



LAND AT READING ROAD, EVERSLEY

TRANSPORT STATEMENT

November 2025

Union4 Planning Ltd

**COMMERCIAL DEVELOPMENT
LAND AT READING ROAD
EVERSLEY**

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

<i>Document No:</i>		028.0055/TS/6	
<i>Status:</i>	Original	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Prepared by:</i>	Simon Kerswell-Jensen		August 2019
<i>Checked by:</i>	Jon Huggett		August 2019
<i>Approved by:</i>	Jon Huggett		August 2019

Revision Record

Rev.	Date	By	Summary of Changes	Aprvd
1-2	September 2019	SKJ	Revised Site Layout	JH
3	06.06.25	LEJ	Resubmission of Planning Application	JR
4	28.07.25	LEJ	Resubmission of Planning Application	JR
5-6	November 2025	LEJ	Address Highway Comments	JR

Disclaimer

This document has been prepared in accordance with the scope of Paul Basham Associates Ltd's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole use and reliance of Paul Basham Associates clients. Paul Basham Associates accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part), use or rely on the contents of this document, without the prior written permission of a Director of Paul Basham Associates. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Paul Basham Associates Limited 2018



Union4 Planning Ltd
18 Farnham Road
Guildford
GU1 4XA



Paul Basham Associates Ltd
The Lambourn
Wyndyke Furlong
Abingdon
Oxfordshire
OX14 1UJ

COMMERCIAL DEVELOPMENT
LAND AT READING ROAD
EVERSLEY

TRANSPORT STATEMENT

Contents

1.	INTRODUCTION	2
2.	EXISTING CONDITIONS.....	4
3.	PROPOSED DEVELOPMENT	7
4.	TRIP GENERATION	10
5.	SUMMARY AND CONCLUSION	11

Figures

Figure 1: Site Location Plan

Figure 2: PIA Data (2014-2019)

Tables

Table 1: Visibility Splay Requirements

Table 2: Parking Provision

Table 3: Traffic Generation

Appendices

Appendix A – Site Layout

Appendix B – Pre-application Response

Appendix C – 7-day ATC Survey Results

Appendix D – Visibility Spays

Appendix E – Proposed Build Out Arrangement

Appendix F – Swept Path Analysis

Appendix G – TRICS Data Output

1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Union4 Planning Ltd to support a full planning application for a commercial development comprising of B1 and B8 land use at Reading Road, Eversley.
- 1.2 This is a resubmission of a previously permitted planning application, '*Full application for proposed change of use to provide light industrial (Use Class B1) and internal and external storage and distribution (Use Class B8) on the site with associated parking*' (ref: 193059). The planning application was granted permission in March 2020, although this has now lapsed. The resubmitted proposals have not materially altered from the previously permitted scheme, with an updated Automatic Traffic Count (ATC) survey undertaken to support this planning application.
- 1.3 This revision of the Transport Statement seeks to address highway comments made on the resubmitted planning application in September 2025 (ref: WBC 251862) which relate to the provision of traffic calming measures on Reading Road and swept path analysis at the access for manoeuvres from/to the north and south. These elements are discussed further in subsequent sections of this report.
- 1.4 The site is currently vacant but was last in use for a roofing contractors' business and minibuss storage. However, Wokingham Borough Council consider the existing site to be a mixture of agricultural and B8 use classes. Other previous uses include a garden nursery. The proposed development is to re-establish commercial uses on the site that would fall within use class B1 and B8, which was considered acceptable as part of the previously permitted application. The site location is identified in **Figure 1**.

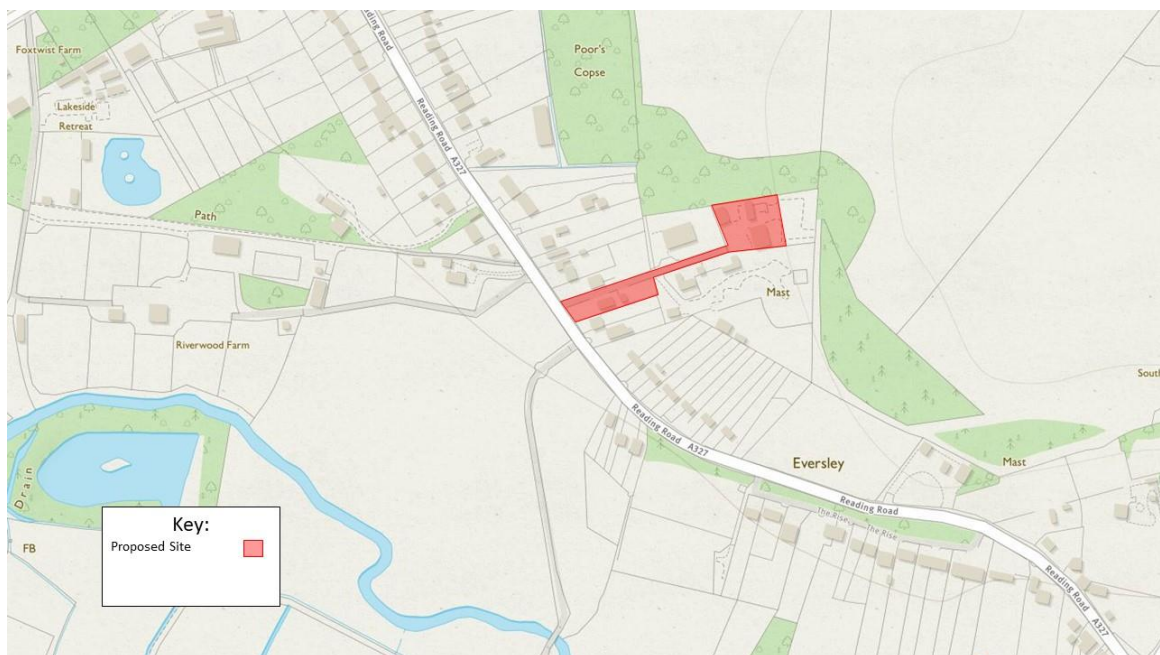


Figure 1: Site Location Plan

- 1.5 The intention of the development is to maintain the existing gross floor area (GFA) of 383sqm within two buildings. The proposed site layout plan can be found attached with **Appendix A**.
- 1.6 The scope of the highways input required for this application has been informed by pre-application discussions undertaken with Wokingham Borough Council (WBC) as part of the previously permitted planning application. The full response can be found within **Appendix B** and is considered to remain relevant given the proposals are identical in highway terms. More specifically, this Transport Statement will cover the following elements:
- Existing Conditions;
 - Proposed Development;
 - Access Arrangement;
 - Parking Standards;
 - Trip Generation; and
 - Summary and Conclusion.

2. EXISTING CONDITIONS

Site Location and Description

- 2.1 The site is currently vacant and lies within a residential and agricultural area to the east of the Reading Road. The site is bounded to the northeast and south by agricultural land with the western side of the site is bordered by Reading Road as well as a row of detached dwellings.
- 2.2 Access will be taken via an unnamed road off Reading Road, the unnamed access road runs between two detached residential dwellings and joins Reading Road via a bellmouth junction, the existing access is demonstrated within **Photograph 1**.



Photograph 1: Existing Site Access

Local Road Network

- 2.3 The site is bound to the west by the Reading Road (A327) which runs north to south connecting to Wokingham to the north and Eversley to the southeast. Reading Road is approximately 8m in width and is subject to a 40mph speed limit. The characteristics of Reading Road are demonstrated in **Photograph 2** and **Photograph 3**.



Photograph 2: Looking north on Reading Road



Photograph 3: Looking south on Reading Road

- 2.4 The site is located approximately 940m to the northeast of the village of Eversley which provides a pub and a bus stop.

Cycling and Pedestrian Infrastructure

- 2.5 The unnamed access road does not currently have pedestrian facilities that join the existing pedestrian network.
- 2.6 There are pedestrian footways located on either side of Reading Road which enable movement in both the northern and southern directions, these are equipped with dropped kerbs. The footways measure approximately 2m in width, as shown within **Photograph 2** and **Photograph 3**. Approximately 55m to the northwest of the site access is a footpath extending for 600m and connects Reading Road to New Mill Road. The footpath is identified by a flag and post arrangement at the entrance.
- 2.7 The surrounding areas are generally flat and therefore conducive to cycling. The local road network is equipped with wide carriageways and direct routes to local facilities.

Personal Injury Accident Data

- 2.8 Analysis of Personal Injury Accident (PIA) data has been obtained from the Department for Transport's (DfT) Mapping Application for Visualising Road Injury Casualties (MAVRIC) for the most recently recorded 5-year period between 2019-2023 in order to analyse the existing safety conditions of the local road network. The survey area is demonstrated within **Figure 2**.

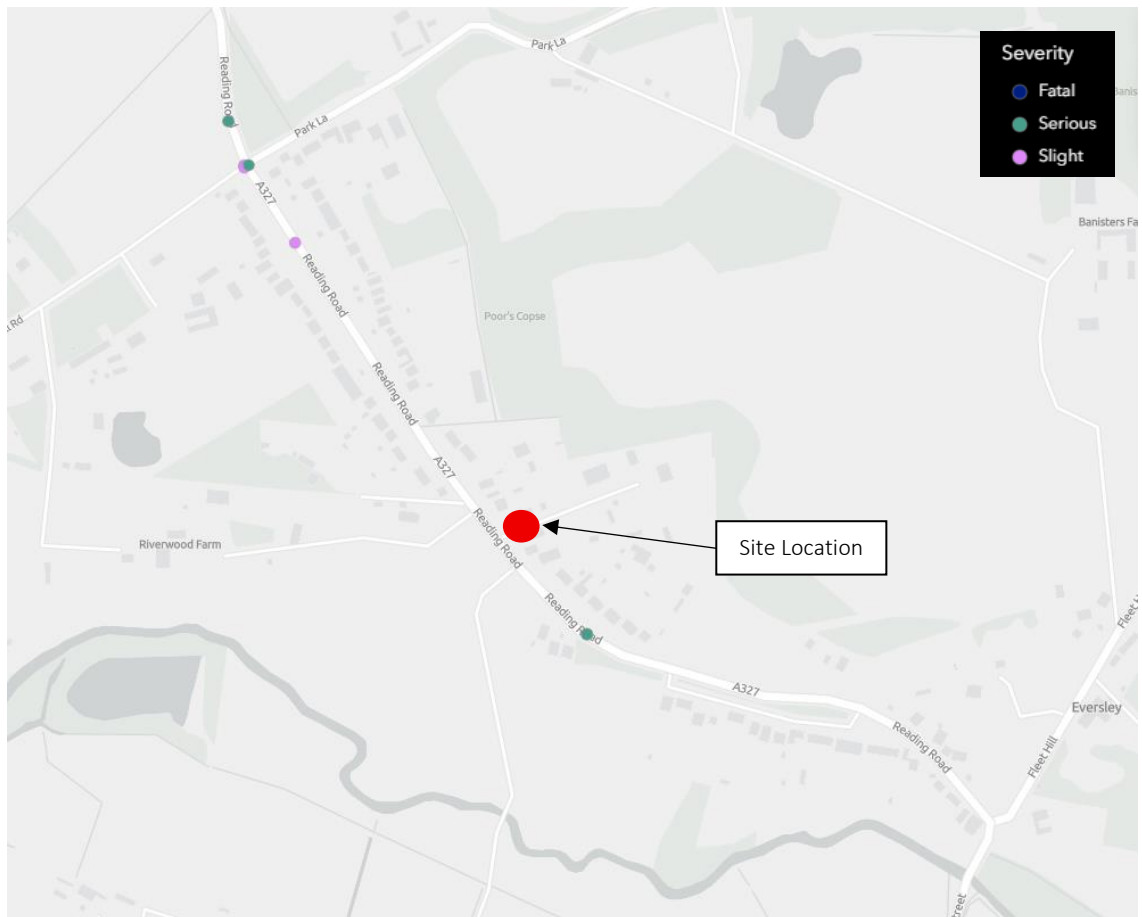


Figure 2: PIA Data (2019-2023)

2.9 **Figure 2** demonstrates a total of 6 incidents occurred within the survey area across the most recent 5-year period including 3 incidents classified as 'serious' and 3 incidents classified as 'slight'. No incidents were recorded at the access. When considering this in addition to the sporadic and infrequent nature of the incidents recorded, as well as the fact the proposals will remain identical to the previously permitted development (ref: 193059), the PIA data does not indicate any specific highway safety concerns which would be exacerbated by the proposals.

3. PROPOSED DEVELOPMENT

- 3.1 The proposed development is to re-establish commercial uses on the site that would fall within use classes B1 and B8. The intention is to maintain the existing gross floor area (GFA) of 383sqm within two buildings. This remains identical to the previously permitted development (ref: 193059) and should therefore be considered acceptable. The site layout is attached as **Appendix A**.

Access Arrangement

- 3.2 Access will be taken via an existing unnamed road onto Reading Road, the access will be widened towards the south to accommodate larger vehicles and ensure safe access is retained.
- 3.3 Reading Road is subject to a 40mph speed limit in the vicinity of the site. A 7-day ATC survey was previously undertaken between 11th November to 19th November 2018 to accurately determine 85th percentile speeds for the previously permitted development (ref: 193059). However, due to the time passed, an updated 7-day ATC survey has been undertaken between 27th May 2025 and 2nd June 2025. Similarly to the previous survey undertaken in 2018, 2 tubes were installed either side of the unnamed road to gain an accurate understanding of speeds from both directions. The results of the updated ATC survey are attached as **Appendix C** with the results of both ATC surveys presented in **Table 1**.

ATC Location	North of Access	South of Access
Traffic Direction	Southbound	Northbound
85 th Percentile Speeds (2018)	39.8mph	39.8mph
85 th Percentile Speeds (2025)	40.8mph	39.5mph

Table 1: Visibility Splay Requirements

- 3.4 **Table 1** demonstrates the recorded 85th percentile speed on Reading Road has increased by 1mph in the southbound direction and decreased by 0.3mph in the northbound direction. The recorded speeds equate to visibility splay requirements of 2.4m x 120m in the primary and secondary directions using Design Manual for Roads and Bridges (DMRB) guidance.
- 3.5 **Appendix D** demonstrates 2.4m x 120m visibility is achievable in the primary direction in accordance with the visibility splay requirements set out above. **Appendix D** also demonstrates a visibility splay of 2.4m x 72.9m as the maximum achievable in the secondary direction to the kerb line. This equates to vehicle speeds of 32mph in accordance with DMRB guidance.
- 3.6 To address highway comments, a build out has therefore been proposed adjacent properties 72 and 70, avoiding conflict with existing driveways and accesses. On the basis that the build out will provide a physical restraint to avoid vehicles from overtaking in the secondary direction, a visibility splay measuring 2.4m x 92.8m has also been demonstrated to be achievable to the centreline of Reading Road (and the edge of the build out), equating to vehicular speeds of 37.4mph – i.e. 2.1mph less than

the recorded speeds. The build out will assist in slowing vehicles on approach. It is therefore considered that suitable visibility is achievable, with the inclusion of the build out to reduce vehicle speeds on Reading Road.

- 3.7 A general arrangement of the proposed build out is attached as **Appendix E**, which also includes swept path analysis of a 16.5m articulated lorry manoeuvring the build out and entering/exiting the Old Saddlery access appropriately as a worst case. The build out will maintain a carriageway width of 3.7m which is sufficient for maintaining access for fire tender vehicles in accordance with Building Regulations (Document B).
- 3.8 A build out was considered on the northbound side of Reading Road however this was discounted given this would force all vehicles to travel on the nearside of the southbound side of Reading Road.
- 3.9 Furthermore, given the accident record has not indicated any specific highway safety issues which would be exacerbated by the proposals, in addition to the fact that the number of trips generated by the site is staying at the same level as the existing and previously permitted developments (discussed in **Section 4**), and that available visibility is not worsening comparatively to the existing or permitted developments, it is considered that the proposed development would not result in an adverse impact on road safety. On this basis, we would encourage the local highway authority to look favourably upon the proposals with regard to access, with highway comments made on the planning application addressed through this report revision.
- 3.10 As requested by the highway authority, a 16.5m articulated lorry has been demonstrated to access the site from/to the north and south as a worst case as demonstrated within **Appendix F**. However, should vehicles be restricted to a 12m rigid truck by condition then swept path analysis (**Appendix F**) has also been undertaken of this vehicle to demonstrate it is capable of entering and exiting the site approximately from/to the north and south.
- 3.11 Vehicle tracking using a 16.5m articulated lorry has also been undertaken as a worst case of the internal layout to demonstrate that there is sufficient space within the site for this vehicle to safely manoeuvre, turn and leave in a forward gear as shown within **Appendix F**.

Parking Provision

- 3.12 The parking standards contained within WBC's 'Wokingham Borough Managing Development Delivery Document (Local Plan)' (adopted 21 February 2014) have been applied to the proposed development

as set out in **Table 2**. The standards for both B1 & B8 have been calculated and the worst-case applied, with 16 spaces shown on the site layout (with 3 disabled spaces).

Use Class	Car Parking Allocation	Spaces Required (383m ²)
B1	Less than 2500m ² = 1 space per 25m ²	16 spaces
	More than 2500m ² = 1 space per 30m ²	
B8	Up to 250m ² = 1 space per 25m ²	10 spaces +
	Above 250m ² = 1 space per additional 200m ²	1 space

Table 2: Parking Provision

- 3.13 The above shows that there will be a parking requirement of between 16 and 11 spaces for the proposed development depending on the use mix, therefore this provision of parking ensures that no overspill parking will occur on the local highways network as a result of this development. This parking provision is as per the previously permitted development and should therefore remain acceptable.
- 3.14 The parking space dimensions are 2.5m x 5m in line with WBC standards and cycle parking has been shown in line with the relevant standards which for ease of reference are as follows:
- B1: One long term cycle space per 150sqm – equating to 3 spaces
 - B8: One long term cycle space per 200sqm – equating to 2 spaces
- 3.15 Car park vehicle tracking has been undertaken to show that a car can access the parking spaces provided without any restrictions or conflict. These are demonstrated in **Appendix F**.

4. TRIP GENERATION

4.1 As outlined above, the Gross Floor Area of the proposals will remain unchanged from the most recent uses present on site. In addition, regardless of whether the proposed use falls within B1 or B8, the same trip rate would be derived from TRICS under the land use category 'Industrial Unit.' As such, there is anticipated to be no increase in trips generated by the site over that when the site was last in use. This also disregards any trips that were historically generated by the plant nursery or any other uses on the site. This approach is as per the previously permitted planning application (ref: 193059). A TRICS assessment has been undertaken using the following parameters:

- Employment, Industrial Unit Category;
- Sites in England (Excluding Greater London);
- 645 – 4324 sqm;
- Weekday Surveys; and
- Suburban Area and Edge of Town.

4.2 Whilst full TRICS outputs are attached within **Appendix G, Table 3** sets out the trip generation of the proposed 383sqm GFA of B1 or B8 use.

	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Total
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Industrial Unit Trip Rate Per 100sqm	0.52	0.09	0.6	0.03	0.40	0.43	4.99
383sqm GFA	2	0	2	0	2	2	19

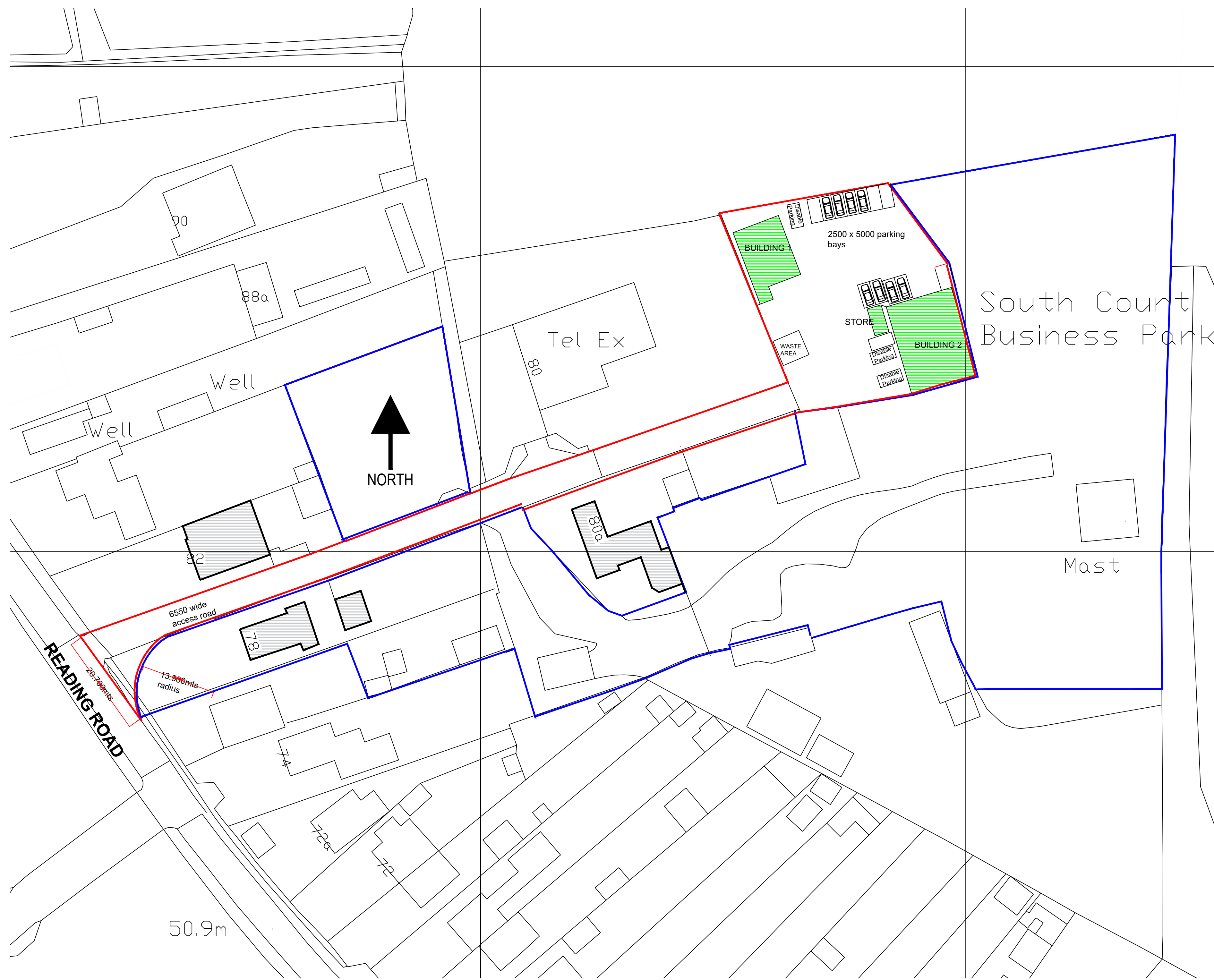
Table 3: Traffic Generation (TRICS Assessment)

4.3 **Table 3** demonstrates that the proposals would generate a minimal number of trips in the peak periods, as per the historical use of the site. It is therefore anticipated that the re-establishment of industrial uses on the site would have a negligible impact upon the operation of the local road network. This approach was previously agreed and considered acceptable for the previously permitted planning application and is therefore considered to remain acceptable, particularly given the proposals are identical in highway terms.

5. SUMMARY AND CONCLUSION

- 5.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Union4 Planning Ltd to support a full planning application for a commercial development comprising of B1 and B8 land use at Reading Road, Eversley. The proposals are to re-establish previous industrial uses on the site, whilst maintaining the existing GFA of two buildings that were previously considered as agricultural and B8 land use.
- 5.2 The planning application will comprise the resubmission of a previously permitted planning application, *'Full application for proposed change of use to provide light industrial (Use Class B1) and internal and external storage and distribution (Use Class B8) on the site with associated parking'* (ref: 193059). The planning application was granted permission in March 2020 although permission has now ceased. The resubmitted proposals have not materially altered from the previously permitted scheme, with an updated Automatic Traffic Count (ATC) survey undertaken to support this planning application.
- 5.3 This revision of the Transport Statement seeks to address highway comments made on the resubmitted planning application in September 2025 (ref: WBC 251862) which relate to the provision of traffic calming measures on Reading Road and swept path analysis at the access for manoeuvres from/to the north and south. These elements are discussed further in subsequent sections of this report.
- 5.4 Appropriate visibility is considered to be achievable from the improved site access, based on recorded 85th percentile vehicle speeds in the primary direction and following the provision of a buildout to the south of the access (secondary direction) in order to address highway comments made on the planning application. Given the number of trips generated by the site is not likely to increase from the existing or previously permitted development, and that available visibility will not be reduced by the proposals it is considered that the proposed development would not result in an adverse impact to road safety. The scheme remains as per that previously permitted. On this basis, we would encourage the local highway authority to look favourably upon the proposals with regard to access, with highway comments made on the planning application addressed through this report revision.
- 5.5 Vehicle tracking showed that a 16.5m articulated lorry could safely manoeuvre through the proposed site access from the north and south, turn on site and leave in a forward gear to the north and south as requested by the highway authority. The proposed site layout provides 16 spaces in line with WBC parking standards, and each space also meets the geometric requirements of the standards. Appropriate cycle and disabled parking have also been provided. The parking provision is as per the previously permitted planning application.

- 5.6 The number of trips generated by the site will not increase over and above historical levels. A TRICS assessment indicates that trips in the peaks will be minimal and therefore would have a negligible impact on the operation of the local highway network. This approach was previously agreed and considered acceptable for the previously permitted planning application and is therefore considered to remain acceptable, particularly given the proposals are identical in highway terms.
- 5.7 This Transport Statement demonstrates that the proposed development would not have a severe impact on the local road network and that suitable access is achievable with the proposed build out assisting with slowing vehicles on Reading Road on approach. Therefore we ask that the local planning authority look favourably upon this application.



Crown Copyright and database rights 2025. OS AC0000814278 National Map Centre. Purchased 13/06/2025 1 year licence.



Client Palmarium Properties
78 Reading Road
Finchamstead
Wokingham
RG40 4RA

Project

PLANNING APPLICATION

Drawing Title

BLOCK PLAN

Agent
Richard Bayley Associates

M: 07831 189463
E: richard@richardbayley.com

Status	PLANNING	
Date	21 Aug 2025	
Scale	A3 @ 1:500	
Drawing Number	E58/004	Revision B

2Tel. 0118 974 6690
Email: simon.taylor2@wokingham.gov.uk
Date: 2 May 2019
My Ref: Simon Taylor – 190652



WOKINGHAM
BOROUGH COUNCIL

Stuart Garnett
Savills
2 Charlotte Place
Southampton
SO14 0TB

Development Management

P.O. Box 157

Shute End, Wokingham

Berkshire RG40 1WR

Tel: (0118) 974 6000

Minicom No: (0118) 974 6991

Pre Application Advice

Pre-application No: 190652
Applicant Name: Robert Collard
Site Address: 78 Reading Road, Eversley RG40 4RA
Proposal: Change of use to B1 light industry and B8 storage and distribution

I refer to your pre-application submission validated on 8 April 2019. This letter highlights the issues identified with the proposal and provides further information in relation to documentation and validation requirements for the submission of a planning application.

It has not been the subject of third party consultation with neighbours, the local parish council or other local interest groups. It is provided without prejudice to any future decision that the Council may take and any significant changes to the scheme are likely to require a new pre-application.

1. Summary

The general principle of the change of use of part of the site is acceptable but the extent of the open air storage area surrounding the buildings would need to be reduced so that it is consistent with the area shown by the dashed line in Figure 8 below. This conclusion is made on the grounds of harm to the countryside and protecting neighbour amenity.

If a planning application were to be submitted, it would need to be supported by the following (those marked with an asterisk could form part of a pre commencement condition for future discharge of information):

- a) Location Plan (1:1250), Block Plan (1:500) and Site Plan (1:200)
- b) Floor plans, elevations and sections
- c) Gate plans and elevations
- d) Design and Access Statement and Planning Statement
- e) Parking Layout and Access Plan, with swept path analysis (for anticipated vehicles) and pedestrian access within the site and within the access road
- f) Parking plan for 78 Reading Road
- g) Visibility splays to intersection with Reading Road
- h) Details of waste storage, cycle storage, boundary treatments and external lighting
- i) SuDS details

- j) Noise Assessment
- k) Landscape Proposal Plan*
- l) Application form and CIL form (see <http://www.wokingham.gov.uk/planning-policy/community-infrastructure-levy/community-infrastructure-levy-advice/>)

Further information regarding the above requirements can be found on Council's website at <http://www.wokingham.gov.uk/planning/planning-applications/planning-application-checklist-local-list/>.

2. Proposal

The proposal involves the use of the land for Class B1 (light industry) and Class B8 (storage and distribution) uses, including the two existing buildings, and open area storage within the surrounding curtilage. It is intended to be flexible arrangement, being made available for more than one client for storage units and vehicles, where relevant. It includes widening of the access road from Reading Road for HGV access, new access gates and intercom and nominated hours of use of 7am-7pm Monday to Friday and 8am-1pm on Saturdays.

3. Site Description

The site measures approximately 0.95 hectares and occupies a backland site behind a row of modest detached dwellings set within an irregular pattern of development on the eastern side of Reading Road. On the site are two modest sized industrial buildings concentrated at the northern western portion of the site with gravel and remediated landscaping forming the surrounding curtilage of the site. Whilst the site is within the countryside, it adjoins a timber mill to the south, a phone exchange building to the north and a dwelling house, under separate ownership, situated between the two access routes into the site. Open countryside adjoins to the north and east.

4. Relevant Planning History

The site originally comprised an agricultural use on the northern end and a horticultural use on the southern end. The bungalow at 80A Reading Road was approved at appeal in November 1989.

4.1. Rear of 80A Reading Road

App No.	Description	Decision/Date
BR6192	Agricultural building	Approved 14 March 1977
BR18222	13 livestock pens	Approved 14 April 1977
20124	Turkey rearing building	Approved 18 March 1982
40308	Use of agricultural buildings for Class B1 electrical contractors depot and office	Refused 21 December 1992
40307	Use of farm buildings for Class B8 use	Refused 11 January 1993
40783	Use of main farm building for Class B8 use	Approved 18 May 1993
A/93/230988	Appeal against conditions in F/1993/40783	Part upheld 23 March 1994
41836	Use of three farm buildings for Class B1 use and demolition of other buildings	Refused 29 November 1993

A/93/231396	Appeal against refusal of 41386	Dismissed 23 March 1994
F/1999/69461	Erection of building for preparation, storage and distribution of meat products	Refused 8 July 1999
F/1999/69922	CoU for open storage of building materials	Refused 6 October 1999
F/1999/69946	CoU of Building A for storage and offices	Refused 6 October 1999
F/1999/69947	CoU of Building C from Class B1 to B8	Refused 6 October 1999
F/2002/6868	Two detached dwellings	Refused 8 August 2002
A/03/1110174	Appeal against refusal of F/2002/6868	Dismissed 9 October 2003
F/2003/9350	CoU from agricultural to waste transfer station	Refused 3 December 2003
A/04/1149917	Appeal against refusal of F/2003/9350	Dismissed 8 February 2005
F/2008/2064	CoU from Class B1 to B8 for the storage of eight minibuses (retrospective)	Approved 10 November 2008
VAR/2008/2674	Variation of Condition 7 of F/2008/2064 to allow an increase in buses from 7 to 40	Refused 3 February 2009
F/2014/2170	Retention of replacement building and retention of use of all buildings and hard-standing for Class B2 use (retrospective)	Refused 22 January 2015

4.2. Rear of 76 Reading Road

App No.	Description	Decision/Date
793/1972	Restore farm and nursery garden	Approved 6 July 1972
890/1973	Two sided name board for Easigardens	Refused 14 June 1973
891/1973	Hire of equipment for use connection with landscaping	
892/1973	Sale of materials for landscaping	
A/73/12894 A/73/12895	Appeal against refusal of 891/1973 and 892/1973	Dismissed 12 September 1974
07140	Relaxation of conditions in 793/1972 allowing general retail sales	Refused 24 November 1977
A/78/05781	Appeal against refusal of 07140	Dismissed 26 February 1979
BR 7801	Greenhouse at rear	Approved 23 January 1978
10778	Temporary area for garden sales	Refused 8 June 1979
13657	Use of office at rear of No. 76 as shop for the sale of sundries	Refused 31 July 1980
A/81/2886/G9	Appeal against refusal of 13657	Upheld 15 June 1981
40431/40549	Two bungalows and garages	Refused 24 March 1993

5. Relevant Enforcement History

There has also been an extensive history of unlawful uses that have resulted in enforcement enquiries and action. The following cases are relevant.

5.1. Rear of 80A Reading Road

Ref No.	Description	Decision/Date
-	Use for storage and distribution of building materials	Opened 2000
RFS/2004/00109 and others	Depositing of waste materials and burning of rubbish	Opened 19 February 2004
RFS/2008/00240 RFS/2008/00278	Use of site for business purposes (storage of minibuses)	Opened 6 May 2008 Application lodged
-	Stop using the land as a waste transfer station, skip hire centre and storage of skips, lorries and waste materials, remove skips, lorries and waste materials and restore the land by providing 150mm topsoil	Opened 2005
-	Appeal against 2005 enforcement notices	Dismissed 2006
RFS/2014/00165 RFS/2015/00250	Unauthorised use of land by several small businesses	Opened 10 April 2014 Notice issued 1 October 2015
C/15/3138106	Appeal against RFS/2014/00165	Dismissed/enforcement notice upheld 12 September 2016
RFS/2015/ 082396	Unauthorised roofing business	Opened 25 August 2015 Use ceased 8 March 2018

5.2. Rear of 76 Reading Road

Ref No.	Description	Decision/Date
RFS/2016/ 082831	Unauthorised building	Opened 25 April 2016

6. Planning Constraints

The following constraints apply to the site:

- Countryside
- Land submitted for inclusion in the Local Plan update
- Agricultural land (Grade 1 classification)
- Green Route (Reading Road)
- Flood zone 1
- Thames Basin Heaths Special Protection Area (5km zone)
- Farnborough Aerodrome safeguarding zone
- South East Water consultation zone
- Mineral extraction consultation zone
- Classified road (Reading Road)

7. Planning Considerations

The relevant planning considerations for the proposed works are:

- a) National Planning Policy Framework (NPPF)
- b) Core Strategy 2010 (CS)
 - Policy CP1 – Sustainable Development
 - Policy CP2 – Inclusive Communities
 - Policy CP3 – General Principles for Development
 - Policy CP6 – Managing Travel Demand
 - Policy CP7 – Biodiversity
 - Policy CP8 – Thames Basin Heaths Special Protection Area
 - Policy CP9 – Scale and Location of Development Proposals
 - Policy CP11 – Proposals Outside Development Limits
 - Policy CP15 – Employment Development
- c) Managing Development Delivery Local Plan 2014 (MDD)
 - Policy CC01 – Presumption in Favour of Sustainable Development
 - Policy CC03 – Green Infrastructure, Trees and Landscaping
 - Policy CC06 – Noise
 - Policy CC07 – Parking
 - Policy CC09 – Development and Flood Risk
 - Policy CC10 – Sustainable Drainage
 - Policy TB11 – Core Employment Areas
 - Policy TB18 – Garden Centres and Other Small Rural Units outside Development Limits
 - Policy TB20 – Service Arrangements and Deliveries for Employment and Retail Use
 - Policy TB21 – Landscape Character
 - Policy TB23 – Biodiversity and Development
- d) Borough Design Guide Supplementary Planning Document (SPD)
- e) CIL Guidance

8. Planning Assessment

8.1. Principle of Development

The principle of what is proposed in this pre application is subject to a consideration of the site history. There are large number of refused planning applications and dismissed appeals as well as enforcement action for unauthorised buildings, unauthorised works (including hardstanding) and unauthorised uses, which has required removal of buildings, hardstandings and materials and remediation work. Only the approvals are relevant for consideration, of which there are only two.

Rear of 80A Reading Road

Until 1993, the northern part of the site behind 80A Reading Road had an agricultural use (turkey rearing) and comprised the following buildings in Figure 1.

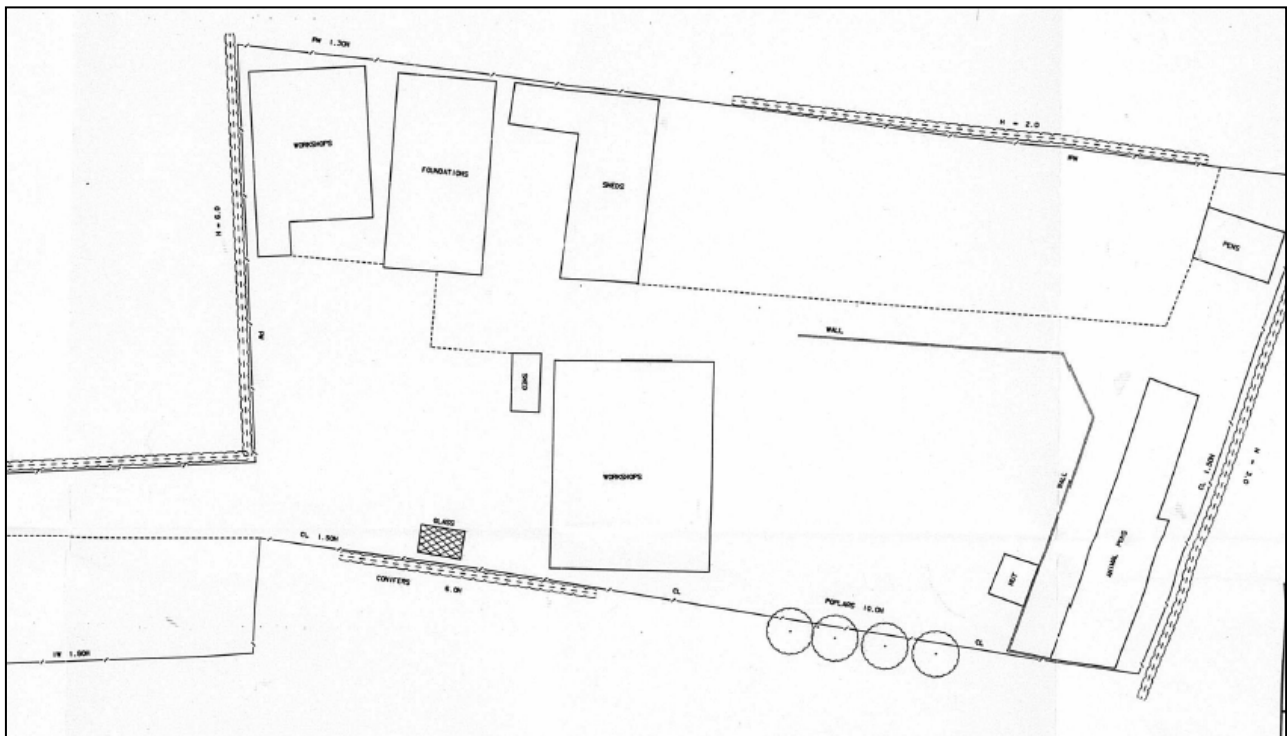


Figure 1

Planning application 40783 granted approval in 1993 for the change of use of the largest of the agricultural building and the curtilage forward or the west of it to be used as Class B1 use (shown shaded black in Figure 2). Conditions included the demolition of the remaining six buildings on the site and the use was company specific to Home Installations Ltd and IJM Plumbing and Heating for use as an electrical and plumbing contractor's office and depot. There was also a limitation on vehicle movements to no more than 3.5 tonnes. The three buildings to the eastern end of the site were demolished.

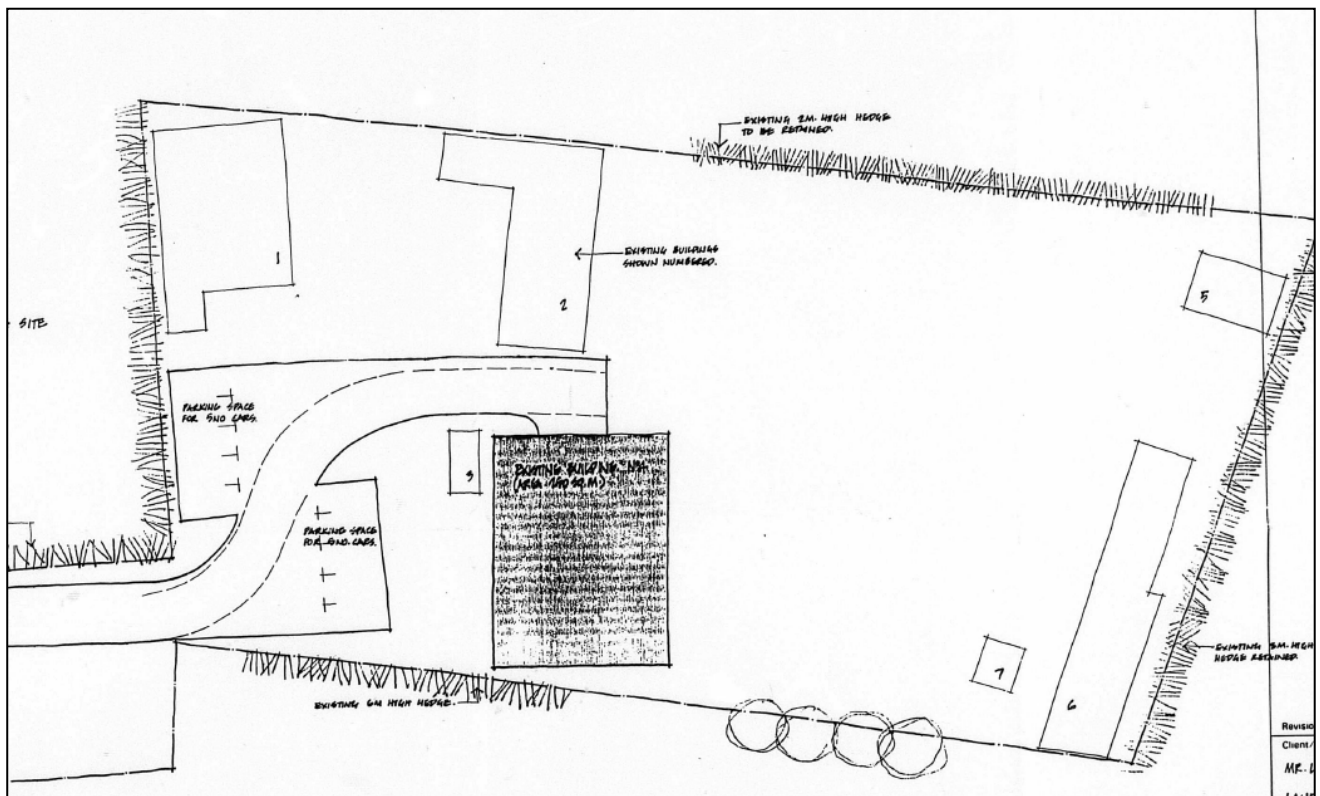


Figure 2

F/2008/2064 then granted approval for the storage of a minibuses within the area shown on the site and location plans below at Figures 3 and 4. It was conditioned to a maximum of eight buses with a maximum capacity of 3.5 tonnes each and also required the demolition of the northern building within six months of the implementation of the permission. The building was eventually demolished outside of the six month period.

A subsequent variation application to increase the number of buses to 40 was refused.

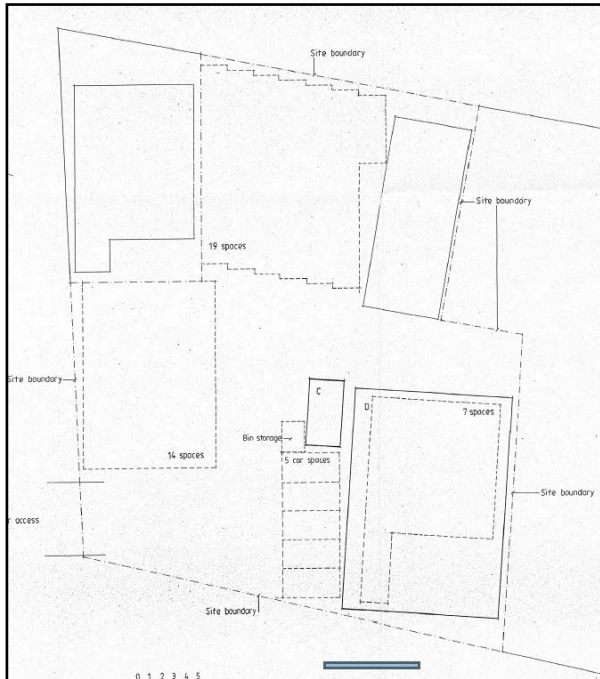


Figure 3

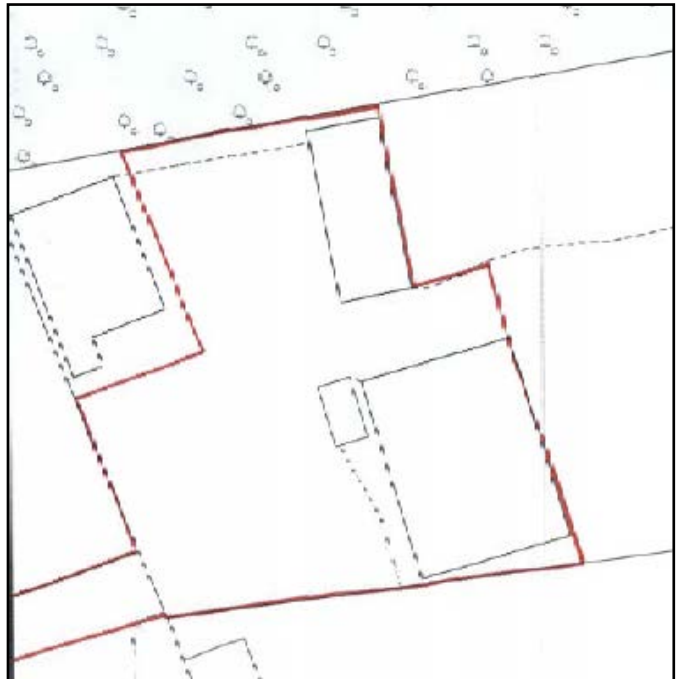


Figure 4

Rear of 76 Reading Road

The southern part of the site behind 76 Reading Road has a discontinued horticultural use with application 793/1972 granting approval for the sale of items associated with the agricultural use. The Inspector's decision for a dismissed appeal against the refusal of 891/1973 and 892/1973 in 1974 is clear that the use is ancillary to the main use as agriculture, with the sale of items being grown on the land. Figure 5 shows a rough outline of the uses and existing buildings.

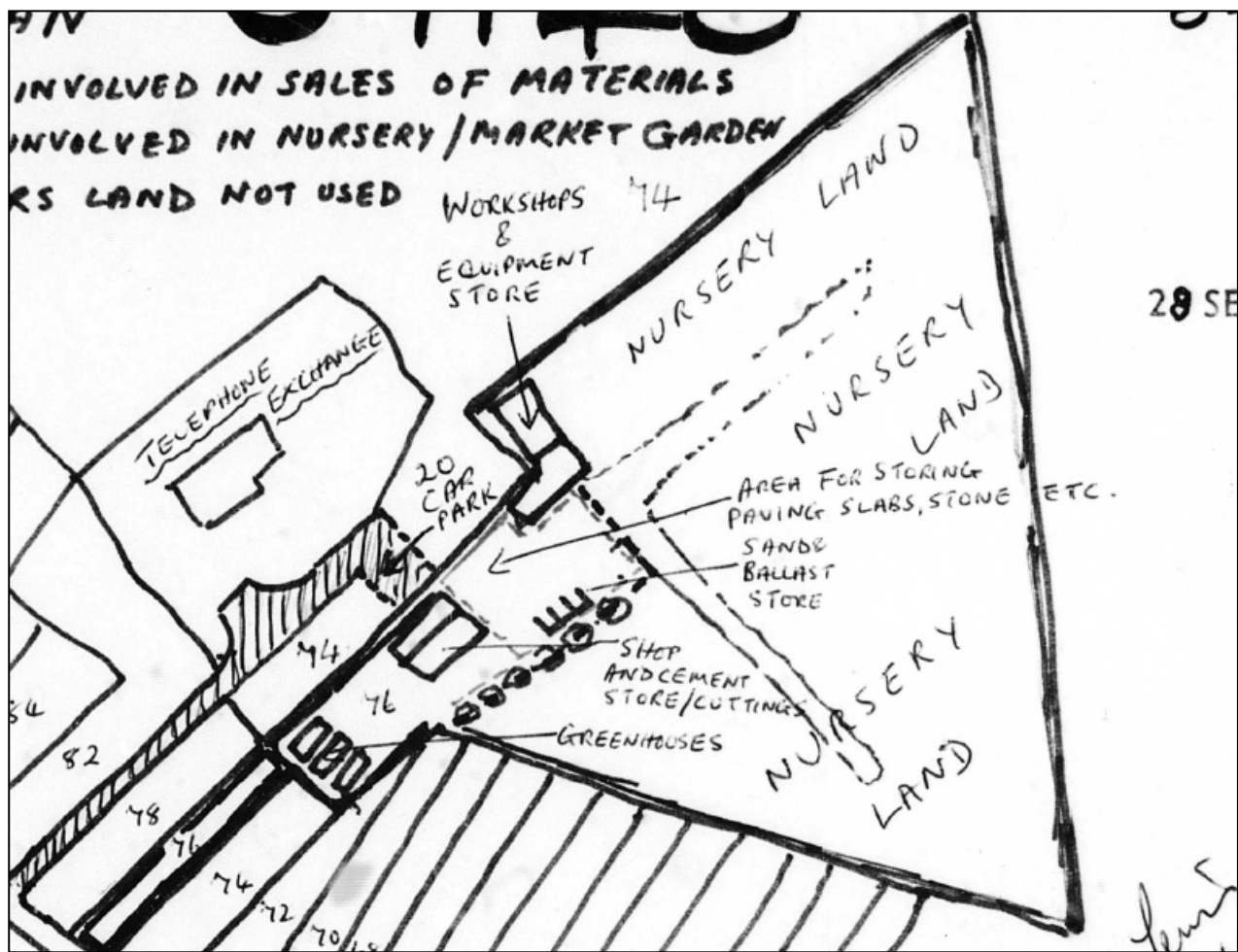


Figure 5

13657 was upheld at appeal and allowed the sale of sundries from a small office building at the rear of 76 Reading Road, as shown in Figure 6. This building has since been removed and there is no entitlement to its replacement.

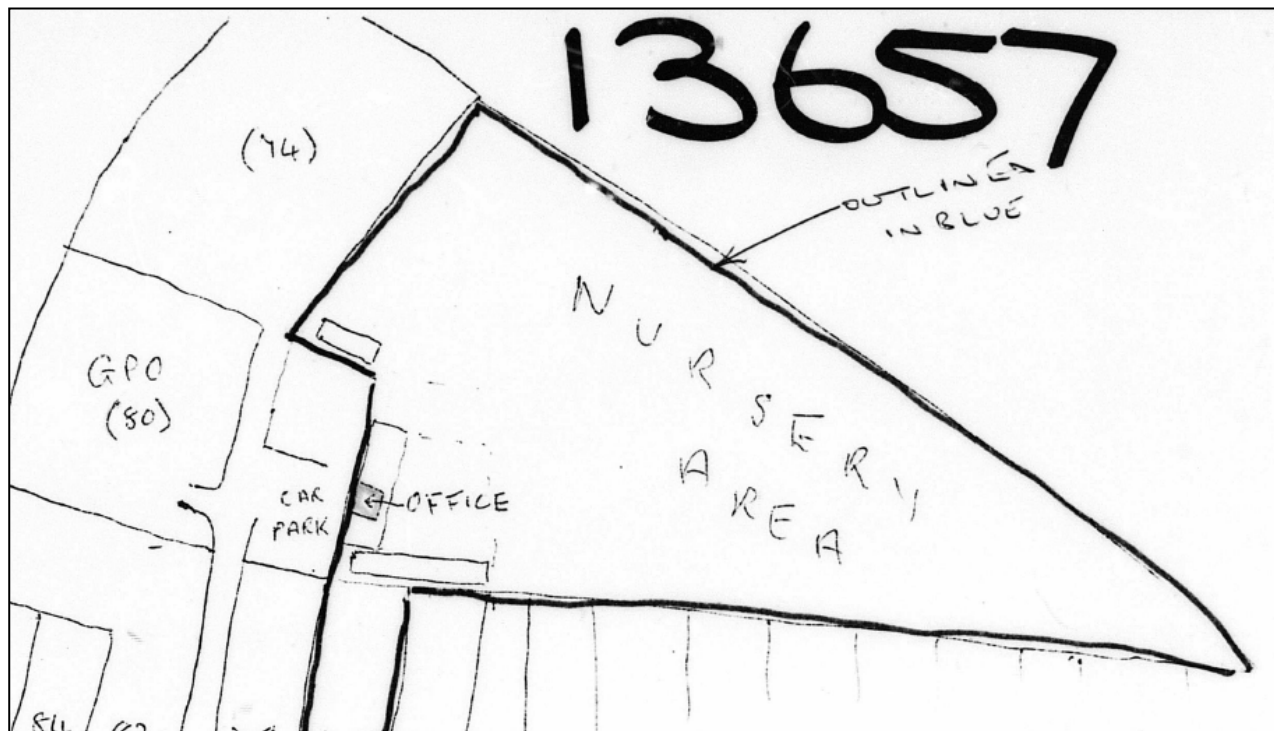


Figure 6

Building 1

Building 1 (annotated 'a' in Figure 7) is in the north western corner of the site has recently come into the ownership of the applicant. It was to be demolished as part of the approval of 40783 for the change of use of the main barn building. This clearly did not occur. The most recent application was 41836, which was refused. It proposed the use of the building 1 for Class B1 use, as shown in Figure 7.

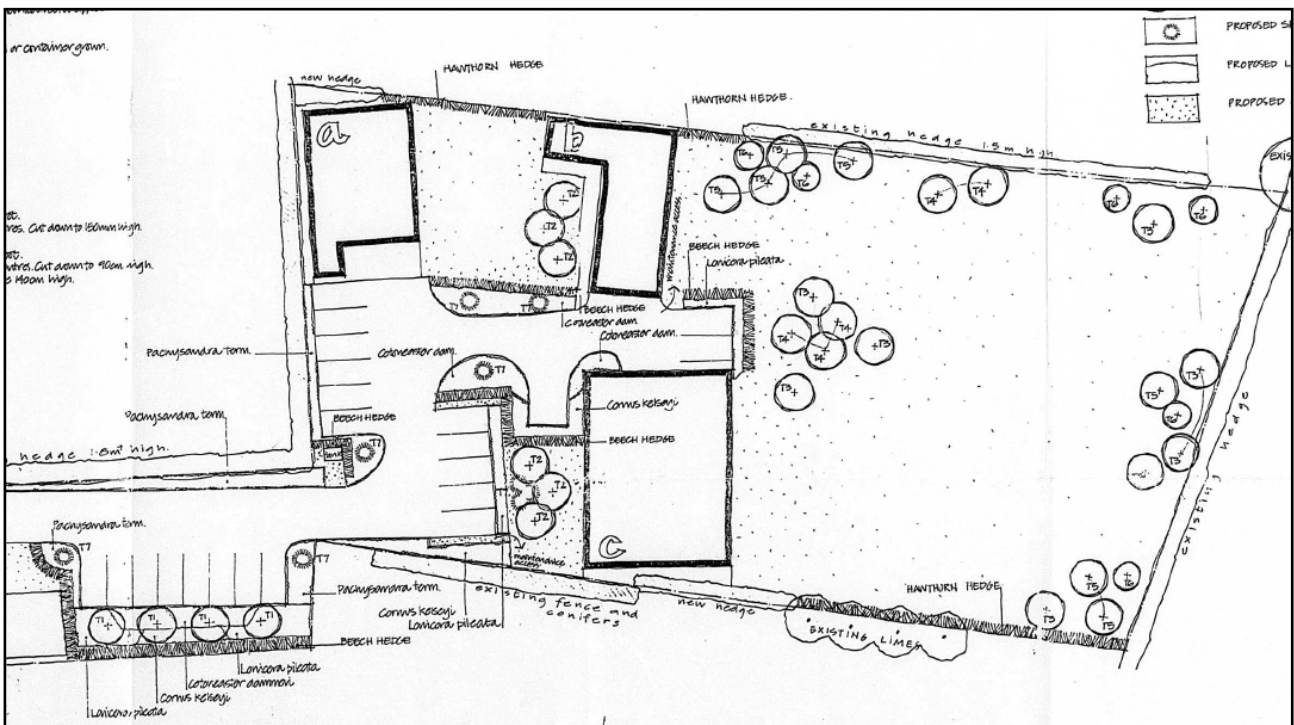


Figure 7

It is concluded that despite a requirement for its removal in the past, Building 1 as a structure has immunity via the four year rule. However, its Class B1 use has never lawfully been established and its unlawful use been intermittent and interrupted. The current use would default to agricultural.

Conclusion

On the basis of the above, the extent of the lawful use is for Class B8 storage as shaded red below. The remainder of the site has an agricultural (or ancillary agricultural) use with the only other building being Building 1, which is still in agricultural use. The vast majority of the site would not be defined as previously developed land.



Figure 8

The pre application seeks to regularise the Class B1 and B8 use within the lawful area shown above, with its expansion to include a larger area around the buildings, including the area behind 76 Reading Road and Building 1. No building works are proposed but it would include the storage of unfixed structures and vehicles and include provision for parking.

The extent of the area for the open air storage would be increasing from 720m² to 5000m². More significantly though, when accounting for the limitation to eight minibuses only, the area where unfixed structures would be located would be increasing from 225m² to 5000m² and the volume would be increasing from 400m³ to upwards of 7,500m³, even when accounting for access around the site. In addition to the above, consideration of upwards of 26 parked vehicles within the car parking spaces is also a relevant consideration as is the inability for the Council to successfully manage or constrain and maintain the storage of items in open storage as would be the case inside a building.

The site is located outside the settlement boundary and in the countryside. Policy CP11 of the CS does not permit development outside of development limits and the proposed expansion of the use would be contrary to Policy CP11.

However, paragraph 80 of the NPPF seeks to create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Paragraph 83 also aims to promote the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings and the development and diversification of agricultural and other land-based rural businesses. It must, however, be read in the context of paragraph 84, which states that it is *'important to ensure that development is sensitive to its surroundings'*

Of limited relevance given the limited extent of the area of previously developed land, paragraph 118(c) of the NPPF requires the Council to give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs.

Within the Development Plan, CP15 of the CS permits minor business extensions of existing uses outside of Core Employment Areas (underlined emphasis added) and Policy TB18 of the MDD allows retail development outside development limits where it is connected and economically relates to the primary holding, is ancillary in nature and there would be no adverse impact upon other retail areas.

The principle of the development is subject to a consideration of any impact upon the character of the area. On these points, paragraph 170(b) of the NPPF requires that planning applications enhance the natural and local environment by *'recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.'*

Within the Development Plan, policy CP3 of the CS states that development must be appropriate in terms of its scale, mass, layout and character. R1, RD1 and NR1 of the SPD require that development contribute positively towards and be compatible with the historic or underlying character and quality of the local area, RD2-RD5 and NR2 state that development should retain and incorporate the existing features, characteristics, setting and views of the existing village and P2 and NR10 seek to ensure that parking is provided in a manner that is compatible with the local character.

The size of the expanded area is excessive even when accounting for the intent for economic growth as envisaged in the NPPF. The harm to the countryside through a loss of openness that would arise through the unchecked storage of items in the open area would be significant. This stance is reinforced in many refusals and appeal decisions over the years.

Based on the limitations of the most recent planning permission and when acknowledging the intent of the NPPF, the Council would only consider an area as outlined dashed line in Figure 8. It would also be constrained by a condition limiting the overall height of stacked items relative to the height of the existing buildings.

8.2. Advertising signage

Policy TB19 of the MDD permits outdoor advertisements where there is no impact upon surrounding amenity or the character of the area. Any signage that does not satisfy the provisions of permitted development legislation should be unobtrusively located and minimalist in design, appearance, proportions and detailing. There should also be no conflict with vehicle and pedestrian sightlines to and from the site.

8.3. Neighbour Amenity

Noise disturbance

Policy CP3 of the CS aims to protect neighbouring amenity and Policy CC06 and Appendix 1 of the MDD requires that development protect noise sensitive receptors from noise impact.

A short noise report was submitted with the pre application and it details that there has been a high background noise level associated with the timber mill to the south and that residents would generally be receptive to or would have normalised the higher than normal noise associated with this use. By comparison, the Class B1 and B8 use is likely to be less intensive, because:

- (a) the Class B1(c) is, by definition, light industry appropriate in a residential area and it is assumed that it is confined to the existing buildings, and
- (b) the Class B8 use appears to relate to the storage of items rather than any distribution.

On that point, the open air nature of the storage would largely prohibit any distribution. As such, noise levels will generally be low

Notwithstanding this, the site is immediately adjacent to residential areas and the expansion is likely to generate additional noise in close proximity to residential receptors, thereby justifying a reduction in the area of curtilage. The concerns extend to traffic movements along the roadway. These movements would include larger vehicles given that the proposal includes a widening of the drive and the number of movements would be uncontrolled given that the intention is for the storage to be leased out to numerous customers.

It is likely that the hours of use would be limited to weekday and Saturday morning business hours only, or to the early evening if appropriate.

A full acoustic assessment should be submitted with any future planning application and it should include any noise from traffic movements to and within the site.

Overlooking

There are no perceived adverse outcomes on visual privacy grounds.

Sunlight and Daylight/Overbearing and Sense of Enclosure

Ordinarily, R16 of the SPD requires separation distances of 1.0m to the side boundary and 11m to the rear boundary. R18 also aims to protect sunlight and daylight to existing properties, with no material impact on levels of daylight in the habitable rooms of adjoining properties. Whilst applying to development, this gives some guidance in the relationship of the area of open air storage, and the scale of any stored items, with the site boundaries. In this case, the area alongside the side and rear boundary of the dwelling at 80A Reading Road should be excluded from the defined area for Class B use and instead assigned to landscaping associated with the entrance to the site.

Light Spill

To ensure that there are no adverse light spill concerns, lighting should be sensitively located. A plan showing the location of any proposed lighting should be submitted with any future planning application.

8.4. Highway Access and Parking Provision

Car Parking

Policy CC07 and Appendix 2 of the MDD stipulates minimum off street parking standards.

The parking standards are applied per m² of floor area. As the proposal involves a regularisation of the site and an expansion of open air storage space with no additional floor area, there is, in effect, no numerical increase in parking demand. However, there is some relevance in referring to the generation rates in the MDD, particularly as there is currently no formalised parking on the site. The rates are one space per 25m² (up to 2,500m²) and one space per 30m² (more than 2,500m²) for Class B1 use and one space per 25m² (up to 250m²) and one space per 200m² (more than 250m²) for a Class B8 use.

A final parking rate would be subject to the use mix applied within the two existing buildings but would be between 11 and 16 spaces. The site plan shows a total of 26 spaces.

The open air storage would generate a further parking requirement of about 34 spaces. This would be excessive given the intended use. Instead, when noting that the parking standards are a starting point and as each development site will need to be assessed on its own merits, within the wider context of the area in which the development sits, it is felt that the proposal achieves an appropriate equilibrium for the proposed use. The parking requirements should be proportionally reduced according to a reduction in the area as specified above.

P3 of the SPD notes that parking spaces are to be a minimum of 5m x 2.5m and there should be 6m separation between the two rows of parking spaces to allow for safe manoeuvring.

Cycle Parking

Policy CC07 and Appendix 2 of the MDD stipulates minimum cycle parking standards and Policies P2 and P3 of the SPD ensure that it is conveniently located, secure and undercover and provided where it is compatible in the streetscene. The MDD specifies a requirement of upwards of cycle spaces. However, on balance, the provision of four spaces as shown on the submitted plans is a reasonable outcome.

Access and Traffic Generation

The widening of the access road to allow the movement of larger vehicles is supported on highways grounds. The visibility splay at the main entrance does appear to intersect the front garden of 76 Reading Road to the south. There is some confusion on the submitted plans about the location of the existing verge and pavement and this would need to be clarified. The splays should not extend within the private ownership of a neighbouring property.

The swept path analysis along the access route appears acceptable and should form part of any future planning application. Final clarification of the intended vehicle sizes, which would be based on a more detailed site layout of the open air storage area, would need to be submitted as part of any future planning application. It should include on-site turning to allow forward movement for all vehicles.

During the course of the pre application meeting, it was suggested that the northern of the existing accesses onto the site would be made redundant, allowing for two way access via the southern entrance, which is also shared with the timber mill on the neighbouring property. This approach would allow for consolidated access (without any perceived conflict), it would allow more efficient use of the existing lawful Class B8 area and it would

improve the access and amenity afforded to the dwelling at 80A Reading Road. However, this would lead to unacceptable excessive encroachment in to the countryside and it would be more appropriate to retain the northern or the two accesses as the sole access.

Gated access was discussed during the meeting. Ideally, the location of the access gates should ensure that there is no conflict with access to the timber mill. However, as the access road is in private ownership, the Council does not have any jurisdiction over this matter and would be subject to negotiation between the relevant parties.

It is unlikely that the proposal would have an adverse impact on the highway network (Reading Road).

8.5. Landscaping and Trees

Policy CC03 of the MDD aims to protect green infrastructure networks, promote linkages between public open space and the countryside, retain existing trees and establish appropriate landscaping and Policy TB21 requires consideration of the landscape character.

The rear of the site has been remediated but will need to be enhanced with tree plantings and soft landscaping to complement the Countryside location and to ensure a transition into the rural land over the rear boundary. This should be illustrated on an indicative landscape site plan.

8.6. Accessibility

Policy CP2 of the CS seeks to ensure that new development contributes to the provision of sustainable and inclusive communities, including for the disabled. In this respect, the application should demonstrate that there is equitable access for disabled people.

8.7. Ecology

No issue.

8.8. Thames Basin Heaths Special Protection Area

The subject property is located within 5km of the TBH SPA but the scope of the works are minor whereby there will be no foreseeable impact upon the SPA. The proposal is therefore acceptable in terms of Policy CP8 of the CS.

8.9. Boundary Treatments

NR12 of the SPD requires consideration of boundary treatments. On this aspect, the Council would welcome landscaping treatments and/or traditional post and rail fencing to the property boundaries to complement and transition into the countryside.

8.10. Waste Storage

Policy CC04 of the MDD requires adequate internal and external storage for the segregation of waste. It is likely that some waste will be generated from the proposed storage use and as such, a suitably sized area should be accommodated and shown on the plans.

8.11. Flooding and Drainage

Policy CC09 of the MDD requires consideration of flood risk from historic flooding. The site and access thereto is located within Flood Zone 1 and the proposal represents no additional flood risk or vulnerability. It is therefore acceptable in terms of Policy CC09.

Policy CC10 of the MDD requires sustainable drainage methods and the minimisation of surface water flow. Surface water runoff should be managed via SuDS and details should be submitted as part of the application. Any new hard surfaces, including formalised access, should comprise permeable surfaces and would need to be shown on the plans.

8.12. Contamination

There is no known contamination on the site and whilst there is a previous industrial use, there is no change from a Class B use and therefore no additional vulnerability associated with the change of use.

9. Community Infrastructure Levy

The application is not liable for CIL payments because there is no additional floor area.

If you wish to discuss any matters, please contact me on 0118 974 6690 or at simon.taylor2@wokingham.gov.uk. You may also require building regulations approval, which is found at <http://www.wokingham.gov.uk/planning-and-building-control/building-control-solutions>.

Yours faithfully,

Simon Taylor

Development Management Officer

Appendix C

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

	Northbound	Southbound
Total	37780	37419
Mean Speed	34.4	36.1
85%	38.8	40.8



SITE: ATC 1 - Reading Road

LOCATION: Attached to signpost

GRID REFERENCE: 51.360346, -0.895845

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

27 May 2025

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	11	9	0	1	0	0	0	0	0	1	0	0	0	0	0	38.7	46.7
0100	10	9	0	0	0	0	0	0	0	1	0	0	0	0	0	35 -	
0200	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	39 -	
0300	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	40.2 -	
0400	11	7	0	0	1	0	0	0	0	2	0	0	0	0	1	36.6	44.9
0500	64	58	0	5	0	0	0	0	0	0	0	0	0	0	1	37.9	44.8
0600	336	285	0	37	0	2	1	3	2	2	0	0	0	2	2	35.7	40.4
0700	787	692	3	71	0	7	1	2	1	3	0	0	0	7	0	33.3	37
0800	624	528	7	62	2	10	1	2	2	3	0	0	0	5	2	32	36.2
0900	427	349	3	50	3	11	1	4	1	4	0	1	0	0	0	32.3	37.1
1000	335	277	4	35	3	7	0	1	2	2	0	0	0	4	0	33.7	38.3
1100	355	289	4	47	1	6	0	3	0	3	0	0	0	1	1	32.9	37.1
1200	333	255	2	58	3	9	0	2	0	4	0	0	0	0	0	34.1	38.2
1300	328	265	3	44	3	7	1	1	0	4	0	0	0	0	0	33.3	38.1
1400	366	280	2	68	3	9	0	1	0	2	0	0	0	1	0	33	37.4
1500	398	328	2	60	1	3	0	2	1	1	0	0	0	0	0	33.9	37.6
1600	526	469	0	49	0	1	0	0	1	1	1	0	0	4	0	33.5	37.5
1700	571	530	5	29	0	1	0	2	0	1	0	0	0	3	0	33.5	37.4
1800	440	409	3	26	0	0	0	0	0	0	0	0	0	2	0	35.2	39
1900	218	206	1	11	0	0	0	0	0	0	0	0	0	0	0	36.6	40.8
2000	136	124	0	9	0	0	0	0	1	1	0	0	0	1	0	35.8	40.8
2100	109	105	0	3	0	0	0	0	0	0	0	0	0	1	0	37.6	42.2
2200	72	71	0	0	0	0	0	0	0	1	0	0	0	0	0	38.3	42.5
2300	41	37	0	4	0	0	0	0	0	0	0	0	0	0	0	37.5	42.5
07-19	5490	4671	38	599	19	71	4	20	8	28	1	1	0	27	3	33.3	37.6
06-22	6289	5391	39	659	19	73	5	23	11	31	1	1	0	31	5	33.7	37.9
06-00	6402	5499	39	663	19	73	5	23	11	32	1	1	0	31	5	33.8	38
00-00	6511	5593	39	671	20	73	5	23	11	36	1	1	0	31	7	33.9	38.1

28 May 2025

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	33	29	0	4	0	0	0	0	0	0	0	0	0	0	0	38	47.5
0100	12	7	0	4	0	0	0	0	0	1	0	0	0	0	0	38.2	42.1
0200	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	43.9 -	
0300	6	2	0	2	0	0	0	0	0	1	0	0	0	1	0	40 -	
0400	18	13	0	3	1	0	0	1	0	0	0	0	0	0	0	40.1	49.6
0500	73	59	0	11	1	1	0	0	0	1	0	0	0	0	0	38.2	42
0600	314	275	1	26	1	4	0	2	1	2	0	1	0	1	0	36.7	40.6
0700	765	656	3	83	0	8	1	2	1	4	0	2	0	5	0	32.8	37
0800	614	522	4	68	2	5	0	2	2	4	0	1	0	3	1	33.2	37.4
0900	433	358	1	51	3	13	0	2	0	3	0	0	0	0	2	33.1	37.8
1000	322	253	3	47	3	11	0	1	1	2	0	0	0	0	1	33.5	38.3
1100	348	271	3	57	0	4	0	0	1	3	0	2	0	6	1	33.5	37.5
1200	340	278	1	47	2	8	0	0	1	3	0	0	0	0	0	33.2	37.7
1300	335	251	5	54	4	10	0	0	0	2	0	1	0	7	1	33.6	38.6
1400	324	266	2	40	1	3	1	3	0	3	0	0	0	5	0	34.2	38.5
1500	279	230	3	31	1	9	0	1	0	2	0	0	0	2	0	33.6	37.9
1600	459	393	4	44	3	4	0	2	1	2	0	0	0	6	0	33.1	38
1700	377	354	2	14	0	1	0	0	0	1	0	0	0	4	1	33.2	37.8
1800	360	339	4	11	1	0	0	0	0	0	0	0	0	5	0	34.8	40.1
1900	190	176	0	13	0	0	0	0	0	0	0	0	0	0	1	36.4	40.3
2000	153	138	0	10	0	0	0	0	0	1	0	0	0	3	1	35.6	40.8
2100	135	130	0	4	0	0	0	0	0	0	0	0	0	1	0	35	40
2200	152	138	0	11	0	0	0	0	0	1	0	0	0	2	0	36.9	42.3
2300	61	58	0	3	0	0	0	0	0	0	0	0	0	0	0	36.7	41
07-19	4956	4171	35	547	20	76	2	13	7	29	0	6	0	43	7	33.4	37.9
06-22	5748	4890	36	600	21	80	2	15	8	32	0	7	0	48	9	33.8	38.4
06-00	5961	5086	36	614	21	80	2	15	8	33	0	7	0	50	9	33.9	38.5
00-00	6109	5201	36	639	23	81	2	16	8	36	0	7	0	51	9	34	38.6

29 May 2025

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	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	39.5	49.5
0100	9	8	0	0	0	0	0	0	0	1	0	0	0	0	0	41.4	-
0200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	-
0300	4	2	0	0	0	0	0	0	0	1	0	0	0	1	0	41.2	-
0400	11	8	0	2	1	0	0	0	0	0	0	0	0	0	0	46.9	65.2
0500	67	55	0	7	4	0	0	0	0	0	0	0	0	0	1	39.6	45.1
0600	247	212	1	24	1	3	0	0	1	2	0	0	0	2	1	36.1	40
0700	455	393	3	51	0	3	1	0	0	1	1	0	0	2	0	33.1	37.9
0800	434	374	4	39	1	10	0	2	1	0	0	0	0	3	0	34	38.3
0900	338	285	4	32	2	8	1	2	1	1	1	0	0	1	0	34	37.8
1000	333	271	0	43	0	11	0	4	1	1	0	0	0	1	1	33.5	38
1100	325	263	4	44	2	8	0	0	1	2	0	0	0	1	0	32.8	37.3
1200	299	240	1	48	0	7	0	0	0	0	0	1	0	2	0	33.2	37.1
1300	326	262	1	38	2	12	1	1	4	2	0	1	0	1	1	33.3	37.5
1400	306	248	1	41	1	6	2	0	3	2	0	0	0	1	1	33.1	37.8
1500	321	267	1	39	3	5	0	0	2	3	0	0	0	1	0	33.8	38.3
1600	431	371	1	46	1	0	0	2	1	0	0	0	0	8	1	34.1	38.6
1700	420	384	3	23	0	0	1	3	1	1	0	0	0	3	1	34	38.7
1800	357	330	1	23	0	0	0	1	0	0	0	0	0	1	1	35.5	39.4
1900	245	224	0	15	0	0	0	0	0	1	0	0	0	3	2	36.3	40.9
2000	165	146	2	11	1	1	0	0	1	1	0	0	0	1	1	36.1	40.6
2100	101	97	0	4	0	0	0	0	0	0	0	0	0	0	0	36.5	42.1
2200	96	93	0	2	0	0	0	0	0	1	0	0	0	0	0	39.5	45
2300	49	40	0	5	0	0	0	0	0	0	0	0	0	4	0	41.4	50.6
07-19	4345	3688	24	467	12	70	6	15	15	13	2	2	0	25	6	33.7	38.1
06-22	5103	4367	27	521	14	74	6	15	17	17	2	2	0	31	10	34.1	38.6
06-00	5248	4500	27	528	14	74	6	15	17	18	2	2	0	35	10	34.3	38.7
00-00	5372	4605	27	538	19	74	6	15	17	20	2	2	0	36	11	34.4	38.9

30 May 2025

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	28	24	0	3	0	0	0	0	0	1	0	0	0	0	0	42.4	51
0100	18	15	0	3	0	0	0	0	0	0	0	0	0	0	0	38.6	47.7
0200	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	42.2	-
0300	5	3	0	1	1	0	0	0	0	0	0	0	0	0	0	40.6	-
0400	14	7	0	2	2	0	0	0	0	1	0	0	0	1	1	42.5	54.4
0500	60	52	0	7	0	0	0	1	0	0	0	0	0	0	0	39.7	44.4
0600	217	175	5	30	1	2	0	0	1	2	0	0	0	1	0	35.5	40.6
0700	428	352	3	57	0	4	1	1	1	3	0	0	0	4	2	32.3	37.9
0800	356	295	1	44	2	7	0	1	3	1	0	0	0	2	0	34.4	38.5
0900	337	257	0	47	10	11	2	3	0	1	0	0	0	5	1	33.5	38.3
1000	321	256	4	39	1	8	1	0	0	1	0	1	0	8	2	33.3	37.7
1100	315	260	2	42	1	2	0	0	0	2	0	0	0	2	4	33.2	37.3
1200	356	282	1	52	3	6	0	1	2	3	1	0	0	3	2	32.8	37.6
1300	332	271	0	41	2	7	1	2	1	3	0	0	0	3	1	33.1	37.1
1400	358	282	6	57	0	3	0	0	0	3	0	0	0	6	1	33.7	38
1500	387	321	2	42	2	8	0	1	2	1	0	0	0	6	2	33.1	37.9
1600	437	375	4	48	3	1	0	1	1	2	0	0	0	1	1	34.6	39.1
1700	440	402	1	24	0	0	0	6	0	1	1	0	0	5	0	33.4	38.2
1800	339	306	5	22	1	0	0	0	0	2	0	0	0	3	0	34.6	38.3
1900	279	262	1	14	1	0	0	0	0	0	0	0	0	0	1	34.5	39.4
2000	191	173	0	12	0	0	0	0	0	1	0	0	0	4	1	35.4	40.9
2100	126	116	0	7	0	0	0	0	0	0	0	0	0	3	0	36.6	39.8
2200	127	112	0	9	0	0	0	1	0	0	0	0	0	5	0	37.1	42.9
2300	86	85	0	1	0	0	0	0	0	0	0	0	0	0	0	37.9	43.7
07-19	4406	3659	29	515	25	57	5	16	10	23	2	1	0	48	16	33.5	38
06-22	5219	4385	35	578	27	59	5	16	11	26	2	1	0	56	18	33.8	38.4
06-00	5432	4582	35	588	27	59	5	17	11	26	2	1	0	61	18	33.9	38.5
00-00	5563	4688	35	605	30	59	5	18	11	28	2	1	0	62	19	34.1	38.7

31 May 2025

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	30	29	0	1	0	0	0	0	0	0	0	0	0	0	0	39.8	47.5
0100	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	42.4	50.3
0200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	-
0300	9	8	0	0	0	0	0	0	0	0	0	0	0	1	0	44.1	-
0400	12	9	0	2	0	0	0	0	0	1	0	0	0	0	0	41.8	49.3
0500	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	45.8
0600	75	60	0	10	0	0	0	0	0	2	0	0	0	2	1	38.9	45.7
0700	143	118	2	19	0	0	0	0	0	2	0	0	0	1	1	36.9	40.8
0800	216	187	1	17	2	0	1	0	0	1	0	0	0	5	2	35.8	40.4
0900	298	262	3	23	0	2	0	2	0	2	0	0	0	2	2	32.8	37.5
1000	303	270	4	19	0	0	0	0	0	2	0	0	0	3	5	33.3	38.2
1100	382	348	3	21	0	1	0	0	0	0	0	0	0	4	5	32.9	37.9
1200	349	319	2	20	0	1	0	0	0	0	0	0	0	5	2	33.7	37.8
1300	353	314	5	20	0	1	0	1	0	0	0	0	0	11	1	34.2	38.5
1400	352	323	5	13	0	0	0	0	0	1	0	0	0	9	1	34.2	37.9
1500	311	282	2	23	0	0	0	0	0	0	0	0	0	3	1	34.7	38.9
1600	334	295	5	29	0	0	0	1	0	1	0	0	0	3	0	34	38.4
1700	321	300	2	13	0	0	0	1	0	0	0	0	0	4	1	34.8	39.4
1800	290	266	1	13	0	0	0	1	0	0	0	0	0	9	0	34.8	38.8
1900	225	209	1	13	0	0	0	0	0	0	0	0	0	2	0	36.6	41.2
2000	145	132	0	9	0	0	0	1	0	0	0	0	0	3	0	36.4	40.2
2100	142	134	0	5	0	0	0	1	0	0	0	0	0	2	0	36.1	40.4
2200	154	148	0	6	0	0	0	0	0	0	0	0	0	0	0	36.9	42
2300	98	95	0	3	0	0	0	0	0	0	0	0	0	0	0	37	41.5
07-19	3652	3284	35	230	2	5	1	6	0	9	0	0	0	59	21	34.1	38.7
06-22	4239	3819	36	267	2	5	1	8	0	11	0	0	0	68	22	34.5	39
06-00	4491	4062	36	276	2	5	1	8	0	11	0	0	0	68	22	34.6	39.2
00-00	4584	4149	36	280	2	5	1	8	0	12	0	0	0	69	22	34.8	39.4

01 June 2025

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	69	65	0	4	0	0	0	0	0	0	0	0	0	0	0	38.1	45
0100	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	38.8	43.1
0200	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	42.5
0300	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	42.2	-
0400	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	-
0500	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	51.9
0600	44	35	0	7	0	0	0	0	0	0	0	0	0	0	2	38.5	46.5
0700	79	65	1	7	0	0	1	0	0	0	0	0	0	4	1	38.7	43.6
0800	149	137	0	6	0	0	0	1	0	0	0	0	0	2	3	36.6	40.9
0900	220	203	1	10	0	0	0	0	0	0	0	0	0	3	3	35.4	39.4
1000	302	275	2	11	2	0	0	0	0	0	0	1	0	5	6	32.6	37.6
1100	336	309	2	14	1	0	0	0	0	1	0	0	0	5	4	32.9	37.9
1200	396	369	5	14	0	0	0	0	0	0	0	0	0	7	1	33.8	38
1300	332	303	3	16	0	2	0	0	1	0	0	0	0	6	1	33.6	37.9
1400	288	265	3	13	0	1	0	0	0	0	0	0	0	3	3	35.3	39.2
1500	301	280	2	12	0	1	1	0	0	0	0	0	0	5	0	35.4	39.1
1600	325	304	0	8	0	1	0	2	0	0	0	0	0	9	1	35.3	38.9
1700	323	305	1	16	0	0	0	0	0	0	0	0	0	1	0	34.2	38.1
1800	238	225	0	10	0	0	0	0	0	0	0	0	0	3	0	35.9	39.6
1900	205	188	0	13	0	0	0	0	0	0	0	0	0	4	0	37	41.6
2000	141	129	2	6	0	0	0	0	0	0	0	0	0	4	0	36.4	42.2
2100	110	101	0	5	0	0	0	0	0	0	0	0	0	4	0	34.7	41.6
2200	89	81	0	6	0	0	0	0	0	0	0	0	0	2	0	37.8	42.2
2300	37	28	1	7	0	0	0	0	0	0	0	0	0	1	0	37.4	41.9
07-19	3289	3040	20	137	3	5	2	3	1	1	0	1	0	53	23	34.5	38.8
06-22	3789	3493	22	168	3	5	2	3	1	1	0	1	0	65	25	34.8	39.1
06-00	3915	3602	23	181	3	5	2	3	1	1	0	1	0	68	25	34.9	39.3
00-00	4051	3732	23	187	3	5	2	3	1	1	0	1	0	68	25	35	39.5

02 June 2025

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	13	7	0	4	0	0	0	0	0	0	0	0	0	2	0	44.6	57.5
0100	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	42.6	-
0200	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	37.8	-
0300	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	39.1	-
0400	16	10	0	2	3	0	0	0	0	0	0	0	0	0	1	38.9	50.6
0500	65	58	0	5	1	0	0	0	0	0	0	0	0	1	0	40.6	46.2
0600	277	231	2	33	0	5	0	1	0	2	1	0	0	1	1	36.6	41
0700	554	476	3	63	2	3	0	1	0	1	0	0	0	5	0	35.4	39.4
0800	508	452	1	42	0	3	0	1	0	2	0	1	0	5	1	35	39.3
0900	406	326	2	62	3	8	0	1	1	0	0	0	0	3	0	33	37.8
1000	283	224	1	44	1	6	1	1	0	2	0	0	0	2	1	33	37.8
1100	277	221	2	38	3	5	0	2	1	4	0	0	0	1	0	33.8	37.9
1200	307	251	0	42	1	4	1	1	2	1	0	0	0	4	0	33.5	37.1
1300	288	229	2	45	3	2	1	0	1	3	0	0	0	1	1	33	37.6
1400	299	251	1	27	5	5	0	2	1	1	0	1	0	4	1	34.3	38.9
1500	339	278	1	43	3	6	0	0	0	3	0	1	1	2	1	33.5	37.8
1600	435	368	2	55	1	2	0	0	1	0	0	0	0	6	0	34.6	38.8
1700	501	469	2	24	0	1	0	0	0	1	0	0	0	3	1	34.4	38.8
1800	384	361	1	12	0	0	0	0	1	1	0	2	0	5	1	35.1	38.8
1900	237	222	0	12	0	0	0	0	0	0	0	0	0	2	1	37.3	41.4
2000	162	144	0	15	0	0	0	0	0	1	0	0	0	1	1	37	41.8
2100	107	95	0	11	0	0	0	1	0	0	0	0	0	0	0	36.3	40.2
2200	87	82	0	3	0	0	0	0	0	1	0	0	0	1	0	37	42
2300	30	26	0	3	0	0	0	0	0	0	0	0	0	1	0	41.6	48.8
07-19	4581	3906	18	497	22	45	3	9	8	19	0	5	1	41	7	34.2	38.5
06-22	5364	4598	20	568	22	50	3	11	8	22	1	5	1	45	10	34.6	39
06-00	5481	4706	20	574	22	50	3	11	8	23	1	5	1	47	10	34.7	39
00-00	5590	4792	20	589	26	50	3	11	8	23	1	5	1	50	11	34.8	39.3



SITE: ATC 1 - Reading Road

LOCATION: Attached to signpost

GRID REFERENCE: 51.360346, -0.895845

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

27 May 2025

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
0000	11	0	0	0	1	4	4	1	1	0	0	0	0	0	0	0	38.7
0100	10	0	0	0	3	4	2	0	1	0	0	0	0	0	0	0	35
0200	8	0	1	0	0	0	4	2	1	0	0	0	0	0	0	0	39
0300	5	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	40.2
0400	11	1	0	0	0	4	4	2	0	0	0	0	0	0	0	0	36.6
0500	64	0	1	0	4	28	18	13	0	0	0	0	0	0	0	0	37.9
0600	336	0	1	3	39	179	107	6	0	0	1	0	0	0	0	0	35.7
0700	787	0	3	26	161	493	94	5	2	2	1	0	0	0	0	0	33.3
0800	624	0	10	26	198	325	61	3	1	0	0	0	0	0	0	0	32
0900	427	1	5	12	148	204	52	5	0	0	0	0	0	0	0	0	32.3
1000	335	3	12	6	45	198	69	1	0	1	0	0	0	0	0	0	33.7
1100	355	2	4	12	92	195	43	6	1	0	0	0	0	0	0	0	32.9
1200	333	0	1	5	61	195	67	2	1	1	0	0	0	0	0	0	34.1
1300	328	2	6	9	82	162	55	12	0	0	0	0	0	0	0	0	33.3
1400	366	1	0	7	102	198	53	4	0	1	0	0	0	0	0	0	33
1500	398	0	0	5	88	233	62	7	3	0	0	0	0	0	0	0	33.9
1600	526	0	0	6	138	297	79	5	1	0	0	0	0	0	0	0	33.5
1700	571	0	0	6	152	323	86	3	0	0	1	0	0	0	0	0	33.5
1800	440	0	0	7	63	242	116	10	1	1	0	0	0	0	0	0	35.2
1900	218	0	0	3	12	109	77	16	1	0	0	0	0	0	0	0	36.6
2000	136	0	0	1	22	62	38	12	1	0	0	0	0	0	0	0	35.8
2100	109	0	0	0	11	43	44	8	2	0	1	0	0	0	0	0	37.6
2200	72	0	0	0	3	29	32	6	1	1	0	0	0	0	0	0	38.3
2300	41	0	0	0	4	18	17	0	2	0	0	0	0	0	0	0	37.5
07-19	5490	9	41	127	1330	3065	837	63	10	6	2	0	0	0	0	0	33.3
06-22	6289	9	42	134	1414	3458	1103	105	14	6	4	0	0	0	0	0	33.7
06-00	6402	9	42	134	1421	3505	1152	111	17	7	4	0	0	0	0	0	33.8
00-00	6511	10	44	134	1429	3547	1185	131	20	7	4	0	0	0	0	0	33.9

28 May 2025

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
0000	33	0	0	1	2	14	10	5	1	0	0	0	0	0	0	0	38
0100	12	0	0	0	1	4	6	1	0	0	0	0	0	0	0	0	38.2
0200	6	0	0	0	0	0	4	0	2	0	0	0	0	0	0	0	43.9
0300	6	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	40
0400	18	0	0	0	3	6	4	3	0	1	1	0	0	0	0	0	40.1
0500	73	0	0	0	3	29	35	5	1	0	0	0	0	0	0	0	38.2
0600	314	0	0	3	27	153	111	14	5	1	0	0	0	0	0	0	36.7
0700	765	6	5	30	188	433	99	2	2	0	0	0	0	0	0	0	32.8
0800	614	0	6	21	139	355	91	2	0	0	0	0	0	0	0	0	33.2
0900	433	2	7	18	75	257	70	3	1	0	0	0	0	0	0	0	33.1
1000	322	1	2	10	67	183	54	4	1	0	0	0	0	0	0	0	33.5
1100	348	5	5	5	62	214	52	4	0	1	0	0	0	0	0	0	33.5
1200	340	0	6	11	72	196	49	5	1	0	0	0	0	0	0	0	33.2
1300	335	1	1	6	92	156	72	6	1	0	0	0	0	0	0	0	33.6
1400	324	0	0	9	54	189	64	6	1	1	0	0	0	0	0	0	34.2
1500	279	0	1	8	55	163	50	2	0	0	0	0	0	0	0	0	33.6
1600	459	0	3	24	102	250	73	7	0	0	0	0	0	0	0	0	33.1
1700	377	8	2	5	92	204	58	8	0	0	0	0	0	0	0	0	33.2
1800	360	0	11	6	55	165	102	18	3	0	0	0	0	0	0	0	34.8
1900	190	0	0	7	19	75	77	11	1	0	0	0	0	0	0	0	36.4
2000	153	0	0	5	27	61	48	9	3	0	0	0	0	0	0	0	35.6
2100	135	0	0	2	27	64	32	8	2	0	0	0	0	0	0	0	35
2200	152	0	0	0	13	82	39	14	3	1	0	0	0	0	0	0	36.9
2300	61	0	0	2	6	26	22	2	3	0	0	0	0	0	0	0	36.7
07-19	4956	23	49	153	1053	2765	834	67	10	2	0	0	0	0	0	0	33.4
06-22	5748	23	49	170	1153	3118	1102	109	21	3	0	0	0	0	0	0	33.8
06-00	5961	23	49	172	1172	3226	1163	125	27	4	0	0	0	0	0	0	33.9
00-00	6109	23	49	173	1181	3280	1226	140	31	5	1	0	0	0	0	0	34

29 May 2025

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
0000	27	0	0	0	2	8	12	1	3	1	0	0	0	0	0	0	39.5
0100	9	0	1	0	0	1	4	1	0	2	0	0	0	0	0	0	41.4
0200	6	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	38.3
0300	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	41.2
0400	11	0	0	0	0	2	4	1	2	0	1	1	0	0	0	0	46.9
0500	67	0	0	1	4	16	32	9	5	0	0	0	0	0	0	0	39.6
0600	247	0	1	1	15	148	65	16	1	0	0	0	0	0	0	0	36.1
0700	455	0	0	21	124	228	78	4	0	0	0	0	0	0	0	0	33.1
0800	434	2	0	8	91	243	83	5	0	0	1	1	0	0	0	0	34
0900	338	0	1	7	64	201	61	3	1	0	0	0	0	0	0	0	34
1000	333	0	1	8	90	168	64	2	0	0	0	0	0	0	0	0	33.5
1100	325	2	5	12	75	183	45	3	0	0	0	0	0	0	0	0	32.8
1200	299	0	3	9	69	177	35	6	0	0	0	0	0	0	0	0	33.2
1300	326	0	2	5	92	176	43	6	2	0	0	0	0	0	0	0	33.3
1400	306	1	12	8	70	153	54	5	3	0	0	0	0	0	0	0	33.1
1500	321	1	0	12	70	174	57	4	1	2	0	0	0	0	0	0	33.8
1600	431	3	8	12	58	244	95	10	1	0	0	0	0	0	0	0	34.1
1700	420	1	1	18	81	217	96	5	1	0	0	0	0	0	0	0	34
1800	357	0	0	2	40	209	92	11	3	0	0	0	0	0	0	0	35.5
1900	245	0	0	4	23	131	68	15	3	0	1	0	0	0	0	0	36.3
2000	165	0	1	5	21	66	62	7	2	1	0	0	0	0	0	0	36.1
2100	101	0	0	1	20	35	35	7	1	1	1	0	0	0	0	0	36.5
2200	96	0	0	0	1	38	40	8	6	3	0	0	0	0	0	0	39.5
2300	49	0	0	0	1	19	12	10	3	1	2	1	0	0	0	0	41.4
07-19	4345	10	33	122	924	2373	803	64	12	2	1	1	0	0	0	0	33.7
06-22	5103	10	35	133	1003	2753	1033	109	19	4	3	1	0	0	0	0	34.1
06-00	5248	10	35	133	1005	2810	1085	127	28	8	5	2	0	0	0	0	34.3
00-00	5372	10	36	134	1011	2839	1144	140	38	11	6	3	0	0	0	0	34.4

30 May 2025

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
0000	28	0	0	0	2	5	11	5	3	0	0	2	0	0	0	0	42.4
0100	18	0	0	0	2	6	7	2	1	0	0	0	0	0	0	0	38.6
0200	6	0	0	0	1	1	2	1	0	1	0	0	0	0	0	0	42.2
0300	5	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	40.6
0400	14	0	1	0	1	3	4	3	0	1	0	0	1	0	0	0	42.5
0500	60	0	0	0	2	17	30	7	3	1	0	0	0	0	0	0	39.7
0600	217	0	0	2	44	106	50	10	3	1	1	0	0	0	0	0	35.5
0700	428	16	6	25	86	218	65	10	1	1	0	0	0	0	0	0	32.3
0800	356	0	0	5	74	193	74	8	2	0	0	0	0	0	0	0	34.4
0900	337	0	3	18	79	168	64	3	2	0	0	0	0	0	0	0	33.5
1000	321	2	6	10	73	163	60	5	1	1	0	0	0	0	0	0	33.3
1100	315	1	4	19	66	178	33	10	2	1	0	0	0	1	0	0	33.2
1200	356	0	6	29	87	173	55	4	2	0	0	0	0	0	0	0	32.8
1300	332	0	2	10	86	187	39	7	1	0	0	0	0	0	0	0	33.1
1400	358	0	4	2	103	178	64	5	0	1	1	0	0	0	0	0	33.7
1500	387	1	3	7	108	201	56	8	2	1	0	0	0	0	0	0	33.1
1600	437	0	0	13	73	245	88	16	1	1	0	0	0	0	0	0	34.6
1700	440	0	0	24	111	220	72	11	1	1	0	0	0	0	0	0	33.4
1800	339	0	0	3	62	198	69	6	1	0	0	0	0	0	0	0	34.6
1900	279	2	1	10	44	140	70	10	1	1	0	0	0	0	0	0	34.5
2000	191	0	4	6	21	102	41	11	4	2	0	0	0	0	0	0	35.4
2100	126	0	0	0	9	69	37	10	1	0	0	0	0	0	0	0	36.6
2200	127	0	0	0	15	60	34	11	6	1	0	0	0	0	0	0	37.1
2300	86	0	0	0	8	36	29	8	4	0	1	0	0	0	0	0	37.9
07-19	4406	20	34	165	1008	2322	739	93	16	7	1	0	0	1	0	0	33.5
06-22	5219	22	39	183	1126	2739	937	134	25	11	2	0	0	1	0	0	33.8
06-00	5432	22	39	183	1149	2835	1000	153	35	12	3	0	0	1	0	0	33.9
00-00	5563	22	40	183	1157	2869	1056	171	43	15	3	2	1	1	0	0	34.1

31 May 2025

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
0000	30	0	0	0	1	13	9	6	0	0	1	0	0	0	0	0	39.8
0100	18	0	0	0	0	4	9	3	1	1	0	0	0	0	0	0	42.4
0200	8	0	0	0	1	1	5	1	0	0	0	0	0	0	0	0	38.4
0300	9	0	0	0	0	1	1	6	1	0	0	0	0	0	0	0	44.1
0400	12	0	0	0	0	6	2	3	0	0	1	0	0	0	0	0	41.8
0500	16	0	0	0	1	4	8	2	1	0	0	0	0	0	0	0	39.3
0600	75	0	1	0	7	17	34	11	3	2	0	0	0	0	0	0	38.9
0700	143	0	1	5	9	60	58	6	2	2	0	0	0	0	0	0	36.9
0800	216	4	3	7	14	107	64	13	1	2	1	0	0	0	0	0	35.8
0900	298	8	2	12	69	160	37	8	2	0	0	0	0	0	0	0	32.8
1000	303	0	3	10	87	141	52	8	1	0	0	1	0	0	0	0	33.3
1100	382	1	2	22	112	176	58	9	2	0	0	0	0	0	0	0	32.9
1200	349	0	2	15	80	181	61	10	0	0	0	0	0	0	0	0	33.7
1300	353	0	3	7	70	200	56	13	3	1	0	0	0	0	0	0	34.2
1400	352	1	1	1	64	217	62	6	0	0	0	0	0	0	0	0	34.2
1500	311	0	2	1	58	173	63	13	1	0	0	0	0	0	0	0	34.7
1600	334	0	1	4	68	198	59	4	0	0	0	0	0	0	0	0	34
1700	321	1	0	4	54	182	68	8	3	1	0	0	0	0	0	0	34.8
1800	290	1	3	2	39	180	54	7	4	0	0	0	0	0	0	0	34.8
1900	225	0	0	1	19	112	75	16	1	0	0	1	0	0	0	0	36.6
2000	145	0	0	0	11	82	44	7	1	0	0	0	0	0	0	0	36.4
2100	142	1	0	0	16	74	40	9	1	0	1	0	0	0	0	0	36.1
2200	154	1	0	2	14	72	55	5	4	0	1	0	0	0	0	0	36.9
2300	98	0	0	0	7	51	30	7	1	1	1	0	0	0	0	0	37
07-19	3652	16	23	90	724	1975	692	105	19	6	1	1	0	0	0	0	34.1
06-22	4239	17	24	91	777	2260	885	148	25	8	2	2	0	0	0	0	34.5
06-00	4491	18	24	93	798	2383	970	160	30	9	4	2	0	0	0	0	34.6
00-00	4584	18	24	93	801	2412	1004	181	33	10	6	2	0	0	0	0	34.8

01 June 2025

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
0000	69	0	0	1	6	29	16	13	4	0	0	0	0	0	0	0	38.1
0100	16	0	0	0	0	6	9	1	0	0	0	0	0	0	0	0	38.8
0200	15	0	0	0	0	6	8	1	0	0	0	0	0	0	0	0	37.5
0300	9	0	0	0	0	2	3	4	0	0	0	0	0	0	0	0	42.2
0400	10	0	0	0	0	4	2	4	0	0	0	0	0	0	0	0	40.5
0500	17	0	0	0	0	5	6	2	3	1	0	0	0	0	0	0	42.7
0600	44	0	1	3	0	16	15	5	2	2	0	0	0	0	0	0	38.5
0700	79	0	1	0	2	34	30	8	2	0	1	1	0	0	0	0	38.7
0800	149	0	1	2	16	63	58	6	1	2	0	0	0	0	0	0	36.6
0900	220	0	2	3	31	121	53	7	2	1	0	0	0	0	0	0	35.4
1000	302	4	5	20	76	147	43	6	0	1	0	0	0	0	0	0	32.6
1100	336	2	2	20	88	162	54	7	1	0	0	0	0	0	0	0	32.9
1200	396	0	1	12	82	227	71	3	0	0	0	0	0	0	0	0	33.8
1300	332	0	1	15	81	167	59	5	3	1	0	0	0	0	0	0	33.6
1400	288	2	1	2	30	180	58	11	3	1	0	0	0	0	0	0	35.3
1500	301	1	2	4	29	174	84	5	2	0	0	0	0	0	0	0	35.4
1600	325	0	4	0	27	207	74	10	2	1	0	0	0	0	0	0	35.3
1700	323	0	3	2	60	186	68	2	2	0	0	0	0	0	0	0	34.2
1800	238	0	2	6	21	120	75	11	1	2	0	0	0	0	0	0	35.9
1900	205	0	1	0	16	95	79	11	1	0	1	1	0	0	0	0	37
2000	141	0	3	2	16	60	44	14	2	0	0	0	0	0	0	0	36.4
2100	110	0	6	4	12	53	26	7	1	1	0	0	0	0	0	0	34.7
2200	89	0	0	1	4	47	26	8	2	1	0	0	0	0	0	0	37.8
2300	37	0	0	1	2	14	17	3	0	0	0	0	0	0	0	0	37.4
07-19	3289	9	25	86	543	1788	727	81	19	9	1	1	0	0	0	0	34.5
06-22	3789	9	36	95	587	2012	891	118	25	12	2	2	0	0	0	0	34.8
06-00	3915	9	36	97	593	2073	934	129	27	13	2	2	0	0	0	0	34.9
00-00	4051	9	36	98	599	2125	978	154	34	14	2	2	0	0	0	0	35

02 June 2025

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
0000	13	0	0	0	1	4	2	3	1	1	0	0	0	1	0	0	44.6
0100	6	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	42.6
0200	5	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	37.8
0300	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	39.1
0400	16	0	1	0	1	5	6	1	1	1	0	0	0	0	0	0	38.9
0500	65	0	0	0	2	15	37	7	1	1	1	1	0	0	0	0	40.6
0600	277	0	2	1	30	127	95	20	2	0	0	0	0	0	0	0	36.6
0700	554	0	3	22	41	329	140	17	1	1	0	0	0	0	0	0	35.4
0800	508	0	1	3	87	273	135	5	2	2	0	0	0	0	0	0	35
0900	406	6	3	16	90	222	63	5	1	0	0	0	0	0	0	0	33
1000	283	1	5	16	80	129	46	5	0	1	0	0	0	0	0	0	33
1100	277	0	2	13	54	158	41	7	2	0	0	0	0	0	0	0	33.8
1200	307	1	3	4	54	207	35	2	1	0	0	0	0	0	0	0	33.5
1300	288	0	0	8	93	141	40	4	2	0	0	0	0	0	0	0	33
1400	299	0	1	2	67	167	56	6	0	0	0	0	0	0	0	0	34.3
1500	339	0	0	21	67	185	62	4	0	0	0	0	0	0	0	0	33.5
1600	435	0	1	6	81	230	103	14	0	0	0	0	0	0	0	0	34.6
1700	501	0	0	13	90	273	112	9	4	0	0	0	0	0	0	0	34.4
1800	384	0	0	4	54	214	98	12	0	2	0	0	0	0	0	0	35.1
1900	237	0	0	1	16	98	105	16	1	0	0	0	0	0	0	0	37.3
2000	162	0	1	0	14	78	50	16	3	0	0	0	0	0	0	0	37
2100	107	0	0	4	11	52	31	5	2	2	0	0	0	0	0	0	36.3
2200	87	0	0	2	5	46	24	6	4	0	0	0	0	0	0	0	37
2300	30	0	0	0	0	8	12	9	1	0	0	0	0	0	0	0	41.6
07-19	4581	8	19	128	858	2528	931	90	13	6	0	0	0	0	0	0	34.2
06-22	5364	8	22	134	929	2883	1212	147	21	8	0	0	0	0	0	0	34.6
06-00	5481	8	22	136	934	2937	1248	162	26	8	0	0	0	0	0	0	34.7
00-00	5590	8	23	136	938	2966	1300	176	29	11	1	1	0	1	0	0	34.8

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
--	37780	100	252	951	7116	20038	7893	1093	228	73	23	10	1	2	0	0	34.4

Vpp
85

46.7

-

-

-

44.9

44.8

40.4

37

36.2

37.1

38.3

37.1

38.2

38.1

37.4

37.6

37.5

37.4

39

40.8

40.8

42.2

42.5

42.5

37.6

37.9

38

38.1

Vpp
85

47.5
42.1
-
-
49.6
42
40.6
37
37.4
37.8
38.3
37.5
37.7
38.6
38.5
37.9
38
37.8
40.1
40.3
40.8
40
42.3
41
37.9
38.4
38.5
38.6

Vpp
85

- 49.5
-
-
-
- 65.2
- 45.1
- 40
- 37.9
- 38.3
- 37.8
- 38
- 37.3
- 37.1
- 37.5
- 37.8
- 38.3
- 38.6
- 38.7
- 39.4
- 40.9
- 40.6
- 42.1
- 45
- 50.6
- 38.1
- 38.6
- 38.7
- 38.9

Vpp
85

51
47.7
-
-
54.4
44.4
40.6
37.9
38.5
38.3
37.7
37.3
37.6
37.1
38
37.9
39.1
38.2
38.3
39.4
40.9
39.8
42.9
43.7
38
38.4
38.5
38.7

Vpp
85

47.5
50.3

-
-

49.3
45.8
45.7
40.8
40.4
37.5
38.2
37.9
37.8
38.5
37.9
38.9
38.4
39.4
38.8
41.2
40.2
40.4
42
41.5

38.7
39
39.2
39.4

Vpp
85

45
43.1
42.5
-
-
51.9
46.5
43.6
40.9
39.4
37.6
37.9
38
37.9
39.2
39.1
38.9
38.1
39.6
41.6
42.2
41.6
42.2
41.9
38.8
39.1
39.3
39.5

Vpp
85

57.5

-

-

-

50.6

46.2

41

39.4

39.3

37.8

37.8

37.9

37.1

37.6

38.9

37.8

38.8

38.8

38.8

41.4

41.8

40.2

42

48.8

38.5

39

39

39.3

Vpp
85

38.8



SITE: ATC 1 - Reading Road

LOCATION: Attached to signpost

GRID REFERENCE: 51.360346, -0.895845

DIRECTION: NORTHBOUND

	Tue 27-May	Wed 28-May	Thu 29-May	Fri 30-May	Sat 31-May	Sun 01-Jun	Mon 02-Jun
Hour							
0000-0100	11	33	27	28	30	69	13
0100-0200	10	12	9	18	18	16	6
0200-0300	8	6	6	6	8	15	5
0300-0400	5	6	4	5	9	9	4
0400-0500	11	18	11	14	12	10	16
0500-0600	64	73	67	60	16	17	65
0600-0700	336	314	247	217	75	44	277
0700-0800	787	765	455	428	143	79	554
0800-0900	624	614	434	356	216	149	508
0900-1000	427	433	338	337	298	220	406
1000-1100	335	322	333	321	303	302	283
1100-1200	355	348	325	315	382	336	277
1200-1300	333	340	299	356	349	396	307
1300-1400	328	335	326	332	353	332	288
1400-1500	366	324	306	358	352	288	299
1500-1600	398	279	321	387	311	301	339
1600-1700	526	459	431	437	334	325	435
1700-1800	571	377	420	440	321	323	501
1800-1900	440	360	357	339	290	238	384
1900-2000	218	190	245	279	225	205	237
2000-2100	136	153	165	191	145	141	162
2100-2200	109	135	101	126	142	110	107
2200-2300	72	152	96	127	154	89	87
2300-2400	41	61	49	86	98	37	30
Totals							
0700-1900	5490	4956	4345	4406	3652	3289	4581
0600-2200	6289	5748	5103	5219	4239	3789	5364
0600-0000	6402	5961	5248	5432	4491	3915	5481
0000-0000	6511	6109	5372	5563	4584	4051	5590
AM Peak	700 787	700 765	700 455	700 428	1100 382	1100 336	700 554
PM Peak	1700 571	1600 459	1600 431	1700 440	1300 353	1200 396	1700 501

SPEED LIMIT: 30

Averages

1-5.

1-7.

22.4	30.1
11	12.7
6.2	7.7
4.8	6
14	13.1
65.8	51.7
278.2	215.7
597.8	458.7
507.2	414.4
388.2	351.3
318.8	314.1
324	334
327	340
321.8	327.7
330.6	327.6
344.8	333.7
457.6	421
461.8	421.9
376	344
233.8	228.4
161.4	156.1
115.6	118.6
106.8	111
53.4	57.4

4755.6	4388.4
5544.6	5107.3
5704.8	5275.7
5829	5397.1



SITE: ATC 1 - Reading Road

LOCATION: Attached to signpost

GRID REFERENCE: 51.360346, -0.895845

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

27 May 2025

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	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	50.7	69.7
0100	11	7	0	4	0	0	0	0	0	0	0	0	0	0	0	40.1	46.7
0200	10	6	0	4	0	0	0	0	0	0	0	0	0	0	0	39.2	-
0300	8	5	0	2	0	0	0	0	0	0	0	0	0	1	0	45.8	-
0400	19	18	0	1	0	0	0	0	0	0	0	0	0	0	0	41.9	51.8
0500	76	55	0	18	0	1	0	1	0	0	0	0	0	1	0	41.4	48.1
0600	246	210	0	31	1	0	0	1	0	1	0	0	0	2	0	38.5	43.3
0700	498	434	2	53	1	2	0	1	0	0	0	0	0	5	0	36.5	40.2
0800	498	423	2	49	3	11	0	0	1	4	0	0	0	5	0	34.1	38.8
0900	371	293	1	56	1	12	1	2	3	2	0	0	0	0	0	35.1	39.5
1000	321	252	0	52	1	11	0	1	1	1	0	0	0	2	0	34.4	37.8
1100	325	263	2	48	1	4	2	1	1	1	0	0	0	2	0	33.4	37.2
1200	282	228	6	37	2	5	1	0	2	1	0	0	0	0	0	34.6	38
1300	326	260	2	47	5	9	1	0	0	1	0	0	0	1	0	32.5	38.2
1400	320	270	2	34	1	7	0	2	0	2	0	0	0	1	1	34.1	38.3
1500	453	380	5	55	2	5	0	0	2	1	0	0	0	3	0	35	38.7
1600	681	622	2	46	0	4	1	1	0	3	0	0	0	2	0	34.5	38.5
1700	867	803	4	52	0	1	0	2	1	0	0	0	0	4	0	33.3	37.6
1800	492	455	3	28	1	1	0	0	1	0	0	0	0	2	1	35.2	39.4
1900	237	220	1	13	1	1	0	0	0	0	0	0	0	0	1	37.3	40.8
2000	138	131	1	5	0	0	0	0	0	0	0	0	0	1	0	38.4	42.2
2100	110	107	0	2	0	0	0	0	0	0	0	0	0	0	1	38.2	41.9
2200	89	88	0	1	0	0	0	0	0	0	0	0	0	0	0	41	47.6
2300	28	21	0	5	0	0	0	0	0	0	0	0	0	2	0	43.9	53.2
07-19	5434	4683	31	557	18	72	6	10	12	16	0	0	0	27	2	34.4	38.6
06-22	6165	5351	33	608	20	73	6	11	12	17	0	0	0	30	4	34.8	39.1
06-00	6282	5460	33	614	20	73	6	11	12	17	0	0	0	32	4	35	39.4
00-00	6417	5560	33	645	20	74	6	12	12	17	0	0	0	34	4	35.1	39.5

28 May 2025

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	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	42.5	48.7
0100	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	44.7	-
0200	6	3	0	3	0	0	0	0	0	0	0	0	0	0	0	41.3	-
0300	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	33.8	-
0400	22	18	0	3	1	0	0	0	0	0	0	0	0	0	0	41.7	49.4
0500	71	57	0	9	2	1	0	0	0	2	0	0	0	0	0	41.5	47.4
0600	240	203	0	33	0	0	0	0	0	1	0	0	0	2	1	39.7	44.3
0700	516	434	0	70	4	2	0	0	1	1	1	0	0	2	1	35.8	39.9
0800	501	428	0	53	1	11	1	0	1	2	0	0	0	4	0	36	40.4
0900	367	297	1	52	1	8	1	0	0	0	0	0	0	7	0	35.9	39.9
1000	326	256	2	41	5	14	0	1	2	1	0	0	0	3	1	35.4	39.8
1100	341	263	2	55	0	7	0	1	3	2	0	0	0	6	2	34.9	40.1
1200	380	311	1	41	1	11	1	1	4	1	0	0	0	6	2	33.3	39.1
1300	364	291	1	54	4	6	1	0	1	0	0	0	0	6	0	35.8	40
1400	387	308	2	61	0	7	0	1	2	2	0	0	0	3	1	34.3	39
1500	451	383	2	55	0	8	0	1	0	1	0	0	0	1	0	34.9	38.9
1600	617	536	2	56	2	7	2	2	2	0	0	0	0	8	0	35	39
1700	392	367	1	19	0	0	1	0	0	0	0	1	0	2	1	19.6	36.4
1800	304	283	0	14	1	0	0	0	0	0	0	0	0	5	1	36.3	41.8
1900	224	208	1	14	1	0	0	0	0	0	0	0	0	0	0	37.7	42
2000	139	123	0	15	0	0	0	0	0	0	0	0	0	1	0	38.4	44.1
2100	100	93	0	5	0	0	0	0	0	0	0	0	0	2	0	38.7	42.7
2200	103	95	0	7	0	0	0	0	0	0	0	0	0	1	0	39.8	44.2
2300	46	42	1	3	0	0	0	0	0	0	0	0	0	0	0	41.4	50.7
07-19	4946	4157	14	571	19	81	7	7	16	10	1	1	0	53	9	34	39.7
06-22	5649	4784	15	638	20	81	7	7	16	11	1	1	0	58	10	34.6	40.2
06-00	5798	4921	16	648	20	81	7	7	16	11	1	1	0	59	10	34.7	40.3
00-00	5918	5013	16	670	23	82	7	7	16	13	1	1	0	59	10	34.9	40.5

29 May 2025

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	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	42	46
0100	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	46	-
0200	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	46.1	-
0300	5	2	0	3	0	0	0	0	0	0	0	0	0	0	0	39.1	-
0400	14	12	0	2	0	0	0	0	0	0	0	0	0	0	0	48.4	66.5
0500	71	58	0	13	0	0	0	0	0	0	0	0	0	0	0	41.8	47.6
0600	223	196	1	23	1	0	0	0	0	1	0	0	0	1	0	38.5	44.6
0700	419	339	1	62	2	2	1	4	0	1	0	0	0	7	0	37.3	41.9
0800	371	324	1	31	1	7	0	0	1	2	0	0	0	3	1	35.7	40.3
0900	296	249	2	32	1	8	0	1	1	0	0	0	0	2	0	36.7	40.9
1000	326	248	1	52	2	13	0	0	2	2	0	0	0	5	1	35.1	39.9
1100	329	260	1	52	2	12	0	0	0	1	0	0	0	0	1	35.9	39.8
1200	373	307	4	47	5	4	0	0	1	4	0	0	0	1	0	35.2	39.1
1300	314	259	2	40	2	7	1	1	2	0	0	0	0	0	0	36.1	40.6
1400	369	295	5	52	1	6	1	2	1	1	0	0	0	3	2	35.4	39.3
1500	381	321	3	41	4	7	0	1	0	1	0	0	0	3	0	34.6	39
1600	505	445	1	49	0	3	0	1	0	0	0	0	0	6	0	35.9	39.9
1700	507	470	0	29	0	0	1	0	1	1	0	0	0	5	0	35.3	39.5
1800	346	322	1	17	0	1	0	0	0	0	0	0	0	4	1	36.4	40.7
1900	219	202	0	13	0	0	0	1	0	0	0	0	0	1	2	37.6	42.1
2000	169	155	0	11	0	0	0	0	0	0	0	0	0	2	1	39.7	44.2
2100	118	113	0	5	0	0	0	0	0	0	0	0	0	0	0	37.6	42.1
2200	99	93	0	5	1	0	0	0	0	0	0	0	0	0	0	39.7	44.2
2300	36	32	0	1	0	0	0	0	0	0	0	0	0	3	0	43.3	50.4
07-19	4536	3839	22	504	20	70	4	10	9	13	0	0	0	39	6	35.8	40.1
06-22	5265	4505	23	556	21	70	4	11	9	14	0	0	0	43	9	36.2	40.6
06-00	5400	4630	23	562	22	70	4	11	9	14	0	0	0	46	9	36.3	40.7
00-00	5516	4725	23	583	22	70	4	11	9	14	0	0	0	46	9	36.4	40.9

30 May 2025

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	18	16	0	0	0	0	0	0	1	0	0	0	0	1	0	44.7	53.8
0100	15	10	0	4	0	0	0	0	0	0	0	0	0	1	0	41.3	48.6
0200	11	8	0	2	0	0	0	0	0	0	0	0	0	1	0	47.7	56.2
0300	14	7	1	6	0	0	0	0	0	0	0	0	0	0	0	43.9	55.3
0400	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	43.6	52.9
0500	62	54	0	7	0	0	0	0	0	1	0	0	0	0	0	44.1	51.8
0600	203	163	0	33	1	1	0	0	2	0	0	0	0	2	1	39.5	45.1
0700	353	296	1	43	1	4	0	3	2	0	0	0	0	3	0	34.5	40.3
0800	330	269	4	41	1	5	0	2	2	1	0	0	0	4	1	36.7	40.6
0900	341	273	1	51	2	7	1	1	0	0	0	0	0	5	0	36.3	40.6
1000	341	273	1	46	3	11	1	0	0	1	0	0	0	3	2	36.2	40.3
1100	344	270	3	54	3	4	0	2	0	1	0	0	0	5	2	35.8	40.6
1200	353	294	0	39	3	5	0	0	1	3	0	0	0	6	2	36.4	40.4
1300	336	290	2	30	2	4	1	1	1	0	0	0	0	4	1	35.7	40
1400	389	333	0	42	2	4	0	0	1	2	0	0	0	5	0	36	39.7
1500	427	366	1	41	1	8	0	1	0	0	1	0	0	6	2	35.7	39.5
1600	463	419	2	35	0	2	0	1	0	0	0	0	0	4	0	36.3	40.4
1700	476	436	1	32	0	0	0	1	0	1	0	0	0	5	0	35.8	39.7
1800	356	338	1	15	0	1	0	0	0	0	0	0	0	1	0	36.8	40.5
1900	272	253	3	13	0	1	0	0	0	0	0	0	0	1	1	36.5	41.3
2000	143	130	0	11	0	0	0	0	0	0	0	0	0	2	0	37.5	42
2100	123	114	0	9	0	0	0	0	0	0	0	0	0	0	0	37.9	43
2200	98	90	0	6	0	0	0	0	0	0	0	0	0	2	0	39.2	45.1
2300	83	78	0	3	0	0	0	0	0	0	0	0	0	2	0	41.6	48.8
07-19	4509	3857	17	469	18	55	3	12	7	9	1	0	0	51	10	36	40.2
06-22	5250	4517	20	535	19	57	3	12	9	9	1	0	0	56	12	36.3	40.5
06-00	5431	4685	20	544	19	57	3	12	9	9	1	0	0	60	12	36.4	40.6
00-00	5571	4799	21	564	19	57	3	12	10	10	1	0	0	63	12	36.6	40.8

31 May 2025

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	41	39	0	0	0	0	0	0	0	0	0	0	0	2	0	40.7	48
0100	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	41	53.2
0200	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	44.4	-
0300	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	43.6	52.7
0400	18	15	0	3	0	0	0	0	0	0	0	0	0	0	0	44.3	52.7
0500	34	24	1	7	0	0	0	0	0	0	0	0	0	1	1	41.9	52
0600	81	69	0	9	0	0	1	0	0	2	0	0	0	0	0	42.4	49.2
0700	154	127	1	24	1	0	0	1	0	0	0	0	0	0	0	39.5	43.7
0800	202	175	2	19	0	0	0	0	0	0	0	0	0	4	2	37.4	43.5
0900	273	232	2	30	1	0	0	1	0	0	0	0	0	5	2	35.3	40.7
1000	349	310	1	26	0	1	0	0	1	0	0	0	0	6	4	36.4	40.4
1100	404	364	3	25	0	0	0	0	0	0	0	0	0	10	2	34.7	38.7
1200	359	328	1	22	0	1	1	0	0	1	0	0	0	4	1	35.9	40.7
1300	360	323	2	21	1	0	0	1	0	0	0	0	0	8	4	36.2	40.1
1400	330	297	1	26	0	0	0	0	0	0	0	0	0	4	2	34.2	40.2
1500	302	273	4	15	0	0	0	1	0	0	0	0	0	5	4	36	40.3
1600	326	307	2	13	0	0	0	1	0	0	0	0	0	2	1	37.8	41.9
1700	360	342	0	15	0	0	0	0	0	0	0	1	0	2	0	36.2	40
1800	277	264	0	8	1	0	0	2	0	0	0	0	0	2	0	36.7	40.5
1900	222	209	1	10	0	0	0	1	0	0	0	0	0	1	0	37.5	42.3
2000	105	104	0	1	0	0	0	0	0	0	0	0	0	0	0	39	44.3
2100	126	117	1	5	0	0	0	0	0	0	0	0	0	3	0	37.2	41
2200	106	100	0	3	1	0	0	0	0	0	0	0	0	2	0	36.8	43.3
2300	66	58	0	5	0	0	0	0	0	0	0	0	0	3	0	39	44.1
07-19	3696	3342	19	244	4	2	1	7	1	1	0	1	0	52	22	36.1	40.7
06-22	4230	3841	21	269	4	2	2	8	1	3	0	1	0	56	22	36.4	41
06-00	4402	3999	21	277	5	2	2	8	1	3	0	1	0	61	22	36.5	41.2
00-00	4527	4104	22	292	5	2	2	8	1	3	0	1	0	64	23	36.6	41.4

01 June 2025

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	44	41	0	2	0	0	0	0	0	0	0	0	0	1	0	40.2	45.9
0100	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	44.7
0200	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	40.9	48.2
0300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	-
0400	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	45	63.2
0500	19	15	0	4	0	0	0	0	0	0	0	0	0	0	0	42.3	55.6
0600	57	49	0	6	0	0	0	1	0	0	0	0	0	1	0	43.7	52
0700	79	69	0	9	0	0	0	0	0	0	0	0	0	1	0	40.2	45.6
0800	169	140	1	14	0	0	0	3	0	0	0	0	0	8	3	38.4	43.1
0900	243	209	0	23	0	1	0	0	0	0	0	0	0	5	5	36.8	42.2
1000	265	245	0	16	0	0	0	0	0	0	0	0	0	1	3	36.8	41.5
1100	331	295	2	21	0	1	0	0	0	0	0	0	0	6	6	36.9	40.6
1200	389	360	0	21	0	1	0	1	0	0	0	0	0	6	0	36.4	40
1300	358	343	0	5	0	0	0	0	1	0	0	0	0	7	2	35.7	39.5
1400	320	309	0	8	0	1	0	0	0	0	0	0	0	2	0	36.8	40.3
1500	315	293	2	11	1	0	0	1	0	0	0	0	0	7	0	36.8	41.2
1600	322	309	0	9	0	2	0	1	0	0	0	0	0	0	1	37.1	40.5
1700	296	280	1	10	0	0	1	0	0	0	0	0	0	3	1	37.2	41.4
1800	214	193	0	17	1	1	0	0	0	0	0	0	0	2	0	35.8	39.8
1900	204	193	0	10	0	0	0	0	0	0	0	0	0	0	1	37.7	41.9
2000	133	127	0	3	0	0	0	0	0	0	0	0	0	2	1	37.3	42
2100	117	106	0	8	0	0	0	0	0	0	1	0	0	2	0	38.1	42.2
2200	74	69	0	2	0	0	0	0	0	0	0	0	0	3	0	40.5	45.2
2300	34	33	0	1	0	0	0	0	0	0	0	0	0	0	0	42.3	51.1
07-19	3301	3045	6	164	2	7	1	6	1	0	0	0	0	48	21	36.8	40.8
06-22	3812	3520	6	191	2	7	1	7	1	0	1	0	0	53	23	37	41.2
06-00	3920	3622	6	194	2	7	1	7	1	0	1	0	0	56	23	37.1	41.3
00-00	4036	3728	6	203	2	7	1	7	1	0	1	0	0	57	23	37.2	41.5

02 June 2025

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	21	18	0	1	0	0	0	0	0	0	0	0	0	2	0	43.2	50.7
0100	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	44.7	-
0200	5	3	0	1	0	0	0	1	0	0	0	0	0	0	0	41.9	-
0300	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	42.9	-
0400	14	11	0	2	1	0	0	0	0	0	0	0	0	0	0	42.7	50.3
0500	83	68	0	12	0	0	0	0	0	1	0	0	0	1	1	43.5	51.6
0600	239	207	0	26	2	1	0	0	0	0	0	0	0	3	0	39.1	44.5
0700	497	433	1	54	2	2	0	2	0	1	0	1	0	1	0	37.2	40.9
0800	407	364	2	29	0	4	1	0	2	1	0	0	0	3	1	36.1	40.6
0900	277	229	3	36	1	7	0	0	0	0	0	0	0	1	0	35.8	40.7
1000	300	233	2	54	3	2	0	0	3	1	0	0	0	1	1	34.7	39.6
1100	286	236	1	35	1	3	0	1	2	1	0	0	0	4	2	35.8	40.3
1200	316	251	0	52	0	4	0	1	0	2	0	0	0	3	3	35.4	39.7
1300	298	240	1	48	2	1	0	0	2	0	0	0	0	3	1	35	39.5
1400	339	288	1	38	3	3	1	1	0	0	0	0	0	2	2	36.2	40.8
1500	405	343	0	46	0	4	0	4	2	0	0	0	0	5	1	36.3	40.2
1600	505	440	1	47	1	6	1	2	0	1	0	0	0	5	1	35.6	39.7
1700	541	505	0	27	0	0	0	0	0	0	0	0	0	8	1	36.6	40
1800	345	322	0	18	0	0	0	0	0	0	0	0	0	5	0	38.2	42.2
1900	227	211	0	14	0	0	0	0	0	0	0	0	0	1	1	37.7	41.9
2000	131	122	0	7	0	0	0	0	0	0	0	0	0	2	0	39.2	43.7
2100	93	88	0	4	0	0	0	0	0	0	0	0	0	1	0	38.1	44.6
2200	59	57	0	1	0	0	0	0	0	0	0	0	0	1	0	39.6	44.1
2300	30	28	0	2	0	0	0	0	0	0	0	0	0	0	0	41.2	46.2
07-19	4516	3884	12	484	13	36	3	11	11	7	0	1	0	41	13	36.2	40.4
06-22	5206	4512	12	535	15	37	3	11	11	7	0	1	0	48	14	36.5	40.7
06-00	5295	4597	12	538	15	37	3	11	11	7	0	1	0	49	14	36.5	40.8
00-00	5434	4711	12	556	16	37	3	12	11	8	0	1	0	52	15	36.7	41.2



SITE: ATC 1 - Reading Road

LOCATION: Attached to signpost

GRID REFERENCE: 51.360346, -0.895845

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

27 May 2025

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
0000	11	0	0	0	0	1	1	3	4	0	0	2	0	0	0	0	50.7
0100	11	0	0	0	1	4	2	3	1	0	0	0	0	0	0	0	40.1
0200	10	0	0	0	1	3	4	1	0	1	0	0	0	0	0	0	39.2
0300	8	0	0	0	0	2	1	3	1	1	0	0	0	0	0	0	45.8
0400	19	0	0	0	1	7	4	4	1	1	1	0	0	0	0	0	41.9
0500	76	0	1	0	2	18	27	21	6	1	0	0	0	0	0	0	41.4
0600	246	0	0	1	19	77	116	28	4	1	0	0	0	0	0	0	38.5
0700	498	0	0	0	42	251	187	15	3	0	0	0	0	0	0	0	36.5
0800	498	0	4	14	106	254	106	14	0	0	0	0	0	0	0	0	34.1
0900	371	0	1	8	52	197	100	13	0	0	0	0	0	0	0	0	35.1
1000	321	1	1	0	56	204	53	6	0	0	0	0	0	0	0	0	34.4
1100	325	1	2	14	77	184	38	8	1	0	0	0	0	0	0	0	33.4
1200	282	0	1	1	50	168	57	5	0	0	0	0	0	0	0	0	34.6
1300	326	0	0	20	111	141	47	7	0	0	0	0	0	0	0	0	32.5
1400	320	0	7	5	48	184	65	11	0	0	0	0	0	0	0	0	34.1
1500	453	0	0	10	57	267	109	9	1	0	0	0	0	0	0	0	35
1600	681	0	0	3	129	386	153	9	1	0	0	0	0	0	0	0	34.5
1700	867	1	4	47	174	490	147	4	0	0	0	0	0	0	0	0	33.3
1800	492	0	2	13	55	264	144	12	1	1	0	0	0	0	0	0	35.2
1900	237	1	3	2	13	92	113	9	2	2	0	0	0	0	0	0	37.3
2000	138	0	0	2	7	49	64	13	2	0	0	1	0	0	0	0	38.4
2100	110	0	1	0	7	32	58	11	0	1	0	0	0	0	0	0	38.2
2200	89	0	1	0	3	9	52	17	6	1	0	0	0	0	0	0	41
2300	28	0	0	0	1	3	12	5	4	3	0	0	0	0	0	0	43.9
07-19	5434	3	22	135	957	2990	1206	113	7	1	0	0	0	0	0	0	34.4
06-22	6165	4	26	140	1003	3240	1557	174	15	5	0	1	0	0	0	0	34.8
06-00	6282	4	27	140	1007	3252	1621	196	25	9	0	1	0	0	0	0	35
00-00	6417	4	28	140	1012	3287	1660	231	38	13	1	3	0	0	0	0	35.1

28 May 2025

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
0000	11	0	0	0	1	1	4	4	1	0	0	0	0	0	0	0	42.5
0100	6	0	0	0	0	1	2	1	2	0	0	0	0	0	0	0	44.7
0200	6	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	41.3
0300	4	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	33.8
0400	22	0	0	0	1	2	12	4	2	0	1	0	0	0	0	0	41.7
0500	71	0	0	0	1	18	28	19	5	0	0	0	0	0	0	0	41.5
0600	240	0	0	2	2	69	120	41	3	3	0	0	0	0	0	0	39.7
0700	516	0	0	6	48	288	158	13	1	2	0	0	0	0	0	0	35.8
0800	501	0	0	5	44	261	180	11	0	0	0	0	0	0	0	0	36
0900	367	0	1	3	33	200	122	6	1	0	1	0	0	0	0	0	35.9
1000	326	6	3	7	23	153	129	5	0	0	0	0	0	0	0	0	35.4
1100	341	2	6	11	43	177	78	22	2	0	0	0	0	0	0	0	34.9
1200	380	23	3	4	55	184	105	6	0	0	0	0	0	0	0	0	33.3
1300	364	0	1	11	35	178	125	12	1	1	0	0	0	0	0	0	35.8
1400	387	1	4	5	82	191	88	15	0	1	0	0	0	0	0	0	34.3
1500	451	0	1	6	76	240	120	6	0	2	0	0	0	0	0	0	34.9
1600	617	0	1	8	87	359	150	10	2	0	0	0	0	0	0	0	35
1700	392	205	28	9	22	79	40	7	2	0	0	0	0	0	0	0	19.6
1800	304	8	5	8	15	127	110	25	5	1	0	0	0	0	0	0	36.3
1900	224	0	5	2	7	84	102	19	5	0	0	0	0	0	0	0	37.7
2000	139	0	0	1	10	41	66	19	0	1	1	0	0	0	0	0	38.4
2100	100	0	1	0	4	38	44	10	2	0	1	0	0	0	0	0	38.7
2200	103	0	0	0	1	36	48	13	2	3	0	0	0	0	0	0	39.8
2300	46	0	0	0	0	13	18	7	7	1	0	0	0	0	0	0	41.4
07-19	4946	245	53	83	563	2437	1405	138	14	7	1	0	0	0	0	0	34
06-22	5649	245	59	88	586	2669	1737	227	24	11	3	0	0	0	0	0	34.6
06-00	5798	245	59	88	587	2718	1803	247	33	15	3	0	0	0	0	0	34.7
00-00	5918	245	59	89	590	2742	1854	277	43	15	4	0	0	0	0	0	34.9

29 May 2025

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
0000	12	0	0	0	0	2	4	6	0	0	0	0	0	0	0	0	42
0100	6	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	46
0200	8	0	0	0	0	0	4	2	0	2	0	0	0	0	0	0	46.1
0300	5	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	39.1
0400	14	0	0	0	1	2	3	3	0	3	1	1	0	0	0	0	48.4
0500	71	0	0	0	0	20	27	16	5	3	0	0	0	0	0	0	41.8
0600	223	0	0	4	13	77	91	29	6	3	0	0	0	0	0	0	38.5
0700	419	0	0	5	27	180	173	28	5	1	0	0	0	0	0	0	37.3
0800	371	4	2	11	31	169	138	15	0	1	0	0	0	0	0	0	35.7
0900	296	0	1	1	23	135	122	12	1	1	0	0	0	0	0	0	36.7
1000	326	3	5	6	39	160	102	9	1	1	0	0	0	0	0	0	35.1
1100	329	0	0	3	36	169	108	13	0	0	0	0	0	0	0	0	35.9
1200	373	0	0	3	49	210	105	6	0	0	0	0	0	0	0	0	35.2
1300	314	0	0	4	31	163	101	14	1	0	0	0	0	0	0	0	36.1
1400	369	0	4	4	43	199	111	7	0	0	1	0	0	0	0	0	35.4
1500	381	0	5	8	59	201	94	12	2	0	0	0	0	0	0	0	34.6
1600	505	0	0	2	54	262	170	15	1	1	0	0	0	0	0	0	35.9
1700	507	1	1	15	62	260	154	11	3	0	0	0	0	0	0	0	35.3
1800	346	2	3	15	17	137	154	13	5	0	0	0	0	0	0	0	36.4
1900	219	0	1	1	12	94	89	19	2	1	0	0	0	0	0	0	37.6
2000	169	0	0	1	0	57	80	23	5	1	1	0	0	1	0	0	39.7
2100	118	0	1	2	8	43	52	10	2	0	0	0	0	0	0	0	37.6
2200	99	0	1	1	4	22	51	16	2	1	1	0	0	0	0	0	39.7
2300	36	0	0	0	0	8	15	8	1	2	1	1	0	0	0	0	43.3
07-19	4536	10	21	77	471	2245	1532	155	19	5	1	0	0	0	0	0	35.8
06-22	5265	10	23	85	504	2516	1844	236	34	10	2	0	0	1	0	0	36.2
06-00	5400	10	24	86	508	2546	1910	260	37	13	4	1	0	1	0	0	36.3
00-00	5516	10	24	86	509	2572	1953	289	44	21	5	2	0	1	0	0	36.4

30 May 2025

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
0000	18	0	0	0	0	4	4	6	2	1	1	0	0	0	0	0	44.7
0100	15	0	0	0	0	5	5	4	0	1	0	0	0	0	0	0	41.3
0200	11	0	0	0	0	0	3	5	2	0	1	0	0	0	0	0	47.7
0300	14	0	0	0	0	3	5	4	0	1	1	0	0	0	0	0	43.9
0400	20	0	0	0	1	2	9	4	2	0	2	0	0	0	0	0	43.6
0500	62	0	0	0	1	9	27	14	6	2	2	0	0	1	0	0	44.1
0600	203	0	1	0	7	67	88	28	10	2	0	0	0	0	0	0	39.5
0700	353	4	9	15	57	147	108	10	1	2	0	0	0	0	0	0	34.5
0800	330	0	0	6	23	161	116	18	5	1	0	0	0	0	0	0	36.7
0900	341	6	1	6	20	164	118	18	7	1	0	0	0	0	0	0	36.3
1000	341	1	1	4	41	147	134	10	2	0	1	0	0	0	0	0	36.2
1100	344	6	3	4	25	173	112	18	2	0	0	1	0	0	0	0	35.8
1200	353	0	0	8	25	175	126	18	1	0	0	0	0	0	0	0	36.4
1300	336	1	0	4	23	196	104	6	2	0	0	0	0	0	0	0	35.7
1400	389	0	1	1	33	218	122	13	1	0	0	0	0	0	0	0	36
1500	427	0	4	3	38	241	125	13	2	1	0	0	0	0	0	0	35.7
1600	463	0	0	2	43	242	150	23	3	0	0	0	0	0	0	0	36.3
1700	476	1	2	9	27	279	147	8	3	0	0	0	0	0	0	0	35.8
1800	356	0	0	10	31	129	162	22	2	0	0	0	0	0	0	0	36.8
1900	272	0	2	3	29	117	99	19	3	0	0	0	0	0	0	0	36.5
2000	143	0	0	2	12	58	56	12	2	0	0	1	0	0	0	0	37.5
2100	123	0	0	0	9	57	41	12	2	1	1	0	0	0	0	0	37.9
2200	98	0	0	1	7	35	33	17	2	2	1	0	0	0	0	0	39.2
2300	83	0	0	0	1	22	36	14	8	1	0	0	0	1	0	0	41.6
07-19	4509	19	21	72	386	2272	1524	177	31	5	1	1	0	0	0	0	36
06-22	5250	19	24	77	443	2571	1808	248	48	8	2	2	0	0	0	0	36.3
06-00	5431	19	24	78	451	2628	1877	279	58	11	3	2	0	1	0	0	36.4
00-00	5571	19	24	78	453	2651	1930	316	70	16	10	2	0	2	0	0	36.6

31 May 2025

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
0000	41	0	0	0	1	14	13	9	4	0	0	0	0	0	0	0	40.7
0100	13	0	0	0	0	6	3	2	2	0	0	0	0	0	0	0	41
0200	8	0	0	0	0	1	3	2	1	1	0	0	0	0	0	0	44.4
0300	11	0	0	0	1	1	3	4	1	0	1	0	0	0	0	0	43.6
0400	18	0	0	0	0	2	9	3	2	1	1	0	0	0	0	0	44.3
0500	34	0	0	1	2	8	11	6	3	1	1	0	1	0	0	0	41.9
0600	81	0	0	0	0	16	37	17	5	6	0	0	0	0	0	0	42.4
0700	154	0	0	0	4	47	78	19	6	0	0	0	0	0	0	0	39.5
0800	202	1	4	6	8	79	74	22	6	2	0	0	0	0	0	0	37.4
0900	273	4	4	17	26	115	89	14	3	0	0	0	0	1	0	0	35.3
1000	349	1	3	2	26	171	133	13	0	0	0	0	0	0	0	0	36.4
1100	404	1	2	15	52	223	95	15	0	1	0	0	0	0	0	0	34.7
1200	359	0	2	6	43	179	101	26	2	0	0	0	0	0	0	0	35.9
1300	360	1	2	3	22	201	108	19	3	1	0	0	0	0	0	0	36.2
1400	330	6	27	8	15	158	95	19	1	1	0	0	0	0	0	0	34.2
1500	302	0	4	4	24	152	105	10	3	0	0	0	0	0	0	0	36
1600	326	0	0	4	11	145	141	17	5	2	1	0	0	0	0	0	37.8
1700	360	1	2	3	27	184	129	13	0	0	1	0	0	0	0	0	36.2
1800	277	3	1	2	9	141	106	11	2	2	0	0	0	0	0	0	36.7
1900	222	0	0	0	18	95	88	18	3	0	0	0	0	0	0	0	37.5
2000	105	0	0	0	4	37	48	12	3	0	0	0	1	0	0	0	39
2100	126	0	1	1	3	57	57	7	0	0	0	0	0	0	0	0	37.2
2200	106	1	5	2	6	35	44	9	3	1	0	0	0	0	0	0	36.8
2300	66	0	0	0	3	19	34	8	1	1	0	0	0	0	0	0	39
07-19	3696	18	51	70	267	1795	1254	198	31	9	2	0	0	1	0	0	36.1
06-22	4230	18	52	71	292	2000	1484	252	42	15	2	0	1	1	0	0	36.4
06-00	4402	19	57	73	301	2054	1562	269	46	17	2	0	1	1	0	0	36.5
00-00	4527	19	57	74	305	2086	1604	295	59	20	5	0	2	1	0	0	36.6

01 June 2025

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
0000	44	0	0	0	0	12	22	8	2	0	0	0	0	0	0	0	40.2
0100	22	0	0	1	0	5	9	6	1	0	0	0	0	0	0	0	40.1
0200	11	0	0	0	0	5	3	2	1	0	0	0	0	0	0	0	40.9
0300	7	0	0	0	1	2	2	2	0	0	0	0	0	0	0	0	38.7
0400	13	0	0	0	0	2	5	3	1	0	2	0	0	0	0	0	45
0500	19	0	1	0	1	4	5	4	2	2	0	0	0	0	0	0	42.3
0600	57	0	0	0	0	13	15	19	8	0	2	0	0	0	0	0	43.7
0700	79	0	0	1	1	21	35	18	0	3	0	0	0	0	0	0	40.2
0800	169	1	1	1	5	55	87	14	4	1	0	0	0	0	0	0	38.4
0900	243	0	7	5	16	92	101	19	3	0	0	0	0	0	0	0	36.8
1000	265	3	1	0	19	118	104	18	0	2	0	0	0	0	0	0	36.8
1100	331	1	2	6	13	147	146	15	0	1	0	0	0	0	0	0	36.9
1200	389	0	1	3	37	165	171	10	2	0	0	0	0	0	0	0	36.4
1300	358	1	1	5	19	206	114	11	1	0	0	0	0	0	0	0	35.7
1400	320	0	1	1	13	152	145	8	0	0	0	0	0	0	0	0	36.8
1500	315	0	1	4	21	145	123	18	3	0	0	0	0	0	0	0	36.8
1600	322	0	1	3	13	146	141	17	1	0	0	0	0	0	0	0	37.1
1700	296	0	0	3	12	139	126	13	2	0	0	0	1	0	0	0	37.2
1800	214	0	6	3	12	109	78	5	0	0	1	0	0	0	0	0	35.8
1900	204	0	2	1	6	93	79	19	3	0	1	0	0	0	0	0	37.7
2000	133	0	2	0	9	59	52	8	2	1	0	0	0	0	0	0	37.3
2100	117	0	1	1	4	45	57	4	3	2	0	0	0	0	0	0	38.1
2200	74	0	0	0	4	12	42	11	3	2	0	0	0	0	0	0	40.5
2300	34	0	0	0	1	9	12	6	3	2	0	1	0	0	0	0	42.3
07-19	3301	6	22	35	181	1495	1371	166	16	7	1	0	1	0	0	0	36.8
06-22	3812	6	27	37	200	1705	1574	216	32	10	4	0	1	0	0	0	37
06-00	3920	6	27	37	205	1726	1628	233	38	14	4	1	1	0	0	0	37.1
00-00	4036	6	28	38	207	1756	1674	258	45	16	6	1	1	0	0	0	37.2

02 June 2025

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
0000	21	0	0	0	1	4	4	8	3	1	0	0	0	0	0	0	43.2
0100	8	0	0	0	0	0	5	2	0	0	1	0	0	0	0	0	44.7
0200	5	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	41.9
0300	8	0	0	0	1	0	3	3	1	0	0	0	0	0	0	0	42.9
0400	14	0	0	0	0	4	5	3	1	0	1	0	0	0	0	0	42.7
0500	83	0	1	0	0	13	29	25	11	3	1	0	0	0	0	0	43.5
0600	239	0	0	4	16	58	116	35	8	2	0	0	0	0	0	0	39.1
0700	497	0	0	3	38	197	238	19	2	0	0	0	0	0	0	0	37.2
0800	407	1	0	8	34	204	137	21	2	0	0	0	0	0	0	0	36.1
0900	277	0	4	6	31	116	105	15	0	0	0	0	0	0	0	0	35.8
1000	300	0	2	19	39	158	74	6	2	0	0	0	0	0	0	0	34.7
1100	286	0	3	6	30	134	102	9	2	0	0	0	0	0	0	0	35.8
1200	316	0	2	10	22	188	84	9	0	1	0	0	0	0	0	0	35.4
1300	298	3	2	8	38	142	96	8	1	0	0	0	0	0	0	0	35
1400	339	0	3	10	24	163	115	20	4	0	0	0	0	0	0	0	36.2
1500	405	0	3	2	40	198	137	20	4	0	1	0	0	0	0	0	36.3
1600	505	0	4	4	57	277	144	18	1	0	0	0	0	0	0	0	35.6
1700	541	0	1	2	36	278	204	19	0	1	0	0	0	0	0	0	36.6
1800	345	0	2	0	6	133	171	29	4	0	0	0	0	0	0	0	38.2
1900	227	0	0	3	9	90	107	13	5	0	0	0	0	0	0	0	37.7
2000	131	0	0	0	4	55	52	12	4	2	1	1	0	0	0	0	39.2
2100	93	0	0	5	6	29	34	15	3	1	0	0	0	0	0	0	38.1
2200	59	0	0	0	1	18	30	8	2	0	0	0	0	0	0	0	39.6
2300	30	0	1	0	0	5	12	12	0	0	0	0	0	0	0	0	41.2
07-19	4516	4	26	78	395	2188	1607	193	22	2	1	0	0	0	0	0	36.2
06-22	5206	4	26	90	430	2420	1916	268	42	7	2	1	0	0	0	0	36.5
06-00	5295	4	27	90	431	2443	1958	288	44	7	2	1	0	0	0	0	36.5
00-00	5434	4	28	90	433	2466	2006	329	61	11	5	1	0	0	0	0	36.7

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
--	37419	307	248	595	3509	17560	12681	1995	360	112	36	9	3	4	0	0	36.1

Vpp
85

69.7

46.7

-

-

51.8

48.1

43.3

40.2

38.8

39.5

37.8

37.2

38

38.2

38.3

38.7

38.5

37.6

39.4

40.8

42.2

41.9

47.6

53.2

38.6

39.1

39.4

39.5

Vpp
85

48.7

-
-
-

49.4

47.4

44.3

39.9

40.4

39.9

39.8

40.1

39.1

40

39

38.9

39

36.4

41.8

42

44.1

42.7

44.2

50.7

39.7
40.2
40.3
40.5

Vpp
85

46

-
-
-

66.5
47.6
44.6
41.9
40.3
40.9
39.9
39.8
39.1
40.6
39.3
39
39.9
39.5
40.7
42.1
44.2
42.1
44.2
50.4
40.1
40.6
40.7
40.9

Vpp
85

53.8
48.6
56.2
55.3
52.9
51.8
45.1
40.3
40.6
40.6
40.3
40.6
40.4
40
39.7
39.5
40.4
39.7
40.5
41.3
42
43
45.1
48.8
40.2
40.5
40.6
40.8

Vpp
85

48
53.2
-
52.7
52.7
52
49.2
43.7
43.5
40.7
40.4
38.7
40.7
40.1
40.2
40.3
41.9
40
40.5
42.3
44.3
41
43.3
44.1
40.7
41
41.2
41.4

Vpp
85

45.9

44.7

48.2

-

63.2

55.6

52

45.6

43.1

42.2

41.5

40.6

40

39.5

40.3

41.2

40.5

41.4

39.8

41.9

42

42.2

45.2

51.1

40.8

41.2

41.3

41.5

Vpp
85

50.7
-
-
-
50.3
51.6
44.5
40.9
40.6
40.7
39.6
40.3
39.7
39.5
40.8
40.2
39.7
40
42.2
41.9
43.7
44.6
44.1
46.2
40.4
40.7
40.8
41.2

Vpp
85
40.8



SITE: ATC 1 - Reading Road

LOCATION: Attached to signpost

GRID REFERENCE: 51.360346, -0.895845

DIRECTION: SOUTHBOUND

	Tue 27-May	Wed 28-May	Thu 29-May	Fri 30-May	Sat 31-May	Sun 01-Jun	Mon 02-Jun
Hour							
0000-0100	11	11	12	18	41	44	21
0100-0200	11	6	6	15	13	22	8
0200-0300	10	6	8	11	8	11	5
0300-0400	8	4	5	14	11	7	8
0400-0500	19	22	14	20	18	13	14
0500-0600	76	71	71	62	34	19	83
0600-0700	246	240	223	203	81	57	239
0700-0800	498	516	419	353	154	79	497
0800-0900	498	501	371	330	202	169	407
0900-1000	371	367	296	341	273	243	277
1000-1100	321	326	326	341	349	265	300
1100-1200	325	341	329	344	404	331	286
1200-1300	282	380	373	353	359	389	316
1300-1400	326	364	314	336	360	358	298
1400-1500	320	387	369	389	330	320	339
1500-1600	453	451	381	427	302	315	405
1600-1700	681	617	505	463	326	322	505
1700-1800	867	392	507	476	360	296	541
1800-1900	492	304	346	356	277	214	345
1900-2000	237	224	219	272	222	204	227
2000-2100	138	139	169	143	105	133	131
2100-2200	110	100	118	123	126	117	93
2200-2300	89	103	99	98	106	74	59
2300-2400	28	46	36	83	66	34	30
Totals							
0700-1900	5434	4946	4536	4509	3696	3301	4516
0600-2200	6165	5649	5265	5250	4230	3812	5206
0600-0000	6282	5798	5400	5431	4402	3920	5295
0000-0000	6417	5918	5516	5571	4527	4036	5434
AM Peak	800 498	700 516	700 419	700 353	1100 404	1100 331	700 497
PM Peak	1700 867	1600 617	1700 507	1700 476	1700 360	1200 389	1700 541

SPEED LIMIT: 30

Averages

1-5.

1-7.

14.6	22.6
9.2	11.6
8	8.4
7.8	8.1
17.8	17.1
72.6	59.4
230.2	184.1
456.6	359.4
421.4	354
330.4	309.7
322.8	318.3
325	337.1
340.8	350.3
327.6	336.6
360.8	350.6
423.4	390.6
554.2	488.4
556.6	491.3
368.6	333.4
235.8	229.3
144	136.9
108.8	112.4
89.6	89.7
44.6	46.1

4788.2	4419.7
5507	5082.4
5641.2	5218.3
5771.2	5345.6

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

	Northbound	Southbound
Total	38137	38010
Mean Speed	35.1	36.6
85%	39.5	40.9



SITE: ATC 2 - Reading Road

LOCATION: Attached to bus stop

GRID REFERENCE: 51.359125, -0.894550

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

27 May 2025

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	11	9	0	1	0	0	0	0	0	1	0	0	0	0	0	38.2	44.4
0100	10	9	0	0	0	0	0	0	0	1	0	0	0	0	0	33.7	-
0200	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	38.5	-
0300	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	41.1	-
0400	12	9	0	1	0	0	0	0	0	1	0	0	0	0	1	34.9	45.9
0500	64	54	0	9	0	0	0	0	0	0	0	0	0	0	1	39.3	46.1
0600	337	291	0	35	1	2	1	1	2	1	0	0	0	2	1	36.5	41.2
0700	789	697	3	78	4	3	0	1	0	1	0	0	0	2	0	34.5	37.9
0800	627	548	1	58	3	4	1	3	1	3	0	1	0	3	1	33.8	37.5
0900	446	382	1	45	5	4	1	3	3	2	0	0	0	0	0	33.7	37.9
1000	350	307	2	31	0	5	0	2	0	1	0	0	0	2	0	34.9	38.3
1100	368	310	3	43	4	2	0	2	0	2	0	0	0	0	2	33.6	37.8
1200	342	282	2	45	7	5	0	1	0	0	0	0	0	0	0	34.7	38.9
1300	341	297	2	38	0	3	0	1	0	0	0	0	0	0	0	35.7	39.9
1400	377	310	1	51	5	5	0	2	0	1	0	0	0	2	0	34.2	37.9
1500	405	338	0	57	4	1	0	2	1	2	0	0	0	0	0	34.5	38.8
1600	543	487	2	45	3	1	0	0	1	1	0	0	0	3	0	34.1	38.5
1700	577	539	3	30	0	0	0	2	0	0	0	0	0	3	0	34.4	38.5
1800	432	407	1	21	1	0	0	0	0	0	0	0	0	2	0	36.7	40.4
1900	218	205	1	11	0	0	0	1	0	0	0	0	0	0	0	37.5	41.4
2000	136	127	0	8	0	0	0	0	0	0	0	0	0	1	0	37.3	42.1
2100	109	103	0	4	1	0	0	0	0	0	0	0	0	1	0	37.5	42.2
2200	72	71	0	1	0	0	0	0	0	0	0	0	0	0	0	38.3	42.8
2300	41	36	0	4	1	0	0	0	0	0	0	0	0	0	0	36.5	41.6
07-19	5597	4904	21	542	36	33	2	19	6	13	0	1	0	17	3	34.5	38.5
06-22	6397	5630	22	600	38	35	3	21	8	14	0	1	0	21	4	34.8	38.9
06-00	6510	5737	22	605	39	35	3	21	8	14	0	1	0	21	4	34.9	39
00-00	6620	5829	22	618	39	35	3	21	8	17	0	1	0	21	6	34.9	39.1

28 May 2025

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	33	29	0	4	0	0	0	0	0	0	0	0	0	0	0	37.4	45.4
0100	13	9	0	4	0	0	0	0	0	0	0	0	0	0	0	37.9	44.6
0200	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	43.5 -	
0300	6	2	0	2	0	0	0	0	0	1	0	0	0	1	0	40.8 -	
0400	19	16	0	2	1	0	0	0	0	0	0	0	0	0	0	41.7	49.4
0500	73	57	0	13	0	1	0	0	0	1	0	0	0	0	1	38.5	43
0600	319	276	0	33	2	2	0	2	1	2	0	0	0	1	0	37.2	41.3
0700	773	672	3	83	5	1	0	0	0	3	0	0	0	6	0	34.4	38.1
0800	618	536	2	65	4	6	0	1	1	0	0	0	0	3	0	34.3	38.7
0900	442	369	1	53	5	9	0	1	1	2	0	0	0	0	1	34.3	38.7
1000	323	260	2	46	3	7	0	2	0	2	0	0	0	0	1	33.4	38.1
1100	351	280	2	55	0	2	0	0	1	5	0	0	0	5	1	34.5	37.9
1200	350	287	2	47	2	6	0	0	2	2	0	0	0	1	1	33.7	37.6
1300	331	246	5	61	2	8	0	0	0	1	0	0	0	7	1	34.6	39.4
1400	323	265	2	38	1	4	2	2	1	2	0	0	0	5	1	34.4	38.5
1500	290	237	1	36	1	10	1	0	0	0	0	0	0	4	0	34	38.4
1600	470	410	1	44	4	2	0	1	1	1	0	0	0	6	0	33.7	38.3
1700	365	345	0	14	0	0	0	1	0	0	0	0	0	5	0	33.6	37.6
1800	356	334	0	15	1	0	0	1	0	0	0	0	0	5	0	35.5	39.9
1900	191	174	0	14	0	1	0	0	0	0	0	0	0	1	1	36	40.6
2000	160	147	0	9	0	0	0	0	0	0	0	0	0	3	1	35.8	41.9
2100	137	129	0	7	0	0	0	0	0	0	0	0	0	1	0	35.8	41.4
2200	152	137	1	12	1	0	0	0	0	0	0	0	0	1	0	36.1	42.2
2300	61	57	0	4	0	0	0	0	0	0	0	0	0	0	0	36.4	40.8
07-19	4992	4241	21	557	28	55	3	9	7	18	0	0	0	47	6	34.2	38.4
06-22	5799	4967	21	620	30	58	3	11	8	20	0	0	0	53	8	34.5	38.8
06-00	6012	5161	22	636	31	58	3	11	8	20	0	0	0	54	8	34.6	38.9
00-00	6162	5279	22	662	32	59	3	11	8	22	0	0	0	55	9	34.7	39.1

29 May 2025

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	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	39	48.5
0100	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	44.5 -	
0200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8 -	
0300	4	2	0	0	0	0	0	0	0	1	0	0	0	1	0	41.9 -	
0400	12	10	0	1	0	1	0	0	0	0	0	0	0	0	0	46.3	56.1
0500	67	54	0	9	2	1	0	0	0	0	0	0	0	0	1	40.1	44.8
0600	251	215	1	29	0	1	1	0	1	0	0	0	0	2	1	36.9	40.8
0700	465	401	2	52	2	2	1	0	0	0	0	0	0	5	0	34.6	38.9
0800	443	389	1	43	1	5	0	0	0	0	1	0	0	3	0	35	38.7
0900	347	297	2	35	1	7	0	2	2	1	0	0	0	0	0	34.7	38.1
1000	340	283	0	43	1	7	0	2	2	1	0	0	0	0	1	34.1	38.1
1100	337	278	0	47	2	7	0	0	1	0	0	0	0	2	0	34.2	38.4
1200	297	240	2	49	1	3	0	0	0	0	0	0	0	2	0	34.9	38.7
1300	336	278	1	39	1	9	1	1	1	3	0	0	0	1	1	34.4	38.1
1400	302	251	2	37	2	3	2	1	0	1	0	0	0	2	1	34.2	38.9
1500	339	278	1	50	1	5	0	0	2	1	0	0	0	1	0	34.7	39
1600	424	361	0	51	0	1	0	2	1	0	0	0	0	7	1	35	39.7
1700	416	383	1	25	0	1	0	3	1	0	0	0	0	2	0	34.7	39.7
1800	360	330	1	26	0	0	0	1	0	0	0	0	0	1	1	36.2	40.2
1900	245	224	0	15	1	0	0	0	0	0	0	0	0	3	2	37	40.8
2000	166	148	0	13	1	1	0	0	1	0	0	0	0	1	1	36.1	40.9
2100	101	96	0	5	0	0	0	0	0	0	0	0	0	0	0	36	42.8
2200	95	91	1	2	0	0	0	0	0	1	0	0	0	0	0	37.9	42.9
2300	49	38	0	7	0	0	0	0	0	0	0	0	0	4	0	40.4	48.6
07-19	4406	3769	13	497	12	50	4	12	10	7	1	0	0	26	5	34.7	38.9
06-22	5169	4452	14	559	14	52	5	12	12	7	1	0	0	32	9	35	39.3
06-00	5313	4581	15	568	14	52	5	12	12	8	1	0	0	36	9	35.1	39.4
00-00	5439	4689	15	579	16	54	5	12	12	9	1	0	0	37	10	35.2	39.6

30 May 2025

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	29	26	0	3	0	0	0	0	0	0	0	0	0	0	0	40.5	47.4
0100	18	14	0	4	0	0	0	0	0	0	0	0	0	0	0	38.2	44
0200	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	40.4	-
0300	5	3	0	1	1	0	0	0	0	0	0	0	0	0	0	39.5	-
0400	15	10	0	2	1	0	0	0	0	0	0	0	0	1	1	41.6	52.4
0500	61	55	0	6	0	0	0	0	0	0	0	0	0	0	0	40.7	45.2
0600	224	185	4	27	1	1	1	0	1	0	0	0	0	3	1	35.8	41
0700	430	351	2	65	1	3	1	0	1	2	0	0	0	4	0	34.1	39.5
0800	368	315	0	40	4	4	0	1	0	2	0	0	0	2	0	35	39.7
0900	336	263	0	48	5	9	1	1	1	1	0	1	0	5	1	33.6	37.7
1000	327	257	5	46	1	5	1	0	1	0	0	0	0	8	3	33.8	38.9
1100	319	270	1	38	1	2	0	0	0	1	0	0	0	2	4	33.6	38.7
1200	361	291	3	55	3	3	0	1	0	2	0	0	0	2	1	32.9	37.9
1300	336	269	1	48	2	6	1	4	1	2	0	0	0	2	0	33.9	37.8
1400	366	290	4	58	0	2	0	1	0	4	0	0	0	6	1	34.3	38.8
1500	389	316	6	46	0	7	0	1	3	2	0	0	0	6	2	34.5	38.4
1600	446	385	3	50	0	2	0	2	1	1	0	0	0	1	1	35.8	40.6
1700	432	391	3	28	0	0	0	4	0	2	0	0	0	4	0	34.2	38.8
1800	343	312	3	24	0	0	0	0	0	1	0	0	0	3	0	35.8	39.2
1900	278	257	2	16	2	0	0	0	0	0	0	0	0	0	1	36.2	40
2000	191	174	0	12	0	0	0	0	0	0	0	0	0	4	1	35.4	41.2
2100	124	113	0	8	0	0	0	0	0	0	0	0	0	3	0	36.6	40.4
2200	126	111	1	9	0	0	0	1	0	0	0	0	0	4	0	36.4	41.4
2300	85	84	0	1	0	0	0	0	0	0	0	0	0	0	0	38.8	44.9
07-19	4453	3710	31	546	17	43	4	15	8	20	0	1	0	45	13	34.3	38.9
06-22	5270	4439	37	609	20	44	5	15	9	20	0	1	0	55	16	34.6	39.1
06-00	5481	4634	38	619	20	44	5	16	9	20	0	1	0	59	16	34.7	39.4
00-00	5615	4747	38	636	22	44	5	16	9	20	0	1	0	60	17	34.8	39.6

31 May 2025

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	30	29	0	1	0	0	0	0	0	0	0	0	0	0	0	39.9	46
0100	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	40.9	44.8
0200	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	38 -	
0300	10	8	0	1	0	0	0	0	0	0	0	0	0	1	0	41 -	
0400	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	40.1	48.2
0500	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	40.5	47.1
0600	75	60	0	10	0	0	0	0	0	2	0	0	0	2	1	38.7	44.6
0700	144	121	1	18	1	0	0	1	0	0	0	0	0	1	1	37.1	41.6
0800	215	183	1	18	1	1	1	1	0	1	0	0	0	5	3	36.6	41.2
0900	299	264	4	23	0	2	0	2	0	2	0	0	0	0	2	33.3	37.7
1000	313	275	1	22	1	1	0	0	0	1	0	0	0	3	9	32.7	38
1100	387	355	4	17	0	0	0	0	0	0	0	0	0	6	5	33.4	38.4
1200	347	316	3	20	0	0	0	0	0	0	0	0	0	7	1	33.9	38.7
1300	345	309	2	23	0	0	0	1	0	1	0	0	0	9	0	34.8	38.4
1400	350	321	4	13	0	0	0	2	0	0	0	0	0	9	1	35	39
1500	317	284	2	25	0	0	0	0	0	0	0	0	0	4	2	35.1	39.2
1600	349	309	1	32	0	0	0	1	0	0	0	0	0	6	0	34.4	38.6
1700	316	293	3	15	0	0	0	1	0	0	0	0	0	4	0	35.6	40.4
1800	285	262	0	12	0	0	0	1	0	0	0	0	0	10	0	35.4	39
1900	221	200	1	17	0	0	0	0	0	0	0	0	0	3	0	36.4	41.2
2000	146	132	0	11	0	0	0	0	0	0	0	0	0	3	0	36.6	39.9
2100	140	132	0	5	0	0	0	1	0	0	0	0	0	2	0	36.4	40.1
2200	150	144	0	6	0	0	0	0	0	0	0	0	0	0	0	37.4	42.1
2300	99	95	0	4	0	0	0	0	0	0	0	0	0	0	0	36.6	41
07-19	3667	3292	26	238	3	4	1	10	0	5	0	0	0	64	24	34.6	39.1
06-22	4249	3816	27	281	3	4	1	11	0	7	0	0	0	74	25	34.9	39.5
06-00	4498	4055	27	291	3	4	1	11	0	7	0	0	0	74	25	35	39.6
00-00	4593	4143	27	297	3	4	1	11	0	7	0	0	0	75	25	35.1	39.8

01 June 2025

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	69	65	0	4	0	0	0	0	0	0	0	0	0	0	0	37.1	43.5
0100	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	38.8	43.7
0200	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	42
0300	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	39.8	-
0400	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	-
0500	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	42	48.1
0600	44	35	0	7	0	0	0	0	0	0	0	0	0	0	2	39.3	47.2
0700	81	67	1	8	0	0	1	0	0	0	0	0	0	3	1	37.9	42.8
0800	159	143	0	9	0	1	0	1	0	0	0	0	0	2	3	36.3	41.3
0900	215	197	1	9	0	1	0	0	0	0	0	0	0	3	4	35.1	39.6
1000	297	276	0	13	0	0	0	1	0	0	0	0	0	5	2	33.6	38.4
1100	336	311	1	14	1	1	0	0	0	0	0	0	0	5	3	33.9	38.5
1200	393	364	2	18	0	0	0	0	0	0	0	1	0	7	1	35.1	38.8
1300	331	299	2	21	0	2	0	0	1	0	0	0	0	5	1	34.3	39.3
1400	295	271	2	17	0	0	0	0	0	0	0	0	0	3	2	34.9	40.2
1500	301	278	2	13	0	1	1	0	0	0	0	0	0	6	0	36.6	40.2
1600	332	313	0	11	0	1	0	2	0	0	0	0	0	4	1	35.8	39.8
1700	318	298	1	17	0	0	0	0	0	0	0	0	0	2	0	35.4	39.4
1800	241	227	1	10	0	0	0	0	0	0	0	0	0	3	0	36.2	39.9
1900	204	186	0	14	0	0	0	0	0	0	0	0	0	4	0	36.8	40.8
2000	141	126	2	8	0	0	1	0	0	0	0	0	0	4	0	36.2	41.7
2100	107	96	0	7	0	0	0	0	0	0	0	0	0	4	0	35.8	41
2200	88	80	0	6	0	0	0	0	0	0	0	0	0	2	0	37.3	41.2
2300	37	28	1	7	0	0	0	0	0	0	0	0	0	1	0	37.7	42.7
07-19	3299	3044	13	160	1	7	2	4	1	0	0	1	0	48	18	35.2	39.6
06-22	3795	3487	15	196	1	7	3	4	1	0	0	1	0	60	20	35.4	39.8
06-00	3920	3595	16	209	1	7	3	4	1	0	0	1	0	63	20	35.4	39.9
00-00	4056	3725	16	215	1	7	3	4	1	0	0	1	0	63	20	35.5	40

02 June 2025

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	12	6	0	4	0	0	0	0	0	0	0	0	0	2	0	43.7	70.7
0100	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	40.7	-
0200	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	38.8	-
0300	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	40.4	-
0400	16	10	0	2	2	1	0	0	0	0	0	0	0	0	1	38.2	47.4
0500	65	57	0	6	1	0	0	0	0	0	0	0	0	1	0	41.3	44.9
0600	282	237	1	35	1	4	0	1	0	1	0	0	0	1	1	37.6	41.7
0700	567	488	2	66	1	2	1	0	1	0	0	0	0	5	1	36.2	40
0800	501	451	1	41	0	1	0	0	0	2	0	0	0	4	1	35.8	39.6
0900	416	333	1	69	1	5	0	1	0	2	0	0	0	4	0	34.3	38.6
1000	291	229	3	49	0	4	1	2	0	0	0	0	0	2	1	34.2	38.6
1100	286	232	2	41	0	3	0	3	1	2	0	0	0	1	1	33.6	38.4
1200	307	243	1	52	2	2	1	0	2	0	0	0	0	4	0	34.8	38
1300	293	232	1	49	2	2	1	0	0	3	0	0	0	1	2	33.4	38.2
1400	299	254	0	30	3	4	0	2	1	1	0	0	0	3	1	35.1	39.6
1500	343	287	0	46	1	1	1	0	1	1	0	0	0	4	1	34.7	39.4
1600	444	368	2	66	0	1	0	0	1	0	0	0	0	5	1	34.9	39.3
1700	503	465	2	31	1	0	0	1	0	1	0	0	0	2	0	34.7	39.1
1800	383	364	1	11	0	0	0	1	1	0	0	0	0	4	1	35.2	39
1900	238	220	0	13	0	0	0	0	0	0	0	0	0	2	3	36.3	40.9
2000	164	140	0	21	1	0	0	0	0	0	0	0	0	1	1	35.8	40.9
2100	110	99	0	10	0	0	0	1	0	0	0	0	0	0	0	36.9	41.1
2200	89	84	0	4	0	0	0	0	0	0	0	0	0	1	0	37.9	42.9
2300	28	24	0	3	0	0	0	0	0	0	0	0	0	1	0	40.7	47.6
07-19	4633	3946	16	551	11	25	5	10	8	12	0	0	0	39	10	34.9	39.1
06-22	5427	4642	17	630	13	29	5	12	8	13	0	0	0	43	15	35.1	39.5
06-00	5544	4750	17	637	13	29	5	12	8	13	0	0	0	45	15	35.2	39.6
00-00	5652	4833	17	654	16	30	5	12	8	13	0	0	0	48	16	35.3	39.7



SITE: ATC 2 - Reading Road

LOCATION: Attached to bus stop

GRID REFERENCE: 51.359125, -0.894550

DIRECTION: NORTHBOUND

SPEED LIMIT: 30

27 May 2025

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
0000	11	0	0	0	0	5	4	2	0	0	0	0	0	0	0	0	38.2
0100	10	0	0	1	1	5	2	1	0	0	0	0	0	0	0	0	33.7
0200	8	0	1	0	0	1	3	3	0	0	0	0	0	0	0	0	38.5
0300	5	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	41.1
0400	12	0	1	0	1	6	2	2	0	0	0	0	0	0	0	0	34.9
0500	64	0	2	0	2	17	27	15	1	0	0	0	0	0	0	0	39.3
0600	337	0	1	13	23	140	140	19	1	0	0	0	0	0	0	0	36.5
0700	789	1	3	11	102	519	143	8	2	0	0	0	0	0	0	0	34.5
0800	627	0	0	13	115	397	98	3	1	0	0	0	0	0	0	0	33.8
0900	446	0	2	10	111	242	76	5	0	0	0	0	0	0	0	0	33.7
1000	350	0	1	4	37	229	75	4	0	0	0	0	0	0	0	0	34.9
1100	368	1	6	17	69	199	71	4	1	0	0	0	0	0	0	0	33.6
1200	342	0	0	7	51	196	83	4	0	1	0	0	0	0	0	0	34.7
1300	341	0	2	3	31	192	97	16	0	0	0	0	0	0	0	0	35.7
1400	377	0	1	2	64	234	70	6	0	0	0	0	0	0	0	0	34.2
1500	405	0	7	10	55	233	90	9	1	0	0	0	0	0	0	0	34.5
1600	543	0	4	15	83	328	104	8	1	0	0	0	0	0	0	0	34.1
1700	577	0	7	12	85	335	131	6	0	0	0	0	0	0	0	1	34.4
1800	432	1	2	2	25	219	162	19	1	1	0	0	0	0	0	0	36.7
1900	218	0	3	2	9	84	98	20	2	0	0	0	0	0	0	0	37.5
2000	136	0	0	1	8	58	54	14	1	0	0	0	0	0	0	0	37.3
2100	109	0	1	1	12	39	48	5	2	0	1	0	0	0	0	0	37.5
2200	72	0	0	0	1	28	37	5	0	1	0	0	0	0	0	0	38.3
2300	41	0	0	0	9	13	15	4	0	0	0	0	0	0	0	0	36.5
07-19	5597	3	35	106	828	3323	1200	92	7	2	0	0	0	0	0	1	34.5
06-22	6397	3	40	123	880	3644	1540	150	13	2	1	0	0	0	0	1	34.8
06-00	6510	3	40	123	890	3685	1592	159	13	3	1	0	0	0	0	1	34.9
00-00	6620	3	44	124	894	3721	1632	182	15	3	1	0	0	0	0	1	34.9

28 May 2025

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
0000	33	0	0	1	2	16	9	5	0	0	0	0	0	0	0	0	37.4
0100	13	0	0	0	1	5	5	2	0	0	0	0	0	0	0	0	37.9
0200	6	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	43.5
0300	6	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	40.8
0400	19	0	0	0	0	6	6	5	0	2	0	0	0	0	0	0	41.7
0500	73	0	0	1	5	23	34	8	2	0	0	0	0	0	0	0	38.5
0600	319	0	0	3	23	139	130	20	4	0	0	0	0	0	0	0	37.2
0700	773	0	0	7	128	477	157	4	0	0	0	0	0	0	0	0	34.4
0800	618	0	11	9	87	361	143	7	0	0	0	0	0	0	0	0	34.3
0900	442	1	11	9	53	257	105	6	0	0	0	0	0	0	0	0	34.3
1000	323	1	9	10	54	184	61	4	0	0	0	0	0	0	0	0	33.4
1100	351	0	2	1	43	226	77	2	0	0	0	0	0	0	0	0	34.5
1200	350	2	6	9	58	213	57	4	1	0	0	0	0	0	0	0	33.7
1300	331	0	5	6	58	169	84	8	1	0	0	0	0	0	0	0	34.6
1400	323	3	2	8	53	170	79	7	1	0	0	0	0	0	0	0	34.4
1500	290	0	1	7	66	153	59	4	0	0	0	0	0	0	0	0	34
1600	470	0	4	15	104	249	91	7	0	0	0	0	0	0	0	0	33.7
1700	365	6	4	2	71	218	60	4	0	0	0	0	0	0	0	0	33.6
1800	356	3	1	2	43	191	97	18	1	0	0	0	0	0	0	0	35.5
1900	191	1	0	9	20	72	80	9	0	0	0	0	0	0	0	0	36
2000	160	0	0	3	28	69	48	9	2	1	0	0	0	0	0	0	35.8
2100	137	0	0	0	27	58	44	7	1	0	0	0	0	0	0	0	35.8
2200	152	0	0	1	22	80	34	14	1	0	0	0	0	0	0	0	36.1
2300	61	0	0	1	7	28	19	4	1	1	0	0	0	0	0	0	36.4
07-19	4992	16	56	85	818	2868	1070	75	4	0	0	0	0	0	0	0	34.2
06-22	5799	17	56	100	916	3206	1372	120	11	1	0	0	0	0	0	0	34.5
06-00	6012	17	56	102	945	3314	1425	138	13	2	0	0	0	0	0	0	34.6
00-00	6162	17	56	104	953	3366	1485	161	16	4	0	0	0	0	0	0	34.7

29 May 2025

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
0000	27	0	0	0	3	6	13	4	1	0	0	0	0	0	0	0	39
0100	10	0	0	0	0	3	4	2	0	0	0	1	0	0	0	0	44.5
0200	6	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	37.8
0300	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	41.9
0400	12	0	0	0	0	2	3	3	3	1	0	0	0	0	0	0	46.3
0500	67	0	0	1	0	17	36	8	5	0	0	0	0	0	0	0	40.1
0600	251	0	1	3	15	119	95	16	2	0	0	0	0	0	0	0	36.9
0700	465	0	1	9	82	245	112	15	0	0	1	0	0	0	0	0	34.6
0800	443	0	0	9	36	278	109	10	1	0	0	0	0	0	0	0	35
0900	347	0	1	5	36	227	74	3	1	0	0	0	0	0	0	0	34.7
1000	340	0	2	14	43	209	66	5	1	0	0	0	0	0	0	0	34.1
1100	337	0	0	9	51	206	65	6	0	0	0	0	0	0	0	0	34.2
1200	297	0	1	3	44	173	72	4	0	0	0	0	0	0	0	0	34.9
1300	336	0	1	2	60	200	66	6	1	0	0	0	0	0	0	0	34.4
1400	302	1	3	9	57	160	61	9	1	1	0	0	0	0	0	0	34.2
1500	339	1	1	4	51	195	78	7	1	1	0	0	0	0	0	0	34.7
1600	424	1	4	18	54	219	102	23	3	0	0	0	0	0	0	0	35
1700	416	1	6	31	41	197	128	11	1	0	0	0	0	0	0	0	34.7
1800	360	0	1	4	24	197	115	17	2	0	0	0	0	0	0	0	36.2
1900	245	0	0	2	13	121	91	17	1	0	0	0	0	0	0	0	37
2000	166	0	2	6	17	74	55	10	2	0	0	0	0	0	0	0	36.1
2100	101	0	0	4	17	40	29	9	2	0	0	0	0	0	0	0	36
2200	95	0	1	0	3	45	33	9	4	0	0	0	0	0	0	0	37.9
2300	49	0	0	2	1	16	17	7	4	0	2	0	0	0	0	0	40.4
07-19	4406	4	21	117	579	2506	1048	116	12	2	1	0	0	0	0	0	34.7
06-22	5169	4	24	132	641	2860	1318	168	19	2	1	0	0	0	0	0	35
06-00	5313	4	25	134	645	2921	1368	184	27	2	3	0	0	0	0	0	35.1
00-00	5439	4	25	135	648	2952	1429	203	36	3	3	1	0	0	0	0	35.2

30 May 2025

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
0000	29	0	0	0	3	7	13	2	2	1	1	0	0	0	0	0	40.5
0100	18	0	0	0	1	7	8	1	1	0	0	0	0	0	0	0	38.2
0200	6	0	0	0	1	1	2	1	1	0	0	0	0	0	0	0	40.4
0300	5	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	39.5
0400	15	0	1	0	0	2	7	3	1	0	1	0	0	0	0	0	41.6
0500	61	0	0	0	0	14	33	11	2	1	0	0	0	0	0	0	40.7
0600	224	0	1	10	36	90	68	14	2	3	0	0	0	0	0	0	35.8
0700	430	0	3	30	80	209	94	12	1	1	0	0	0	0	0	0	34.1
0800	368	0	1	15	49	180	108	15	0	0	0	0	0	0	0	0	35
0900	336	0	1	12	64	199	55	4	0	1	0	0	0	0	0	0	33.6
1000	327	2	8	15	43	177	74	6	2	0	0	0	0	0	0	0	33.8
1100	319	0	4	17	68	164	55	8	2	0	0	1	0	0	0	0	33.6
1200	361	0	2	33	77	179	65	5	0	0	0	0	0	0	0	0	32.9
1300	336	0	2	5	71	196	54	7	1	0	0	0	0	0	0	0	33.9
1400	366	0	3	4	69	206	72	10	1	1	0	0	0	0	0	0	34.3
1500	389	0	1	11	66	213	91	6	1	0	0	0	0	0	0	0	34.5
1600	446	1	0	9	53	217	145	18	2	1	0	0	0	0	0	0	35.8
1700	432	2	11	12	66	228	98	13	2	0	0	0	0	0	0	0	34.2
1800	343	0	1	0	22	213	95	11	1	0	0	0	0	0	0	0	35.8
1900	278	1	0	2	27	147	89	9	2	1	0	0	0	0	0	0	36.2
2000	191	2	7	2	11	109	46	9	2	3	0	0	0	0	0	0	35.4
2100	124	0	0	0	8	65	43	8	0	0	0	0	0	0	0	0	36.6
2200	126	1	3	1	11	61	34	12	3	0	0	0	0	0	0	0	36.4
2300	85	0	0	0	2	37	31	11	4	0	0	0	0	0	0	0	38.8
07-19	4453	5	37	163	728	2381	1006	115	13	4	0	1	0	0	0	0	34.3
06-22	5270	8	45	177	810	2792	1252	155	19	11	0	1	0	0	0	0	34.6
06-00	5481	9	48	178	823	2890	1317	178	26	11	0	1	0	0	0	0	34.7
00-00	5615	9	49	178	828	2923	1382	197	33	13	2	1	0	0	0	0	34.8

31 May 2025

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
0000	30	0	0	0	0	10	13	6	1	0	0	0	0	0	0	0	39.9
0100	18	0	0	0	0	5	8	4	1	0	0	0	0	0	0	0	40.9
0200	8	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	38
0300	10	0	1	0	0	1	3	4	1	0	0	0	0	0	0	0	41
0400	13	0	0	0	1	5	3	3	1	0	0	0	0	0	0	0	40.1
0500	16	0	0	0	0	3	9	3	1	0	0	0	0	0	0	0	40.5
0600	75	0	1	1	7	18	30	15	1	1	1	0	0	0	0	0	38.7
0700	144	0	1	1	8	64	61	6	3	0	0	0	0	0	0	0	37.1
0800	215	6	3	2	10	93	83	13	5	0	0	0	0	0	0	0	36.6
0900	299	8	4	13	45	176	42	9	1	1	0	0	0	0	0	0	33.3
1000	313	1	16	26	47	164	52	6	1	0	0	0	0	0	0	0	32.7
1100	387	1	7	23	70	209	67	9	1	0	0	0	0	0	0	0	33.4
1200	347	1	12	6	63	173	83	9	0	0	0	0	0	0	0	0	33.9
1300	345	1	0	9	49	207	69	8	2	0	0	0	0	0	0	0	34.8
1400	350	0	1	9	40	199	93	8	0	0	0	0	0	0	0	0	35
1500	317	0	1	4	53	168	80	9	2	0	0	0	0	0	0	0	35.1
1600	349	0	1	6	64	196	75	6	0	1	0	0	0	0	0	0	34.4
1700	316	1	6	3	34	169	85	15	2	1	0	0	0	0	0	0	35.6
1800	285	0	0	1	30	173	71	8	2	0	0	0	0	0	0	0	35.4
1900	221	0	6	3	16	97	84	12	2	1	0	0	0	0	0	0	36.4
2000	146	0	0	0	7	85	44	10	0	0	0	0	0	0	0	0	36.6
2100	140	0	0	0	8	80	47	5	0	0	0	0	0	0	0	0	36.4
2200	150	0	0	1	13	72	49	11	2	1	1	0	0	0	0	0	37.4
2300	99	0	0	0	11	51	32	2	2	1	0	0	0	0	0	0	36.6
07-19	3667	19	52	103	513	1991	861	106	19	3	0	0	0	0	0	0	34.6
06-22	4249	19	59	107	551	2271	1066	148	22	5	1	0	0	0	0	0	34.9
06-00	4498	19	59	108	575	2394	1147	161	26	7	2	0	0	0	0	0	35
00-00	4593	19	60	108	576	2420	1189	181	31	7	2	0	0	0	0	0	35.1

01 June 2025

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
0000	69	0	0	1	8	30	20	10	0	0	0	0	0	0	0	0	37.1
0100	16	0	0	0	0	5	9	2	0	0	0	0	0	0	0	0	38.8
0200	15	0	0	0	0	8	6	1	0	0	0	0	0	0	0	0	37.9
0300	9	0	0	0	0	2	6	1	0	0	0	0	0	0	0	0	39.8
0400	10	0	0	0	0	4	2	4	0	0	0	0	0	0	0	0	39.6
0500	17	0	0	0	0	5	6	5	0	1	0	0	0	0	0	0	42
0600	44	0	1	1	1	12	20	6	3	0	0	0	0	0	0	0	39.3
0700	81	0	1	3	2	34	32	7	1	1	0	0	0	0	0	0	37.9
0800	159	0	1	8	17	55	68	8	0	2	0	0	0	0	0	0	36.3
0900	215	0	2	20	14	104	65	7	2	1	0	0	0	0	0	0	35.1
1000	297	1	2	24	49	149	62	8	2	0	0	0	0	0	0	0	33.6
1100	336	1	3	23	44	180	79	4	1	1	0	0	0	0	0	0	33.9
1200	393	0	0	3	49	240	95	6	0	0	0	0	0	0	0	0	35.1
1300	331	0	2	17	53	169	83	5	2	0	0	0	0	0	0	0	34.3
1400	295	8	7	9	13	156	91	6	4	1	0	0	0	0	0	0	34.9
1500	301	0	1	1	16	154	117	11	1	0	0	0	0	0	0	0	36.6
1600	332	0	5	3	27	185	101	8	3	0	0	0	0	0	0	0	35.8
1700	318	0	2	0	40	180	90	4	2	0	0	0	0	0	0	0	35.4
1800	241	0	2	0	18	131	79	8	2	1	0	0	0	0	0	0	36.2
1900	204	0	0	0	17	93	83	11	0	0	0	0	0	0	0	0	36.8
2000	141	1	2	3	15	58	48	13	1	0	0	0	0	0	0	0	36.2
2100	107	0	0	5	12	53	28	7	1	0	1	0	0	0	0	0	35.8
2200	88	0	0	0	4	47	28	6	3	0	0	0	0	0	0	0	37.3
2300	37	0	0	1	1	14	17	4	0	0	0	0	0	0	0	0	37.7
07-19	3299	10	28	111	342	1737	962	82	20	7	0	0	0	0	0	0	35.2
06-22	3795	11	31	120	387	1953	1141	119	25	7	1	0	0	0	0	0	35.4
06-00	3920	11	31	121	392	2014	1186	129	28	7	1	0	0	0	0	0	35.4
00-00	4056	11	31	122	400	2068	1235	152	28	8	1	0	0	0	0	0	35.5

02 June 2025

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
0000	12	0	0	0	2	3	3	2	0	0	0	1	1	0	0	0	43.7
0100	6	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	40.7
0200	5	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	38.8
0300	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	40.4
0400	16	0	1	0	0	5	7	1	1	1	0	0	0	0	0	0	38.2
0500	65	0	0	0	0	12	37	11	1	3	1	0	0	0	0	0	41.3
0600	282	0	0	2	17	125	114	22	2	0	0	0	0	0	0	0	37.6
0700	567	0	1	2	56	282	205	21	0	0	0	0	0	0	0	0	36.2
0800	501	1	2	7	37	279	157	12	6	0	0	0	0	0	0	0	35.8
0900	416	1	2	15	59	236	94	7	2	0	0	0	0	0	0	0	34.3
1000	291	0	1	9	58	162	51	10	0	0	0	0	0	0	0	0	34.2
1100	286	2	5	18	39	161	55	5	1	0	0	0	0	0	0	0	33.6
1200	307	1	0	0	32	206	65	2	1	0	0	0	0	0	0	0	34.8
1300	293	0	4	9	71	147	53	9	0	0	0	0	0	0	0	0	33.4
1400	299	0	2	5	39	160	86	4	3	0	0	0	0	0	0	0	35.1
1500	343	0	1	10	49	204	69	9	0	1	0	0	0	0	0	0	34.7
1600	444	0	4	5	76	223	117	19	0	0	0	0	0	0	0	0	34.9
1700	503	3	8	16	61	255	149	9	2	0	0	0	0	0	0	0	34.7
1800	383	0	1	7	35	228	101	11	0	0	0	0	0	0	0	0	35.2
1900	238	0	2	18	10	97	97	14	0	0	0	0	0	0	0	0	36.3
2000	164	0	1	2	23	79	44	13	2	0	0	0	0	0	0	0	35.8
2100	110	0	1	2	4	61	31	7	4	0	0	0	0	0	0	0	36.9
2200	89	0	0	0	4	38	35	11	1	0	0	0	0	0	0	0	37.9
2300	28	0	0	0	0	7	12	8	1	0	0	0	0	0	0	0	40.7
07-19	4633	8	31	103	612	2543	1202	118	15	1	0	0	0	0	0	0	34.9
06-22	5427	8	35	127	666	2905	1488	174	23	1	0	0	0	0	0	0	35.1
06-00	5544	8	35	127	670	2950	1535	193	25	1	0	0	0	0	0	0	35.2
00-00	5652	8	36	127	672	2975	1587	212	27	5	1	1	1	0	0	0	35.3

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
--	38137	71	301	898	4971	20425	9939	1288	186	43	10	3	1	0	0	1	35.1

Vpp
85

44.4

-

-

-

45.9

46.1

41.2

37.9

37.5

37.9

38.3

37.8

38.9

39.9

37.9

38.8

38.5

38.5

40.4

41.4

42.1

42.2

42.8

41.6

38.5

38.9

39

39.1

Vpp
85

45.4

44.6

-

-

49.4

43

41.3

38.1

38.7

38.7

38.1

37.9

37.6

39.4

38.5

38.4

38.3

37.6

39.9

40.6

41.9

41.4

42.2

40.8

38.4

38.8

38.9

39.1

Vpp
85

48.5

-
-
-

56.1
44.8
40.8
38.9
38.7
38.1
38.1
38.4
38.7
38.1
38.9
39
39.7
39.7
40.2
40.8
40.9
42.8
42.9
48.6

38.9
39.3
39.4
39.6

Vpp
85

47.4
44

-
-

52.4
45.2
41
39.5
39.7
37.7
38.9
38.7
37.9
37.8
38.8
38.4
40.6
38.8
39.2
40
41.2
40.4
41.4
44.9

38.9
39.1
39.4
39.6

Vpp
85

46
44.8
-
-
48.2
47.1
44.6
41.6
41.2
37.7
38
38.4
38.7
38.4
39
39.2
38.6
40.4
39
41.2
39.9
40.1
42.1
41
39.1
39.5
39.6
39.8

Vpp
85

43.5
43.7
42

-
-

48.1
47.2
42.8
41.3
39.6
38.4
38.5
38.8
39.3
40.2
40.2
39.8
39.4
39.9
40.8
41.7
41
41.2
42.7

39.6
39.8
39.9
40

Vpp
85

70.7

-
-
-

47.4
44.9
41.7
40
39.6
38.6
38.6
38.4
38
38.2
39.6
39.4
39.3
39.1
39
40.9
40.9
41.1
42.9
47.6

39.1
39.5
39.6
39.7

Vpp
85

39.5



SITE: ATC 2 - Reading Road

LOCATION: Attached to bus stop

GRID REFERENCE: 51.359125, -0.894550

DIRECTION: NORTHBOUND

	Tue 27-May	Wed 28-May	Thu 29-May	Fri 30-May	Sat 31-May	Sun 01-Jun	Mon 02-Jun
Hour							
0000-0100	11	33	27	29	30	69	12
0100-0200	10	13	10	18	18	16	6
0200-0300	8	6	6	6	8	15	5
0300-0400	5	6	4	5	10	9	4
0400-0500	12	19	12	15	13	10	16
0500-0600	64	73	67	61	16	17	65
0600-0700	337	319	251	224	75	44	282
0700-0800	789	773	465	430	144	81	567
0800-0900	627	618	443	368	215	159	501
0900-1000	446	442	347	336	299	215	416
1000-1100	350	323	340	327	313	297	291
1100-1200	368	351	337	319	387	336	286
1200-1300	342	350	297	361	347	393	307
1300-1400	341	331	336	336	345	331	293
1400-1500	377	323	302	366	350	295	299
1500-1600	405	290	339	389	317	301	343
1600-1700	543	470	424	446	349	332	444
1700-1800	577	365	416	432	316	318	503
1800-1900	432	356	360	343	285	241	383
1900-2000	218	191	245	278	221	204	238
2000-2100	136	160	166	191	146	141	164
2100-2200	109	137	101	124	140	107	110
2200-2300	72	152	95	126	150	88	89
2300-2400	41	61	49	85	99	37	28
Totals							
0700-1900	5597	4992	4406	4453	3667	3299	4633
0600-2200	6397	5799	5169	5270	4249	3795	5427
0600-0000	6510	6012	5313	5481	4498	3920	5544
0000-0000	6620	6162	5439	5615	4593	4056	5652
AM Peak	700 789	700 773	700 465	700 430	1100 387	1100 336	700 567
PM Peak	1700 577	1600 470	1600 424	1600 446	1400 350	1200 393	1700 503

SPEED LIMIT: 30

Averages

1-5.

1-7.

22.4 30.1

11.4 13

6.2 7.7

4.8 6.1

14.8 13.9

66 51.9

282.6 218.9

604.8 464.1

511.4 418.7

397.4 357.3

326.2 320.1

332.2 340.6

331.4 342.4

327.4 330.4

333.4 330.3

353.2 340.6

465.4 429.7

458.6 418.1

374.8 342.9

234 227.9

163.4 157.7

116.2 118.3

106.8 110.3

52.8 57.1

4816.2 4435.3

5612.4 5158

5772 5325.4

5897.6 5448.1



SITE: ATC 2 - Reading Road

LOCATION: Attached to bus stop

GRID REFERENCE: 51.359125, -0.894550

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

27 May 2025

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	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	48.3	68
0100	11	6	0	4	0	0	0	0	0	1	0	0	0	0	0	38.1	46.2
0200	10	6	0	4	0	0	0	0	0	0	0	0	0	0	0	36.4	-
0300	8	4	0	3	0	0	0	0	0	0	0	0	0	1	0	42.3	-
0400	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	40.5	47.9
0500	78	56	1	19	0	0	0	1	0	0	0	0	0	1	0	40.3	46.4
0600	252	210	0	37	0	0	0	1	0	2	0	0	0	2	0	38.7	43.3
0700	505	415	2	74	2	3	0	3	1	0	0	0	0	5	0	37.3	40.9
0800	509	419	5	59	4	10	1	2	2	4	0	0	0	3	0	35.8	39.7
0900	389	306	7	61	2	5	2	1	4	1	0	0	0	0	0	35.9	39.4
1000	340	264	6	59	2	4	0	1	2	1	0	0	0	1	0	34.9	38.7
1100	339	280	2	46	2	4	2	1	0	1	0	0	0	1	0	33.6	38
1200	306	245	5	44	3	5	1	0	1	1	0	0	0	1	0	34.6	38
1300	336	261	7	59	2	4	1	0	0	2	0	0	0	0	0	34.8	38.8
1400	339	278	4	47	1	3	0	3	0	1	0	1	0	1	0	35.6	39.1
1500	450	357	3	78	1	4	0	2	0	2	0	0	0	3	0	35.7	39.1
1600	698	619	3	67	0	3	1	1	1	2	0	0	0	1	0	35.3	38.9
1700	877	812	2	57	2	0	0	1	1	0	0	0	0	2	0	34.8	39.1
1800	493	447	1	38	1	0	0	1	1	1	0	0	0	2	1	36.5	40.4
1900	233	208	1	20	2	1	0	0	0	0	0	0	0	0	1	38.2	41.7
2000	138	128	1	8	0	0	0	0	0	0	0	0	0	1	0	39.1	42.2
2100	107	104	0	2	0	0	0	0	0	0	0	0	0	0	1	38.3	41.6
2200	91	87	0	4	0	0	0	0	0	0	0	0	0	0	0	40.7	45.9
2300	28	18	0	8	0	0	0	0	0	0	0	0	0	2	0	43.1	50.3
07-19	5581	4703	47	689	22	45	8	16	13	16	0	1	0	20	1	35.5	39.4
06-22	6311	5353	49	756	24	46	8	17	13	18	0	1	0	23	3	35.8	39.9
06-00	6430	5458	49	768	24	46	8	17	13	18	0	1	0	25	3	35.9	40
00-00	6570	5560	50	801	24	46	8	18	13	19	0	1	0	27	3	36	40.2

28 May 2025

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	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	42.3	48.7
0100	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	43.3	-
0200	6	3	0	3	0	0	0	0	0	0	0	0	0	0	0	42	-
0300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	36.1	-
0400	24	17	0	6	1	0	0	0	0	0	0	0	0	0	0	40.3	47.8
0500	73	55	1	11	3	1	0	0	0	2	0	0	0	0	0	40.8	46.2
0600	250	206	0	40	0	0	0	0	0	1	0	0	0	2	1	40.1	44.5
0700	538	441	2	86	5	0	0	0	0	1	0	0	0	3	0	36.6	40.6
0800	512	422	4	67	2	8	2	0	2	2	0	0	0	3	0	36.9	41.2
0900	372	293	6	60	1	5	1	0	0	1	0	0	0	5	0	36.5	40.5
1000	344	264	8	47	3	11	0	1	1	4	0	1	0	4	0	35.6	39.5
1100	352	265	5	61	0	7	0	2	3	1	0	0	0	5	3	35.7	40.4
1200	382	301	7	57	2	4	0	0	3	1	0	0	0	5	2	34.3	40
1300	365	281	9	64	0	1	1	0	1	1	0	0	0	7	0	37	40.4
1400	405	307	8	80	1	0	0	1	0	3	0	0	0	4	1	34.1	38.9
1500	460	372	3	76	0	4	0	2	0	1	0	0	0	2	0	35.4	39.7
1600	639	543	2	77	0	4	2	0	1	0	0	0	0	9	1	35.8	39.6
1700	336	302	1	28	0	1	0	0	0	1	0	0	0	2	1	20.5	37.7
1800	313	288	0	19	1	0	0	0	0	0	0	0	0	4	1	35.7	41.9
1900	225	203	0	19	1	1	0	0	0	0	0	0	0	0	1	38.1	42.6
2000	140	121	0	18	0	0	0	0	0	0	0	0	0	1	0	39.1	43.1
2100	99	89	0	8	0	0	0	0	0	0	0	0	0	2	0	39	43.5
2200	106	96	0	9	0	0	0	0	0	0	0	0	0	1	0	39.9	45.1
2300	46	41	1	4	0	0	0	0	0	0	0	0	0	0	0	41	47.7
07-19	5018	4079	55	722	15	45	6	6	11	16	0	1	0	53	9	34.8	40.2
06-22	5732	4698	55	807	16	46	6	6	11	17	0	1	0	58	11	35.3	40.7
06-00	5884	4835	56	820	16	46	6	6	11	17	0	1	0	59	11	35.5	40.8
00-00	6008	4925	57	846	20	47	6	6	11	19	0	1	0	59	11	35.6	40.9

29 May 2025

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	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	42.5	47.5
0100	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	40.1	-
0200	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	45.4	-
0300	5	2	0	3	0	0	0	0	0	0	0	0	0	0	0	39.9	-
0400	14	11	0	3	0	0	0	0	0	0	0	0	0	0	0	45.9	62.8
0500	73	58	0	15	0	0	0	0	0	0	0	0	0	0	0	41.3	47.7
0600	234	198	0	33	1	0	0	0	0	0	1	0	0	1	0	39	44.5
0700	429	344	3	69	0	3	0	3	0	1	0	0	0	6	0	37.8	42.4
0800	375	321	1	37	0	7	1	0	2	0	1	0	0	4	1	36.7	40.7
0900	312	251	6	45	1	5	0	1	1	0	0	0	0	2	0	36.5	40.9
1000	331	247	4	59	1	9	0	1	2	1	0	0	0	6	1	35.8	40
1100	336	257	5	64	1	7	0	0	0	1	0	0	0	0	1	35.3	39.3
1200	383	311	2	57	4	3	1	0	1	3	0	0	1	0	0	35.8	39.5
1300	319	261	5	44	2	3	1	1	2	0	0	0	0	0	0	37	40.8
1400	380	302	6	62	1	3	0	1	0	2	0	0	0	2	1	35.5	39.8
1500	384	315	4	54	2	3	0	1	0	2	0	0	0	3	0	36.1	40.2
1600	506	422	2	72	0	1	0	2	1	1	0	0	0	5	0	34.7	40
1700	517	472	1	35	0	0	1	0	1	1	0	0	0	6	0	36.4	40.1
1800	354	326	1	21	0	1	0	0	0	0	0	0	0	5	0	37.8	41.2
1900	217	199	0	15	0	0	0	1	0	0	0	0	0	1	1	38	42.1
2000	175	157	0	15	0	0	0	0	0	0	0	0	0	2	1	39.7	44.7
2100	115	107	0	8	0	0	0	0	0	0	0	0	0	0	0	37.9	41.9
2200	97	90	0	7	0	0	0	0	0	0	0	0	0	0	0	40.2	44.5
2300	36	29	0	4	0	0	0	0	0	0	0	0	0	3	0	42.2	48
07-19	4626	3829	40	619	12	45	4	10	10	12	1	0	1	39	4	36.2	40.5
06-22	5367	4490	40	690	13	45	4	11	10	12	2	0	1	43	6	36.6	40.8
06-00	5500	4609	40	701	13	45	4	11	10	12	2	0	1	46	6	36.7	40.9
00-00	5620	4704	40	726	13	45	4	11	10	12	2	0	1	46	6	36.8	41

30 May 2025

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	20	18	0	0	0	0	0	0	1	0	0	0	0	1	0	42	51.7
0100	15	9	0	5	0	0	0	0	0	0	0	0	0	1	0	40.4	46.7
0200	11	8	0	2	0	0	0	0	0	0	0	0	0	1	0	46.6	53.2
0300	14	6	0	7	0	0	0	1	0	0	0	0	0	0	0	43.3	50
0400	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	42	48.9
0500	64	51	0	12	0	0	0	0	0	1	0	0	0	0	0	42.7	49.5
0600	207	160	1	40	1	0	0	0	2	0	0	0	0	2	1	39.7	44.6
0700	359	295	1	54	0	3	0	2	1	1	0	0	0	2	0	36.2	40.5
0800	344	283	5	43	1	3	1	2	1	1	0	0	0	4	0	37	41.1
0900	338	267	8	51	3	2	1	2	0	0	0	0	0	4	0	36.5	40.8
1000	350	268	5	59	3	7	1	0	0	0	1	0	0	4	2	36.2	40.7
1100	343	266	6	54	4	4	0	2	0	1	0	0	0	5	1	35	39.6
1200	366	299	1	48	3	2	0	0	1	2	0	0	0	7	3	35.7	39.8
1300	342	293	1	35	2	3	0	1	1	0	0	0	0	5	1	35.3	39.1
1400	394	328	4	52	2	2	0	0	1	0	0	0	0	5	0	36.4	40.4
1500	423	346	7	57	1	4	0	1	1	0	0	0	0	5	1	36.6	40
1600	463	409	2	43	0	1	0	1	2	0	0	0	0	4	1	36.8	40.8
1700	488	442	1	39	0	0	0	1	0	0	0	0	0	5	0	35.3	39.6
1800	366	345	0	19	0	1	0	0	0	0	0	0	0	1	0	37.6	41.3
1900	269	247	2	17	0	0	0	0	0	1	0	0	0	2	0	37.3	41.6
2000	145	125	0	17	0	0	0	0	0	0	0	0	0	2	1	37.9	41.8
2100	119	107	0	12	0	0	0	0	0	0	0	0	0	0	0	38	42.3
2200	99	89	0	8	0	0	0	0	0	0	0	0	0	2	0	39.2	44
2300	83	77	0	4	0	0	0	0	0	0	0	0	0	2	0	41.5	46.7
07-19	4576	3841	41	554	19	32	3	12	8	5	1	0	0	51	9	36.2	40.3
06-22	5316	4480	44	640	20	32	3	12	10	6	1	0	0	57	11	36.5	40.6
06-00	5498	4646	44	652	20	32	3	12	10	6	1	0	0	61	11	36.6	40.8
00-00	5644	4759	44	679	20	32	3	13	11	7	1	0	0	64	11	36.8	40.9

31 May 2025

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	41	39	0	1	0	0	0	0	0	0	0	0	0	1	0	39.5	46.3
0100	13	10	0	3	0	0	0	0	0	0	0	0	0	0	0	40.1	47.6
0200	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	44.3	-
0300	12	7	0	5	0	0	0	0	0	0	0	0	0	0	0	39.4	47
0400	20	17	0	3	0	0	0	0	0	0	0	0	0	0	0	43.1	51.1
0500	34	22	1	9	0	0	0	0	0	0	0	0	0	1	1	41.6	49.9
0600	81	63	0	15	0	0	1	0	0	2	0	0	0	0	0	42	48.6
0700	158	124	1	32	0	1	0	0	0	0	0	0	0	0	0	39.6	44.4
0800	201	172	1	21	0	0	0	1	0	0	0	0	0	4	2	37.7	43.1
0900	267	220	0	36	2	0	0	2	0	0	0	0	0	5	2	35	40.5
1000	357	309	2	31	0	1	0	0	1	0	0	0	0	9	4	35.9	40.3
1100	413	367	3	31	0	0	0	0	0	0	0	0	0	10	2	34.9	38.9
1200	359	319	1	30	0	1	1	0	0	1	0	0	0	5	1	36.2	41.2
1300	361	324	3	25	0	1	0	2	0	0	0	0	0	5	1	36	39.9
1400	338	294	2	37	0	0	0	0	0	0	0	0	0	3	2	34.5	40.3
1500	307	278	1	17	0	0	0	1	0	0	0	0	0	5	5	36.1	40.2
1600	333	306	0	24	0	0	0	0	0	0	0	0	0	2	1	37.9	42.2
1700	364	338	0	22	0	1	0	0	0	0	0	0	0	3	0	37	40.4
1800	289	271	0	14	0	0	0	2	0	0	0	0	0	2	0	37.4	40.9
1900	221	202	0	16	0	0	0	2	0	0	0	0	0	1	0	37.7	42
2000	106	102	0	4	0	0	0	0	0	0	0	0	0	0	0	39.1	42.3
2100	124	112	1	8	0	0	0	0	0	0	0	0	0	3	0	38	41
2200	103	96	0	4	0	1	0	0	0	0	0	0	0	2	0	38.9	42.9
2300	64	57	0	5	0	0	0	0	0	0	0	0	0	2	0	39.3	43.6
07-19	3747	3322	14	320	2	5	1	8	1	1	0	0	0	53	20	36.3	40.8
06-22	4279	3801	15	363	2	5	2	10	1	3	0	0	0	57	20	36.6	41
06-00	4446	3954	15	372	2	6	2	10	1	3	0	0	0	61	20	36.7	41.2
00-00	4574	4056	16	394	2	6	2	10	1	3	0	0	0	63	21	36.8	41.3

01 June 2025

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	43	40	0	2	0	0	0	0	0	0	0	0	0	1	0	40.2	46.3
0100	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	43.1
0200	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	41.3	47.3
0300	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	-
0400	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	44.2	57.5
0500	18	14	0	4	0	0	0	0	0	0	0	0	0	0	0	43.1	55.2
0600	57	48	0	8	0	0	0	1	0	0	0	0	0	0	0	43	48.7
0700	79	66	0	11	0	1	0	0	0	0	0	0	0	1	0	40.1	45.4
0800	175	142	0	18	0	0	0	3	0	0	0	0	0	9	3	38.3	42.7
0900	245	204	0	29	0	3	0	0	0	0	0	0	0	6	3	36.5	41.5
1000	269	248	0	19	0	0	0	0	0	0	0	0	0	1	1	37.3	41.3
1100	331	291	2	24	0	1	0	0	1	0	0	0	0	6	6	36.9	40.6
1200	395	361	1	26	0	0	0	0	0	0	0	0	0	6	1	36.5	40.3
1300	352	330	0	14	0	0	0	0	1	0	0	0	0	7	0	36.4	39.9
1400	319	300	1	17	0	0	0	0	0	0	0	0	0	1	0	37.5	40.7
1500	318	285	2	21	0	1	0	1	0	0	0	0	0	8	0	37.2	41.2
1600	325	303	1	19	0	1	0	0	0	0	0	0	0	0	1	37.8	41.3
1700	303	283	0	16	0	0	0	1	0	0	0	0	0	2	1	37.5	41.4
1800	217	195	0	18	1	1	0	0	0	0	0	0	0	2	0	35.6	40.3
1900	204	189	0	14	0	0	0	0	0	0	0	0	0	0	1	38.4	42.6
2000	131	124	0	4	0	0	0	0	0	0	0	0	0	2	1	37.5	42.1
2100	113	100	0	9	1	0	0	0	0	0	0	0	0	3	0	38.7	42.2
2200	74	69	0	2	0	0	0	0	0	0	0	0	0	3	0	40.6	44.6
2300	34	33	0	1	0	0	0	0	0	0	0	0	0	0	0	41.5	49.5
07-19	3328	3008	7	232	1	8	0	5	2	0	0	0	0	49	16	37.1	40.9
06-22	3833	3469	7	267	2	8	0	6	2	0	0	0	0	54	18	37.3	41.3
06-00	3941	3571	7	270	2	8	0	6	2	0	0	0	0	57	18	37.4	41.3
00-00	4056	3676	7	279	2	8	0	6	2	0	0	0	0	58	18	37.5	41.5

02 June 2025

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	20	15	0	2	0	0	0	0	0	1	0	0	0	2	0	41.7	51.1
0100	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	42.8	-
0200	5	3	0	1	0	0	0	1	0	0	0	0	0	0	0	40.1	-
0300	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	42.7	-
0400	14	11	0	2	1	0	0	0	0	0	0	0	0	0	0	42.8	49.4
0500	85	65	0	17	0	0	0	0	0	1	0	0	0	1	1	42.6	48.5
0600	242	200	1	36	2	0	0	0	0	0	0	0	0	3	0	40.3	45
0700	505	436	2	61	1	0	0	3	0	0	0	0	0	2	0	37.5	40.9
0800	403	353	5	35	0	1	0	0	3	2	0	0	0	3	1	36.3	41.3
0900	290	235	3	43	1	4	0	1	1	0	0	0	0	2	0	36.2	41
1000	305	226	3	65	2	2	1	0	3	0	0	0	0	1	2	34.6	38.8
1100	296	233	1	47	2	2	0	1	3	1	0	0	0	4	2	35.6	39.8
1200	326	254	4	58	0	1	0	2	0	1	0	0	0	2	4	35.4	40.3
1300	302	236	0	56	4	1	0	0	1	0	0	1	0	2	1	35.5	39.5
1400	349	280	2	56	4	1	1	0	1	1	0	0	0	1	2	36.7	41
1500	421	345	4	55	1	5	0	4	2	0	0	0	0	3	2	36.7	40.5
1600	515	435	2	61	1	3	0	2	0	2	0	0	0	8	1	36.9	40.6
1700	547	498	2	37	0	0	0	0	0	1	0	0	0	8	1	37.3	40.5
1800	354	327	1	19	0	2	0	0	0	0	0	0	0	5	0	37.5	41.8
1900	228	210	0	16	0	0	0	0	0	0	0	0	0	1	1	38.3	42.1
2000	133	123	0	8	0	0	0	0	0	0	0	0	0	2	0	38.3	43.5
2100	92	85	0	5	0	0	0	0	0	0	0	0	0	2	0	38.6	43.6
2200	61	59	0	1	0	0	0	0	0	0	0	0	0	1	0	39.7	44.5
2300	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	41.6	45.7
07-19	4613	3858	29	593	16	22	2	13	14	8	0	1	0	41	16	36.5	40.6
06-22	5308	4476	30	658	18	22	2	13	14	8	0	1	0	49	17	36.8	40.9
06-00	5398	4562	30	661	18	22	2	13	14	8	0	1	0	50	17	36.9	41
00-00	5538	4670	30	685	19	22	2	14	14	10	0	1	0	53	18	37	41.2



SITE: ATC 2 - Reading Road

LOCATION: Attached to bus stop

GRID REFERENCE: 51.359125, -0.894550

DIRECTION: SOUTHBOUND

SPEED LIMIT: 30

27 May 2025

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
0000	11	0	0	0	0	1	3	4	1	0	1	1	0	0	0	0	48.3
0100	11	0	0	0	1	5	2	3	0	0	0	0	0	0	0	0	38.1
0200	10	1	0	0	0	4	4	0	0	1	0	0	0	0	0	0	36.4
0300	8	0	0	0	0	2	3	2	0	1	0	0	0	0	0	0	42.3
0400	22	0	0	0	0	7	10	2	1	2	0	0	0	0	0	0	40.5
0500	78	1	1	0	2	13	37	20	3	1	0	0	0	0	0	0	40.3
0600	252	0	1	0	11	79	127	30	4	0	0	0	0	0	0	0	38.7
0700	505	1	1	1	28	208	245	21	0	0	0	0	0	0	0	0	37.3
0800	509	0	2	0	48	293	149	14	3	0	0	0	0	0	0	0	35.8
0900	389	0	0	1	42	213	120	13	0	0	0	0	0	0	0	0	35.9
1000	340	0	3	1	36	211	87	2	0	0	0	0	0	0	0	0	34.9
1100	339	1	1	20	59	190	62	5	1	0	0	0	0	0	0	0	33.6
1200	306	0	0	7	41	194	61	3	0	0	0	0	0	0	0	0	34.6
1300	336	0	1	0	49	207	75	4	0	0	0	0	0	0	0	0	34.8
1400	339	0	0	5	29	196	97	11	1	0	0	0	0	0	0	0	35.6
1500	450	0	1	3	42	257	138	8	1	0	0	0	0	0	0	0	35.7
1600	698	0	0	2	92	393	204	7	0	0	0	0	0	0	0	0	35.3
1700	877	0	1	12	128	500	231	5	0	0	0	0	0	0	0	0	34.8
1800	493	0	1	3	37	230	213	9	0	0	0	0	0	0	0	0	36.5
1900	233	0	1	4	7	79	129	11	0	2	0	0	0	0	0	0	38.2
2000	138	0	0	0	2	44	81	9	1	0	1	0	0	0	0	0	39.1
2100	107	0	1	0	2	28	69	6	1	0	0	0	0	0	0	0	38.3
2200	91	0	0	0	1	18	51	14	6	1	0	0	0	0	0	0	40.7
2300	28	0	0	0	1	4	9	10	3	1	0	0	0	0	0	0	43.1
07-19	5581	2	11	55	631	3092	1682	102	6	0	0	0	0	0	0	0	35.5
06-22	6311	2	14	59	653	3322	2088	158	12	2	1	0	0	0	0	0	35.8
06-00	6430	2	14	59	655	3344	2148	182	21	4	1	0	0	0	0	0	35.9
00-00	6570	4	15	59	658	3376	2207	213	26	9	2	1	0	0	0	0	36

28 May 2025

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
0000	11	0	0	0	0	2	5	3	1	0	0	0	0	0	0	0	42.3
0100	7	0	0	0	0	2	3	0	2	0	0	0	0	0	0	0	43.3
0200	6	0	0	0	0	2	1	2	1	0	0	0	0	0	0	0	42
0300	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	36.1
0400	24	0	0	0	1	6	11	5	0	1	0	0	0	0	0	0	40.3
0500	73	1	0	0	1	15	35	18	3	0	0	0	0	0	0	0	40.8
0600	250	0	1	0	3	62	137	37	8	1	1	0	0	0	0	0	40.1
0700	538	1	2	8	35	235	234	19	4	0	0	0	0	0	0	0	36.6
0800	512	0	1	0	36	233	225	17	0	0	0	0	0	0	0	0	36.9
0900	372	0	0	1	34	182	145	8	2	0	0	0	0	0	0	0	36.5
1000	344	0	4	9	28	169	126	8	0	0	0	0	0	0	0	0	35.6
1100	352	1	2	5	30	187	111	14	2	0	0	0	0	0	0	0	35.7
1200	382	16	14	10	19	188	127	8	0	0	0	0	0	0	0	0	34.3
1300	365	0	1	1	16	179	148	18	1	1	0	0	0	0	0	0	37
1400	405	2	4	11	77	218	83	10	0	0	0	0	0	0	0	0	34.1
1500	460	0	1	6	56	241	146	9	1	0	0	0	0	0	0	0	35.4
1600	639	1	3	6	59	328	227	14	1	0	0	0	0	0	0	0	35.8
1700	336	156	33	23	8	63	47	6	0	0	0	0	0	0	0	0	20.5
1800	313	20	7	2	15	105	133	27	3	1	0	0	0	0	0	0	35.7
1900	225	1	8	2	2	61	124	23	4	0	0	0	0	0	0	0	38.1
2000	140	0	0	0	0	49	74	14	2	1	0	0	0	0	0	0	39.1
2100	99	0	1	0	1	35	48	11	2	0	1	0	0	0	0	0	39
2200	106	0	0	0	3	35	49	12	5	1	1	0	0	0	0	0	39.9
2300	46	0	0	1	0	13	17	9	5	1	0	0	0	0	0	0	41
07-19	5018	197	72	82	413	2328	1752	158	14	2	0	0	0	0	0	0	34.8
06-22	5732	198	82	84	419	2535	2135	243	30	4	2	0	0	0	0	0	35.3
06-00	5884	198	82	85	422	2583	2201	264	40	6	3	0	0	0	0	0	35.5
00-00	6008	199	82	85	424	2611	2258	292	47	7	3	0	0	0	0	0	35.6

29 May 2025

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
0000	12	0	0	0	0	3	5	4	0	0	0	0	0	0	0	0	42.5
0100	8	0	0	0	0	1	6	1	0	0	0	0	0	0	0	0	40.1
0200	8	0	0	0	0	0	4	2	1	1	0	0	0	0	0	0	45.4
0300	5	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	39.9
0400	14	0	0	0	1	1	4	4	1	1	2	0	0	0	0	0	45.9
0500	73	0	0	1	1	16	34	15	3	3	0	0	0	0	0	0	41.3
0600	234	1	1	0	9	73	109	33	6	2	0	0	0	0	0	0	39
0700	429	2	2	2	16	161	209	30	6	0	1	0	0	0	0	0	37.8
0800	375	2	0	1	20	181	154	14	3	0	0	0	0	0	0	0	36.7
0900	312	0	1	8	26	139	123	14	0	1	0	0	0	0	0	0	36.5
1000	331	0	4	6	24	183	104	9	0	1	0	0	0	0	0	0	35.8
1100	336	0	1	3	55	156	111	10	0	0	0	0	0	0	0	0	35.3
1200	383	0	0	2	29	236	106	10	0	0	0	0	0	0	0	0	35.8
1300	319	0	0	0	22	153	131	12	1	0	0	0	0	0	0	0	37
1400	380	1	4	7	40	188	132	7	0	0	1	0	0	0	0	0	35.5
1500	384	0	1	6	22	212	124	18	1	0	0	0	0	0	0	0	36.1
1600	506	9	21	11	41	245	155	24	0	0	0	0	0	0	0	0	34.7
1700	517	1	3	1	36	252	210	13	1	0	0	0	0	0	0	0	36.4
1800	354	0	1	1	7	140	182	21	2	0	0	0	0	0	0	0	37.8
1900	217	0	0	2	8	93	91	19	3	1	0	0	0	0	0	0	38
2000	175	0	1	1	1	50	93	24	3	1	1	0	0	0	0	0	39.7
2100	115	0	0	0	7	42	57	8	1	0	0	0	0	0	0	0	37.9
2200	97	0	0	0	1	24	52	16	3	0	0	1	0	0	0	0	40.2
2300	36	0	0	0	1	8	16	7	1	0	3	0	0	0	0	0	42.2
07-19	4626	15	38	48	338	2246	1741	182	14	2	2	0	0	0	0	0	36.2
06-22	5367	16	40	51	363	2504	2091	266	27	6	3	0	0	0	0	0	36.6
06-00	5500	16	40	51	365	2536	2159	289	31	6	6	1	0	0	0	0	36.7
00-00	5620	16	40	52	367	2559	2214	315	37	11	8	1	0	0	0	0	36.8

30 May 2025

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
0000	20	0	0	0	0	5	9	3	2	1	0	0	0	0	0	0	42
0100	15	0	0	0	0	5	5	4	1	0	0	0	0	0	0	0	40.4
0200	11	0	0	0	0	0	3	4	4	0	0	0	0	0	0	0	46.6
0300	14	0	0	0	0	3	5	4	1	0	1	0	0	0	0	0	43.3
0400	22	0	0	0	1	5	9	5	0	1	1	0	0	0	0	0	42
0500	64	1	0	0	1	6	32	15	5	2	2	0	0	0	0	0	42.7
0600	207	0	1	0	2	62	101	31	9	1	0	0	0	0	0	0	39.7
0700	359	0	0	9	41	155	133	17	2	2	0	0	0	0	0	0	36.2
0800	344	1	1	2	17	171	126	23	2	1	0	0	0	0	0	0	37
0900	338	1	1	6	26	150	138	12	4	0	0	0	0	0	0	0	36.5
1000	350	2	3	3	33	151	147	10	1	0	0	0	0	0	0	0	36.2
1100	343	0	7	10	37	186	96	6	0	1	0	0	0	0	0	0	35
1200	366	0	5	4	32	189	127	9	0	0	0	0	0	0	0	0	35.7
1300	342	0	0	8	41	190	93	9	1	0	0	0	0	0	0	0	35.3
1400	394	0	0	4	13	224	139	12	2	0	0	0	0	0	0	0	36.4
1500	423	0	2	3	9	240	157	9	3	0	0	0	0	0	0	0	36.6
1600	463	1	0	7	38	197	203	14	1	2	0	0	0	0	0	0	36.8
1700	488	5	9	6	36	255	164	13	0	0	0	0	0	0	0	0	35.3
1800	366	0	0	2	14	150	178	21	1	0	0	0	0	0	0	0	37.6
1900	269	0	0	0	25	108	115	19	2	0	0	0	0	0	0	0	37.3
2000	145	1	1	0	7	50	73	9	3	1	0	0	0	0	0	0	37.9
2100	119	0	0	0	3	56	48	8	3	0	1	0	0	0	0	0	38
2200	99	0	0	0	4	31	48	13	1	2	0	0	0	0	0	0	39.2
2300	83	0	0	1	0	15	44	16	6	0	0	0	1	0	0	0	41.5
07-19	4576	10	28	64	337	2258	1701	155	17	6	0	0	0	0	0	0	36.2
06-22	5316	11	30	64	374	2534	2038	222	34	8	1	0	0	0	0	0	36.5
06-00	5498	11	30	65	378	2580	2130	251	41	10	1	0	1	0	0	0	36.6
00-00	5644	12	30	65	380	2604	2193	286	54	14	5	0	1	0	0	0	36.8

31 May 2025

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
0000	41	0	0	0	1	17	11	10	2	0	0	0	0	0	0	0	39.5
0100	13	0	0	0	0	6	3	3	1	0	0	0	0	0	0	0	40.1
0200	8	0	0	0	0	1	3	2	2	0	0	0	0	0	0	0	44.3
0300	12	0	1	0	1	3	4	2	0	0	1	0	0	0	0	0	39.4
0400	20	0	0	0	0	3	10	4	2	0	1	0	0	0	0	0	43.1
0500	34	0	0	1	1	10	9	8	2	3	0	0	0	0	0	0	41.6
0600	81	0	0	0	0	16	38	16	8	3	0	0	0	0	0	0	42
0700	158	0	0	0	2	43	84	28	1	0	0	0	0	0	0	0	39.6
0800	201	1	3	6	7	72	87	23	1	1	0	0	0	0	0	0	37.7
0900	267	14	2	2	26	113	94	14	2	0	0	0	0	0	0	0	35
1000	357	2	8	5	27	156	150	9	0	0	0	0	0	0	0	0	35.9
1100	413	0	6	9	49	238	99	8	3	1	0	0	0	0	0	0	34.9
1200	359	0	1	5	37	169	127	19	1	0	0	0	0	0	0	0	36.2
1300	361	0	4	3	30	188	121	13	1	1	0	0	0	0	0	0	36
1400	338	0	29	8	21	156	110	11	1	2	0	0	0	0	0	0	34.5
1500	307	0	3	14	14	148	114	13	0	0	1	0	0	0	0	0	36.1
1600	333	0	1	3	15	130	151	27	4	2	0	0	0	0	0	0	37.9
1700	364	0	1	0	13	172	170	7	1	0	0	0	0	0	0	0	37
1800	289	0	0	0	12	127	133	15	2	0	0	0	0	0	0	0	37.4
1900	221	0	0	4	12	76	113	14	2	0	0	0	0	0	0	0	37.7
2000	106	0	0	0	6	27	60	7	5	1	0	0	0	0	0	0	39.1
2100	124	0	0	0	0	54	63	6	1	0	0	0	0	0	0	0	38
2200	103	0	0	0	8	28	54	9	3	1	0	0	0	0	0	0	38.9
2300	64	0	0	0	2	15	37	9	0	1	0	0	0	0	0	0	39.3
07-19	3747	17	58	55	253	1712	1440	187	17	7	1	0	0	0	0	0	36.3
06-22	4279	17	58	59	271	1885	1714	230	33	11	1	0	0	0	0	0	36.6
06-00	4446	17	58	59	281	1928	1805	248	36	13	1	0	0	0	0	0	36.7
00-00	4574	17	59	60	284	1968	1845	277	45	16	3	0	0	0	0	0	36.8

01 June 2025

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
0000	43	0	0	0	0	12	20	9	2	0	0	0	0	0	0	0	40.2
0100	23	0	1	0	0	5	15	2	0	0	0	0	0	0	0	0	38.8
0200	11	0	0	0	0	3	3	5	0	0	0	0	0	0	0	0	41.3
0300	7	0	0	0	1	2	2	2	0	0	0	0	0	0	0	0	38.7
0400	13	0	0	0	0	3	4	3	1	1	1	0	0	0	0	0	44.2
0500	18	0	0	0	0	5	6	4	1	2	0	0	0	0	0	0	43.1
0600	57	0	0	0	0	8	26	16	5	0	2	0	0	0	0	0	43
0700	79	1	0	0	1	21	40	12	4	0	0	0	0	0	0	0	40.1
0800	175	0	1	3	6	50	94	17	3	1	0	0	0	0	0	0	38.3
0900	245	1	9	5	10	88	111	21	0	0	0	0	0	0	0	0	36.5
1000	269	1	0	2	10	123	111	20	0	2	0	0	0	0	0	0	37.3
1100	331	0	2	5	14	140	159	11	0	0	0	0	0	0	0	0	36.9
1200	395	1	1	7	18	181	173	12	2	0	0	0	0	0	0	0	36.5
1300	352	0	0	3	25	176	136	10	1	1	0	0	0	0	0	0	36.4
1400	319	0	0	1	12	135	161	10	0	0	0	0	0	0	0	0	37.5
1500	318	0	1	3	18	121	155	18	2	0	0	0	0	0	0	0	37.2
1600	325	0	2	1	13	117	174	18	0	0	0	0	0	0	0	0	37.8
1700	303	0	2	4	10	115	157	11	3	0	1	0	0	0	0	0	37.5
1800	217	5	6	1	12	98	88	7	0	0	0	0	0	0	0	0	35.6
1900	204	0	1	0	3	86	94	16	3	1	0	0	0	0	0	0	38.4
2000	131	0	1	1	5	57	57	9	1	0	0	0	0	0	0	0	37.5
2100	113	0	0	0	2	45	56	6	3	1	0	0	0	0	0	0	38.7
2200	74	0	0	0	2	18	39	10	3	2	0	0	0	0	0	0	40.6
2300	34	0	0	0	2	8	14	6	2	2	0	0	0	0	0	0	41.5
07-19	3328	9	24	35	149	1365	1559	167	15	4	1	0	0	0	0	0	37.1
06-22	3833	9	26	36	159	1561	1792	214	27	6	3	0	0	0	0	0	37.3
06-00	3941	9	26	36	163	1587	1845	230	32	10	3	0	0	0	0	0	37.4
00-00	4056	9	27	36	164	1617	1895	255	36	13	4	0	0	0	0	0	37.5

02 June 2025

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
0000	20	0	0	0	1	6	6	2	5	0	0	0	0	0	0	0	41.7
0100	8	0	0	0	1	0	4	2	0	1	0	0	0	0	0	0	42.8
0200	5	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	40.1
0300	8	0	0	0	1	0	3	3	1	0	0	0	0	0	0	0	42.7
0400	14	0	0	0	0	4	4	4	1	0	1	0	0	0	0	0	42.8
0500	85	0	2	0	1	6	38	27	9	1	1	0	0	0	0	0	42.6
0600	242	0	0	0	3	49	143	37	9	1	0	0	0	0	0	0	40.3
0700	505	0	1	4	24	165	291	19	1	0	0	0	0	0	0	0	37.5
0800	403	10	4	2	17	182	166	21	1	0	0	0	0	0	0	0	36.3
0900	290	0	1	6	32	122	119	10	0	0	0	0	0	0	0	0	36.2
1000	305	0	1	20	37	154	84	7	2	0	0	0	0	0	0	0	34.6
1100	296	0	1	10	31	155	84	14	0	0	0	0	0	1	0	0	35.6
1200	326	2	5	10	23	165	111	9	0	1	0	0	0	0	0	0	35.4
1300	302	4	5	2	23	150	106	11	1	0	0	0	0	0	0	0	35.5
1400	349	0	1	4	39	147	139	17	2	0	0	0	0	0	0	0	36.7
1500	421	0	2	9	26	187	173	20	3	0	1	0	0	0	0	0	36.7
1600	515	0	2	1	18	263	207	23	1	0	0	0	0	0	0	0	36.9
1700	547	0	0	6	12	252	255	20	2	0	0	0	0	0	0	0	37.3
1800	354	0	5	5	18	129	174	21	2	0	0	0	0	0	0	0	37.5
1900	228	0	1	2	4	89	110	19	3	0	0	0	0	0	0	0	38.3
2000	133	0	0	1	9	48	56	13	5	1	0	0	0	0	0	0	38.3
2100	92	0	0	0	6	32	40	13	1	0	0	0	0	0	0	0	38.6
2200	61	0	0	0	1	18	30	11	0	1	0	0	0	0	0	0	39.7
2300	29	0	0	0	0	5	12	12	0	0	0	0	0	0	0	0	41.6
07-19	4613	16	28	79	300	2071	1909	192	15	1	1	0	0	1	0	0	36.5
06-22	5308	16	29	82	322	2289	2258	274	33	3	1	0	0	1	0	0	36.8
06-00	5398	16	29	82	323	2312	2300	297	33	4	1	0	0	1	0	0	36.9
00-00	5538	16	31	82	327	2330	2357	335	50	6	3	0	0	1	0	0	37

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
--	38010	273	284	439	2604	17065	14969	1973	295	76	28	2	1	1	0	0	36.6

Vpp
85

68
46.2
-
-
47.9
46.4
43.3
40.9
39.7
39.4
38.7
38
38
38.8
39.1
39.1
38.9
39.1
40.4
41.7
42.2
41.6
45.9
50.3
39.4
39.9
40
40.2

Vpp
85

48.7

-

-

-

47.8

46.2

44.5

40.6

41.2

40.5

39.5

40.4

40

40.4

38.9

39.7

39.6

37.7

41.9

42.6

43.1

43.5

45.1

47.7

40.2

40.7

40.8

40.9

Vpp
85

47.5
-
-
-
62.8
47.7
44.5
42.4
40.7
40.9
40
39.3
39.5
40.8
39.8
40.2
40
40.1
41.2
42.1
44.7
41.9
44.5
48
40.5
40.8
40.9
41

Vpp
85

51.7
46.7
53.2
50
48.9
49.5
44.6
40.5
41.1
40.8
40.7
39.6
39.8
39.1
40.4
40
40.8
39.6
41.3
41.6
41.8
42.3
44
46.7
40.3
40.6
40.8
40.9

Vpp
85

46.3

47.6

-

47

51.1

49.9

48.6

44.4

43.1

40.5

40.3

38.9

41.2

39.9

40.3

40.2

42.2

40.4

40.9

42

42.3

41

42.9

43.6

40.8

41

41.2

41.3

Vpp
85

- 46.3
- 43.1
- 47.3
-
- 57.5
- 55.2
- 48.7
- 45.4
- 42.7
- 41.5
- 41.3
- 40.6
- 40.3
- 39.9
- 40.7
- 41.2
- 41.3
- 41.4
- 40.3
- 42.6
- 42.1
- 42.2
- 44.6
- 49.5
- 40.9
- 41.3
- 41.3
- 41.5

Vpp
85

- 51.1
-
-
-
- 49.4
- 48.5
- 45
- 40.9
- 41.3
- 41
- 38.8
- 39.8
- 40.3
- 39.5
- 41
- 40.5
- 40.6
- 40.5
- 41.8
- 42.1
- 43.5
- 43.6
- 44.5
- 45.7
- 40.6
- 40.9
- 41
- 41.2

Vpp
85

40.9



SITE: ATC 2 - Reading Road

LOCATION: Attached to bus stop

GRID REFERENCE: 51.359125, -0.894550

DIRECTION: SOUTHBOUND

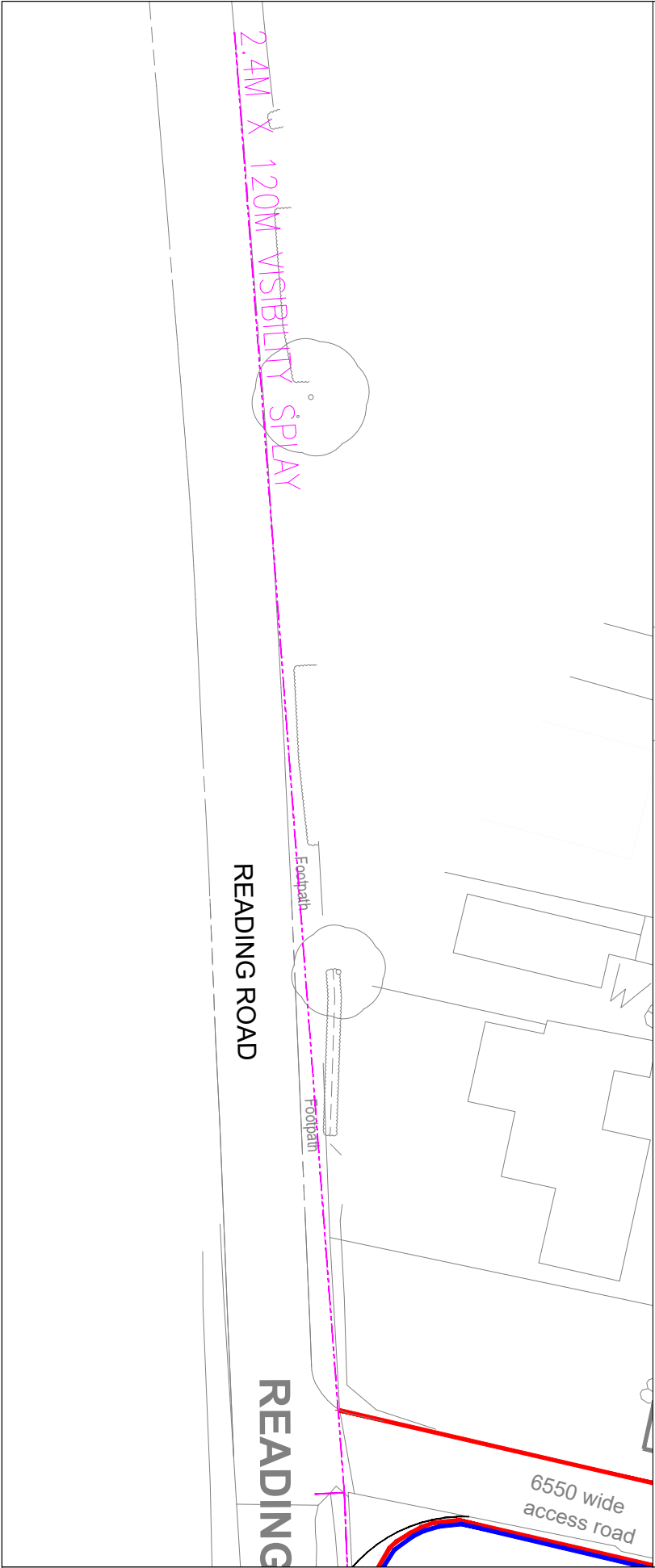
	Tue 27-May	Wed 28-May	Thu 29-May	Fri 30-May	Sat 31-May	Sun 01-Jun	Mon 02-Jun
Hour							
0000-0100	11	11	12	20	41	43	20
0100-0200	11	7	8	15	13	23	8
0200-0300	10	6	8	11	8	11	5
0300-0400	8	3	5	14	12	7	8
0400-0500	22	24	14	22	20	13	14
0500-0600	78	73	73	64	34	18	85
0600-0700	252	250	234	207	81	57	242
0700-0800	505	538	429	359	158	79	505
0800-0900	509	512	375	344	201	175	403
0900-1000	389	372	312	338	267	245	290
1000-1100	340	344	331	350	357	269	305
1100-1200	339	352	336	343	413	331	296
1200-1300	306	382	383	366	359	395	326
1300-1400	336	365	319	342	361	352	302
1400-1500	339	405	380	394	338	319	349
1500-1600	450	460	384	423	307	318	421
1600-1700	698	639	506	463	333	325	515
1700-1800	877	336	517	488	364	303	547
1800-1900	493	313	354	366	289	217	354
1900-2000	233	225	217	269	221	204	228
2000-2100	138	140	175	145	106	131	133
2100-2200	107	99	115	119	124	113	92
2200-2300	91	106	97	99	103	74	61
2300-2400	28	46	36	83	64	34	29
Totals							
0700-1900	5581	5018	4626	4576	3747	3328	4613
0600-2200	6311	5732	5367	5316	4279	3833	5308
0600-0000	6430	5884	5500	5498	4446	3941	5398
0000-0000	6570	6008	5620	5644	4574	4056	5538
AM Peak	800 509	700 538	700 429	700 359	1100 413	1100 331	700 505
PM Peak	1700 877	1600 639	1700 517	1700 488	1700 364	1200 395	1700 547

SPEED LIMIT: 30

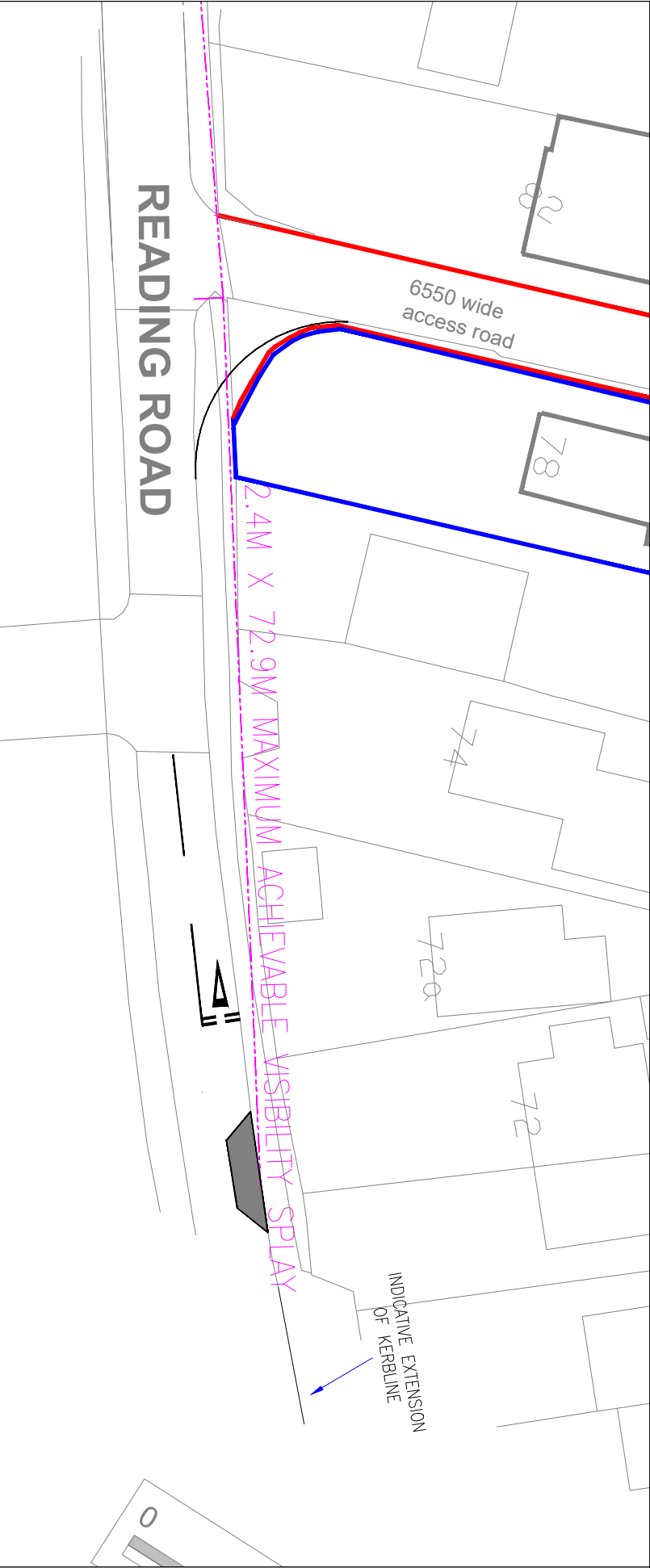
Averages

1-5.	1-7.
14.8	22.6
9.8	12.1
8	8.4
7.6	8.1
19.2	18.4
74.6	60.7
237	189
467.2	367.6
428.6	359.9
340.2	316.1
334	328
333.2	344.3
352.6	359.6
332.8	339.6
373.4	360.6
427.6	394.7
564.2	497
553	490.3
376	340.9
234.4	228.1
146.2	138.3
106.4	109.9
90.8	90.1
44.4	45.7
4882.8	4498.4
5606.8	5163.7
5742	5299.6
5876	5430

Appendix D



PRIMARY DIRECTION VISIBILITY



SECONDARY DIRECTION VISIBILITY ACHIEVABLE TO KERB LINE



SECONDARY DIRECTION VISIBILITY ACHIEVABLE TO CENTRELINE

GENERAL NOTES

- THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
- 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.
- PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
- ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
- 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.



NORTH

E	ADDRESSING HIGHWAY COMMENTS	05.11.25	LJ	JR
D	RESUBMISSION OF PLANNING APPLICATION	25.07.25	LJ	JR
C	REVISED SITE LAYOUT	09.09.19	SKJ	JR
B	REVISED SITE LAYOUT	02.09.19	SKJ	JH
A	REVISED SITE LAYOUT	27.08.19	SKJ	JH
Rev	Description	Date	By	Chkd

Project Name

LAND AT READING ROAD
EVERSLEY

Project Phase

PRELIMINARY

Title

VISIBILITY SPLAY DRAWING



Paul Basham Associates Ltd
The Lambourn Windyke Furlong, Abingdon Business Park,
Abingdon, OX14 1UJ
01235 352150
info@paulbashamassociates.com www.paulbashamassociates.com

Client



Checked By

JR

Checked Date

19.12.18

Drawn By

SKJ

Drawn Date

19.12.18

Scale

1:500

Client Drawing No.

-

PBA Drawing No.

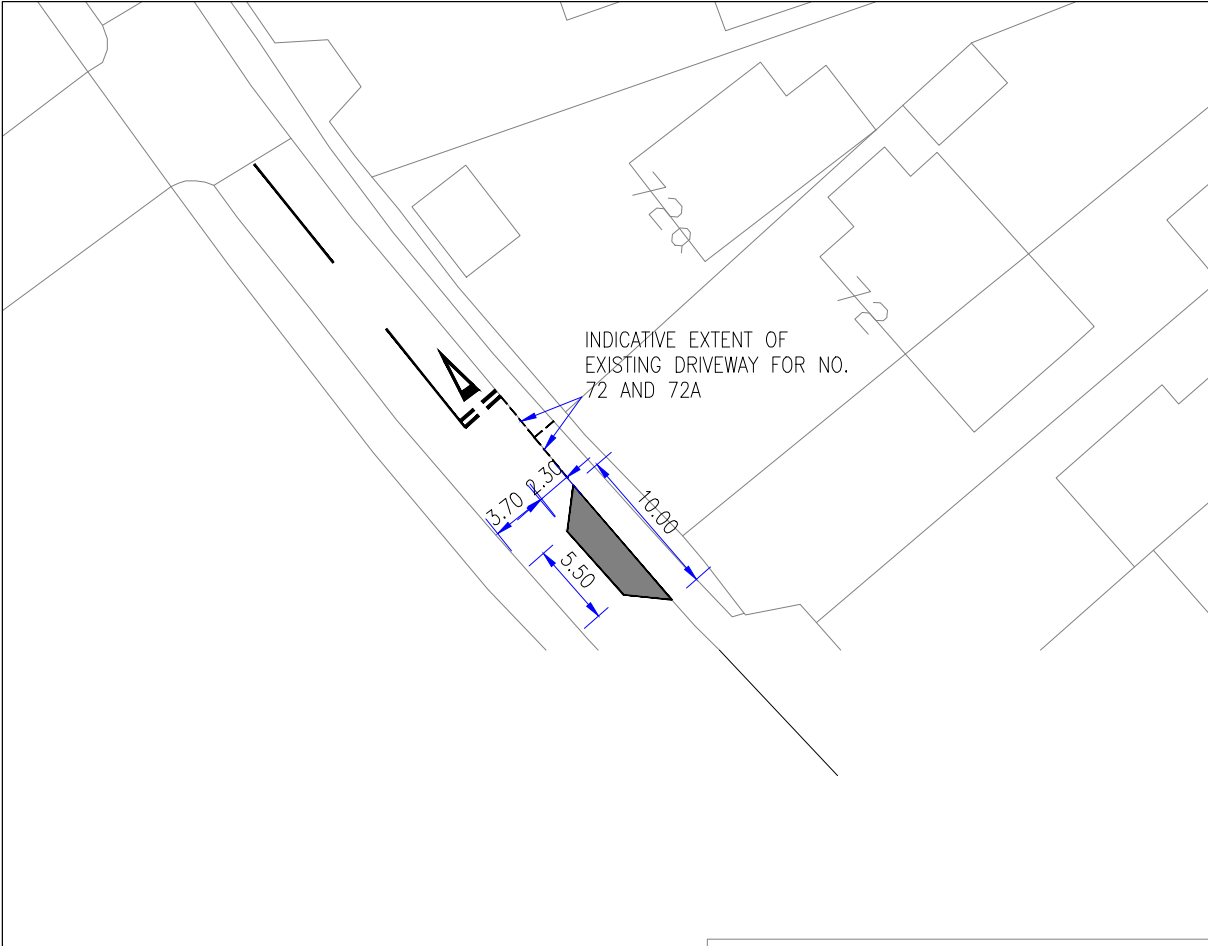
028.0055.001

Revision

E

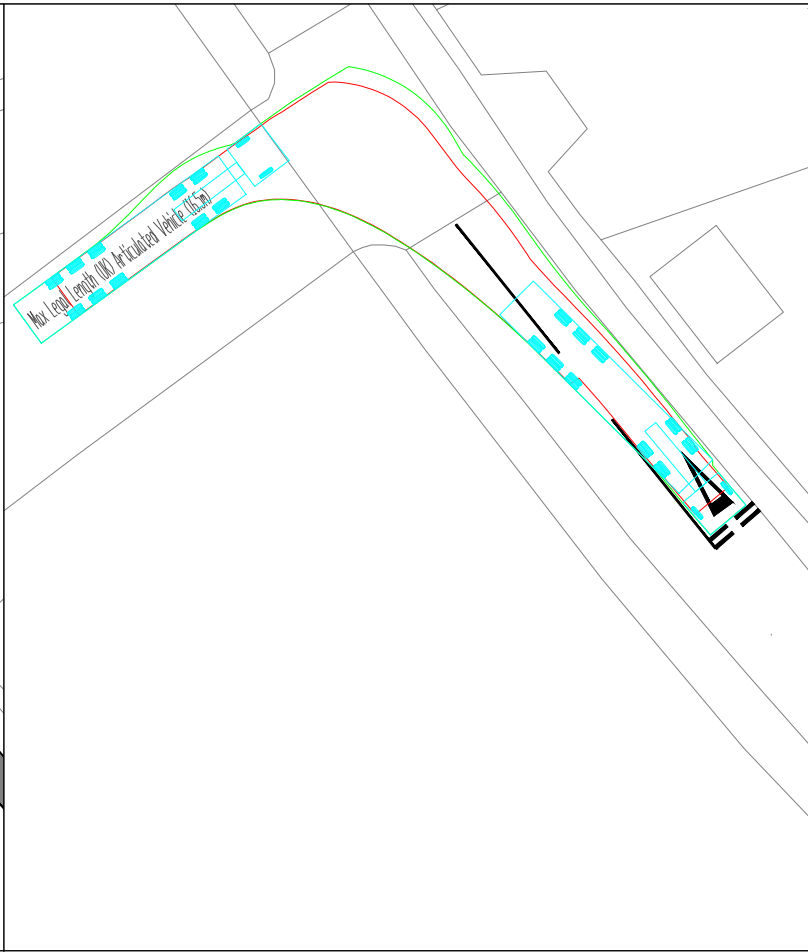
(AT A3 SIZE)

Appendix E



PROPOSED BUILD OUT GENERAL ARRANGEMENT

PROPOSED BUILD OUT 16.5M ARTICULATED LORRY TRACKING NORTHBOUND

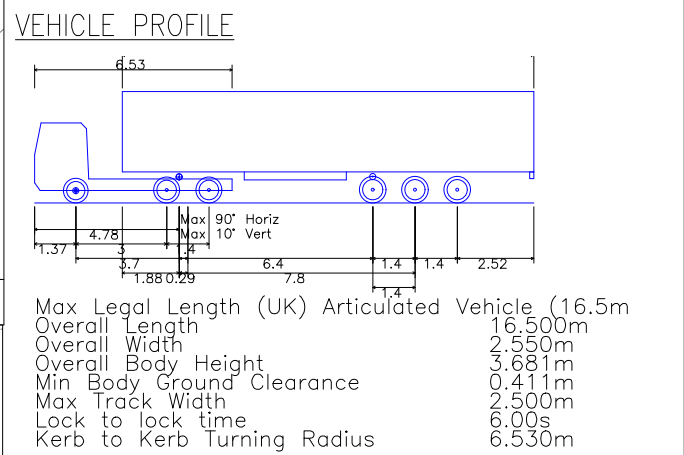


16.5M ARTICULATED LORRY TRACKING SOUTHBOUND

OLD SADDLERY ACCESS – INGRESS OF HGV

OLD SADDLERY ACCESS – EGRESS OF HGV

- GENERAL NOTES**
1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
 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. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
 4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
 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.

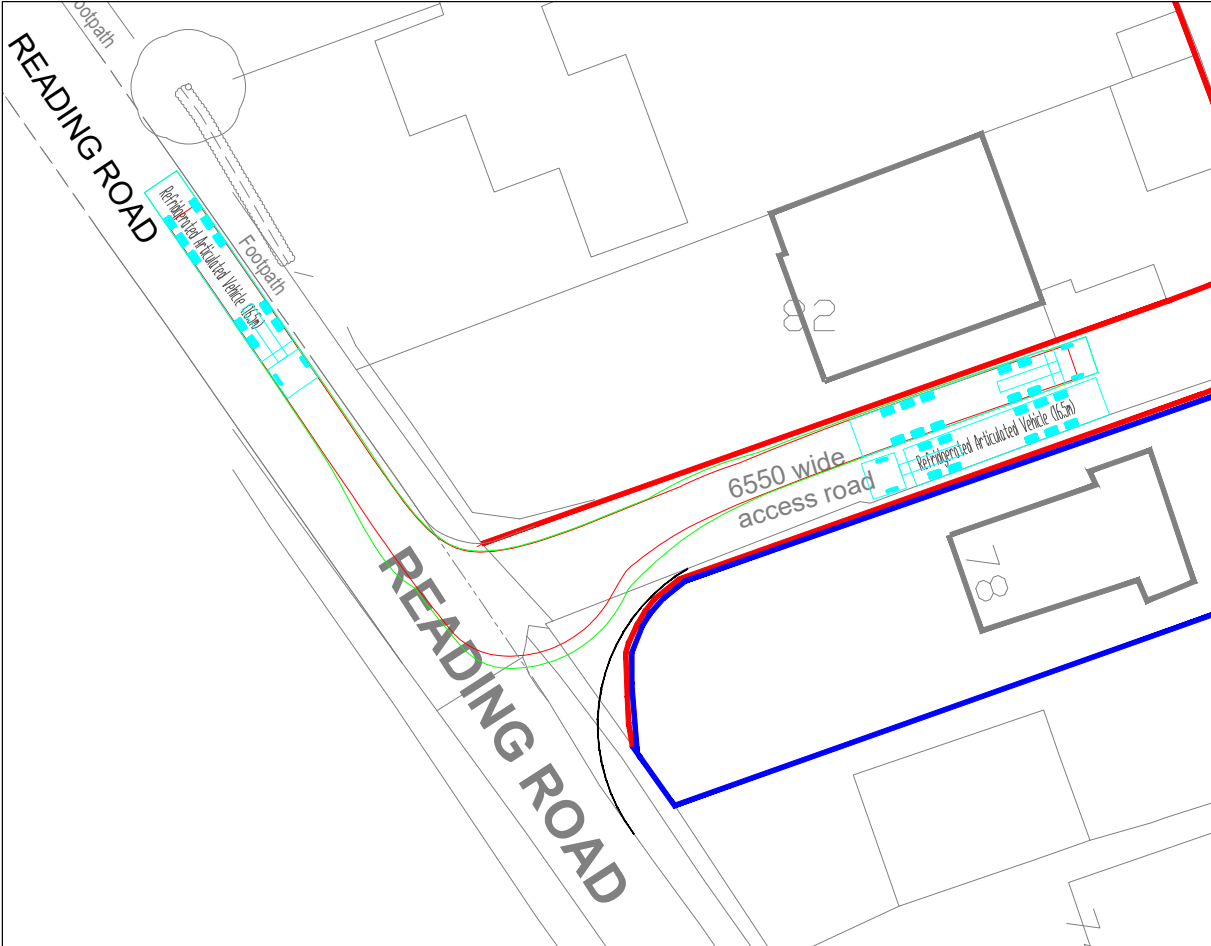


North Arrow

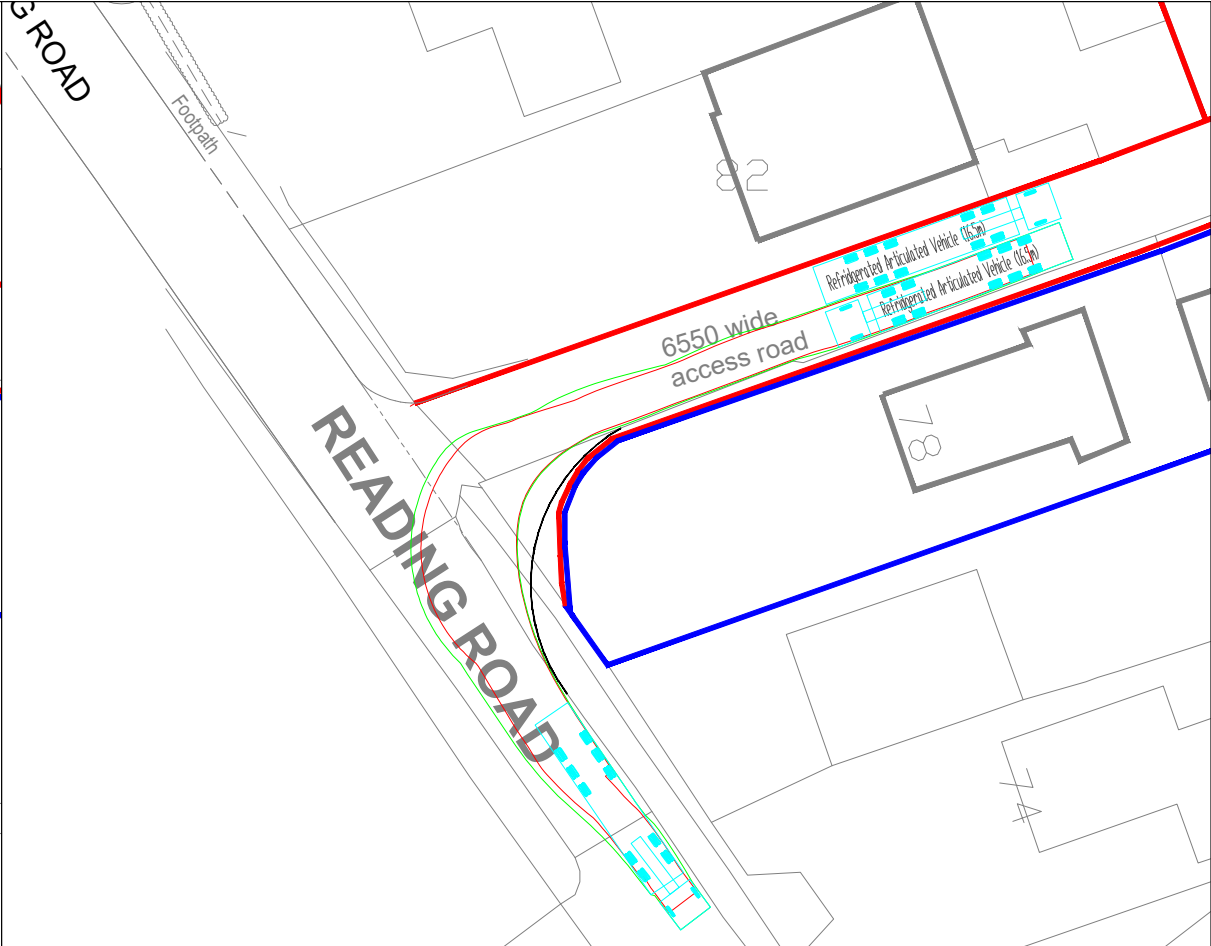
Project Name		Title		Client		Checked By	Checked Date	Scale		
LAND AT READING ROAD EVERSLEY						JNR	05.11.25	1:500		
Project Phase		PROPOSED BUILD OUT DESIGN				Drawn By	Drawn Date	Client Drawing No.	PBA Drawing No.	Revision
PRELIMINARY						LEJ	05.11.25	-	028.0055.005	-

(AT A3 SIZE)

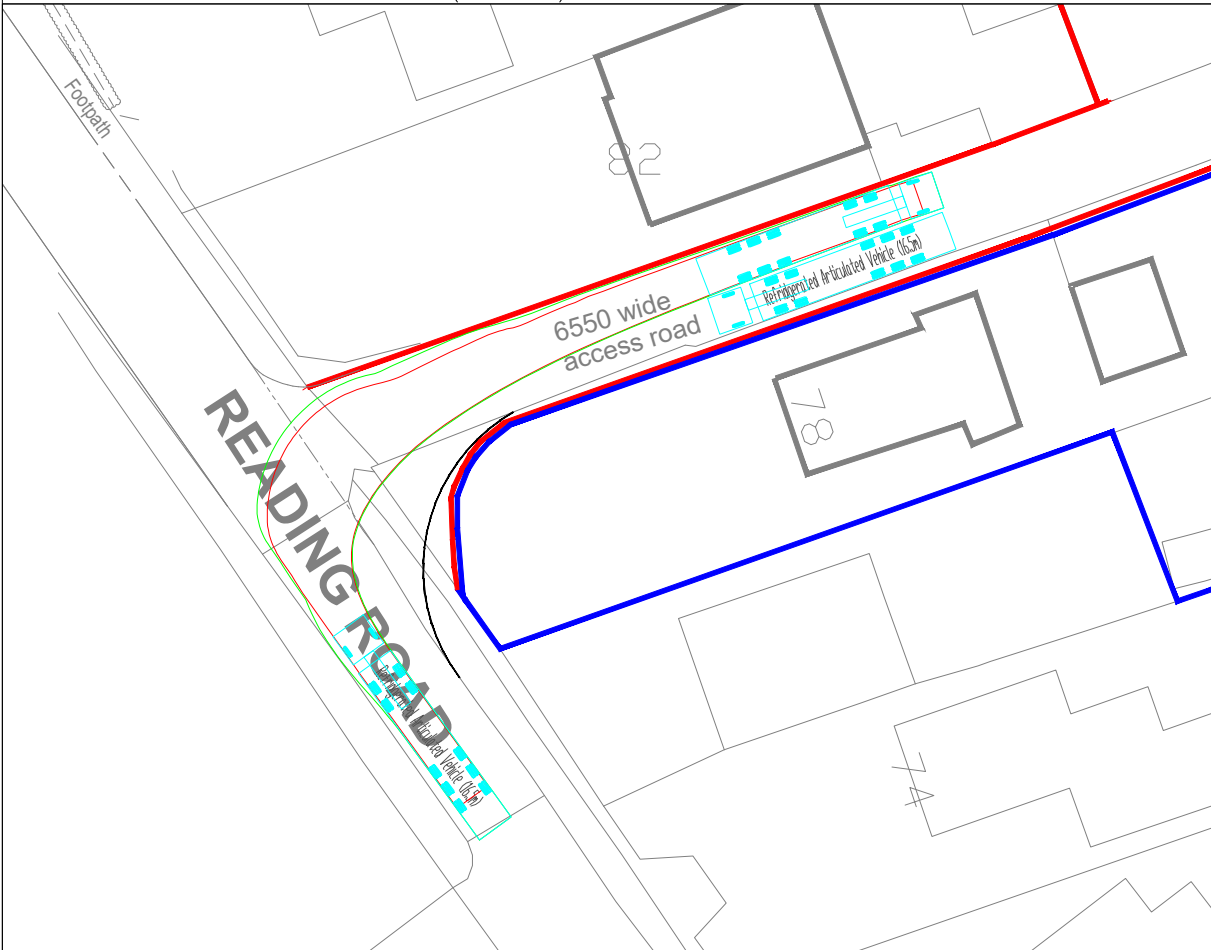
Appendix F



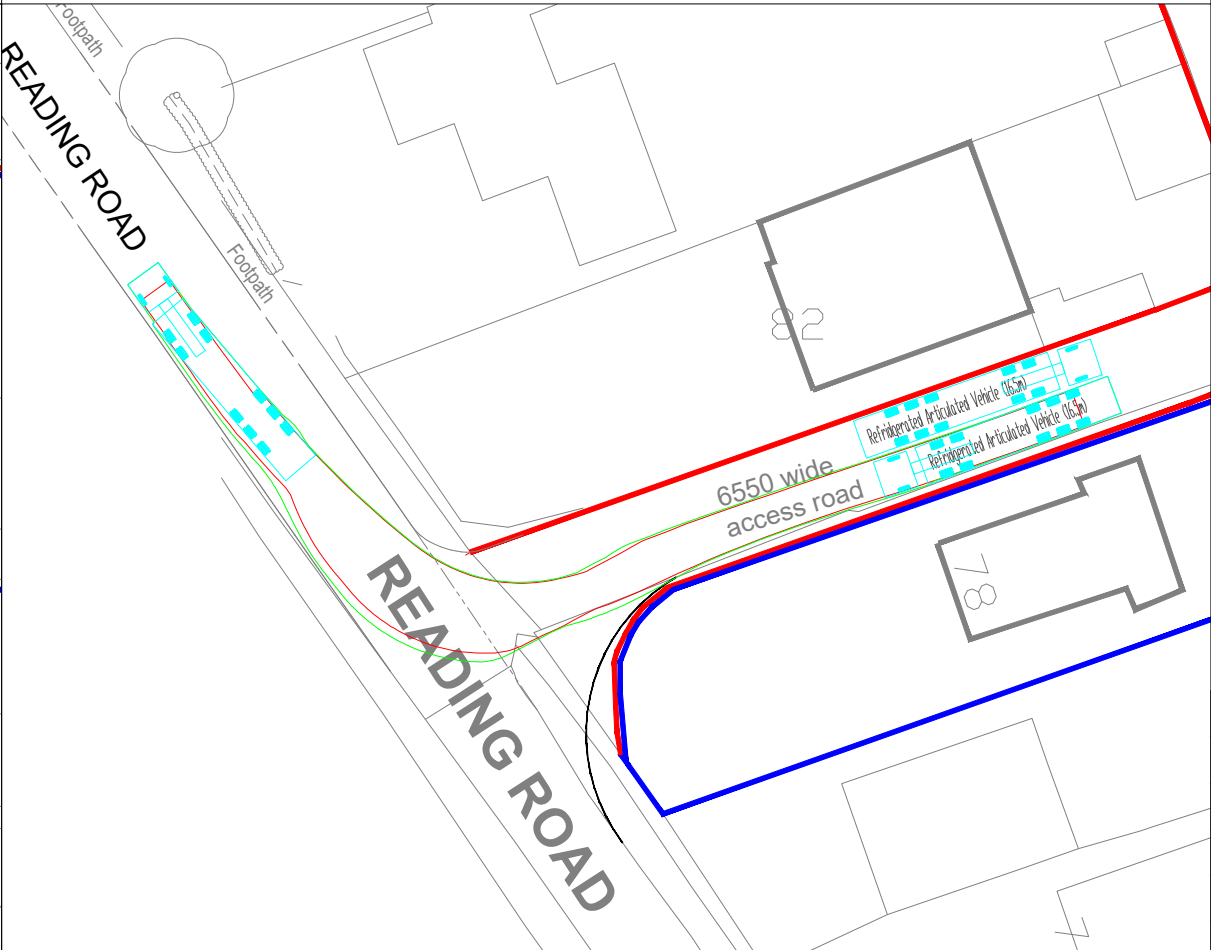
INGRESS OF ARTICULATED LORRY (LEFT IN)



EGRESS OF ARTICULATED LORRY (LEFT OUT)



INGRESS OF ARTICULATED LORRY (RIGHT IN)

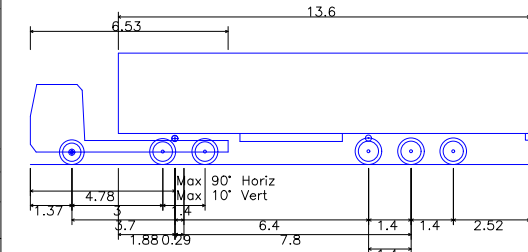


EGRESS OF ARTICULATED LORRY (RIGHT OUT)

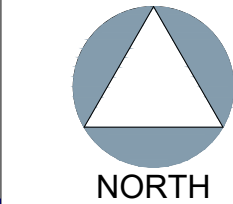
GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
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. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
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

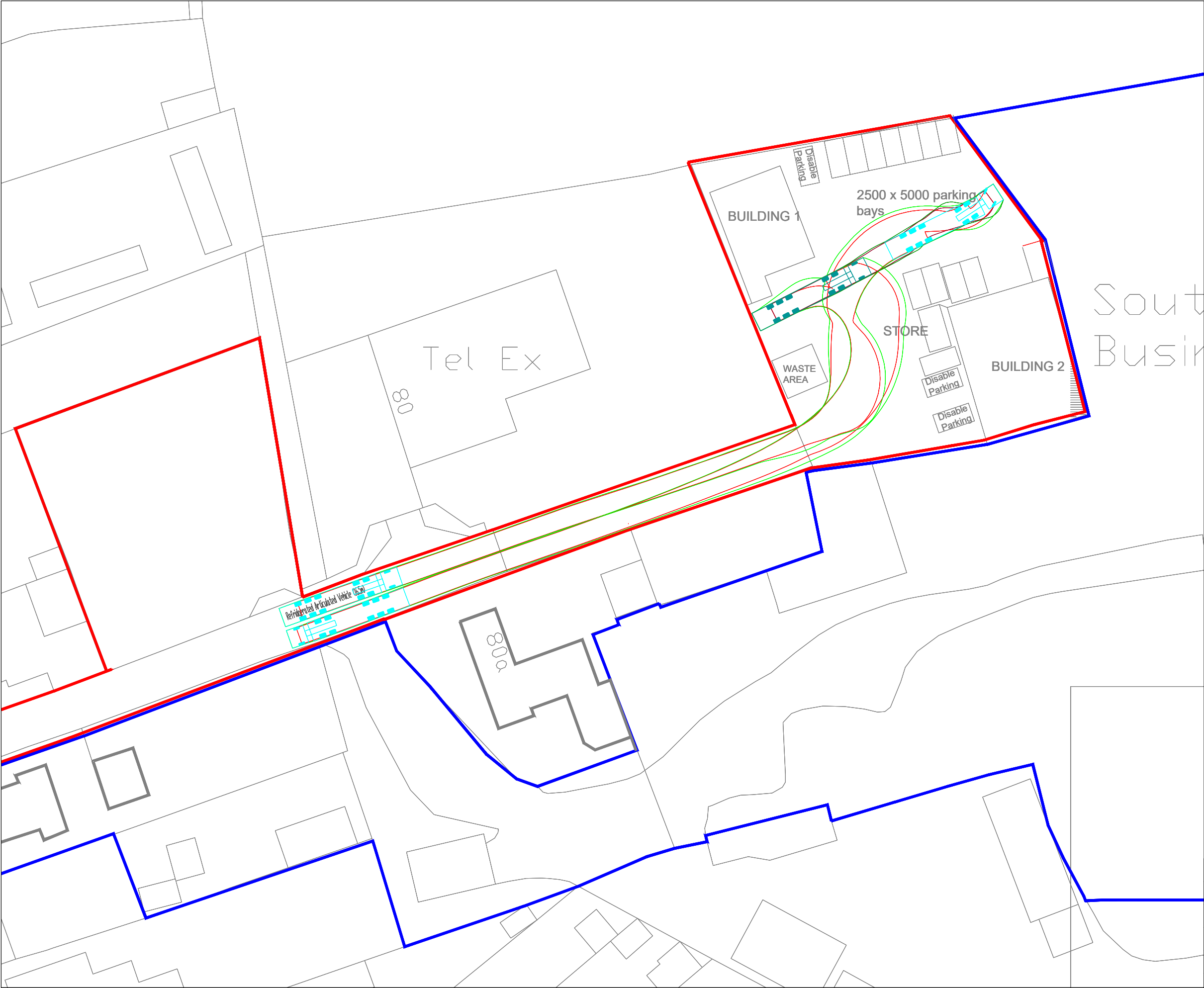


Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m



F	ADDRESSING HIGHWAY COMMENTS	17.11.25	LJ	JR
E	ADDRESSING HIGHWAY COMMENTS	05.11.25	LJ	JR
D	RESUBMISSION OF PLANNING APPLICATION	25.07.25	LJ	JR
C	REVISED SITE LAYOUT	09.09.19	SKJ	JR
B	REVISED SITE LAYOUT	02.09.19	SKJ	JH
A	REVISED SITE LAYOUT	12.08.19	SKJ	JH
Rev	Description	Date	By	Chkd

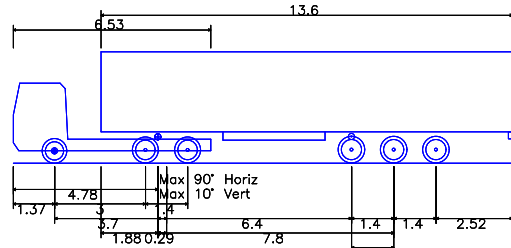
Project Name LAND AT READING ROAD EVERSLEY	Title HGV VEHICLE TRACKING	 Paul Basham Associates Ltd Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park, Abingdon, OX14 1RG 01235 425460 info@paulbashamassociates.com www.paulbashamassociates.com	Client 	Checked By JR	Checked Date 11.02.2019	Scale 1:500 (AT A3 SIZE)
Project Phase PRELIMINARY				Drawn By SKJ	Drawn Date 11.02.2019	Client Drawing No. - PBA Drawing No. 028.0055.002 Revision F



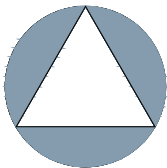
GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
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. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
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



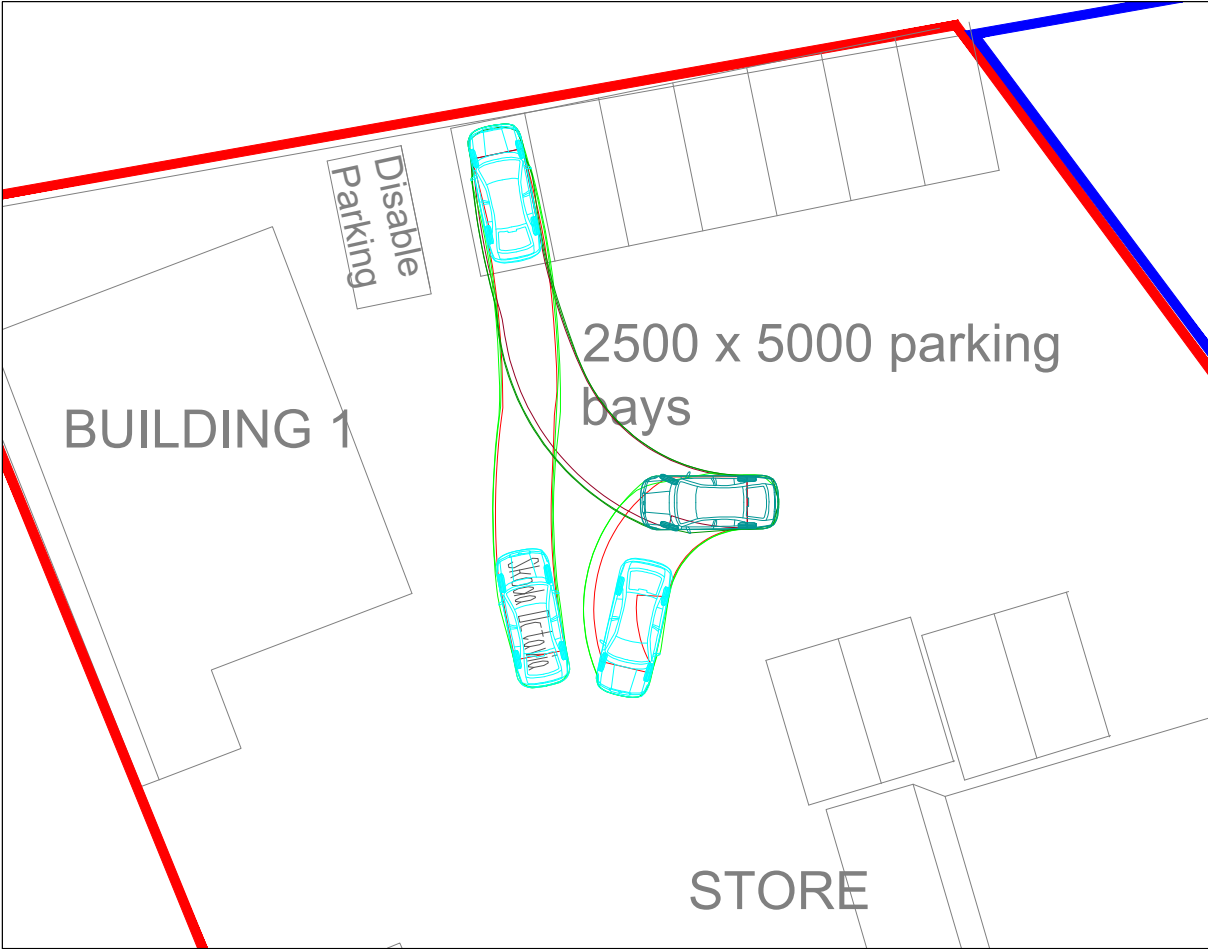
Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m



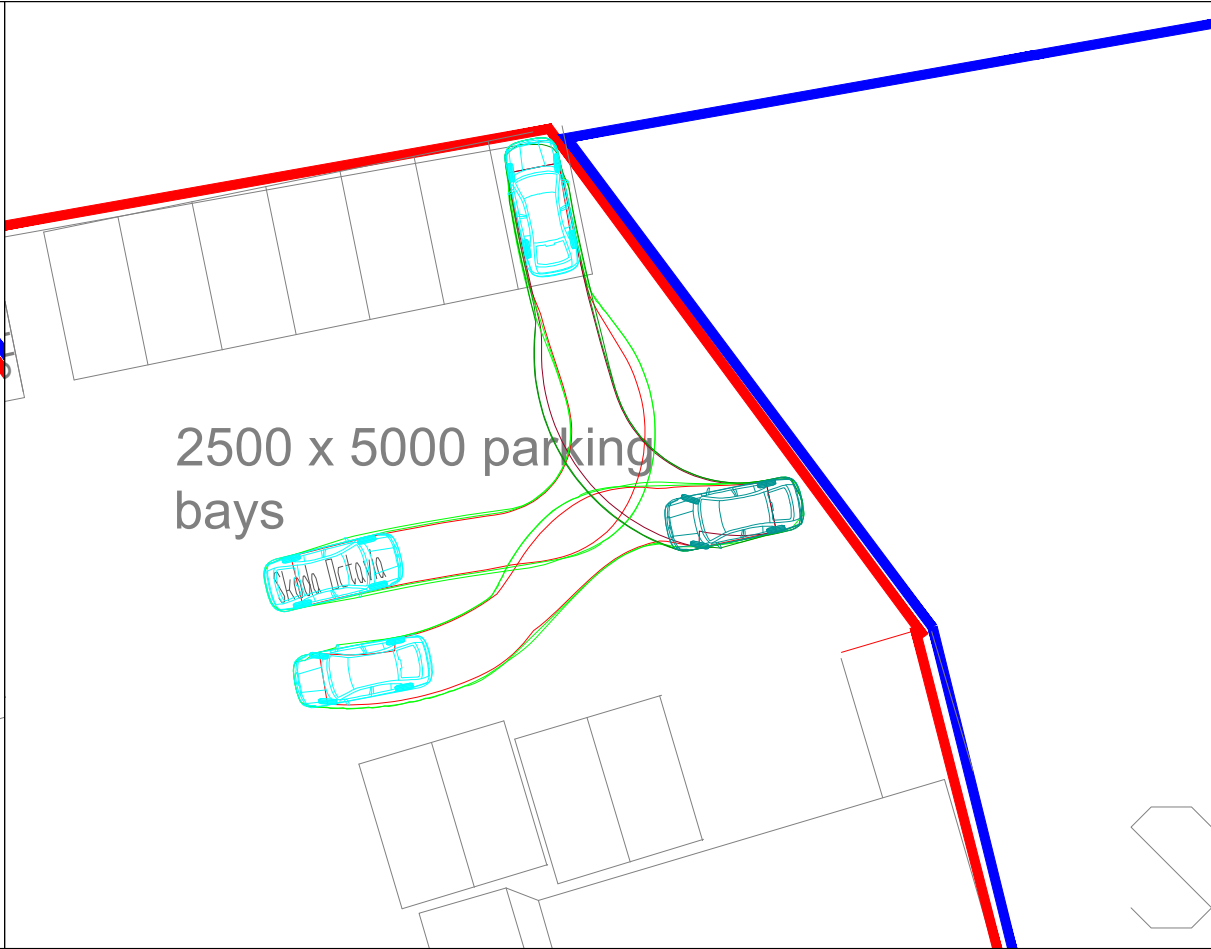
NORTH

E	RESUBMISSION OF PLANNING APPLICATION	17.11.25	LJ	JR
D	RESUBMISSION OF PLANNING APPLICATION	05.11.25	LJ	JR
C	RESUBMISSION OF PLANNING APPLICATION	25.07.19	LJ	JR
B	REVISED SITE LAYOUT	09.09.19	SKJ	JR
A	REVISED SITE LAYOUT	02.09.19	SKJ	JH
Rev	Description	Date	By	Chkd

Project Name LAND AT READING ROAD EVERSLEY	Title INTERNAL HGV VEHICLE TRACKING	 Paul Basham Associates Ltd Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park, Abingdon, OX14 1RG 01235 425460 info@paulbashamassociates.com www.paulbashamassociates.com	Client 	Checked By JR	Checked Date 28.08.19	Scale 1:500 (AT A3 SIZE)
Project Phase PRELIMINARY				Drawn By SKJ	Drawn Date 28.08.19	Client Drawing No. - PBA Drawing No. 028.0055.003 Revision E



CAR PARK TRACKING 1



CAR PARK TRACKING 2



CAR PARK TRACKING 3



CAR PARK TRACKING 4

GENERAL NOTES

- THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
- 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.
- PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
- ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
- 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.

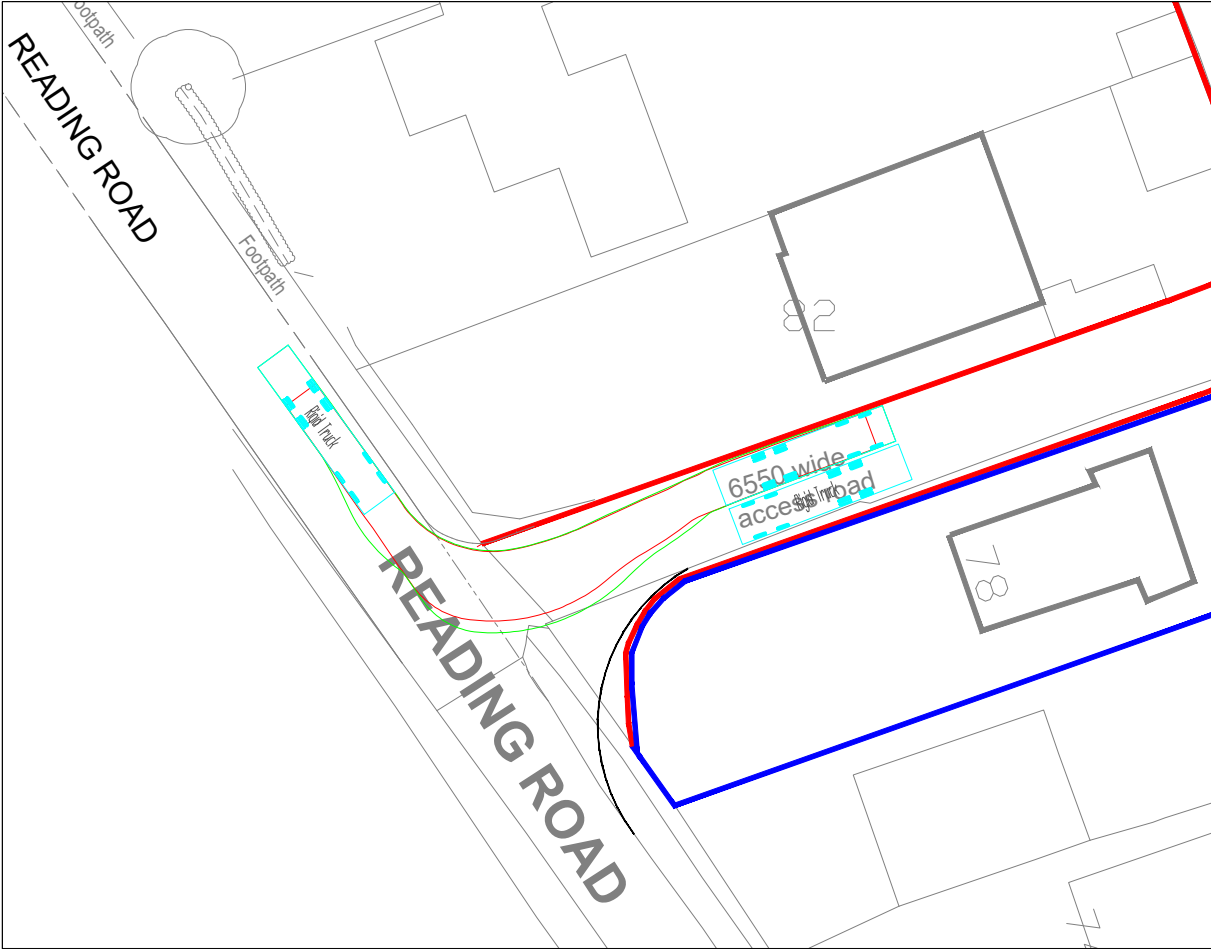
VEHICLE PROFILE

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

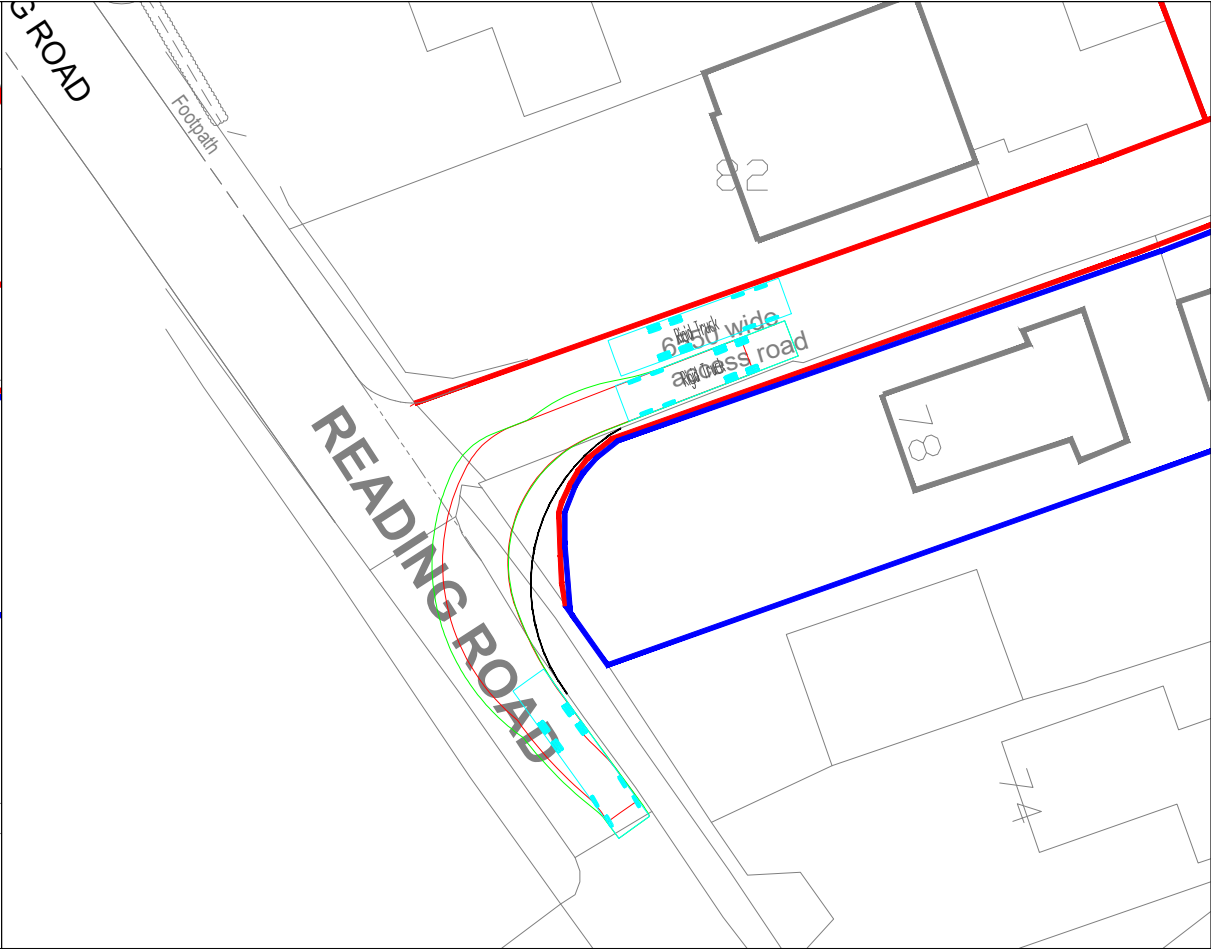
NORTH

C	RESUBMISSION OF PLANNING APPLICATION	25.07.25	LJ	JR
B	REVISED SITE LAYOUT	09.09.19	SKJ	JR
A	REVISED SITE LAYOUT	02.09.19	SKJ	JH
Rev	Description	Date	By	Chkd

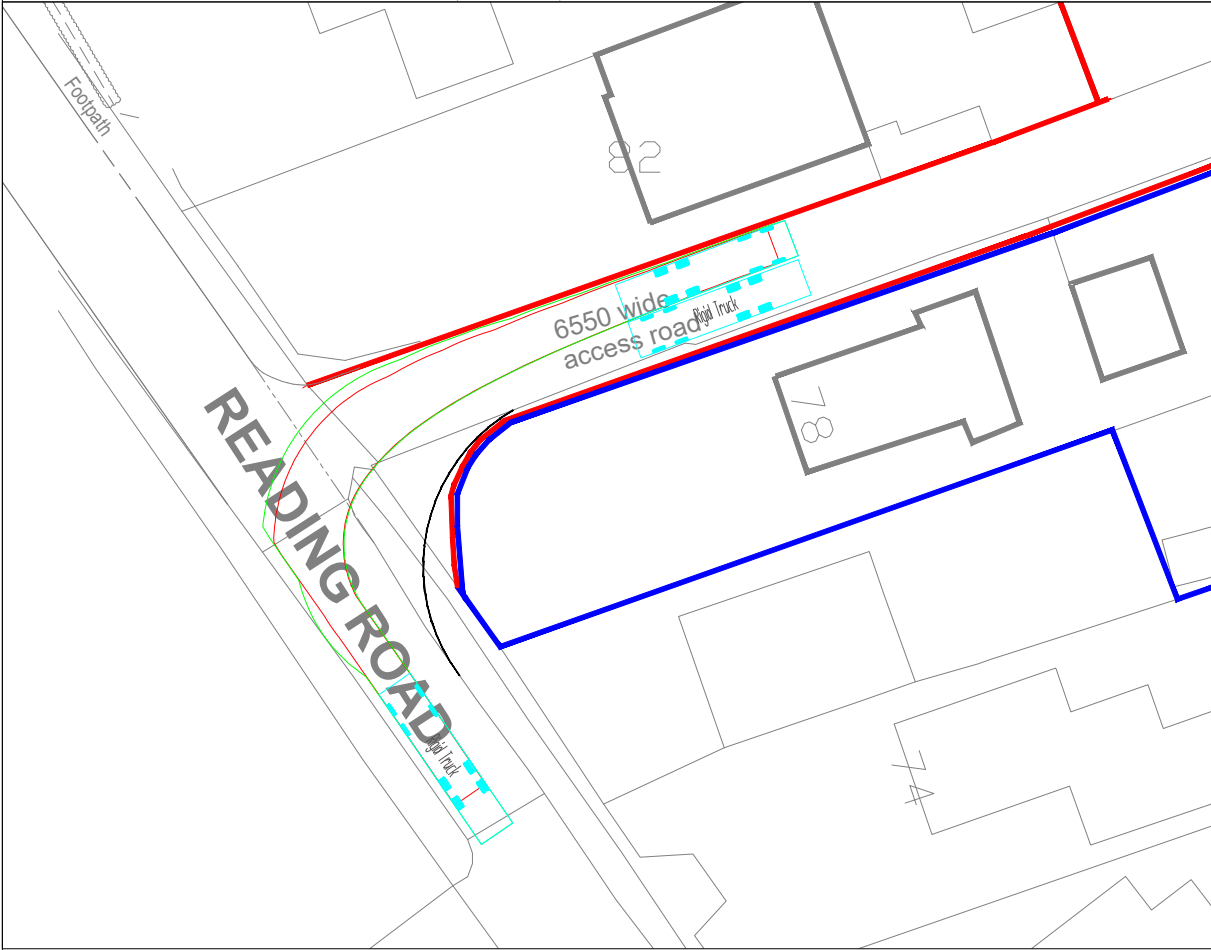
Project Name	LAND AT READING ROAD EVERSLEY	Title CAR PARK VEHICLE TRACKING	Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU 01489 668134 info@paulbashamassociates.com www.paulbashamassociates.com	Client 	Checked By JH	Checked Date 28.08.19	Scale 1:250	(AT A3 SIZE)	
Project Phase PRELIMINARY	Drawn By SKJ				Drawn Date 28.08.19	Client Drawing No. -	PBA Drawing No. 028.0055.004	Revision C	



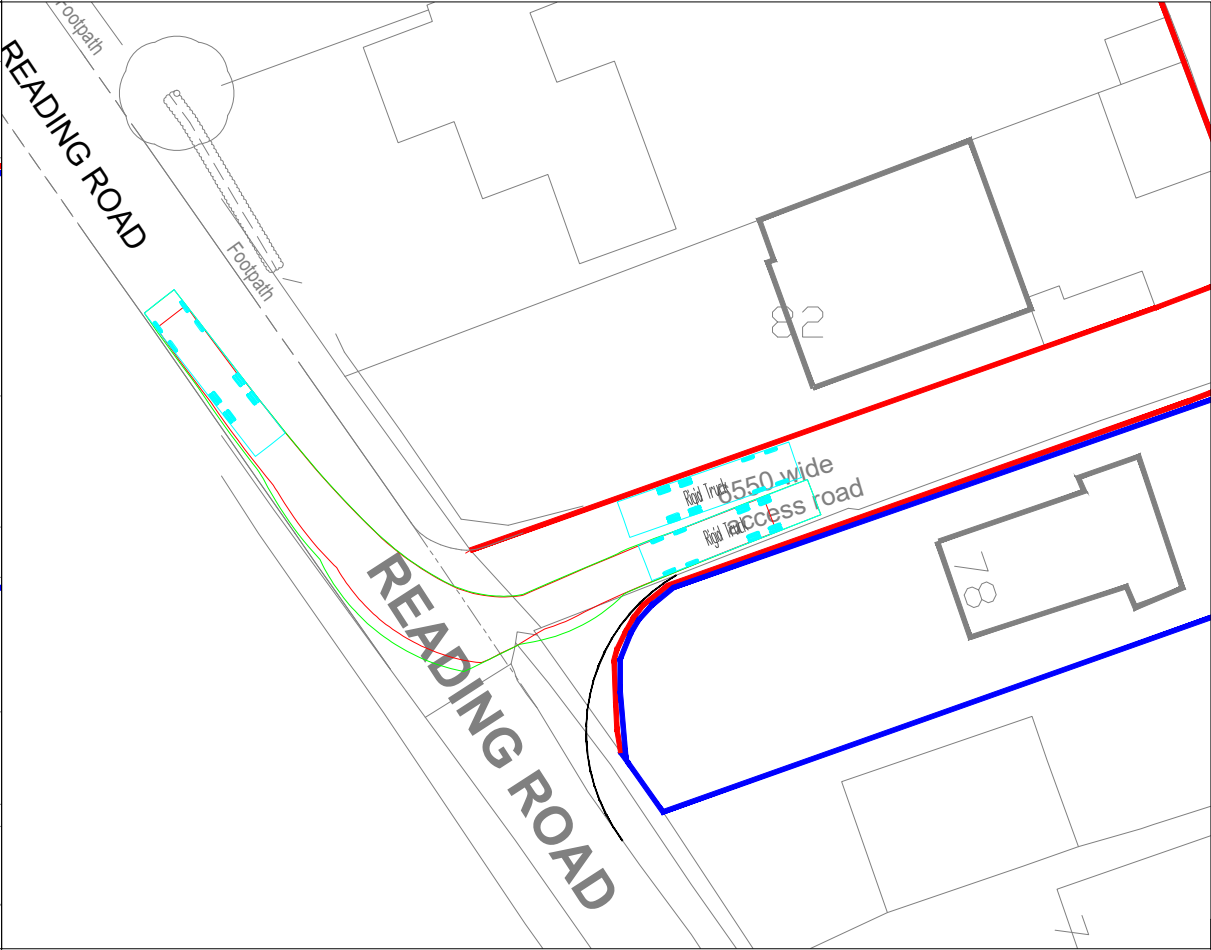
INGRESS OF ARTICULATED LORRY (LEFT IN)



EGRESS OF ARTICULATED LORRY (LEFT OUT)



INGRESS OF ARTICULATED LORRY (RIGHT IN)

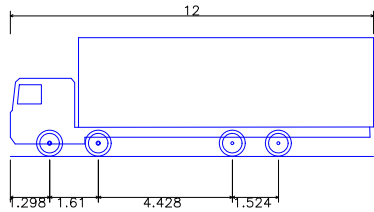


EGRESS OF ARTICULATED LORRY (RIGHT OUT)

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
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. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
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

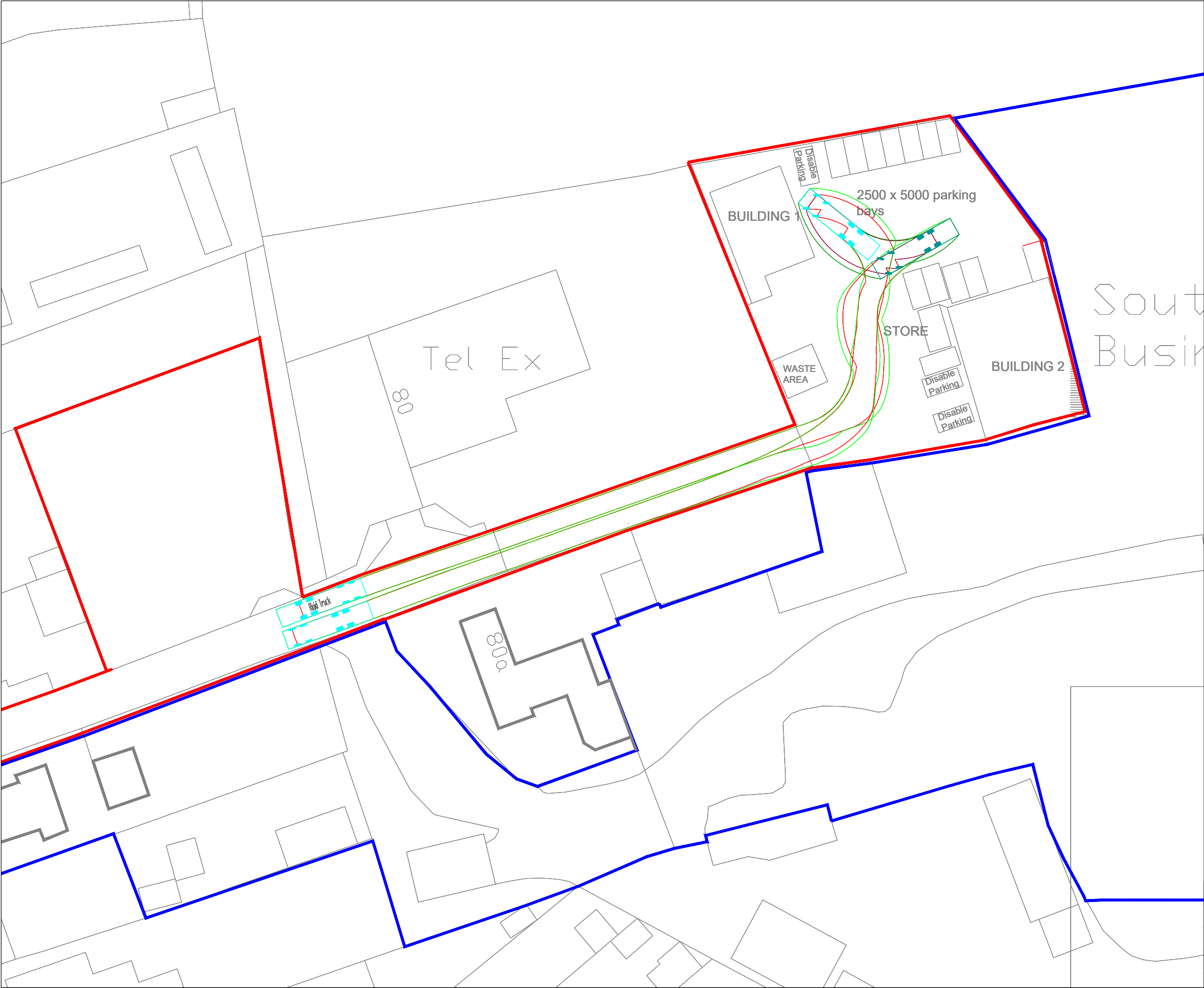


Rigid Truck	12.000m
Overall Length	2.500m
Overall Width	3.928m
Overall Body Height	0.412m
Min Body Ground Clearance	2.471m
Track Width	6.00s
Lock to lock time	11.900m
Kerb to Kerb Turning Radius	



Rev	Description	Date	By	Chkd
-----	-------------	------	----	------

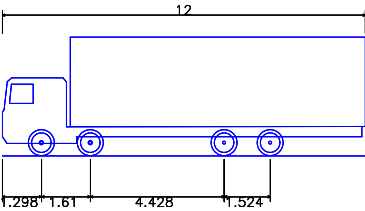
Project Name LAND AT READING ROAD EVERSLEY	Title 12M RIGID VEHICLE TRACKING	 Paul Basham Associates Ltd Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park, Abingdon, OX14 1RG 01235 425460 info@paulbashamassociates.com www.paulbashamassociates.com	Client 	Checked By JNR	Checked Date 17.11.25	Scale 1:500 (AT A3 SIZE)
Project Phase PRELIMINARY				Drawn By LEJ	Drawn Date 17.11.25	Client Drawing No. - PBA Drawing No. 028.0055.006 Revision -



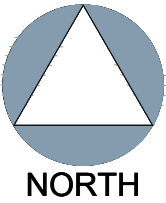
GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
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. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
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



Rigid Truck	12.000m
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m



D	RESUBMISSION OF PLANNING APPLICATION	05.11.25	LJ	JR
C	RESUBMISSION OF PLANNING APPLICATION	25.07.19	LJ	JR
B	REVISED SITE LAYOUT	09.09.19	SKJ	JR
A	REVISED SITE LAYOUT	02.09.19	SKJ	JH
Rev	Description	Date	By	Chkd

Project Name	Title		Client		Checked By	Checked Date	Scale		
LAND AT READING ROAD EVERSLEY					JR	28.08.19	1:500		
Project Phase	INTERNAL HGV VEHICLE TRACKING	Paul Basham Associates Ltd Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park, Abingdon, OX14 1RG 01235 425460 info@paulbashamassociates.com www.paulbashamassociates.com			Drawn By	Drawn Date	Client Drawing No.	PBA Drawing No.	Revision
PRELIMINARY					SKJ	28.08.19	-	028.0055.003	D

Appendix G

Calculation Reference: AUDIT-247601-190131-0114

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	RE READING	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Secondary 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: Gross floor area
 Actual Range: 645 to 4324 (units: sqm)
 Range Selected by User: 300 to 5000 (units: sqm)

Parking Spaces Range: Selected: 0 to 774 Actual: 0 to 774

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 21/11/17

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:

Tuesday	3 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	9 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	5

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:

Industrial Zone	8
Commercial Zone	1

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.

Secondary Filtering selection:

Use Class:

B1	4 days
B2	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	1 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:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	6 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:

No	9 days
----	--------

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

PTAL Rating:

No PTAL Present	9 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BR-02-C-02 SOUTH LIBERTY LANE BRISTOL	STAINLESS FITTINGS BRISTOL CITY
	Edge of Town Industrial Zone Total Gross floor area: 1475 sqm Survey date: TUESDAY 22/09/15	Survey Type: MANUAL
2	DS-02-C-02 PONTEFRAC STREET DERBY	ENGINEERED PRODUCTS DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 2600 sqm Survey date: THURSDAY 25/06/15	Survey Type: MANUAL
3	DV-02-C-02 GRACE ROAD SOUTH EXETER	ENERGY RECOVERY FACILITY DEVON
	MARSH BARTON TRAD. EST. Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 3513 sqm Survey date: THURSDAY 06/07/17	Survey Type: MANUAL
4	HC-02-C-01 JAYS CLOSE BASINGSTOKE	ENGINEERING COMPANY HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 3000 sqm Survey date: THURSDAY 16/06/16	Survey Type: MANUAL
5	HE-02-C-02 COLLEGE ROAD HEREFORD	THERMAL PROCESSING HEREFORDSHIRE
	BURCOTT Edge of Town Commercial Zone Total Gross floor area: 1880 sqm Survey date: TUESDAY 22/10/13	Survey Type: MANUAL
6	RE-02-C-01 COMMERCIAL ROAD READING	SHEET METAL FABRICATION READING
	Edge of Town Industrial Zone Total Gross floor area: 645 sqm Survey date: THURSDAY 22/11/12	Survey Type: MANUAL
7	SF-02-C-01 ANSON ROAD IPSWICH	JOINERY SUFFOLK
	MARTLESHAM HEATH Edge of Town Industrial Zone Total Gross floor area: 1100 sqm Survey date: FRIDAY 12/07/13	Survey Type: MANUAL
8	TW-02-C-01 SHAFTESBURY AVENUE JARROW	INDUSTRIAL UNIT TYNE & WEAR
	TYNE POINT IND. ESTATE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 950 sqm Survey date: THURSDAY 15/11/12	Survey Type: MANUAL
9	WM-02-C-04 STOURVALE ROAD STOURBRIDGE	FOUNDRY WEST MIDLANDS
	LYE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 4324 sqm Survey date: TUESDAY 21/11/17	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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	9	2165	0.318	9	2165	0.072	9	2165	0.390
08:00 - 09:00	9	2165	0.513	9	2165	0.087	9	2165	0.600
09:00 - 10:00	9	2165	0.303	9	2165	0.169	9	2165	0.472
10:00 - 11:00	9	2165	0.195	9	2165	0.154	9	2165	0.349
11:00 - 12:00	9	2165	0.180	9	2165	0.154	9	2165	0.334
12:00 - 13:00	9	2165	0.272	9	2165	0.267	9	2165	0.539
13:00 - 14:00	9	2165	0.236	9	2165	0.272	9	2165	0.508
14:00 - 15:00	9	2165	0.185	9	2165	0.221	9	2165	0.406
15:00 - 16:00	9	2165	0.159	9	2165	0.190	9	2165	0.349
16:00 - 17:00	9	2165	0.077	9	2165	0.349	9	2165	0.426
17:00 - 18:00	9	2165	0.031	9	2165	0.395	9	2165	0.426
18:00 - 19:00	9	2165	0.041	9	2165	0.159	9	2165	0.200
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.510				2.489			4.999

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	645 - 4324 (units: sqm)
Survey date date range:	01/01/10 - 21/11/17
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	9	2165	0.000	9	2165	0.000	9	2165	0.000
08:00 - 09:00	9	2165	0.000	9	2165	0.000	9	2165	0.000
09:00 - 10:00	9	2165	0.005	9	2165	0.005	9	2165	0.010
10:00 - 11:00	9	2165	0.005	9	2165	0.005	9	2165	0.010
11:00 - 12:00	9	2165	0.010	9	2165	0.010	9	2165	0.020
12:00 - 13:00	9	2165	0.000	9	2165	0.000	9	2165	0.000
13:00 - 14:00	9	2165	0.000	9	2165	0.000	9	2165	0.000
14:00 - 15:00	9	2165	0.005	9	2165	0.005	9	2165	0.010
15:00 - 16:00	9	2165	0.000	9	2165	0.000	9	2165	0.000
16:00 - 17:00	9	2165	0.000	9	2165	0.000	9	2165	0.000
17:00 - 18:00	9	2165	0.000	9	2165	0.000	9	2165	0.000
18:00 - 19:00	9	2165	0.005	9	2165	0.005	9	2165	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.030			0.060

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	9	2165	0.031	9	2165	0.026	9	2165	0.057
08:00 - 09:00	9	2165	0.046	9	2165	0.031	9	2165	0.077
09:00 - 10:00	9	2165	0.067	9	2165	0.072	9	2165	0.139
10:00 - 11:00	9	2165	0.031	9	2165	0.041	9	2165	0.072
11:00 - 12:00	9	2165	0.046	9	2165	0.041	9	2165	0.087
12:00 - 13:00	9	2165	0.092	9	2165	0.108	9	2165	0.200
13:00 - 14:00	9	2165	0.056	9	2165	0.041	9	2165	0.097
14:00 - 15:00	9	2165	0.021	9	2165	0.021	9	2165	0.042
15:00 - 16:00	9	2165	0.026	9	2165	0.026	9	2165	0.052
16:00 - 17:00	9	2165	0.021	9	2165	0.031	9	2165	0.052
17:00 - 18:00	9	2165	0.000	9	2165	0.000	9	2165	0.000
18:00 - 19:00	9	2165	0.005	9	2165	0.000	9	2165	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.442			0.438			0.880

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	9	2165	0.046	9	2165	0.000	9	2165	0.046
08:00 - 09:00	9	2165	0.005	9	2165	0.000	9	2165	0.005
09:00 - 10:00	9	2165	0.005	9	2165	0.000	9	2165	0.005
10:00 - 11:00	9	2165	0.000	9	2165	0.000	9	2165	0.000
11:00 - 12:00	9	2165	0.000	9	2165	0.000	9	2165	0.000
12:00 - 13:00	9	2165	0.000	9	2165	0.005	9	2165	0.005
13:00 - 14:00	9	2165	0.010	9	2165	0.010	9	2165	0.020
14:00 - 15:00	9	2165	0.000	9	2165	0.015	9	2165	0.015
15:00 - 16:00	9	2165	0.000	9	2165	0.005	9	2165	0.005
16:00 - 17:00	9	2165	0.000	9	2165	0.031	9	2165	0.031
17:00 - 18:00	9	2165	0.005	9	2165	0.005	9	2165	0.010
18:00 - 19:00	9	2165	0.000	9	2165	0.005	9	2165	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.076			0.147

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.