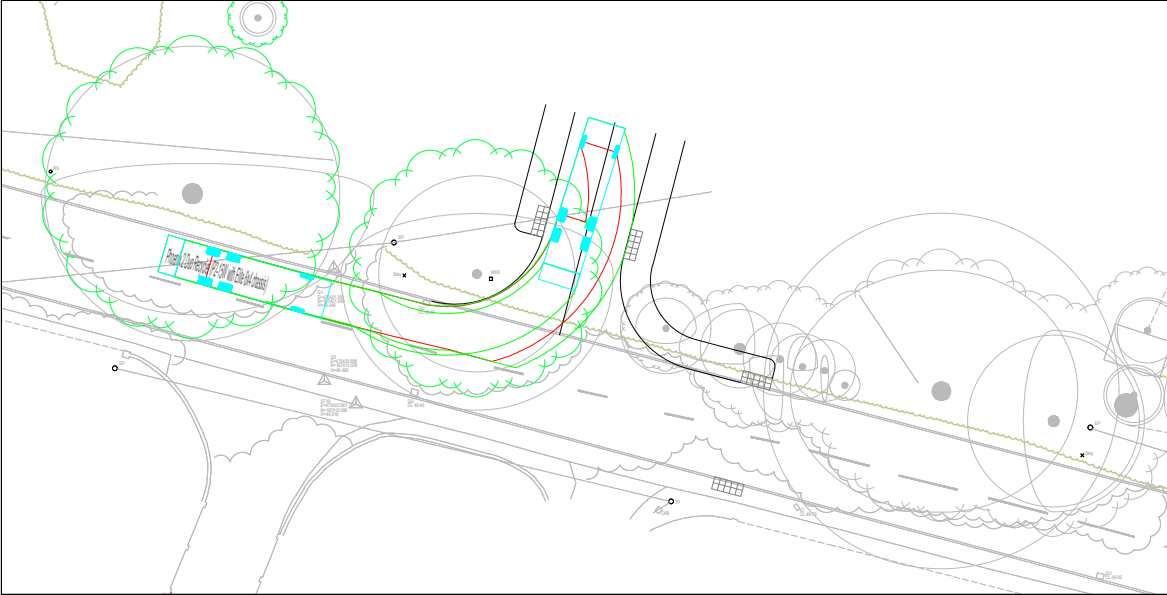
	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Averages	
	01-Oct	02-Oct	03-Oct	04-Oct	05-Oct	06-Oct	07-Oct	1-5.	1-7.
Hour									
0000-0100	5	1	3	3	7	10	1	2.6	4.3
0100-0200	0	0	1	0	2	2	0	0.2	0.7
0200-0300	2	0	0	1	2	2	2	1	1.3
0300-0400	0	0	0	2	1	2	0	0.4	0.7
0400-0500	2	1	1	3	1	2	0	1.4	1.4
0500-0600	10	7	10	9	2	5	19	11	8.9
0600-0700	26	30	31	19	9	3	19	25	19.6
0700-0800	98	89	67	74	27	12	69	79.4	62.3
0800-0900	165	173	154	142	52	29	149	156.6	123.4
0900-1000	86	83	72	66	73	52	60	73.4	70.3
1000-1100	66	71	82	78	88	78	59	71.2	74.6
1100-1200	83	68	78	102	105	93	73	80.8	86
1200-1300	104	91	84	92	113	100	76	89.4	94.3
1300-1400	79	82	84	109	102	86	85	87.8	89.6
1400-1500	72	73	100	104	105	92	73	84.4	88.4
1500-1600	135	144	148	142	94	80	129	139.6	124.6
1600-1700	116	109	117	127	84	74	101	114	104
1700-1800	123	131	95	113	95	47	109	114.2	101.9
1800-1900	69	56	79	75	48	40	66	69	61.9
1900-2000	58	55	53	50	45	23	55	54.2	48.4
2000-2100	43	40	43	33	33	18	32	38.2	34.6
2100-2200	27	31	20	21	17	14	22	24.2	21.7
2200-2300	14	18	15	10	23	7	13	14	14.3
2300-2400	7	5	7	16	19	4	3	7.6	8.7
Totals									
0700-1900	1196	1170	1160	1224	986	783	1049	1159.8	1081.1
0600-2200	1350	1326	1307	1347	1090	841	1177	1301.4	1205.4
0600-0000	1371	1349	1329	1373	1132	852	1193	1323	1228.4
0000-0000	1390	1358	1344	1391	1147	875	1215	1339.6	1245.7
AM Peak	800	800	800	800	1100	1100	800		
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PM Peak	1500	1500	1500	1500	1200	1200	1500		
	135	144	148	142	113	100	129		



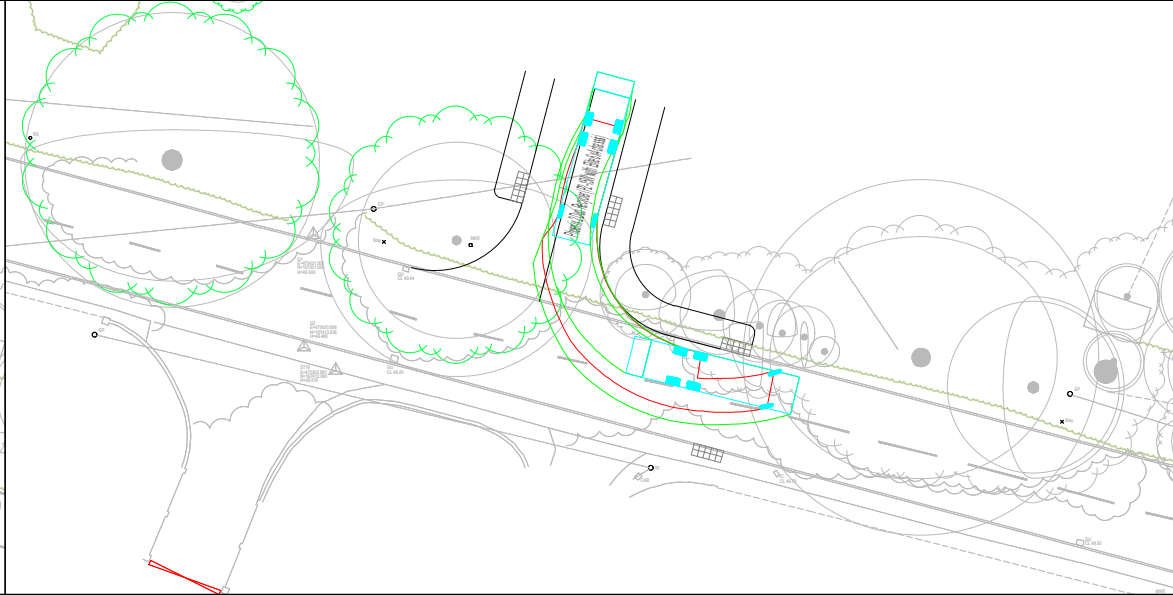
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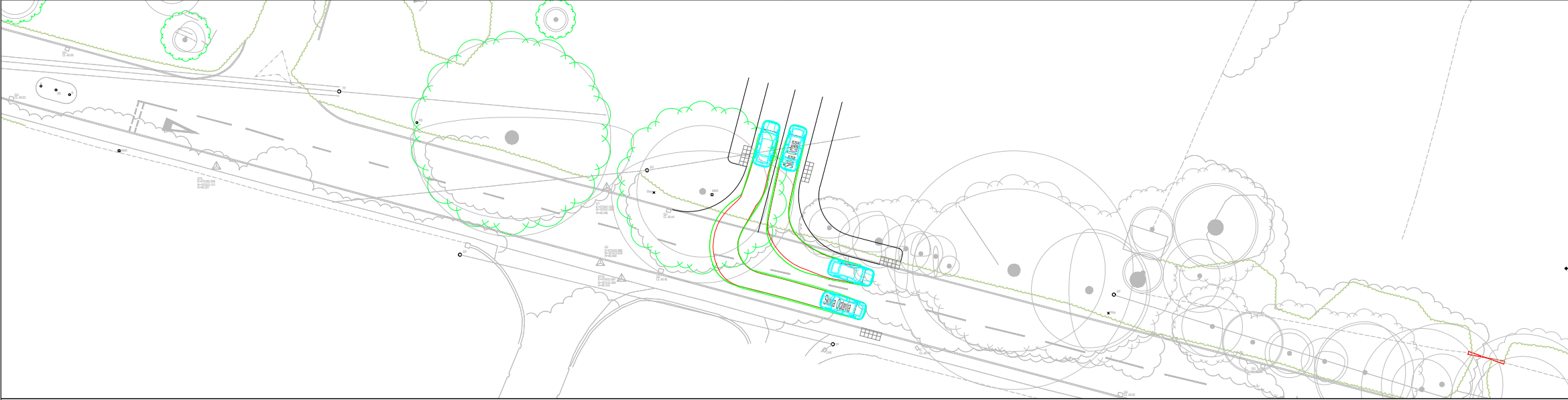
REFUSE VEHICLE TRACKING - RIGHT OUT



REFUSE VEHICLE TRACKING - LEFT IN



REFUSE VEHICLE TRACKING - LEFT OUT



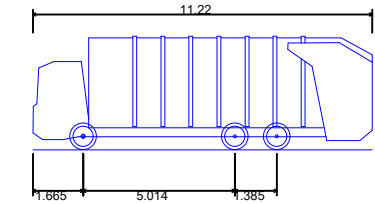
PRIVATE CAR TRACKING - SITE ACCESS

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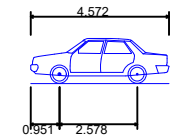
GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
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5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

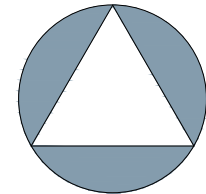
VEHICLE PROFILE



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.550m



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



NORTH

Project Name
**READING ROAD,
ARBORFIELD**

Project Phase
PRELIMINARY

Title
**PROPOSED SITE ACCESS
VEHICLE TRACKING**

paulbasham
associates

Paul Basham Associates Ltd
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Oxfordshire, OX14 1UJ
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Client

dandara

P01	FIRST ISSUE	29.11.24	LMR	JNR
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By		Suitability Code
30.10.24	LMR	JNR		-
PBA Project Number		Scale		
147.0017		1:1000 (AT A3)		
PBA Drawing No:				Revision
147.0017.0003				P01



Road Safety Audit Stage 1

Proposed Access

Reading Road

Arborfield

Berkshire

Date: 12th November 2024

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET

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Project Title Reading Road, Arborfield

Report Title Road Safety Audit Stage 1

Status Final

Audit Reference PBA/24/147.0017/1/BS

Record of Issue

Document Ref PBA/24/147.0017/1/BS	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision - Final	Bryan Shawyer	Martin Morris		12 th November 2024
Designers Response	Luke Rodgers			
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	James Rand	-
Paul Basham Associates	Luke Rodgers	-

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Appendix A..... List of drawings

Appendix B..... Comment Location Drawing

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

Appendix D..... Design Organisation Statement

Appendix E..... Overseeing Organisation Statement

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on proposed access arrangements associated with a 110-unit residential development off Reading Road, Arborfield, as below:

- A priority access on the northern side of the carriageway with an inset pedestrian crossing point across the access road to the immediate north of the junction.
- A pedestrian crossing point across the Reading Road to the immediate east of the proposed junction.
- An additional traffic island and road markings associated with an existing priority working system to the west of the proposed junction.

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

1.2 The Audit Team membership was as follows:

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA – Audit Team Leader
National Highways Approved RSA Certificate of Competency

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

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

1.4 The Audit took place at the Gillingham offices of M&S Traffic in November 2024 and comprised an examination of the documents provided as listed in Appendix A. A joint visit to the site was undertaken to the proposed scheme on the 12th November between 12:30 and 13:00. Weather conditions at the time were fine and the road surface was dry. Traffic flows were low and free flow speeds were moderate. There were low pedestrian flows and no cycle movements observed during the site visit.

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

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

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

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

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

3.2 Local Alignment

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

3.3 Junctions

3.3.1 PROBLEM

Location: Proposed access with Reading Road.

Summary: Restricted visibility could increase the risk of side impact collisions or rear end shunts.

The visibility splays are obstructed by tree lines and excess vehicle hedgerow, where restricted visibility could increase the risk of side impact collisions or rear end shunts.

RECOMMENDATION

It is recommended that there should be no physical obstruction of the visibility splays and additionally, that the splays should be periodically maintained to retain visibility.

3.4 Non-Motorised User Provision

3.4.1 PROBLEM

Location: Proposed pedestrian crossing, inset into junction.

Summary: Restricted visibility could lead to vehicle to pedestrian collisions.

No details relating to the pedestrian / traffic intervisibility splays at the crossing have been provided for assessment. There is concern that tree lines and excess vegetation at the junction may restrict intervisibility. Restricted intervisibility could lead to vehicle to pedestrian collisions.

RECOMMENDATION

It is recommended that the tree lines and excess vegetation be cut back so that suitable intervisibility splays can be achieved and that a regular maintenance be employed.

3.4.2 **PROBLEM**

Location: Proposed pedestrian crossing across Reading Road.

Summary: Restricted visibility could lead to vehicle to pedestrian collisions.

No details relating to the pedestrian / traffic intervisibility splays at the crossing have been provided for assessment. There is concern that tree lines and excess vegetation on the northern side of the carriageway may restrict intervisibility. Restricted intervisibility could lead to vehicle to pedestrian collisions.

RECOMMENDATION

It is recommended that the tree lines and excess vegetation be cut back so that suitable intervisibility splays can be achieved and that a regular maintenance be employed.

3.5 **Road Signs, Carriageway Markings and Lighting**

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

4 ISSUES IDENTIFIED DURING THE STAGE 1 AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues, or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.

4.2 The Audit Team has no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

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

Audit Team Leader

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Signed:  Date: 12/11/2024

Audit Team Member

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

Signed:  Date: 12/11/2024

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APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
147.0017.0001 P06	PROPOSED SITE ACCESS GENERAL ARRANGEMENT
147.0017.0003 P01	PROPOSED SITE ACCESS VEHICLE TRACKING

Supporting Documentation:

- Covering emails, Paul Basham Associates

APPENDIX B

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

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Bryan Shawyer (Team Leader) and Martin Morris (Team Member).

Scheme: Reading Road, Arborfield

Date Audit Completed: 12th November 2024

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

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
3.3.1 Location: Proposed access with Reading Road. Summary: Restricted visibility could increase the risk of side impact collisions or rear end shunts. The visibility splays are obstructed by tree lines and excess vehicle hedgerow, where restricted visibility could increase the risk of side impact collisions or rear end shunts.	It is recommended that there should be no physical obstruction of the visibility splays and additionally, that the splays should be periodically maintained to retain visibility.	Noted. Any vegetation within the visibility splays will be periodically cut back and maintained by the developer in land under their control. If part of the public highway, this responsibility falls to the highway authority.		
3.4.1 Location: Proposed pedestrian crossing, inset into junction.	It is recommended that the tree lines and excess vegetation be cut back so that suitable intervisibility splays can	Noted. Any vegetation within the visibility splays will be periodically cut back and maintained by the developer in land under their control. If part of the public highway, this		

Summary: Restricted visibility could lead to vehicle to pedestrian collisions. No details relating to the pedestrian / traffic intervisibility splays at the crossing have been provided for assessment. There is concern that tree lines and excess vegetation at the junction may restrict intervisibility. Restricted intervisibility could lead to vehicle to pedestrian collisions.	be achieved and that a regular maintenance be employed.	responsibility falls to the highway authority.		
3.4.2 Location: Proposed pedestrian crossing across Reading Road. Summary: Restricted visibility could lead to vehicle to pedestrian collisions. No details relating to the pedestrian / traffic intervisibility splays at the crossing have been provided for assessment. There is concern that tree lines and excess vegetation on the northern side of the carriageway may restrict intervisibility. Restricted intervisibility could lead to vehicle to pedestrian collisions.	It is recommended that the tree lines and excess vegetation be cut back so that suitable intervisibility splays can be achieved and that a regular maintenance be employed.	Visibility splays were provided as part of drawing 147.0017.0001 P06, which illustrate suitable visibility is achievable from the proposed crossing points within highway owned land. Despite this, any vegetation within the visibility splays will be periodically cut back and maintained by the developer in land under their control. If part of the public highway, this responsibility falls to the highway authority.		

APPENDIX D: DESIGN ORGANISATION STATEMENT

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

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

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

Calculation Reference: AUDIT-247601-241022-1017

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	5 days
	EX ESSEX	1 days
	HC HAMPSHIRE	9 days
	HF HERTFORDSHIRE	3 days
	KC KENT	4 days
	MW MEDWAY	1 days
	SC SURREY	1 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	6 days
03	SOUTH WEST	
	DC DORSET	2 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	9 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	2 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 8 to 197 (units:)
Range Selected by User: 6 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 14/05/24

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

Selected survey days:

Monday 9 days
Tuesday 21 days
Wednesday 10 days
Thursday 10 days
Friday 5 days

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

Selected survey types:

Manual count 55 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 10
Edge of Town 45

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:

Residential Zone 51
Village 1
Out of Town 1
No Sub Category 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 18 days - Selected
Servicing vehicles Excluded 52 days - Selected

Secondary Filtering selection:

Use Class:

C3 55 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	14 days
10,001 to 15,000	18 days
15,001 to 20,000	10 days
20,001 to 25,000	8 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	8 days
50,001 to 75,000	9 days
75,001 to 100,000	5 days
100,001 to 125,000	2 days
125,001 to 250,000	24 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	13 days
1.1 to 1.5	38 days
1.6 to 2.0	4 days

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

Travel Plan:

Yes	38 days
No	17 days

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

PTAL Rating:

No PTAL Present	55 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19	TOWN HOUSES	CHESHIRE WEST & CHESTER
2	CT-03-A-03 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Total No of Dwellings: 73 Survey date: TUESDAY 27/06/23	MIXED HOUSES	CENTRAL BEDFORDSHIRE
3	DC-03-A-10 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 09/11/22	MIXED HOUSES	DORSET
4	DC-03-A-11 A350 SHAFTESBURY Edge of Town No Sub Category Total No of Dwellings: 141 Survey date: TUESDAY 31/10/23	MIXED HOUSES	DORSET
5	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17	SEMI DETACHED	DURHAM
6	DH-03-A-03 PILGRIMS WAY DURHAM Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18	SEMI-DETACHED & TERRACED	DURHAM
7	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19	MIXED HOUSES & FLATS	EAST SUSSEX

LIST OF SITES relevant to selection parameters (Cont.)

8	ES-03-A-08 WRESTWOOD ROAD BEXHILL	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: WEDNESDAY 12/10/22		Survey Type: MANUAL
9	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI-DETACHED	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 47 Survey date: MONDAY 13/03/23		Survey Type: MANUAL
10	ES-03-A-10 WATERGATE BEXHILL-ON-SEA	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 139 Survey date: THURSDAY 28/09/23		Survey Type: MANUAL
11	ES-03-A-14 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 120 Survey date: TUESDAY 30/04/24		Survey Type: MANUAL
12	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 123 Survey date: MONDAY 27/09/21		Survey Type: MANUAL
13	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 39 Survey date: TUESDAY 13/11/18		Survey Type: MANUAL
14	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 31/10/18		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19 Survey Type: MANUAL			
16	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 73 Survey date: TUESDAY 16/11/21 Survey Type: MANUAL			
17	HC-03-A-28 EAGLE AVENUE WATERLOOVILLE LOVEDEAN	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 125 Survey date: MONDAY 08/11/21 Survey Type: MANUAL			
18	HC-03-A-31 KILN ROAD LIPHOOK	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 44 Survey date: FRIDAY 07/10/22 Survey Type: MANUAL			
19	HC-03-A-33 CROW LANE RINGWOOD CROW	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 195 Survey date: TUESDAY 04/07/23 Survey Type: MANUAL			
20	HC-03-A-36 HAVANT ROAD EMSWORTH	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 145 Survey date: TUESDAY 12/09/23 Survey Type: MANUAL			
21	HC-03-A-37 REDFIELDS LANE FLEET CHURCH CROOKHAM	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 50 Survey date: WEDNESDAY 27/03/24 Survey Type: MANUAL			

LIST OF SITES relevant to selection parameters (Cont.)

22	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
23	HF-03-A-05 HOLMSIDE RISE WATFORD SOUTH OXHEY	TERRACED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	8	
	Survey date: MONDAY	05/06/23	Survey Type: MANUAL
24	HF-03-A-06 A505 ROYSTON	MIXED HOUSES & FLATS	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	180	
	Survey date: TUESDAY	28/11/23	Survey Type: MANUAL
25	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
26	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON	SEMI-DETACHED & TERRACED	KENT
	Edge of Town Residential Zone Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
27	KC-03-A-10 HEADCORN ROAD STAPLEHURST	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings:	106	
	Survey date: TUESDAY	09/05/23	Survey Type: MANUAL
28	KC-03-A-12 WESTERN LINK FAVERSHAM DAVINGTON	MIXED HOUSES & FLATS	KENT
	Edge of Town Residential Zone Total No of Dwellings:	186	
	Survey date: TUESDAY	19/09/23	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	MW-03-A-02	MIXED HOUSES		MEDWAY
	OTTERHAM QUAY LANE			
	RAINHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	19		
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL	
30	NF-03-A-05	MIXED HOUSES		NORFOLK
	HEATH DRIVE			
	HOLT			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	40		
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL	
31	NF-03-A-25	MIXED HOUSES & FLATS		NORFOLK
	WOODFARM LANE			
	GORLESTON-ON-SEA			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	55		
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL	
32	NF-03-A-33	MIXED HOUSES		NORFOLK
	LONDON ROAD			
	ATTLEBOROUGH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	143		
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL	
33	NF-03-A-34	MIXED HOUSES		NORFOLK
	NORWICH ROAD			
	SWAFFHAM			
	Edge of Town			
	Out of Town			
	Total No of Dwellings:	80		
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL	
34	NF-03-A-35	MIXED HOUSES & FLATS		NORFOLK
	REPTON AVENUE			
	NORWICH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	116		
	Survey date: WEDNESDAY	28/09/22	Survey Type: MANUAL	
35	NF-03-A-36	MIXED HOUSES		NORFOLK
	LONDON ROAD			
	WYMONDHAM			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	75		
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL	
36	NF-03-A-37	MIXED HOUSES		NORFOLK
	GREENFIELDS ROAD			
	DEREHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	44		
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

37	NF-03-A-51	SEMI-DETACHED		NORFOLK
	CITY ROAD			
	NORWICH			
	LAKENHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	34		
	Survey date: TUESDAY	13/09/22	Survey Type: MANUAL	
38	NF-03-A-52	MIXED HOUSES		NORFOLK
	LYNNSPORT WAY			
	KING'S LYNN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	130		
	Survey date: TUESDAY	07/11/23	Survey Type: MANUAL	
39	NT-03-A-08	DETACHED HOUSES		NOTTINGHAMSHIRE
	WIGHAY ROAD			
	HUCKNALL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	36		
	Survey date: MONDAY	18/10/21	Survey Type: MANUAL	
40	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	10		
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL	
41	NY-03-A-14	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	PALACE ROAD			
	RIPON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	45		
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL	
42	PB-03-A-04	DETACHED HOUSES		PETERBOROUGH
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	28		
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL	
43	SC-03-A-11	MIXED HOUSES		SURREY
	FOLLY HILL			
	FARNHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	96		
	Survey date: TUESDAY	14/05/24	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

44	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED	SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 Survey date: THURSDAY 22/09/16		Survey Type: MANUAL
45	SF-03-A-09 FOXHALL ROAD IPSWICH	MIXED HOUSES & FLATS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 179 Survey date: THURSDAY 24/06/21		Survey Type: MANUAL
46	SF-03-A-10 LOVETOFTS DRIVE IPSWICH WHITEHOUSE Edge of Town Residential Zone Total No of Dwellings: 149 Survey date: TUESDAY 22/06/21	TERRACED & SEMI-DETACHED	SUFFOLK
47	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings: 12 Survey date: MONDAY 08/05/17		Survey Type: MANUAL
48	WB-03-A-03 DORKING WAY READING CALCOT Edge of Town Residential Zone Total No of Dwellings: 108 Survey date: FRIDAY 09/09/22	MIXED HOUSES	WEST BERKSHIRE
49	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES	WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 49 Survey date: FRIDAY 27/09/19		Survey Type: MANUAL
50	WS-03-A-08 ROUNDSTONE LANE ANGMERING	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 180 Survey date: THURSDAY 19/04/18		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

51	WS-03-A-12	MIXED HOUSES	WEST SUSSEX
	MADGWICK LANE		
	CHICHESTER		
	WESTHAMPNETT		
	Edge of Town		
	Village		
	Total No of Dwellings:	152	
	Survey date: WEDNESDAY	16/06/21	Survey Type: MANUAL
52	WS-03-A-13	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD		
	WORTHING		
	WEST DURRINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: WEDNESDAY	23/06/21	Survey Type: MANUAL
53	WS-03-A-14	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	117	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL
54	WS-03-A-22	MIXED HOUSES & FLATS	WEST SUSSEX
	SHOPWHYKE ROAD		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	129	
	Survey date: TUESDAY	19/03/24	Survey Type: MANUAL
55	WS-03-A-23	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD		
	EAST GRINSTEAD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: TUESDAY	14/05/24	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.72

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	55	91	0.078	55	91	0.299	55	91	0.377
08:00 - 09:00	55	91	0.158	55	91	0.372	55	91	0.530
09:00 - 10:00	55	91	0.141	55	91	0.169	55	91	0.310
10:00 - 11:00	55	91	0.128	55	91	0.157	55	91	0.285
11:00 - 12:00	55	91	0.136	55	91	0.137	55	91	0.273
12:00 - 13:00	55	91	0.155	55	91	0.150	55	91	0.305
13:00 - 14:00	55	91	0.161	55	91	0.151	55	91	0.312
14:00 - 15:00	55	91	0.165	55	91	0.198	55	91	0.363
15:00 - 16:00	55	91	0.272	55	91	0.175	55	91	0.447
16:00 - 17:00	55	91	0.271	55	91	0.163	55	91	0.434
17:00 - 18:00	55	91	0.321	55	91	0.166	55	91	0.487
18:00 - 19:00	55	91	0.259	55	91	0.142	55	91	0.401
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.245			2.279			4.524

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

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

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Parameter summary

Trip rate parameter range selected:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

8 - 197 (units:)
 01/01/16 - 14/05/24
 55
 0
 0
 15
 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.



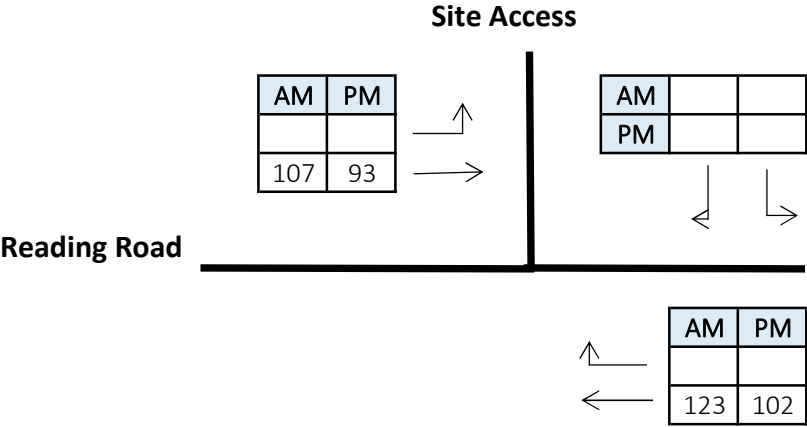
Project Name: Reading Road, Arborfield

Project Number: 147.0014

Drawn By: LMR

Approved By: JNR

Scenario: 2024 Baseline



NOTES: - Baseline survey data taken from ATC survey completed at along Reading Road in October 2024.



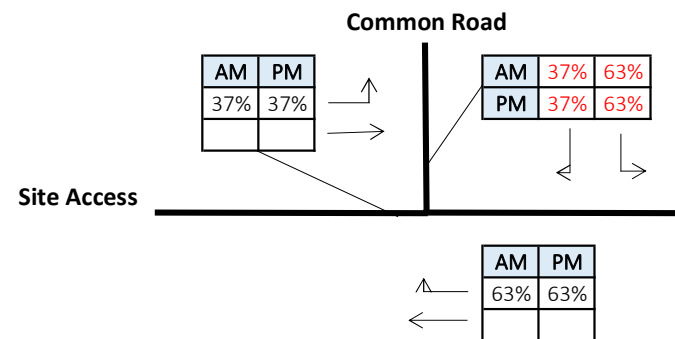
Project Name: Reading Road, Arborfield

Project Number: 147.0014

Drawn By: LMR

Approved By: JNR

Scenario: Trip Distribution



NOTES: - Propsoed Trip Distribution based on Census Data



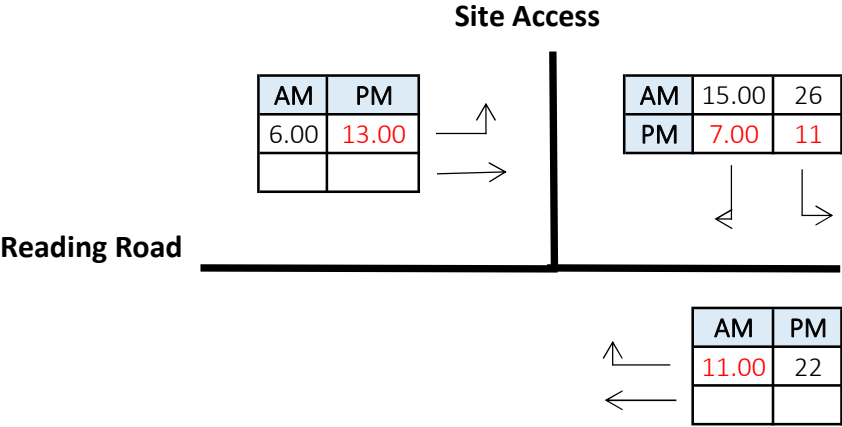
Project Name: Reading Road, Arborfield

Project Number: 147.0014

Drawn By: LMR

Approved By: JNR

Scenario: Development Flows



NOTES: - Development Flows based on TRICS and Trip Distribution



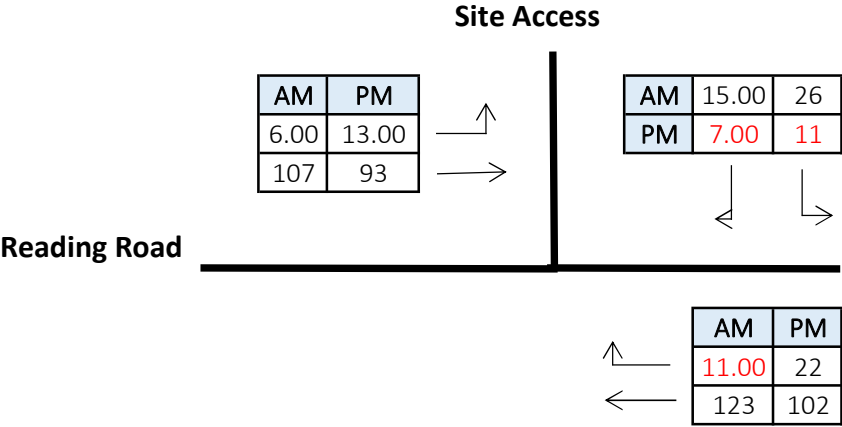
Project Name: Reading Road, Arborfield

Project Number: 147.0014

Drawn By: LMR

Approved By: JNR

Scenario: 2024 Baseline with Development



NOTES: - 2024 Baseline with development



Project Name: Reading Road, Arborfield

Project Number: 147.0014

Drawn By: LMR

Approved By: JNR

Scenario: 2029 Forecast

TEMPro 2024 - 2029

AM 1.02365

PM 1.02925

NOTES: - 2029 Forecast generated by growing 2024 Base using
TEMPro

Site Access

AM	PM
6.00	13.00
110.00	96.00



AM	15.00	26
PM	7.00	12



Reading Road

AM	PM
11.00	23.00
126.00	105.00





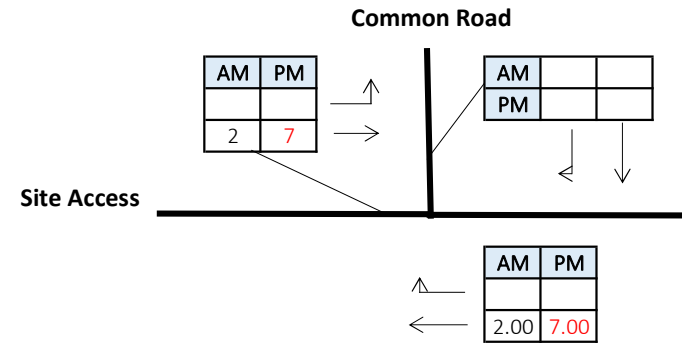
Project Name: Reading Road, Arborfield

Project Number: 147.0014

Drawn By: LMR

Approved By: JNR

Scenario: Total Committed Dev



NOTES: - Total Committed Development Flows Obtained
from Application 242421



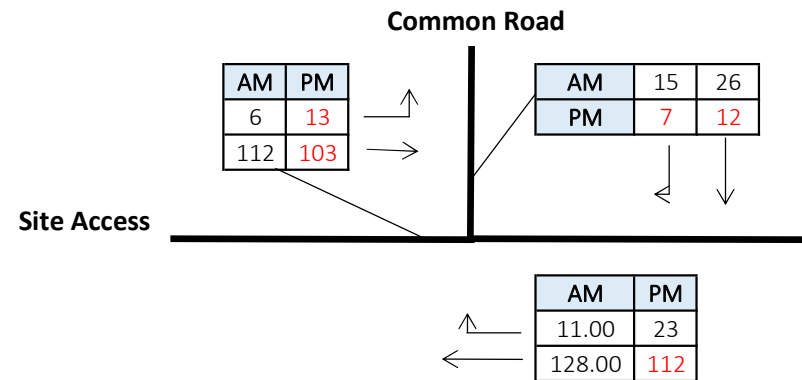
Project Name: Reading Road, Arborfield

Project Number: 147.0014

Drawn By: LMR

Approved By: JNR

Scenario: 2029 Forecast + CD + PD



NOTES: - 2029 Forecast + Total Committed Development +
Proposed Development

Junctions 9				
PICADY 9 - Priority Intersection Module				
Version: 9.0.2.5947				
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+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk				
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution				

Filename: 147.0017 Junctions 9.j9

Path: P:\Southern\140-149\147 Dandara\147.0017 Reading Road, Arborfield\03 Technical\TPLModelling

Report generation date: 29/11/2024 14:58:07

»2029 Forecast + Committed Development + Proposed Development, AM

»2029 Forecast + Committed Development + Proposed Development , PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2029 Forecast + Committed Development + Proposed Development								
Stream B-C	0.0	6.23	0.04	A	0.0	6.04	0.02	A
Stream B-A	0.0	7.49	0.03	A	0.0	7.38	0.01	A
Stream C-AB	0.0	5.69	0.02	A	0.1	5.83	0.04	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	10/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADVACmodelling
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2029 Forecast + Committed Development + Proposed Development	AM	ONE HOUR	07:45	09:15	15
D2	2029 Forecast + Committed Development + Proposed Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2029 Forecast + Committed Development + Proposed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	1.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Reading Road (West)		Major
B	Site Access		Minor
C	Reading Road (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.46			160.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	8.78	2.82	2.75	2.75	2.75		1.00	107	102

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	608	0.109	0.274	0.173	0.392
1	B-C	703	0.106	0.267	-	-
1	C-B	667	0.253	0.253	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2029 Forecast + Committed Development + Proposed Development	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	116	100.000
B		✓	41	100.000
C		✓	137	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	6	110
	B	15	0	26
	C	126	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	6.23	0.0	A
B-A	0.03	7.49	0.0	A
C-AB	0.02	5.69	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	20	677	0.029	19	0.0	6.023	A
B-A	11	565	0.020	11	0.0	7.147	A
C-AB	10	705	0.014	10	0.0	5.690	A
C-A	94			94			
A-B	5			5			
A-C	83			83			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	23	672	0.035	23	0.0	6.108	A
B-A	13	557	0.024	13	0.0	7.286	A
C-AB	12	713	0.017	12	0.0	5.644	A
C-A	111			111			
A-B	5			5			
A-C	99			99			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	29	665	0.043	29	0.0	6.226	A
B-A	17	545	0.030	16	0.0	7.486	A
C-AB	15	724	0.021	15	0.0	5.583	A
C-A	136			136			
A-B	7			7			
A-C	121			121			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	29	665	0.043	29	0.0	6.226	A
B-A	17	545	0.030	17	0.0	7.486	A
C-AB	15	724	0.021	15	0.0	5.586	A
C-A	136			136			
A-B	7			7			
A-C	121			121			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	23	672	0.035	23	0.0	6.109	A
B-A	13	557	0.024	14	0.0	7.290	A
C-AB	12	713	0.017	12	0.0	5.647	A
C-A	111			111			
A-B	5			5			
A-C	99			99			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	20	677	0.029	20	0.0	6.026	A
B-A	11	565	0.020	11	0.0	7.148	A
C-AB	10	705	0.014	10	0.0	5.692	A
C-A	94			94			
A-B	5			5			
A-C	83			83			

2029 Forecast + Committed Development + Proposed Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	1.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2029 Forecast + Committed Development + Proposed Development	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	116	100.000
B		✓	19	100.000
C		✓	135	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	13	103
	B	7	0	12
	C	112	23	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	6.04	0.0	A
B-A	0.01	7.38	0.0	A
C-AB	0.04	5.83	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	9	679	0.013	9	0.0	5.906	A
B-A	5	564	0.009	5	0.0	7.081	A
C-AB	20	699	0.028	20	0.0	5.831	A
C-A	82			82			
A-B	10			10			
A-C	78			78			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	11	675	0.016	11	0.0	5.962	A
B-A	6	556	0.011	6	0.0	7.204	A
C-AB	24	705	0.034	24	0.0	5.816	A
C-A	97			97			
A-B	12			12			
A-C	93			93			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	13	669	0.020	13	0.0	6.042	A
B-A	8	544	0.014	8	0.0	7.381	A
C-AB	31	714	0.043	31	0.1	5.795	A
C-A	118			118			
A-B	14			14			
A-C	113			113			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	13	669	0.020	13	0.0	6.042	A
B-A	8	544	0.014	8	0.0	7.381	A
C-AB	31	714	0.043	31	0.1	5.796	A
C-A	118			118			
A-B	14			14			
A-C	113			113			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	11	675	0.016	11	0.0	5.963	A
B-A	6	556	0.011	6	0.0	7.205	A
C-AB	24	705	0.034	24	0.1	5.816	A
C-A	97			97			
A-B	12			12			
A-C	93			93			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	9	679	0.013	9	0.0	5.907	A
B-A	5	564	0.009	5	0.0	7.082	A
C-AB	20	699	0.028	20	0.0	5.835	A
C-A	82			82			
A-B	10			10			
A-C	78			78			