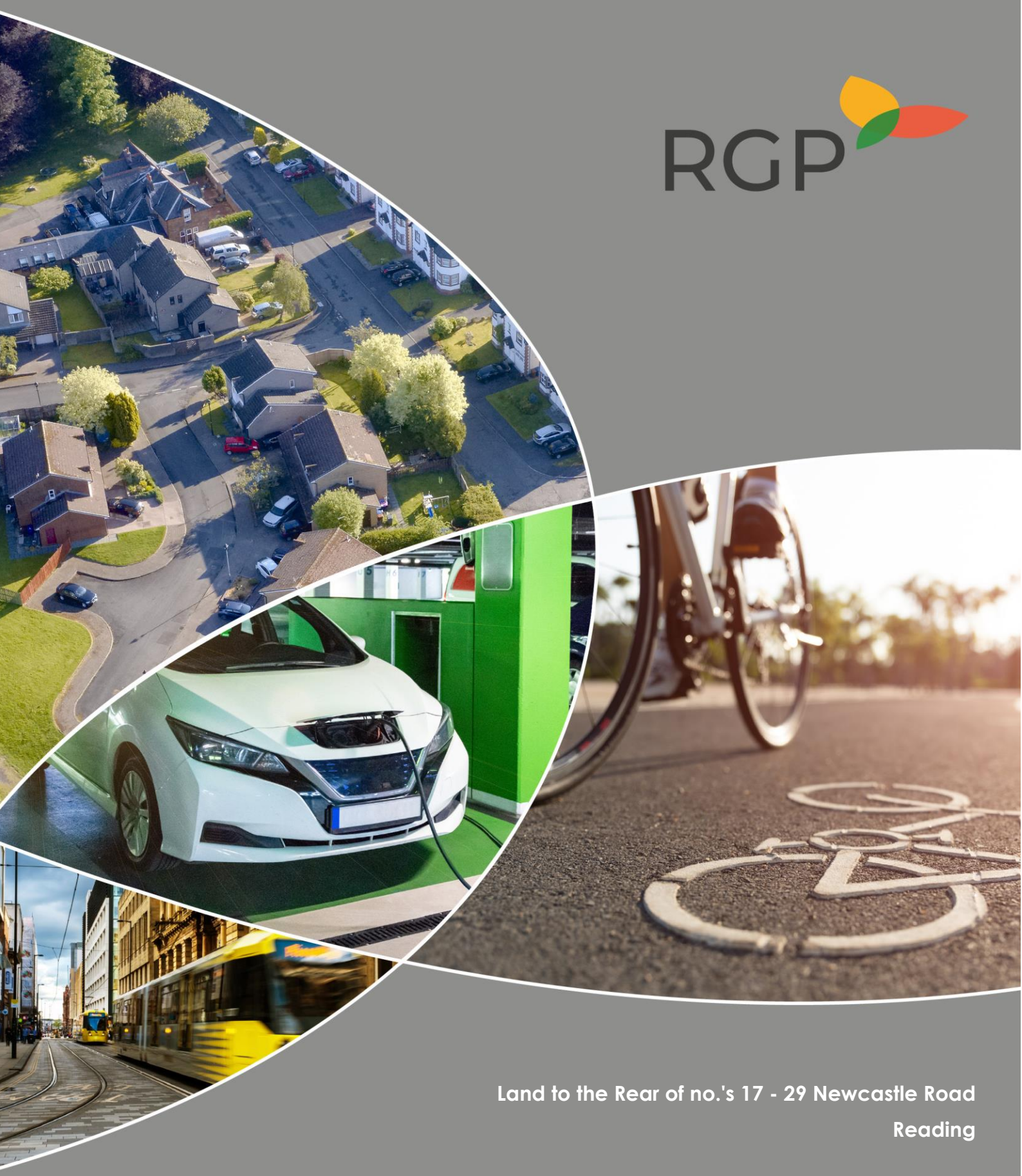

Land to the Rear of no.'s 17 - 29 Newcastle Road
Reading

TRANSPORT STATEMENT

For Residential Development
On behalf of Phillip Brett
6478/TS01
January 2023

www.rgp.co.uk

DOCUMENT CONTROL

Project:	Land to the Rear of no.'s 17 - 29 Newcastle Road For Residential Development
Project Location:	Reading
Report Type:	Transport Statement
Client:	Phillip Brett
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Document Checking

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Status

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2	10.01.2023	Rev A	Revised scheme & consultation comments	PB
3				
4				
5				

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1 INTRODUCTION

1.1 Background

1.1.1 RGP has been commissioned by Phillip Brett (the 'Client') to provide transport planning and highway advice with regards to proposals for residential development to the rear of 17-29 Newcastle Road, Reading.

1.1.2 The site is situated within the administrative boundary of Reading Borough Council, which operates as a Unitary Authority and hence acts as local planning and highway authority.

1.1.3 The proposals comprise the demolition of the existing residential property at no. 19 Newcastle Road to provide access to new residential properties to the rear of properties no. 17 to 29 Newcastle Road. The new development would comprise 9 x residential houses, each containing either 2 or 4 bedrooms and benefiting from 2 allocated parking spaces.

1.1.4 A planning application for the above has been submitted to the Council (reference: 221585) and, following feedback, the site layout has been revised. Additionally, a highway consultation response has been received requesting some additional information. This Transport Statement has therefore been revised to reflect the latest site plan and address the highway consultation comments.

1.1.5 In preparing this Transport Statement, consideration has been given to the National Planning Policy Framework (NPPF) as well as local policy requirements and design standards.

1.1.6 It should be noted that paragraph 111 of the NPPF states that "development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe". The findings of this report demonstrate that the proposals would not generate a 'severe' impact.

1.2 Pre-Application Advice

1.2.1 Pre-application advice has been obtained from the Council to agree the key principles of the development and requirements of the planning application. With regards to transport matters, the main feedback can be summarised as follows:

(i) The proposals should accord with relevant local planning policies, including the Council's design guidance for new vehicle accesses.

(ii) A provision of 2 car parking spaces is expected for each 3 or 4-bedroom property, in accordance with the Council's parking standards.

(iii) All properties with dedicated off-street parking should include electric vehicle charging facilities, whilst 2 cycle parking spaces are also required per dwelling.

(iv) Waste and recycling arrangements must comply with the Council's waste management guidance.

(v) Swept path assessment should be provided for the largest vehicle types required.

(vi) A construction method statement would be conditioned as part of any planning permission, to be submitted and approved prior to commencement of any works.

1.3 Highway Consultation Comments

1.3.1 The highway consultation comments received from the Council confirm that the proposed access arrangements are acceptable. However, the following additional information is sought:

i) Revised plans illustrating parking layout with 6m forecourt depths and tracking.

ii) Each new house to have an EV charging point.

iii) Revised plan needed, to include improved footway connectivity within the site.

iv) Revised plan needed to illustrate location of telegraph pole beside site access.

v) Updated tracking for a refuse collection vehicle is required.

1.3.2 The above information is provided within the remainder of this revised Transport Statement.

1.4 Report Structure

1.4.1 The remainder of this Transport Statement comprises the following sections in order to address the above feedback from the Council:

(i) Section 2 – Baseline Conditions

(ii) Section 3 – Trip Generation Impact

(iii) Section 4 – Parking Arrangements

(iv) Section 5 – Access and Internal Layout

(v) Section 6 – Delivery and Servicing Arrangements

(vi) Section 7 – Summary and Conclusions

2 BASELINE CONDITIONS

2.1 Site Location

2.1.1 The application site is located at 19 Newcastle Road and land to the rear of no.'s 17 to 29 Newcastle Road, approximately 2km south of Reading town centre. Figure 1, below, provides an illustration of the site's location relative to local amenities.

Figure 1 - Site Location Overview

2.1.2 Newcastle Road is a single carriageway road subject to a 30mph speed limit. 100m to the west of the site, Newcastle Road forms the minor arm of a priority junction with Northumberland Avenue, which is subject to a 20mph speed limit.

2.1.3 There are no parking restrictions on Newcastle Road in the immediate vicinity of the site access, however there are a number of vehicle crossovers which effectively prevent parking from occurring immediately either side of the site frontage.

2.1.4 Double yellow line "no parking" restrictions are in place at the junction of Newcastle Road and Corbridge Road, approximately 80m to the east of the site.

2.1.5 Newcastle Road is residential in nature, albeit there are various local amenities to the west of the site on Northumberland Avenue, including a parade of shops just to the south of the junction with Newcastle Road. The Palmer Academy primary school is located immediately to the west of Northumberland Avenue.

2.2 Accessibility Credentials

2.2.1 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2 kilometres and 5 kilometres respectively. These are considered the preferred maximum distances as outlined in the CIHT Guidelines for Providing Journeys on Foot (2000). There are numerous amenities and key facilities within this threshold, including part of Reading town centre.

2.2.2 Continuous footways are provided along both sides of Newcastle Road, approximately 2m in width, and on to Northumberland Avenue. Designated crossing points are available on Northumberland Avenue, including a zebra crossing south of Newcastle Road and an uncontrolled crossing with dropped kerbs, tactile paving and a pedestrian refuge island to the north of Newcastle Road.

2.2.3 The nearest bus stops are on Newcastle Road, approximately 70m west of the site. The westbound bus stop (for services towards Reading town centre) comprises sheltered seating with timetable information on display.

2.2.4 The closest rail station is Reading, which is approximately 2.5km to the north. This provides frequent services into London and throughout the UK. Additionally, Reading station forms part of the new Crossrail route (Elizabeth Line) forming an east to west route through central London and connecting to the wider London underground network.

2.2.5 The application site therefore benefits from excellent accessibility credentials to public transport services and to a range of notable amenities and services. As a result, residents would be well placed to undertake journeys via active travel and sustainable modes.

3 TRIP GENERATION ASSESSMENT

3.1 Existing Trip Generation

3.1.1 The TRICS database is the industry standard tool used to derive trip rates and trip generation for a range of land use classes throughout the UK.

3.1.2 TRICS has been interrogated to establish the likely trip generation of the existing dwelling at 19 Newcastle Road. The following selection criteria has been applied:

(i) Land use – Residential (houses privately owned)

(ii) Regions – England, excluding London

(iii) Date range – 01/01/2014 onwards (excluding surveys during Covid travel restrictions)

(iv) Survey days – Weekdays only

(v) Locations – Suburban, Neighbourhood centre

3.1.3 The resultant vehicle trip generation for the single property are summarised below within Table 1, which details the conventional AM (08:00-09:00) and PM (17:00-18:00) peak periods, as well as the total daily traffic. The full TRICS outputs are attached hereto at APPENDIX 1 .

Table 1 - Existing Trip Generation

Vehicle Trip Generation (1 dwelling)			
Time Period	Arrivals	Departures	2-way
AM Peak (08:00-09:00)	0	0	0
PM Peak (17:00-18:00)	0	0	0
Total Daily	2	2	4

3.1.4 As detailed above, the existing dwelling is anticipated to generate a total of 4 two-way vehicle movements over the course of a typical weekday.

3.2 Proposed Trip Generation

3.2.1 The same trip rates as identified within the above assessment have been applied to the proposed development, since these are considered representative. Table 2, below, provides a summary of the resultant trip generation for the proposed 9 residential dwellings. Please note there are some discrepancies due to rounding.

Table 2 - Proposed Trip Generation

Vehicle Trip Generation (9 dwellings)			
Time Period	Arrivals	Departures	2-way
AM Peak (08:00-09:00)	1	3	4
PM Peak (17:00-18:00)	3	2	4
Total Daily	19	20	39

3.2.2 As detailed above, the proposed development would be anticipated to generate a total of 39 two-way vehicle movements over the course of a typical weekday. This would comprise 4 two-way vehicle movements during each of the conventional AM and PM peak hours.

3.3 Net Impact

3.3.1 Table 3, below, provides a summary of the net trip generation impact of the scheme, compared with the existing site operation.

Table 3 - Net Trip Generation Impact

Vehicle Trip Generation Net Impact			
Time Period	Arrivals	Departures	2-way
AM Peak (08:00-09:00)	1	3	4
PM Peak (17:00-18:00)	2	1	4
Total Daily	17	17	34

3.3.2 As detailed above, the proposals would generate a net increase of 34 two-way vehicle movements over the course of a typical weekday, including 4 additional two-way movements during each of the conventional peak hours.

3.3.3 This increase in traffic is not considered to be substantially and would have no material impact on the operation of the local highway network.

4 PARKING ARRANGEMENTS

4.1 Car Parking

4.1.1 Reading Council's Revised Parking Standards and Design supplementary planning document (adopted October 2011) provides the most up-to-date set of parking standards for the borough.

4.1.2 The car parking standards are set on a zonal basis, with the application site falling at the outer edge of "Zone 2 and bordering "Zone 3".

4.1.3 In Zone 2, the Council's standards typically require a provision of 1 car parking space per 2-bedroom unit and 2 car parking spaces per 3-bedroom and 4-bedroom dwelling. In Zone 3, the standards typically require 1.5 parking spaces per 2-bedroom house and 2 parking spaces per 4-bedroom house.

4.1.4 Based on the revised unit mix of 5 x 4-bed and 4 x 2-bed dwellings, the overall car parking requirement is slightly reduced from the original submission which required 18 car parking spaces. When applying the above standards, there would be a requirement for between 14 and 16 car parking spaces.

4.1.5 However, a review of the recently published Census 2021 data indicates that car ownership has increased since the previous Census 2011 for the output area E00082911 within which the application site falls. This has increased from an average of 0.90 cars per dwelling to 0.94 cars per dwelling (as per the outputs attached at APPENDIX 3).

4.1.6 On this basis, and to ensure there would be no overspill parking onto the estate access road or surrounding roads, a total of 18 car parking spaces are proposed across the development. This would comprise 2 x allocated parking space for each dwelling. No visitor parking is required for houses when applying the Council's standards.

4.1.7 Additionally, in accordance with Local Plan policy TR5, each dwelling would be provided with an electric vehicle charging point.

4.2 Cycle Parking

4.2.1 Reading Council's Revised Parking Standards and Design supplementary planning document also details the required levels of cycle parking provision at new developments. This states that 2 cycle parking spaces are required for all properties with 2 or more bedrooms.

4.2.2 Each property would have a private rear garden, and these would contain secure cycle parking facilities for two bicycles each, addressing the parking standard requirements. These would be accessible via side / rear gates serving each garden and hence bikes would not need to be transferred through residents' properties.

5 SITE ACCESS

5.1.1 Access to the development would be provided via a new bellmouth junction at Reading Road, between property numbers 17 and 21, following the demolition of property number 19.

5.1.2 The access road would comprise a 4.8m carriageway width, with 4m kerb radii at the bellmouth. These dimensions reflect the Council's design guide *"Geometric Design Guidance for Residential Accesses on to Classified Roads And Commercial Accesses on to Adopted Roads"* for new residential access roads along 'local transport corridors'. This is illustrated on RGP drawing 2022/6478/004, attached hereto at APPENDIX 2 .

5.1.3 A 2.0m footway would continue along the western side of the proposed site access road, providing a link from the existing footway on the northern side of Newcastle Road into the application site. Dropped kerbs with tactile paving would be provided across the bellmouth at the site access. The dimensions of the access are illustrated within drawing 2022/6478/001, attached hereto.

5.1.4 Whilst the Council's pre-application advice suggests that visibility splays of 2.4m by 70m should be provided at the new site access, the precise design speed and visibility requirements have been established based by way of a week-long ATC speed survey.

5.1.5 The speed survey was carried out between 10th and 17th June 2022 and identified the following 85th percentile vehicle speeds, as per the full ATC outputs attached at APPENDIX 4 :

(i) Eastbound 85th percentile speed: 24.5mph

(ii) Westbound 85th percentile speed: 24.5mph

5.1.6 Reading Borough Council's "*Geometric Design Guidance for Residential Accesses on to Classified Roads And Commercial Accesses on to Adopted Roads*" has been reviewed to further inform the design of the proposed site access. Paragraph 1.6 states:

"With regards to visibility splays on main transport corridors, the requirements of DMRB will still apply for 30mph roads. While Manual for Streets states that its principles can be applied to all 30 mph roads, the research document into Manual for Streets, TRL Report 662 details that the research in to visibility splays were undertaken on roads with very low flows. In the guidance document Manual for Streets 2, it should be noted that the research in to accidents at sites with reduced visibility, which supports the introduction of lower visibility splays, did not take into account the volume or speed of traffic on the main roads. Given this and to ensure safety is maintained on the main transport corridors the use of the reduced standards in Manual for Streets 1 & 2 are not supported."

5.1.7 The ATC survey identifies flows of approximately 900 two-way movements per day, which are relatively low and reflective of flows from the TRL report into Manual for Streets guidance (many of which experienced in excess of 1,000 daily two-way flows).

5.1.8 This therefore confirms that the characteristics of Newcastle Road are reflective of the survey sites from the Manual for Street guidance. As a result, it is considered that the application of Manual for Streets in this location is appropriate rather than the more onerous Design Manual for Roads and Bridges, which primarily applies to the trunk road network. On this basis, the following visibility splays would be required:

Table 4 - Visibility Splay Requirements

Manual for Streets Visibility Splay Requirements		
Direction	**85th Percentile Speed**	**Visibility Splay Requirement**
Eastbound flows / splay to the west	24.5mph	32.4m
Westbound flows / splay to the east	24.5mph	32.4m

5.1.9 As detailed above, visibility splays of 32.4m in both directions are required based on Manual for Streets guidance.

5.1.10 As illustrated within drawing 2022/6478/004, attached at APPENDIX 2 , these splays are achievable in both directions from the site access.

5.1.11 To the west of the site access (lead traffic direction) this visibility splay is taken to the nearside carriageway edge. To the east of the site access (trailing traffic direction) this visibility splay is taken to the centreline, since vehicles would not be travelling on the wrong side of the road, particularly given the on-street parking that occurs along the northern side of Newcastle Road east of property number 29 (where there are no vehicle crossovers).

6 SERVICING ARRANGEMENTS AND INTERNAL LAYOUT

6.1 Waste & Recycling Collections

6.1.1 Reading Council's waste management guidelines state that the Council provides an alternate weekly collection of general waste and recycling. Therefore, there is just one collection per week. The preferred method of waste collection is from wheeled bins that are presented at the kerbside and the Council state this should typically comprise 3 x 140-litre bin for houses.

6.1.2 Refuse collections would form part of an existing collection route within the local area. Drawing 2022/6478/004 (attached at APPENDIX 2) demonstrate that the Council's refuse vehicle would be able to access the site and turn within the parking aisle at the end of the access road. This swept path assessment uses the Council's specific refuse collection vehicle specifications.

6.1.3 All houses would have a dedicated bin storage area for 3 x wheeled bins within just a few metres of the internal access road, easily accessible for bin collection operatives and well within the maximum transfer distances prescribed within Manual for Streets guidance and those stated in Reading's online waste guidance.

6.2 Deliveries

6.2.1 Residential deliveries typically comprise small goods such as general postal / courier services, supermarket deliveries and restaurant / takeaway deliveries, for example. Therefore, a short duration of time is required to complete loading activity.

6.2.2 The proposed 9-unit development would be unlikely to generate a high frequency of delivery vehicle visits. However, adequate space is available for any such vehicles to momentarily unload from within the internal areas and manoeuvre within the site.

6.2.3 Typical delivery vehicles would be transit type vans (for online deliveries) and small box vans (for supermarket type deliveries). Each of these vehicle types has smaller dimensions than the Council's refuse collection vehicle and hence could turn and exit in a forward gear with ease.

6.3 Parking Layout

6.3.1 Drawing 2022/6478/002, attached at APPENDIX 2 , presents a swept path assessment for the parking spaces at both ends of the car parking aisle and confirms each of these can be conveniently access and egressed within the available space.

6.3.2 Therefore, all vehicles would access and egress the site in a forward gear.

6.3.3 Additionally the revised layout includes additional footway connectivity within the site, in front of the new properties, reflecting comments made on the application by the transport department. Pedestrians would be able to cross directly in front of property no. 3.

7 SUMMARY AND CONCLUSIONS

7.1.1 This Transport Statement has considered the transport planning implications associated with residential development proposals on land to the rear of no.'s 17 – 29 Newcastle Road, Reading. RGP make the following conclusions:

(i) The site benefits from good accessibility credentials to local amenities, those within Reading town centre, and convenient access to public transport facilities nearby.

(ii) The proposed level of traffic generated by the development is not considered to be substantial and would not materially impact on the operation of the local highway network.

(iii) Appropriate car and cycle parking facilities would be fully provided within the site, in accordance with the Council's standards.

(iv) The proposed access arrangements are suitable for the type and scale of development, local highway characteristics and accord with the most relevant highway design guidance.

(v) The site would provide appropriate arrangements for delivery and waste collection activities, including suitable manoeuvring space and bin storage spaces.

7.1.2 Overall, this report demonstrates that the proposed development would not have a demonstrable impact on the local highway network and so there are no impediments on transport and highway grounds that should prevent the granting of planning permission.

APPENDIX 1 TRICS OUTPUTS

Calculation Reference: AUDIT-728001-220724-0701

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
	KC	KENT	4 days
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	DV	DEVON	3 days
	GS	GLOUCESTERSHIRE	1 days
	SM	SOMERSET	2 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	3 days
	NF	NORFOLK	1 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	SY	SOUTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	DH	DURHAM	2 days
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	8 to 380 (units:)
Range Selected by User:	6 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/11/21

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

Selected survey days:

Monday	5 days
Tuesday	6 days
Wednesday	6 days
Thursday	9 days
Friday	7 days

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

Selected survey types:

Manual count	33 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	13
Neighbourhood Centre (PPS6 Local Centre)	20

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

Selected Location Sub Categories:

Residential Zone	17
Village	16

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:

C3	33 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 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	12 days
5,001 to 10,000	8 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	5 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	7 days
50,001 to 75,000	7 days
75,001 to 100,000	4 days
125,001 to 250,000	7 days
250,001 to 500,000	3 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	23 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	7 days
No	26 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	33 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 CA-03-A-05 DETACHED HOUSES CAMBRIDGESHIRE
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

2 CA-03-A-06 MIXED HOUSES CAMBRIDGESHIRE
CRAFT'S WAY
NEAR CAMBRIDGE
BAR HILL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 207
Survey date: FRIDAY *22/06/18* *Survey Type: MANUAL*

3 CA-03-A-07 MIXED HOUSES CAMBRIDGESHIRE
FIELD END
NEAR ELY
WITCHFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: THURSDAY *27/05/21* *Survey Type: MANUAL*

4 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

5 CH-03-A-12 SEMI DETACHED HOUSES CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 33
Survey date: FRIDAY *30/04/21* *Survey Type: MANUAL*

6 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

7 DH-03-A-02 MIXED HOUSES DURHAM
LEAZES LANE
BISHOP AUCKLAND
ST HELEN AUCKLAND
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *27/03/17* *Survey Type: MANUAL*

8 DV-03-A-01 TERRACED HOUSES DEVON
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: WEDNESDAY *30/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

10 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

11 ES-03-A-06 MIXED HOUSES EAST SUSSEX
BISHOPS LANE
RINGMER

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 12
Survey date: WEDNESDAY *16/06/21* *Survey Type: MANUAL*

12 GM-03-A-11 TERRACED & SEMI-DETACHED GREATER MANCHESTER
RUSHFORD STREET
MANCHESTER
LEVENSHULME
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

13 GS-03-A-02 DETACHED HOUSES GLOUCESTERSHIRE
OAKRIDGE
NEAR GLOUCESTER
HIGHNAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 40
Survey date: FRIDAY *23/04/21* *Survey Type: MANUAL*

14 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

15 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

16 KC-03-A-05 DETACHED & SEMI-DETACHED KENT
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 8
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY 27/09/17 Survey Type: MANUAL

18 KC-03-A-08 MIXED HOUSES KENT
MAIDSTONE ROAD
CHARING

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 159
Survey date: TUESDAY 22/05/18 Survey Type: MANUAL

19 LE-03-A-02 DETACHED & OTHERS LEICESTERSHIRE
MELBOURNE ROAD
IBSTOCK

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 85
Survey date: THURSDAY 28/06/18 Survey Type: MANUAL

20 NF-03-A-27 MIXED HOUSES & FLATS NORFOLK
YARMOUTH ROAD
NEAR NORWICH
BLOFIELD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 93
Survey date: THURSDAY 16/09/21 Survey Type: MANUAL

21 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY 10/05/17 Survey Type: MANUAL

22 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

23 SF-03-A-09 MIXED HOUSES & FLATS SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 179
Survey date: THURSDAY 24/06/21 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

24 SM-03-A-02 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 42
Survey date: TUESDAY 25/09/18 Survey Type: MANUAL

25 SM-03-A-03 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 41
Survey date: TUESDAY 25/09/18 Survey Type: MANUAL

26 SY-03-A-02 DETACHED & BUNGALOWS SOUTH YORKSHIRE
MANOR ROAD
NEAR SHEFFIELD
WALES
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 25
Survey date: THURSDAY 10/09/20 Survey Type: MANUAL

27 TW-03-A-03 MIXED HOUSES TYNE & WEAR
STATION ROAD
NEAR NEWCASTLE
BACKWORTH
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 33
Survey date: FRIDAY 13/11/15 Survey Type: MANUAL

28 WK-03-A-03 DETACHED HOUSES WARWICKSHIRE
BRESE AVENUE
WARWICK
GUYS CLIFFE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL

29 WL-03-A-02 SEMI DETACHED WILTSHIRE
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY 22/09/16 Survey Type: MANUAL

30 WM-03-A-04 TERRACED HOUSES WEST MIDLANDS
OSBORNE ROAD
COVENTRY
EARLSDON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 39
Survey date: MONDAY 21/11/16 Survey Type: MANUAL

31 WS-03-A-07 BUNGALOWS WEST SUSSEX
EMMS LANE
NEAR HORSHAM
BROOKS GREEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 57
Survey date: THURSDAY 19/10/17 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

32 WS-03-A-15 MIXED HOUSES WEST SUSSEX
HILLAND ROAD
BILLINGSHURST

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 380
Survey date: TUESDAY *23/11/21* *Survey Type: MANUAL*

33 WY-03-A-01 MIXED HOUSING WEST YORKSHIRE
SPRING VALLEY CRESCENT
LEEDS
BRAMLEY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 46
Survey date: WEDNESDAY *21/09/16* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NF-03-A-21	Covid travel restrictions
NR-03-A-02	Covid travel restrictions
NR-03-A-03	Covid travel restrictions
SC-03-A-06	Covid travel restrictions
SF-03-A-08	Covid travel restrictions
SY-03-A-03	Covid travel restrictions

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	33	78	0.072	33	78	0.257	33	78	0.329
08:00 - 09:00	33	78	0.131	33	78	0.332	33	78	0.463
09:00 - 10:00	33	78	0.137	33	78	0.166	33	78	0.303
10:00 - 11:00	33	78	0.127	33	78	0.164	33	78	0.291
11:00 - 12:00	33	78	0.146	33	78	0.145	33	78	0.291
12:00 - 13:00	33	78	0.158	33	78	0.149	33	78	0.307
13:00 - 14:00	33	78	0.152	33	78	0.152	33	78	0.304
14:00 - 15:00	33	78	0.150	33	78	0.168	33	78	0.318
15:00 - 16:00	33	78	0.236	33	78	0.166	33	78	0.402
16:00 - 17:00	33	78	0.262	33	78	0.164	33	78	0.426
17:00 - 18:00	33	78	0.309	33	78	0.171	33	78	0.480
18:00 - 19:00	33	78	0.245	33	78	0.149	33	78	0.394
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.125			2.183			4.308

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

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

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Parameter summary

Trip rate parameter range selected:	8 - 380 (units:)
Survey date date range:	01/01/14 - 23/11/21
Number of weekdays (Monday-Friday):	33
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	6

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

Calculation Reference: AUDIT-728001-220724-0732

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
	KC	KENT	4 days
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	DV	DEVON	3 days
	GS	GLOUCESTERSHIRE	1 days
	SM	SOMERSET	2 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	3 days
	NF	NORFOLK	1 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	SY	SOUTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	DH	DURHAM	2 days
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter:	No of Dwellings
Actual Range:	8 to 380 (units:)
Range Selected by User:	6 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/11/21

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

Selected survey days:

Monday	5 days
Tuesday	6 days
Wednesday	6 days
Thursday	9 days
Friday	7 days

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

Selected survey types:

Manual count	33 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	13
Neighbourhood Centre (PPS6 Local Centre)	20

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

Selected Location Sub Categories:

Residential Zone	17
Village	16

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:

C3	33 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 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	12 days
5,001 to 10,000	8 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	5 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	7 days
50,001 to 75,000	7 days
75,001 to 100,000	4 days
125,001 to 250,000	7 days
250,001 to 500,000	3 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	23 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	7 days
No	26 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	33 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 CA-03-A-05 DETACHED HOUSES CAMBRIDGESHIRE
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

2 CA-03-A-06 MIXED HOUSES CAMBRIDGESHIRE
CRAFT'S WAY
NEAR CAMBRIDGE
BAR HILL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 207
Survey date: FRIDAY *22/06/18* *Survey Type: MANUAL*

3 CA-03-A-07 MIXED HOUSES CAMBRIDGESHIRE
FIELD END
NEAR ELY
WITCHFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: THURSDAY *27/05/21* *Survey Type: MANUAL*

4 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

5 CH-03-A-12 SEMI DETACHED HOUSES CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 33
Survey date: FRIDAY *30/04/21* *Survey Type: MANUAL*

6 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

7 DH-03-A-02 MIXED HOUSES DURHAM
LEAZES LANE
BISHOP AUCKLAND
ST HELEN AUCKLAND
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *27/03/17* *Survey Type: MANUAL*

8 DV-03-A-01 TERRACED HOUSES DEVON
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: WEDNESDAY *30/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

10 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

11 ES-03-A-06 MIXED HOUSES EAST SUSSEX
BISHOPS LANE
RINGMER

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 12
Survey date: WEDNESDAY *16/06/21* *Survey Type: MANUAL*

12 GM-03-A-11 TERRACED & SEMI-DETACHED GREATER MANCHESTER
RUSHFORD STREET
MANCHESTER
LEVENSHULME
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

13 GS-03-A-02 DETACHED HOUSES GLOUCESTERSHIRE
OAKRIDGE
NEAR GLOUCESTER
HIGHNAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 40
Survey date: FRIDAY *23/04/21* *Survey Type: MANUAL*

14 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

15 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

16 KC-03-A-05 DETACHED & SEMI-DETACHED KENT
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 8
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY 27/09/17 Survey Type: MANUAL

18 KC-03-A-08 MIXED HOUSES KENT
MAIDSTONE ROAD
CHARING

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 159
Survey date: TUESDAY 22/05/18 Survey Type: MANUAL

19 LE-03-A-02 DETACHED & OTHERS LEICESTERSHIRE
MELBOURNE ROAD
IBSTOCK

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 85
Survey date: THURSDAY 28/06/18 Survey Type: MANUAL

20 NF-03-A-27 MIXED HOUSES & FLATS NORFOLK
YARMOUTH ROAD
NEAR NORWICH
BLOFIELD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 93
Survey date: THURSDAY 16/09/21 Survey Type: MANUAL

21 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY 10/05/17 Survey Type: MANUAL

22 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

23 SF-03-A-09 MIXED HOUSES & FLATS SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 179
Survey date: THURSDAY 24/06/21 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

24 SM-03-A-02 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 42
Survey date: TUESDAY 25/09/18 Survey Type: MANUAL

25 SM-03-A-03 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 41
Survey date: TUESDAY 25/09/18 Survey Type: MANUAL

26 SY-03-A-02 DETACHED & BUNGALOWS SOUTH YORKSHIRE
MANOR ROAD
NEAR SHEFFIELD
WALES
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 25
Survey date: THURSDAY 10/09/20 Survey Type: MANUAL

27 TW-03-A-03 MIXED HOUSES TYNE & WEAR
STATION ROAD
NEAR NEWCASTLE
BACKWORTH
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 33
Survey date: FRIDAY 13/11/15 Survey Type: MANUAL

28 WK-03-A-03 DETACHED HOUSES WARWICKSHIRE
BRESE AVENUE
WARWICK
GUYS CLIFFE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL

29 WL-03-A-02 SEMI DETACHED WILTSHIRE
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY 22/09/16 Survey Type: MANUAL

30 WM-03-A-04 TERRACED HOUSES WEST MIDLANDS
OSBORNE ROAD
COVENTRY
EARLSDON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 39
Survey date: MONDAY 21/11/16 Survey Type: MANUAL

31 WS-03-A-07 BUNGALOWS WEST SUSSEX
EMMS LANE
NEAR HORSHAM
BROOKS GREEN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 57
Survey date: THURSDAY 19/10/17 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

32 WS-03-A-15 MIXED HOUSES WEST SUSSEX
HILLAND ROAD
BILLINGSHURST

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 380
Survey date: TUESDAY *23/11/21* *Survey Type: MANUAL*

33 WY-03-A-01 MIXED HOUSING WEST YORKSHIRE
SPRING VALLEY CRESCENT
LEEDS
BRAMLEY
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 46
Survey date: WEDNESDAY *21/09/16* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NF-03-A-21	Covid travel restrictions
NR-03-A-02	Covid travel restrictions
NR-03-A-03	Covid travel restrictions
SC-03-A-06	Covid travel restrictions
SF-03-A-08	Covid travel restrictions
SY-03-A-03	Covid travel restrictions

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 9 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	33	78	0.072	0.644	33	78	0.257	2.309	33	78	0.329	2.953
08:00 - 09:00	33	78	0.131	1.183	33	78	0.332	2.985	33	78	0.463	4.168
09:00 - 10:00	33	78	0.137	1.232	33	78	0.166	1.491	33	78	0.303	2.723
10:00 - 11:00	33	78	0.127	1.141	33	78	0.164	1.480	33	78	0.291	2.621
11:00 - 12:00	33	78	0.146	1.312	33	78	0.145	1.309	33	78	0.291	2.621
12:00 - 13:00	33	78	0.158	1.424	33	78	0.149	1.344	33	78	0.307	2.768
13:00 - 14:00	33	78	0.152	1.372	33	78	0.152	1.365	33	78	0.304	2.737
14:00 - 15:00	33	78	0.150	1.354	33	78	0.168	1.508	33	78	0.318	2.862
15:00 - 16:00	33	78	0.236	2.128	33	78	0.166	1.494	33	78	0.402	3.622
16:00 - 17:00	33	78	0.262	2.355	33	78	0.164	1.473	33	78	0.426	3.828
17:00 - 18:00	33	78	0.309	2.778	33	78	0.171	1.540	33	78	0.480	4.318
18:00 - 19:00	33	78	0.245	2.208	33	78	0.149	1.344	33	78	0.394	3.552
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.125	19.131			2.183	19.642			4.308	38.773

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

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

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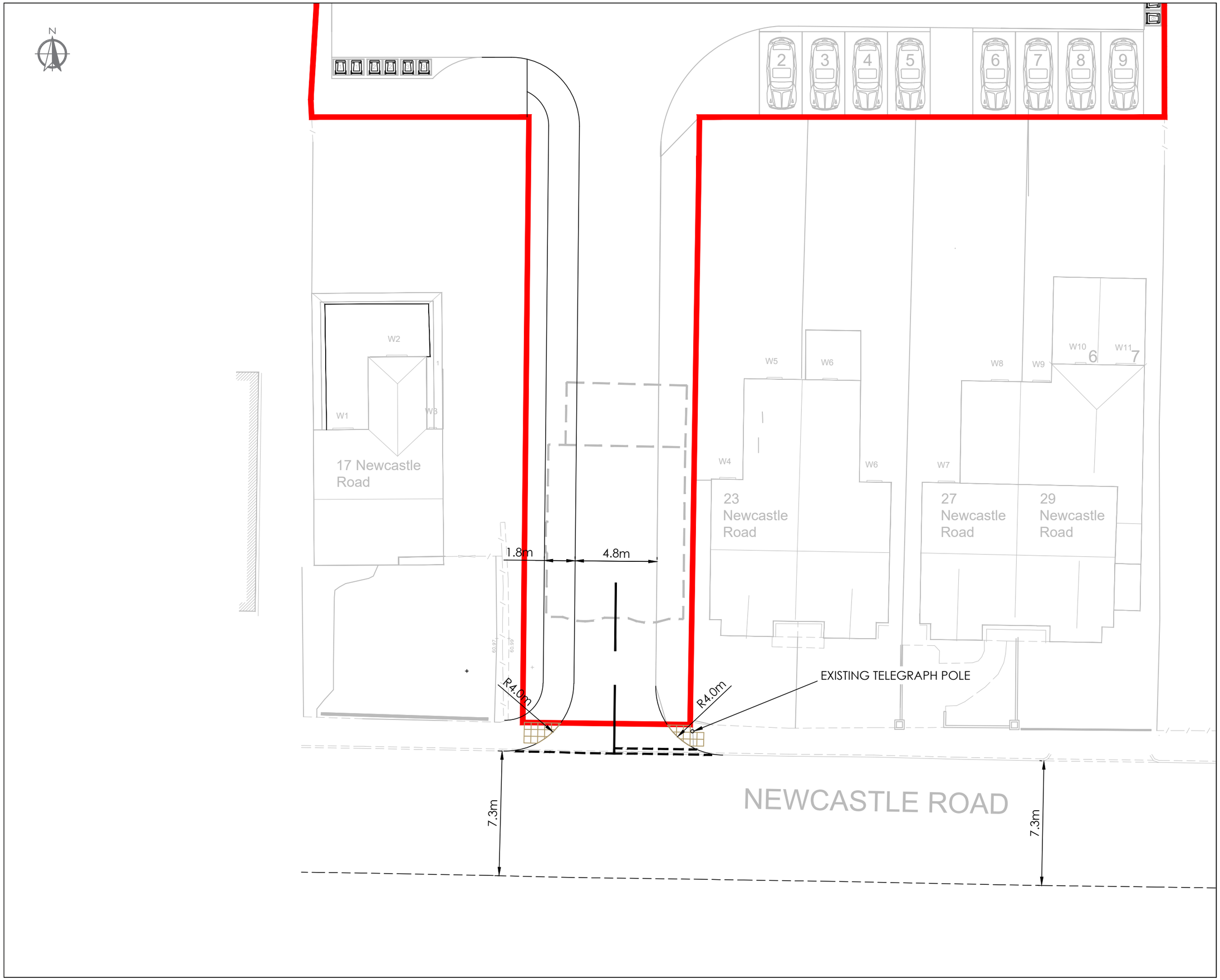
Parameter summary

Trip rate parameter range selected:	8 - 380 (units:)
Survey date date range:	01/01/14 - 23/11/21
Number of weekdays (Monday-Friday):	33
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
Surveys manually removed from selection:	6

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

APPENDIX 2 RGP TECHNICAL DRAWINGS



NOTES

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RESIDUAL HAZARDS

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It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P5	DH	DETAIL AMENDMENT	09/01/23
P4	DH	LAYOUT UPDATED	06/01/23
P3	DH	LAYOUT UPDATED	26/07/22
P2	GE	LAYOUT UPDATED	21/06/22
P1	DH	FIRST ISSUE	27/04/22

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30 Stamford Street, London, SE1 9LQ
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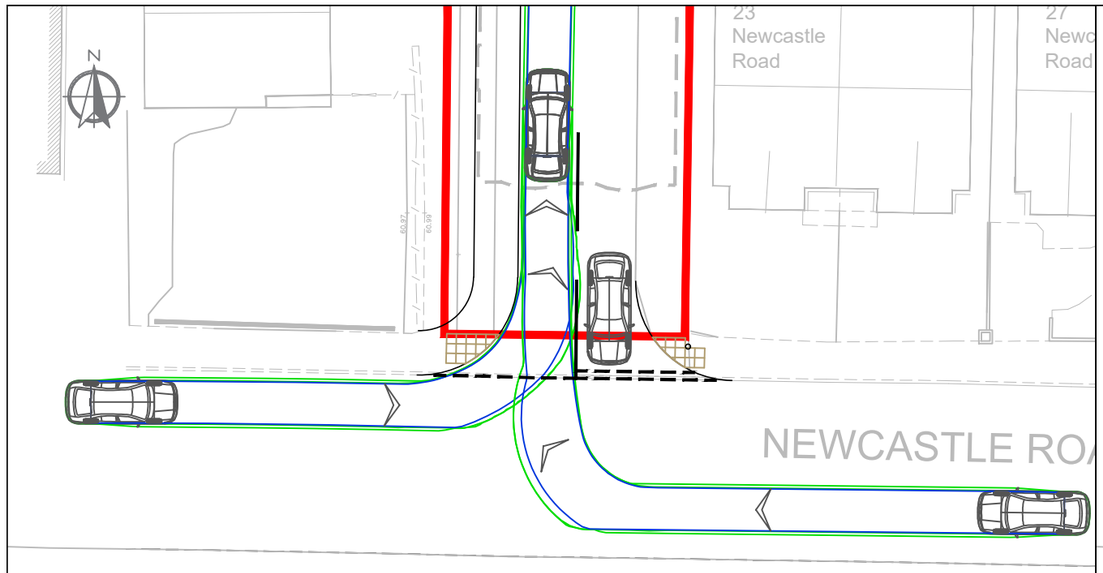
Client
Brett Property Group

Project
Newcastle Road, Reading

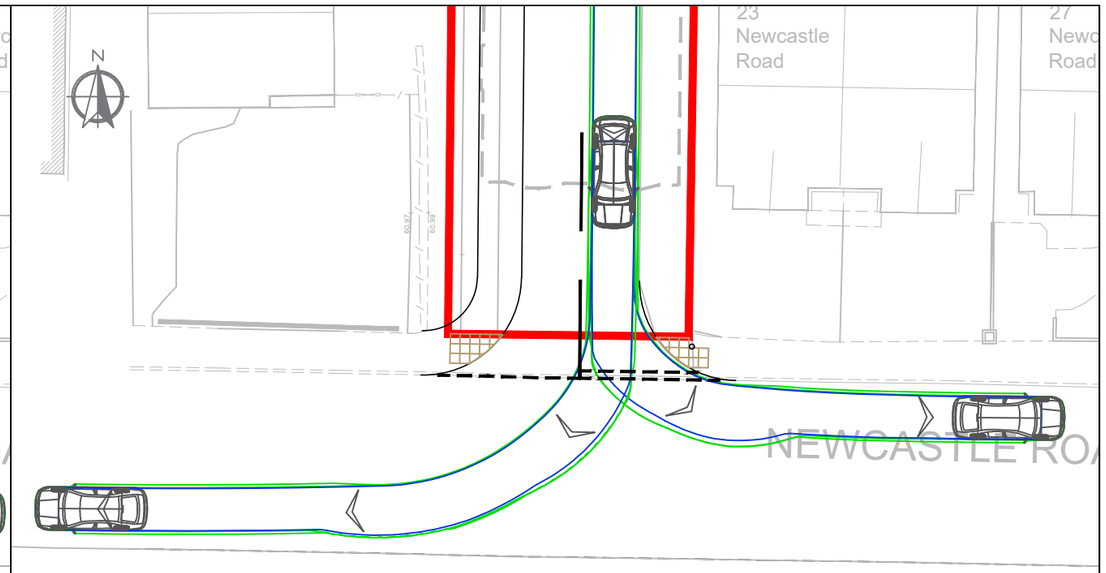
Drawing Title
Proposed Access Arrangement

Drawing No.	Rev.
2022/6478/001	P5

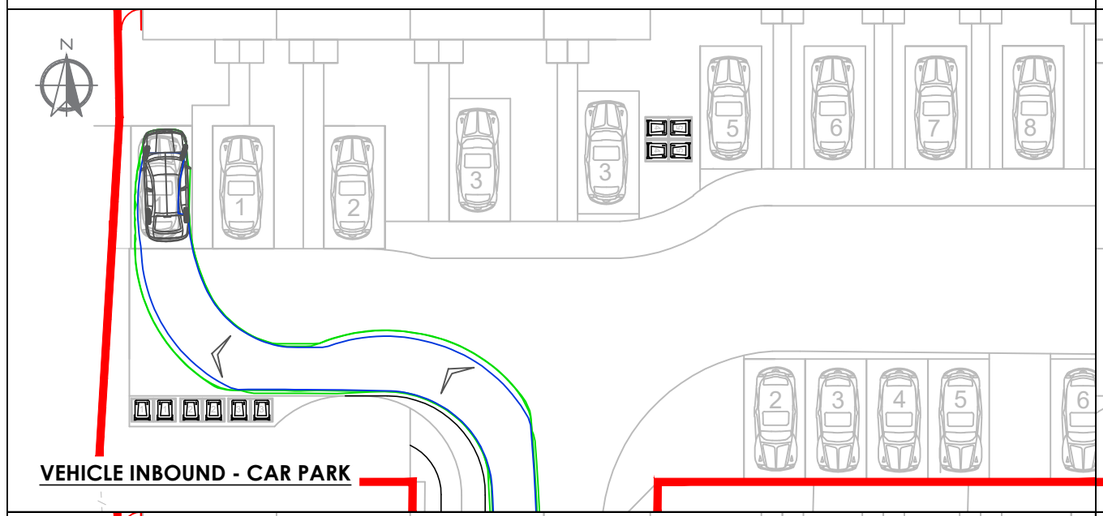
Scale	Drawn By	Checked By	
1:200	DH	PB	A3



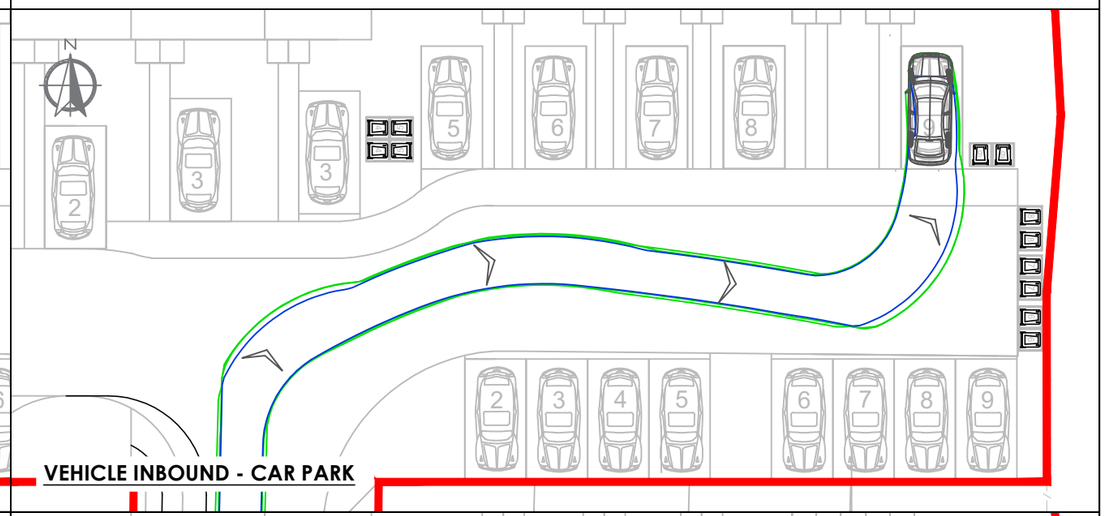
VEHICLES INBOUND AT SITE ACCESS



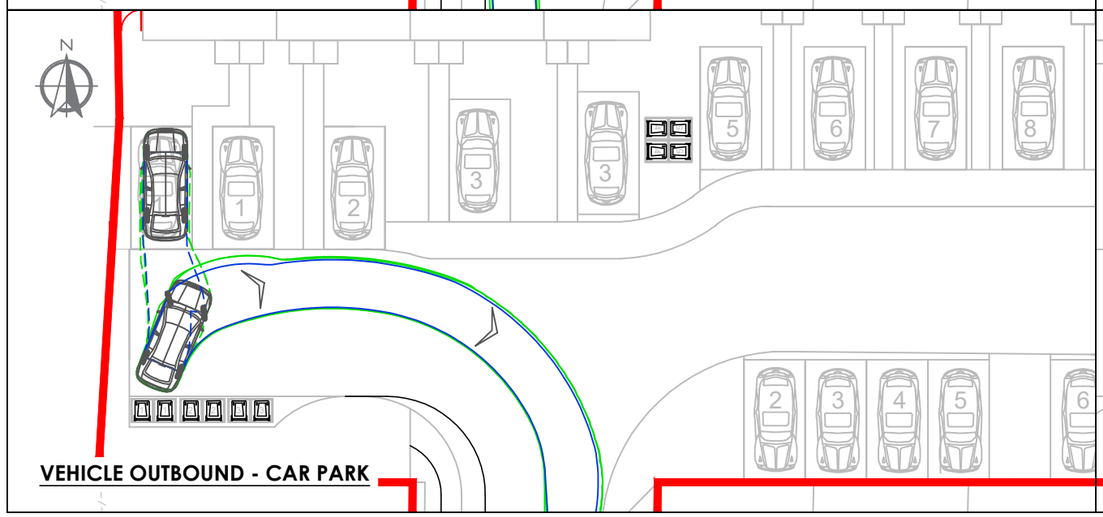
VEHICLES OUTBOUND AT SITE ACCESS



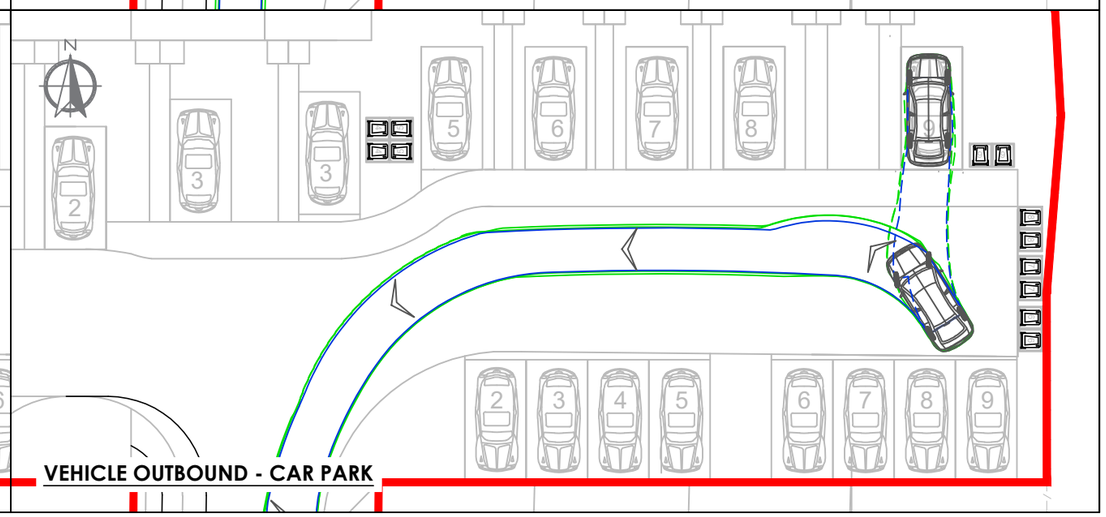
VEHICLE INBOUND - CAR PARK



VEHICLE INBOUND - CAR PARK



VEHICLE OUTBOUND - CAR PARK



VEHICLE OUTBOUND - CAR PARK

NOTES

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Standard Car

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

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RESIDUAL HAZARDS

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Rev.	Drawn	Comments	Date
P4	DH	LAYOUT UPDATED	06/01/23
P3	DLH	LAYOUT UPDATED	26/07/22
P2	DLH	LAYOUT UPDATED	14/06/22
P1	DLH	FIRST ISSUE	27/04/22

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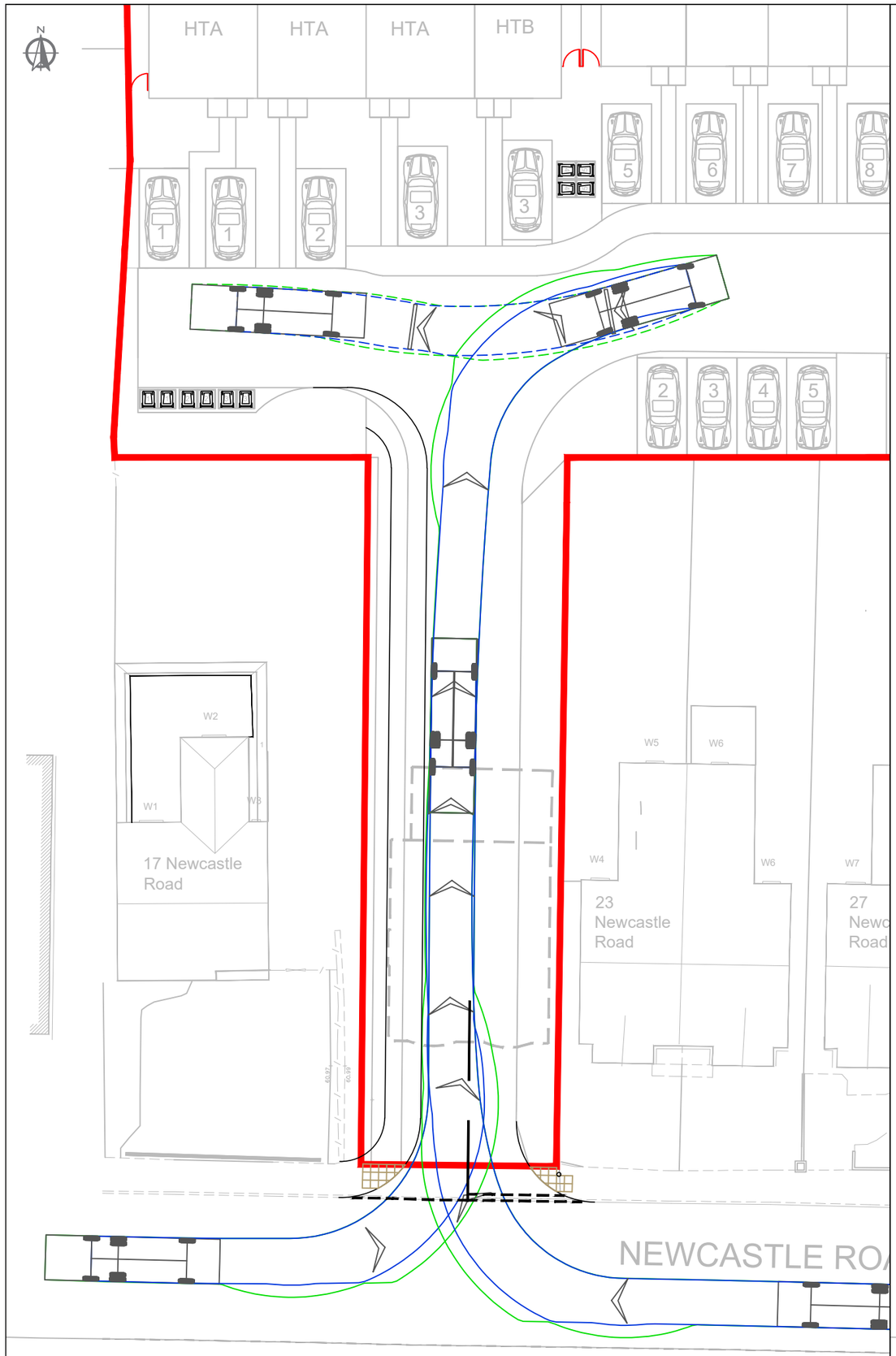
Client
Brett Property Group

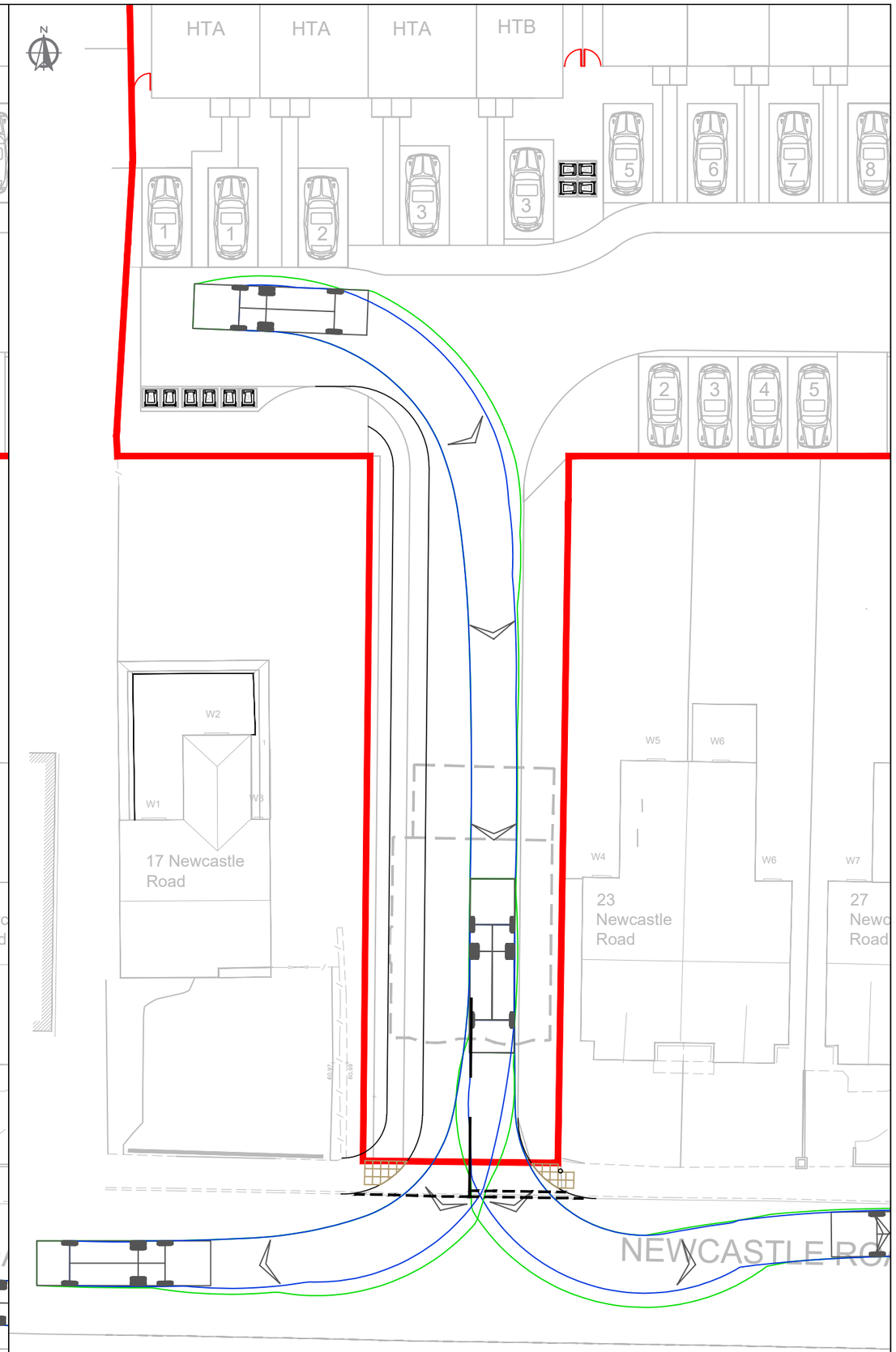
Project
Newcastle Road,
Reading

Drawing Title
Swept Path Analysis -
Standard Car

Drawing No.	Rev.		
2022/6478/002	P4		
Scale	Drawn By	Checked By	
1:250	DLH	PJB	A3



VEHICLE INBOUND



VEHICLE OUTBOUND

NOTES

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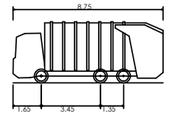

Reading BC Refuse Vehicle	
Overall Length	8.750m
Overall Width	2.250m
Overall Body Height	3.540m
Min Body Ground Clearance	0.260m
Track Width	2.250m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.150m

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Rev.	Drawn	Comments	Date
P4	DLH	LAYOUT UPDATED	06/01/23
P3	DLH	LAYOUT UPDATED	26/07/22
P2	DLH	LAYOUT UPDATED	14/06/22
P1	DLH	FIRST ISSUE	27/04/22

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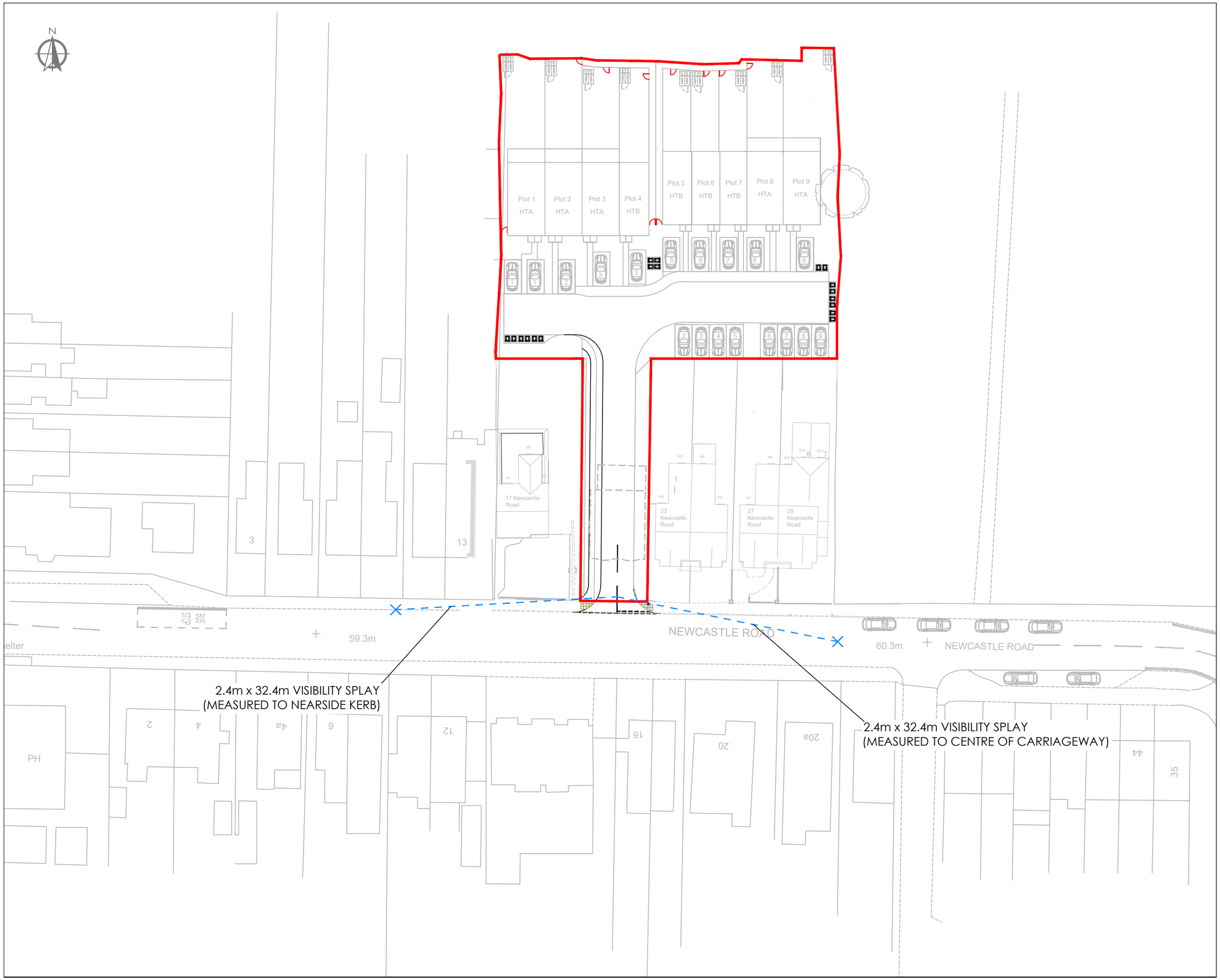
Client
Brett Property Group

Project
Newcastle Road, Reading

Drawing Title
Swept Path Analysis - Refuse Vehicle

Drawing No.	Rev.		
2022/6478/003	P4		
Scale	Drawn By	Checked By	
1:250	DLH	PJB	A3



NOTES

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VISIBILITY SPLAYS

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RESIDUAL HAZARDS

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It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P4	DH	LAYOUT UPDATED	06/01/23
P3	DH	LAYOUT UPDATED	26/07/23
P2	GE	Visibility splays and access updated	21/06/22
P1	DH	FIRST ISSUE	10/05/22

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Client
Brett Property Group

Project
Newcastle Road,
Reading

Drawing Title
Visibility Splays

Drawing No. 2022/6478/004
Rev. P4

Scale 1:500
Drawn By DH
Checked By PB
A3

APPENDIX 3 CENSUS OUTPUTS

KS404EW - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 9 January 2023]

population	All households; All cars or vans
units	Households
area type	2011 output areas
area name	E00082911
rural urban	Total

	2011		
Cars	No. of households	Total no. of cars	
All categories: Car or van availability	166		
No cars or vans in household	60	0	
1 car or van in household	71	71	
2 cars or vans in household	26	52	
3 cars or vans in household	9	27	
		150	**0.90** per dwelling

	2021		
	No. of household	Total no. of cars	
All categories: Car or van availability	149		
No cars or vans in household	49	0	
1 car or van in household	69	69	
2 cars or vans in household	22	44	
3 cars or vans in household	9	27	
		140	**0.94** per dwelling

APPENDIX 4 ATC SPEED SURVEY RESULTS

CHARGE SURVEYS

SITE: Newcastle Road, Reading LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.439348, -0.961025 DIRECTION: EASTBOUND SPEED LIMIT: 30

10 June 2022

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
1300	30	22	0	8	0	0	0	0	0	0	0	0	0	0	0	20.5	26.4
1400	37	28	0	9	0	0	0	0	0	0	0	0	0	0	0	20.2	26.4
1500	49	29	0	13	0	0	0	0	0	0	0	0	0	0	7	18.7	24
1600	49	37	0	7	0	0	0	0	0	0	0	0	0	2	3	22.6	27.9
1700	38	26	0	9	0	1	0	0	0	0	0	0	0	1	1	19.7	26.6
1800	25	16	0	5	1	0	0	0	0	0	0	0	0	2	1	18.1	23.2
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**228**	**158**	**0**	**51**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**12**	**20.1**	**26**
06-22	**228**	**158**	**0**	**51**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**12**	**20.1**	**26**
06-00	**228**	**158**	**0**	**51**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**12**	**20.1**	**26**
00-00	**228**	**158**	**0**	**51**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**12**	**20.1**	**26**

11 June 2022

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	27.9	-
0900	25	18	0	6	1	0	0	0	0	0	0	0	0	0	0	17.1	22.1
1000	26	13	0	11	0	0	0	0	0	0	0	0	0	0	2	16.8	23.7
1100	31	24	0	5	0	0	0	0	0	0	0	0	0	1	1	18.4	22.1
1200	39	26	0	9	1	0	0	0	0	1	0	0	0	1	1	17.3	22.7
1300	31	22	0	7	2	0	0	0	0	0	0	0	0	0	0	18.8	23.9
1400	39	29	0	6	0	1	0	0	0	0	0	0	0	2	1	18.9	23.7
1500	32	22	0	6	0	2	0	0	0	0	0	0	0	2	0	19.3	26.4
1600	25	18	0	4	1	0	0	0	1	0	0	0	0	0	1	19.2	27.1
1700	31	26	0	5	0	0	0	0	0	0	0	0	0	0	0	18.7	22.4
1800	32	27	0	3	0	0	0	0	0	0	0	0	0	2	0	19.7	24.3
1900	26	20	0	4	1	0	0	0	0	0	0	0	0	1	0	20.5	25.1
2000	22	16	0	5	0	0	0	0	0	0	0	0	0	1	0	19.9	25.2
2100	19	15	0	1	2	0	0	0	0	0	0	0	0	1	0	20.7	24.2
2200	23	15	0	3	0	0	0	0	0	0	0	0	0	0	5	20.7	30.4
2300	10	7	0	1	0	2	0	0	0	0	0	0	0	0	0	21.2	-
07-19	**316**	**230**	**0**	**62**	**5**	**3**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**8**	**6**	**18.6**	**23.7**
06-22	**383**	**281**	**0**	**72**	**8**	**3**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**11**	**6**	**18.9**	**23.7**
06-00	**416**	**303**	**0**	**76**	**8**	**5**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**11**	**11**	**19.1**	**23.8**
00-00	**416**	**303**	**0**	**76**	**8**	**5**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**11**	**11**	**19.1**	**23.8**

12 June 2022

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	21.7	-
0100	5	3	0	1	0	1	0	0	0	0	0	0	0	0	0	18.3	-
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-
0300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	-
0600	3	1	0	1	1	0	0	0	0	0	0	0	0	0	0	15.8	-
0700	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	18.5	-
0800	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	19.2	22.9
0900	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	19.9	-
1000	19	16	0	2	1	0	0	0	0	0	0	0	0	0	0	17.7	22.3
1100	32	25	0	7	0	0	0	0	0	0	0	0	0	0	0	18.7	24.1
1200	33	26	0	3	2	0	0	0	0	0	0	0	0	1	1	18.7	25.9
1300	32	25	0	5	0	0	0	0	0	0	0	0	0	1	1	20.8	25.4

1400	29	21	0	4	0	0	0	0	0	0	0	0	0	2	2	18.2	23.4
1500	34	28	0	4	0	0	0	0	0	0	0	0	0	2	0	21.8	29.2
1600	31	23	0	6	0	0	0	0	0	0	0	0	0	1	1	22.5	28.6
1700	18	14	0	3	0	0	0	0	0	0	0	0	0	1	0	18.9	24.6
1800	30	25	0	3	0	0	0	0	0	0	0	0	0	1	1	20	25.2
1900	22	20	0	1	0	0	0	0	0	0	0	0	0	1	0	20.9	25.3
2000	25	22	1	0	0	0	0	0	0	0	0	0	0	1	1	18.1	23.3
2100	13	10	0	2	0	0	0	0	0	0	0	0	0	1	0	17.2	23.4
2200	11	10	0	0	1	0	0	0	0	0	0	0	0	0	0	18.9	24.1
2300	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	18.6	-
07-19	**287**	**226**	**0**	**43**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**6**	**19.8**	**24.8**
06-22	**350**	**279**	**1**	**47**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**7**	**19.6**	**24.7**
06-00	**368**	**294**	**1**	**49**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**7**	**19.6**	**24.6**
00-00	**393**	**317**	**1**	**50**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**7**	**19.6**	**24.6**

13 June 2022

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-
0200	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	20.9	-
0300	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10.8	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-
0500	11	8	0	2	1	0	0	0	0	0	0	0	0	0	0	20.8	26
0600	13	8	0	4	0	1	0	0	0	0	0	0	0	0	0	19.3	24.1
0700	17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	18.5	23.5
0800	33	27	0	4	0	0	0	0	0	0	0	0	0	0	2	15.6	20
0900	28	21	0	6	0	0	0	0	0	0	0	0	0	0	1	17.2	20.9
1000	19	11	0	7	0	0	0	0	0	0	0	0	0	0	1	17.5	20.5
1100	20	13	0	5	1	0	0	0	0	0	0	0	0	0	1	17.8	21.7
1200	27	20	0	5	1	1	0	0	0	0	0	0	0	0	0	16.6	19.4
1300	30	20	0	9	0	0	0	0	0	0	0	0	0	1	0	19.2	24.1
1400	34	22	0	11	0	0	0	0	0	0	0	0	0	1	0	19.2	24.2
1500	52	37	0	9	1	0	0	0	0	0	0	0	0	2	3	18.2	22.9
1600	38	29	0	9	0	0	0	0	0	0	0	0	0	0	0	21.2	26.7
1700	37	29	0	6	0	0	0	0	0	0	0	0	0	2	0	21.1	27
1800	32	26	0	5	0	0	0	0	0	0	0	0	0	1	0	19.9	24.3
1900	25	19	0	5	0	0	0	0	0	0	0	0	0	1	0	19.9	25.7
2000	29	22	0	5	0	0	0	0	0	0	0	0	0	0	2	18.4	22.5
2100	19	15	0	2	0	0	0	0	0	0	0	0	0	1	1	19.6	24.4
2200	15	9	0	5	0	0	0	0	0	0	0	0	0	0	1	18.3	25.2
2300	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	17.5	-
07-19	**367**	**270**	**0**	**78**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**8**	**18.7**	**23.6**
06-22	**453**	**334**	**0**	**94**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**11**	**18.8**	**23.7**
06-00	**478**	**350**	**0**	**102**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**12**	**18.7**	**23.6**
00-00	**506**	**372**	**0**	**104**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**14**	**18.8**	**23.8**

14 June 2022

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	19.2	-
0100	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	12.2	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	17.3	-
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	13.4	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	19.3	-
0500	9	7	0	1	0	0	0	0	0	0	0	0	0	0	1	22.9	-
0600	7	3	0	3	0	0	0	0	0	0	0	0	0	0	1	17.1	-
0700	18	13	0	5	0	0	0	0	0	0	0	0	0	0	0	19.7	27.1
0800	46	37	0	8	0	0	0	0	0	0	0	0	0	0	1	17.8	21
0900	32	24	0	8	0	0	0	0	0	0	0	0	0	0	0	19.3	23.3
1000	27	18	0	9	0	0	0	0	0	0	0	0	0	0	0	19.9	24.8
1100	38	30	0	8	0	0	0	0	0	0	0	0	0	0	0	19.6	23.9
1200	30	23	0	7	0	0	0	0	0	0	0	0	0	0	0	20.4	26
1300	35	24	0	10	0	0	0	0	0	0	0	0	0	0	1	20.2	24.2
1400	31	23	0	6	0	1	0	0	0	0	0	0	0	1	0	21	25.4
1500	49	38	1	9	0	0	0	0	0	0	0	0	0	1	0	20.4	25.6
1600	42	26	0	9	0	0	0	0	0	0	0	0	0	0	7	18.7	24.5
1700	17	13	0	4	0	0	0	0	0	0	0	0	0	0	0	20.4	27.8
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**365**	**269**	**1**	**83**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**9**	**19.7**	**24.3**
06-22	**372**	**272**	**1**	**86**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10**	**19.6**	**24.3**
06-00	**372**	**272**	**1**	**86**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10**	**19.6**	**24.3**
00-00	**393**	**286**	**1**	**92**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**11**	**19.6**	**24.4**

15 June 2022

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	10	6	0	4	0	0	0	0	0	0	0	0	0	0	0	19.7	-
0700	23	15	0	7	1	0	0	0	0	0	0	0	0	0	0	19.3	24.9
0800	36	27	0	8	0	0	0	0	0	0	0	0	0	0	1	19.6	23.6
0900	32	19	0	11	0	1	0	0	0	0	0	0	0	0	1	19	23.2
1000	33	24	0	8	0	0	0	0	0	0	0	0	0	0	1	19.6	24.8
1100	40	27	0	10	0	0	0	0	0	0	0	0	0	1	2	20.1	25
1200	32	21	0	11	0	0	0	0	0	0	0	0	0	0	0	20.6	26.1
1300	31	21	0	9	0	0	0	0	0	0	0	0	0	0	1	19.7	26.4
1400	34	20	0	10	0	0	0	0	0	0	0	0	0	1	3	22.1	25.6
1500	50	35	0	11	0	0	0	0	0	0	0	0	0	2	2	18.8	25.7
1600	35	27	0	5	0	0	0	0	0	0	0	0	0	0	3	20.3	24.6
1700	31	25	0	6	0	0	0	0	0	0	0	0	0	0	0	20.5	26
1800	34	25	0	7	0	0	0	0	0	0	0	0	0	1	1	18.9	25.7
1900	19	12	0	4	0	0	0	0	0	0	0	0	0	1	2	20.9	28
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**411**	**286**	**0**	**103**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**15**	**19.9**	**25.3**
06-22	**440**	**304**	**0**	**111**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**17**	**19.9**	**25.4**
06-00	**440**	**304**	**0**	**111**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**17**	**19.9**	**25.4**
00-00	**440**	**304**	**0**	**111**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**17**	**19.9**	**25.4**

16 June 2022

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	8	5	0	3	0	0	0	0	0	0	0	0	0	0	0	18.7	-
0700	16	11	0	5	0	0	0	0	0	0	0	0	0	0	0	17	23.3
0800	35	25	0	10	0	0	0	0	0	0	0	0	0	0	0	18.3	23.2
0900	20	14	0	6	0	0	0	0	0	0	0	0	0	0	0	18.7	23.4
1000	26	17	0	7	1	0	0	0	0	0	0	0	0	0	1	19.3	24.5
1100	27	19	0	8	0	0	0	0	0	0	0	0	0	0	0	20.3	24.6
1200	21	13	0	8	0	0	0	0	0	0	0	0	0	0	0	19.6	24.9
1300	27	20	0	7	0	0	0	0	0	0	0	0	0	0	0	20.6	25.4
1400	32	27	0	5	0	0	0	0	0	0	0	0	0	0	0	19.3	23.6
1500	52	38	0	10	0	0	0	0	0	0	0	0	0	1	3	20.3	25.5
1600	41	31	0	7	0	0	0	0	0	0	0	0	0	2	1	21.9	27.1
1700	40	34	0	4	0	0	0	0	0	0	0	0	0	1	1	20.2	24.6
1800	24	17	0	5	0	0	0	0	0	0	0	0	0	2	0	20.9	25
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**361**	**266**	**0**	**82**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**19.9**	**24.6**
06-22	**369**	**271**	**0**	**85**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**19.9**	**24.6**
06-00	**369**	**271**	**0**	**85**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**19.9**	**24.6**
00-00	**369**	**271**	**0**	**85**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**19.9**	**24.6**

17 June 2022

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-

0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12.5**	**-**
06-22	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12.5**	**-**
06-00	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12.5**	**-**
00-00	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12.5**	**-**

CHARGE SURVEYS

SITE: Newcastle Road, Reading

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.439348, -0.961025

DIRECTION: EASTBOUND

SPEED LIMIT: 30

10 June 2022

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
1300	30	1	9	13	7	0	0	0	0	0	0	0	0	0	0	0	20.5	26.4
1400	37	2	10	19	5	1	0	0	0	0	0	0	0	0	0	0	20.2	26.4
1500	49	7	19	17	4	1	1	0	0	0	0	0	0	0	0	0	18.7	24
1600	49	3	10	17	16	1	1	1	0	0	0	0	0	0	0	0	22.6	27.9
1700	38	4	13	13	7	1	0	0	0	0	0	0	0	0	0	0	19.7	26.6
1800	25	3	10	11	1	0	0	0	0	0	0	0	0	0	0	0	18.1	23.2
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**228**	**20**	**71**	**90**	**40**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.1**	**26**
06-22	**228**	**20**	**71**	**90**	**40**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.1**	**26**
06-00	**228**	**20**	**71**	**90**	**40**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.1**	**26**
00-00	**228**	**20**	**71**	**90**	**40**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.1**	**26**

11 June 2022

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	5	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0	27.9	-
0900	25	6	10	7	2	0	0	0	0	0	0	0	0	0	0	0	17.1	22.1
1000	26	6	12	7	1	0	0	0	0	0	0	0	0	0	0	0	16.8	23.7
1100	31	2	16	12	0	0	1	0	0	0	0	0	0	0	0	0	18.4	22.1
1200	39	6	19	12	1	1	0	0	0	0	0	0	0	0	0	0	17.3	22.7
1300	31	5	9	14	3	0	0	0	0	0	0	0	0	0	0	0	18.8	23.9
1400	39	4	14	18	3	0	0	0	0	0	0	0	0	0	0	0	18.9	23.7
1500	32	3	12	12	5	0	0	0	0	0	0	0	0	0	0	0	19.3	26.4
1600	25	4	9	6	4	2	0	0	0	0	0	0	0	0	0	0	19.2	27.1
1700	31	2	10	18	1	0	0	0	0	0	0	0	0	0	0	0	18.7	22.4
1800	32	3	7	19	3	0	0	0	0	0	0	0	0	0	0	0	19.7	24.3
1900	26	2	7	13	4	0	0	0	0	0	0	0	0	0	0	0	20.5	25.1
2000	22	1	7	10	4	0	0	0	0	0	0	0	0	0	0	0	19.9	25.2
2100	19	0	7	10	1	0	1	0	0	0	0	0	0	0	0	0	20.7	24.2
2200	23	2	8	9	2	1	0	1	0	0	0	0	0	0	0	0	20.7	30.4
2300	10	2	1	5	1	0	1	0	0	0	0	0	0	0	0	0	21.2	-
07-19	**316**	**41**	**119**	**127**	**23**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.6**	**23.7**
06-22	**383**	**44**	**140**	**160**	**32**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.9**	**23.7**
06-00	**416**	**48**	**149**	**174**	**35**	**5**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.1**	**23.8**
00-00	**416**	**48**	**149**	**174**	**35**	**5**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.1**	**23.8**

12 June 2022

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	10	0	1	8	1	0	0	0	0	0	0	0	0	0	0	0	21.7	-
0100	5	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-
0200	4	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	25.5	-
0300	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	-
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	-
0700	9	2	1	6	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
0800	11	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	19.2	22.9
0900	9	0	3	5	1	0	0	0	0	0	0	0	0	0	0	0	19.9	-
1000	19	0	11	8	0	0	0	0	0	0	0	0	0	0	0	0	17.7	22.3
1100	32	6	12	10	4	0	0	0	0	0	0	0	0	0	0	0	18.7	24.1
1200	33	3	15	10	4	1	0	0	0	0	0	0	0	0	0	0	18.7	25.9
1300	32	1	10	15	6	0	0	0	0	0	0	0	0	0	0	0	20.8	25.4

1400	29	3	14	11	0	1	0	0	0	0	0	0	0	0	0	0	18.2	23.4
1500	34	2	8	15	8	1	0	0	0	0	0	0	0	0	0	0	21.8	29.2
1600	31	1	7	13	8	1	1	0	0	0	0	0	0	0	0	0	22.5	28.6
1700	18	0	11	5	2	0	0	0	0	0	0	0	0	0	0	0	18.9	24.6
1800	30	3	10	13	3	0	1	0	0	0	0	0	0	0	0	0	20	25.2
1900	22	0	6	12	4	0	0	0	0	0	0	0	0	0	0	0	20.9	25.3
2000	25	3	10	9	3	0	0	0	0	0	0	0	0	0	0	0	18.1	23.3
2100	13	2	6	5	0	0	0	0	0	0	0	0	0	0	0	0	17.2	23.4
2200	11	1	5	4	1	0	0	0	0	0	0	0	0	0	0	0	18.9	24.1
2300	7	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-
07-19	**287**	**21**	**107**	**117**	**36**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.8**	**24.8**
06-22	**350**	**26**	**132**	**143**	**43**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.6**	**24.7**
06-00	**368**	**27**	**141**	**150**	**44**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.6**	**24.6**
00-00	**393**	**28**	**148**	**163**	**48**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.6**	**24.6**

13 June 2022

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	10	0	1	7	2	0	0	0	0	0	0	0	0	0	0	0	22.5	-
0100	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-
0200	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	20.9	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.8	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-
0500	11	0	5	4	2	0	0	0	0	0	0	0	0	0	0	0	20.8	26
0600	13	2	3	8	0	0	0	0	0	0	0	0	0	0	0	0	19.3	24.1
0700	17	2	5	8	2	0	0	0	0	0	0	0	0	0	0	0	18.5	23.5
0800	33	8	16	9	0	0	0	0	0	0	0	0	0	0	0	0	15.6	20
0900	28	2	16	10	0	0	0	0	0	0	0	0	0	0	0	0	17.2	20.9
1000	19	1	12	5	1	0	0	0	0	0	0	0	0	0	0	0	17.5	20.5
1100	20	2	10	6	2	0	0	0	0	0	0	0	0	0	0	0	17.8	21.7
1200	27	4	14	9	0	0	0	0	0	0	0	0	0	0	0	0	16.6	19.4
1300	30	1	13	13	2	1	0	0	0	0	0	0	0	0	0	0	19.2	24.1
1400	34	2	14	15	3	0	0	0	0	0	0	0	0	0	0	0	19.2	24.2
1500	52	7	23	16	4	2	0	0	0	0	0	0	0	0	0	0	18.2	22.9
1600	38	2	7	22	6	1	0	0	0	0	0	0	0	0	0	0	21.2	26.7
1700	37	4	7	19	6	0	1	0	0	0	0	0	0	0	0	0	21.1	27
1800	32	3	9	16	3	1	0	0	0	0	0	0	0	0	0	0	19.9	24.3
1900	25	3	7	10	3	2	0	0	0	0	0	0	0	0	0	0	19.9	25.7
2000	29	2	14	11	2	0	0	0	0	0	0	0	0	0	0	0	18.4	22.5
2100	19	2	4	12	1	0	0	0	0	0	0	0	0	0	0	0	19.6	24.4
2200	15	2	7	4	1	1	0	0	0	0	0	0	0	0	0	0	18.3	25.2
2300	10	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	17.5	-
07-19	**367**	**38**	**146**	**148**	**29**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.7**	**23.6**
06-22	**453**	**47**	**174**	**189**	**35**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.8**	**23.7**
06-00	**478**	**49**	**188**	**196**	**36**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.7**	**23.6**
00-00	**506**	**53**	**194**	**209**	**40**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.8**	**23.8**

14 June 2022

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	19.2	-
0100	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	-
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-
0500	9	0	1	5	1	2	0	0	0	0	0	0	0	0	0	0	22.9	-
0600	7	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	17.1	-
0700	18	3	4	7	3	1	0	0	0	0	0	0	0	0	0	0	19.7	27.1
0800	46	2	27	16	1	0	0	0	0	0	0	0	0	0	0	0	17.8	21
0900	32	1	13	15	3	0	0	0	0	0	0	0	0	0	0	0	19.3	23.3
1000	27	0	12	11	4	0	0	0	0	0	0	0	0	0	0	0	19.9	24.8
1100	38	2	13	21	2	0	0	0	0	0	0	0	0	0	0	0	19.6	23.9
1200	30	1	10	14	5	0	0	0	0	0	0	0	0	0	0	0	20.4	26
1300	35	2	10	18	4	1	0	0	0	0	0	0	0	0	0	0	20.2	24.2
1400	31	3	8	15	3	1	1	0	0	0	0	0	0	0	0	0	21	25.4
1500	49	3	12	25	9	0	0	0	0	0	0	0	0	0	0	0	20.4	25.6
1600	42	7	14	16	4	1	0	0	0	0	0	0	0	0	0	0	18.7	24.5
1700	17	1	7	5	4	0	0	0	0	0	0	0	0	0	0	0	20.4	27.8
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**365**	**25**	**130**	**163**	**42**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.7**	**24.3**
06-22	**372**	**27**	**132**	**166**	**42**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.6**	**24.3**
06-00	**372**	**27**	**132**	**166**	**42**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.6**	**24.3**
00-00	**393**	**30**	**138**	**174**	**44**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.6**	**24.4**

15 June 2022

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	10	1	6	1	1	1	0	0	0	0	0	0	0	0	0	0	19.7	-
0700	23	2	7	11	3	0	0	0	0	0	0	0	0	0	0	0	19.3	24.9
0800	36	0	15	17	4	0	0	0	0	0	0	0	0	0	0	0	19.6	23.6
0900	32	2	14	12	4	0	0	0	0	0	0	0	0	0	0	0	19	23.2
1000	33	1	15	12	4	1	0	0	0	0	0	0	0	0	0	0	19.6	24.8
1100	40	3	9	21	6	1	0	0	0	0	0	0	0	0	0	0	20.1	25
1200	32	1	9	15	7	0	0	0	0	0	0	0	0	0	0	0	20.6	26.1
1300	31	3	11	10	6	1	0	0	0	0	0	0	0	0	0	0	19.7	26.4
1400	34	1	7	20	2	3	1	0	0	0	0	0	0	0	0	0	22.1	25.6
1500	50	6	19	14	10	1	0	0	0	0	0	0	0	0	0	0	18.8	25.7
1600	35	1	15	15	3	1	0	0	0	0	0	0	0	0	0	0	20.3	24.6
1700	31	0	7	19	5	0	0	0	0	0	0	0	0	0	0	0	20.5	26
1800	34	4	15	10	4	1	0	0	0	0	0	0	0	0	0	0	18.9	25.7
1900	19	2	4	8	5	0	0	0	0	0	0	0	0	0	0	0	20.9	28
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**411**	**24**	**143**	**176**	**58**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.9**	**25.3**
06-22	**440**	**27**	**153**	**185**	**64**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.9**	**25.4**
06-00	**440**	**27**	**153**	**185**	**64**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.9**	**25.4**
00-00	**440**	**27**	**153**	**185**	**64**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.9**	**25.4**

16 June 2022

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	8	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	18.7	-
0700	16	4	9	1	1	0	1	0	0	0	0	0	0	0	0	0	17	23.3
0800	35	3	15	15	2	0	0	0	0	0	0	0	0	0	0	0	18.3	23.2
0900	20	2	9	7	2	0	0	0	0	0	0	0	0	0	0	0	18.7	23.4
1000	26	1	12	10	3	0	0	0	0	0	0	0	0	0	0	0	19.3	24.5
1100	27	1	8	15	3	0	0	0	0	0	0	0	0	0	0	0	20.3	24.6
1200	21	1	11	6	3	0	0	0	0	0	0	0	0	0	0	0	19.6	24.9
1300	27	2	6	14	5	0	0	0	0	0	0	0	0	0	0	0	20.6	25.4
1400	32	2	10	18	2	0	0	0	0	0	0	0	0	0	0	0	19.3	23.6
1500	52	3	15	25	9	0	0	0	0	0	0	0	0	0	0	0	20.3	25.5
1600	41	2	10	18	8	1	1	1	0	0	0	0	0	0	0	0	21.9	27.1
1700	40	2	12	21	5	0	0	0	0	0	0	0	0	0	0	0	20.2	24.6
1800	24	2	7	11	3	0	0	1	0	0	0	0	0	0	0	0	20.9	25
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**361**	**25**	**124**	**161**	**46**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.9**	**24.6**
06-22	**369**	**26**	**127**	**164**	**47**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.9**	**24.6**
06-00	**369**	**26**	**127**	**164**	**47**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.9**	**24.6**
00-00	**369**	**26**	**127**	**164**	**47**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.9**	**24.6**

17 June 2022

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-

0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	-
07-19	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12.5**	**-**
06-22	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12.5**	**-**
06-00	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12.5**	**-**
00-00	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12.5**	**-**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	**2746**	**232**	**981**	**1159**	**318**	**39**	**12**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.5**	**24.5**

CHARGE SURVEYS

SITE: Newcastle Road, Reading LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.439348, -0.961025 DIRECTION: WESTBOUND SPEED LIMIT: 30

10 June 2022

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
1300	31	23	0	6	0	0	0	0	0	0	0	0	0	0	2	19.1	25
1400	43	29	0	10	0	0	0	0	0	0	0	0	0	1	3	20.7	27.3
1500	35	25	0	4	3	0	0	0	0	0	0	0	0	0	3	17.3	23.1
1600	27	21	0	3	2	0	0	0	0	0	0	0	0	0	1	19.5	24.6
1700	29	19	0	5	1	0	0	0	0	0	0	0	0	2	2	19.4	23.5
1800	17	12	0	2	0	0	0	0	0	0	0	0	0	3	0	19.1	25.9
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**182**	**129**	**0**	**30**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**11**	**19.2**	**24.3**
06-22	**182**	**129**	**0**	**30**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**11**	**19.2**	**24.3**
06-00	**182**	**129**	**0**	**30**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**11**	**19.2**	**24.3**
00-00	**182**	**129**	**0**	**30**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**11**	**19.2**	**24.3**

11 June 2022

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	13	11	0	1	0	0	0	0	0	0	0	0	0	0	1	21.2	25.5
0900	18	15	0	3	0	0	0	0	0	0	0	0	0	0	0	15.4	19.6
1000	28	19	0	7	0	0	0	0	0	0	0	0	0	0	2	18.1	23.7
1100	34	28	0	6	0	0	0	0	0	0	0	0	0	0	0	18.8	24
1200	27	18	0	6	1	0	0	0	0	0	0	0	0	0	2	16.1	22.7
1300	44	37	0	4	0	0	0	0	0	0	0	0	0	0	3	18	23.9
1400	39	34	0	3	1	0	0	0	0	0	0	0	0	1	0	21.1	25.3
1500	22	17	0	4	1	0	0	0	0	0	0	0	0	0	0	18.9	24.4
1600	32	24	0	3	2	0	0	0	0	0	0	0	0	3	0	20.6	27.4
1700	34	27	0	5	2	0	0	0	0	0	0	0	0	0	0	20	26.6
1800	28	23	0	3	1	0	0	0	0	0	0	0	0	1	0	18.7	23.5
1900	29	22	0	2	2	0	0	0	0	0	0	0	0	3	0	20.9	27.2
2000	25	20	0	3	0	0	0	0	0	0	0	0	0	2	0	20.8	27.4
2100	11	10	0	0	0	0	0	0	0	0	0	0	0	1	0	19.4	25.2
2200	13	10	0	2	0	0	0	0	0	0	0	0	0	0	1	20.3	23.7
2300	12	8	0	4	0	0	0	0	0	0	0	0	0	0	0	20.4	26.1
07-19	**319**	**253**	**0**	**45**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**8**	**18.9**	**24.3**
06-22	**384**	**305**	**0**	**50**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**8**	**19.2**	**24.8**
06-00	**409**	**323**	**0**	**56**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**9**	**19.3**	**24.8**
00-00	**409**	**323**	**0**	**56**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**9**	**19.3**	**24.8**

12 June 2022

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	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	18.1	-
0100	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	16.7	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
0300	6	5	0	0	1	0	0	0	0	0	0	0	0	0	0	18.5	-
0400	5	4	0	0	0	1	0	0	0	0	0	0	0	0	0	20.5	-
0500	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	21.3	-
0600	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	20	-
0700	20	17	0	1	2	0	0	0	0	0	0	0	0	0	0	21.5	30.2
0800	20	16	0	1	1	0	0	0	0	0	0	0	0	2	0	21.4	27.8
0900	14	12	0	2	0	0	0	0	0	0	0	0	0	0	0	18	23.3
1000	29	26	0	2	1	0	0	0	0	0	0	0	0	0	0	18.7	23.3
1100	30	23	0	4	2	0	0	0	0	0	0	0	0	0	1	17.5	22.4
1200	28	22	0	2	1	0	0	0	0	0	0	0	0	2	1	19.4	23.8
1300	28	21	0	4	0	0	0	0	0	0	0	0	0	1	2	20.5	24.6

1400	27	23	0	3	0	0	0	0	0	0	0	0	0	1	0	21.8	26.6
1500	27	20	0	3	1	0	0	0	0	0	0	0	0	2	1	19.3	24.4
1600	35	28	0	4	0	0	0	0	0	0	0	0	0	1	2	17.3	22.4
1700	24	18	0	4	0	0	0	0	0	0	0	0	0	2	0	19.6	24.1
1800	33	24	0	5	0	0	0	0	0	0	0	0	0	1	3	20.2	26.2
1900	23	19	0	4	0	0	0	0	0	0	0	0	0	0	0	20.1	24.7
2000	15	11	0	1	0	0	0	0	0	0	0	0	0	1	2	19.3	23.4
2100	17	16	0	0	0	0	0	0	0	0	0	0	0	1	0	19.6	29.2
2200	16	14	0	1	1	0	0	0	0	0	0	0	0	0	0	19.8	27.6
2300	8	6	0	1	1	0	0	0	0	0	0	0	0	0	0	16.6	-
07-19	**315**	**250**	**0**	**35**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**10**	**19.5**	**24.3**
06-22	**380**	**304**	**0**	**42**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**12**	**19.6**	**24.4**
06-00	**404**	**324**	**0**	**44**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**12**	**19.5**	**24.4**
00-00	**430**	**345**	**0**	**46**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**12**	**19.5**	**24.4**

13 June 2022

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	-
0100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	-
0200	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13.7	-
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	15.7	-
0400	5	4	0	0	0	1	0	0	0	0	0	0	0	0	0	16.6	-
0500	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	17.9	-
0600	21	18	0	0	0	0	0	0	0	0	0	0	0	1	2	21.5	26.6
0700	37	30	0	4	1	0	0	0	0	0	0	0	0	1	1	19	23.1
0800	59	49	0	7	2	0	0	0	0	0	0	0	0	0	1	16.5	21.1
0900	33	23	0	8	1	0	0	0	0	0	0	0	0	0	1	18.4	22.6
1000	25	18	0	7	0	0	0	0	0	0	0	0	0	0	0	18.8	22.1
1100	27	18	0	7	0	0	0	0	0	0	0	0	0	0	2	17.9	22.5
1200	23	14	0	9	0	0	0	0	0	0	0	0	0	0	0	18.4	23.2
1300	24	18	0	6	0	0	0	0	0	0	0	0	0	0	0	21.5	27.3
1400	28	20	1	7	0	0	0	0	0	0	0	0	0	0	0	20.1	25.5
1500	34	25	0	8	0	0	0	0	0	0	0	0	0	0	1	18.9	23.2
1600	25	16	0	8	0	0	0	0	0	0	0	0	0	0	1	20.2	25.9
1700	20	15	0	4	0	0	0	0	0	0	0	0	0	1	0	19.3	23.2
1800	39	33	0	6	0	0	0	0	0	0	0	0	0	0	0	18.8	23.9
1900	27	23	1	2	0	0	0	0	0	0	0	0	0	1	0	20.5	26.7
2000	28	19	0	4	0	0	0	0	0	0	0	0	0	3	2	17.4	21.4
2100	18	14	0	3	0	0	0	0	0	0	0	0	0	1	0	18.3	24.5
2200	6	3	0	3	0	0	0	0	0	0	0	0	0	0	0	17.4	-
2300	4	1	0	3	0	0	0	0	0	0	0	0	0	0	0	13.6	-
07-19	**374**	**279**	**1**	**81**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**7**	**18.7**	**23**
06-22	**468**	**353**	**2**	**90**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**11**	**18.9**	**23.2**
06-00	**478**	**357**	**2**	**96**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**11**	**18.8**	**23.2**
00-00	**504**	**377**	**2**	**99**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**13**	**18.7**	**23**

14 June 2022

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	14.4	-
0100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	18.7	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9	-
0300	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	21.5	-
0400	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	20.9	-
0500	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	18.3	23.7
0600	19	17	0	1	0	0	0	0	0	0	0	0	0	1	0	20.7	27
0700	35	30	0	4	0	0	0	0	0	0	0	0	0	1	0	19.8	25.1
0800	47	38	0	8	0	0	0	0	0	0	0	0	0	0	1	19	25.4
0900	28	21	0	7	0	0	0	0	0	0	0	0	0	0	0	18.4	21.3
1000	29	20	0	8	0	0	0	0	0	0	0	0	0	0	1	19.7	23.1
1100	31	21	0	9	0	0	0	0	0	0	0	0	0	1	0	20.3	24.9
1200	27	20	0	6	0	0	0	0	0	0	0	0	0	0	1	22.4	29.2
1300	28	18	0	8	0	0	0	0	0	0	0	0	0	0	2	21	25.5
1400	31	24	0	5	0	0	0	0	0	0	0	0	0	2	0	19.6	25
1500	28	18	0	10	0	0	0	0	0	0	0	0	0	0	0	20.4	25.5
1600	35	25	0	7	0	0	0	0	0	0	0	0	0	0	3	20	25.9
1700	16	13	0	3	0	0	0	0	0	0	0	0	0	0	0	19.8	24.3
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**335**	**248**	**0**	**75**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**8**	**20**	**25.1**
06-22	**354**	**265**	**0**	**76**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**8**	**20**	**25.1**
06-00	**354**	**265**	**0**	**76**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**8**	**20**	**25.1**
00-00	**383**	**288**	**0**	**82**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**8**	**19.9**	**25**

15 June 2022

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	26	20	0	4	0	0	0	0	0	0	0	0	0	1	1	22.2	30
0700	36	29	0	7	0	0	0	0	0	0	0	0	0	0	0	21.4	27.1
0800	58	47	0	7	0	0	0	0	0	0	0	0	0	1	3	19.7	25.7
0900	36	26	0	9	0	0	0	0	0	0	0	0	0	0	1	20.4	24.5
1000	26	20	0	6	0	0	0	0	0	0	0	0	0	0	0	21	24.7
1100	33	22	0	10	0	0	0	0	0	0	0	0	0	1	0	20.1	25.2
1200	27	18	0	7	0	0	0	0	0	0	0	0	0	1	1	20.6	26.6
1300	30	23	0	7	0	0	0	0	0	0	0	0	0	0	0	21.3	25.2
1400	38	30	0	8	0	0	0	0	0	0	0	0	0	0	0	19.2	23.1
1500	39	27	0	9	0	0	0	0	0	0	0	0	0	2	1	18.4	25.8
1600	27	23	0	4	0	0	0	0	0	0	0	0	0	0	0	20.4	26.7
1700	20	13	0	6	0	0	0	0	0	0	0	0	0	1	0	18.8	20.7
1800	46	37	0	5	0	0	0	0	0	0	0	0	0	2	2	18.7	23.2
1900	14	10	0	2	0	0	0	0	0	0	0	0	0	1	1	19.6	25.6
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**416**	**315**	**0**	**85**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**8**	**19.9**	**24.8**
06-22	**456**	**345**	**0**	**91**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**10**	**20**	**25.1**
06-00	**456**	**345**	**0**	**91**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**10**	**20**	**25.1**
00-00	**456**	**345**	**0**	**91**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**10**	**20**	**25.1**

16 June 2022

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	19	16	0	3	0	0	0	0	0	0	0	0	0	0	0	21.4	25.6
0700	33	26	0	7	0	0	0	0	0	0	0	0	0	0	0	19.6	24.1
0800	43	36	0	5	0	0	0	0	0	0	0	0	0	1	1	18.1	24.6
0900	32	25	0	7	0	0	0	0	0	0	0	0	0	0	0	19.8	24.1
1000	23	17	0	6	0	0	0	0	0	0	0	0	0	0	0	17.9	22.9
1100	14	7	0	7	0	0	0	0	0	0	0	0	0	0	0	19.2	22.8
1200	29	22	0	7	0	0	0	0	0	0	0	0	0	0	0	18.8	25.2
1300	33	23	0	7	0	0	0	0	0	0	0	0	0	2	1	20.5	26.5
1400	30	22	0	7	0	0	0	0	0	0	0	0	0	0	1	19.2	23.8
1500	45	33	0	10	0	0	0	0	0	0	0	0	0	1	1	18.3	24
1600	36	28	0	6	0	0	0	0	0	0	0	0	0	2	0	20.9	25.6
1700	26	20	0	6	0	0	0	0	0	0	0	0	0	0	0	20	26.8
1800	18	13	0	3	0	0	0	0	0	0	0	0	0	1	1	22.2	31.3
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**362**	**272**	**0**	**78**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**5**	**19.4**	**24.3**
06-22	**381**	**288**	**0**	**81**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**5**	**19.5**	**24.3**
06-00	**381**	**288**	**0**	**81**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**5**	**19.5**	**24.3**
00-00	**381**	**288**	**0**	**81**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**5**	**19.5**	**24.3**

17 June 2022

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-

0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.9**	**-**
06-22	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.9**	**-**
06-00	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.9**	**-**
00-00	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.9**	**-**

CHARGE SURVEYS

SITE: Newcastle Road, Reading LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.439348, -0.961025 DIRECTION: WESTBOUND SPEED LIMIT: 30

10 June 2022

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
1300	31	3	12	12	4	0	0	0	0	0	0	0	0	0	0	0	19.1	25
1400	43	5	13	17	6	0	0	2	0	0	0	0	0	0	0	0	20.7	27.3
1500	35	7	14	12	2	0	0	0	0	0	0	0	0	0	0	0	17.3	23.1
1600	27	1	12	12	2	0	0	0	0	0	0	0	0	0	0	0	19.5	24.6
1700	29	2	9	17	1	0	0	0	0	0	0	0	0	0	0	0	19.4	23.5
1800	17	3	5	6	2	1	0	0	0	0	0	0	0	0	0	0	19.1	25.9
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**182**	**21**	**65**	**76**	**17**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.2**	**24.3**
06-22	**182**	**21**	**65**	**76**	**17**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.2**	**24.3**
06-00	**182**	**21**	**65**	**76**	**17**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.2**	**24.3**
00-00	**182**	**21**	**65**	**76**	**17**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.2**	**24.3**

11 June 2022

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	13	0	7	3	2	0	0	1	0	0	0	0	0	0	0	0	21.2	25.5
0900	18	5	8	5	0	0	0	0	0	0	0	0	0	0	0	0	15.4	19.6
1000	28	2	16	7	2	1	0	0	0	0	0	0	0	0	0	0	18.1	23.7
1100	34	2	15	14	2	1	0	0	0	0	0	0	0	0	0	0	18.8	24
1200	27	8	11	7	1	0	0	0	0	0	0	0	0	0	0	0	16.1	22.7
1300	44	6	20	14	4	0	0	0	0	0	0	0	0	0	0	0	18	23.9
1400	39	1	10	22	4	2	0	0	0	0	0	0	0	0	0	0	21.1	25.3
1500	22	3	8	9	2	0	0	0	0	0	0	0	0	0	0	0	18.9	24.4
1600	32	2	10	12	6	2	0	0	0	0	0	0	0	0	0	0	20.6	27.4
1700	34	2	12	10	9	1	0	0	0	0	0	0	0	0	0	0	20	26.6
1800	28	4	9	13	2	0	0	0	0	0	0	0	0	0	0	0	18.7	23.5
1900	29	3	7	12	6	1	0	0	0	0	0	0	0	0	0	0	20.9	27.2
2000	25	2	6	10	7	0	0	0	0	0	0	0	0	0	0	0	20.8	27.4
2100	11	0	6	3	2	0	0	0	0	0	0	0	0	0	0	0	19.4	25.2
2200	13	0	8	4	0	0	1	0	0	0	0	0	0	0	0	0	20.3	23.7
2300	12	0	5	4	3	0	0	0	0	0	0	0	0	0	0	0	20.4	26.1
07-19	**319**	**35**	**126**	**116**	**34**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.9**	**24.3**
06-22	**384**	**40**	**145**	**141**	**49**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.2**	**24.8**
06-00	**409**	**40**	**158**	**149**	**52**	**8**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.3**	**24.8**
00-00	**409**	**40**	**158**	**149**	**52**	**8**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.3**	**24.8**

12 June 2022

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-
0300	6	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
0400	5	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	20.5	-
0500	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	21.3	-
0600	10	0	4	4	2	0	0	0	0	0	0	0	0	0	0	0	20	-
0700	20	0	10	4	4	2	0	0	0	0	0	0	0	0	0	0	21.5	30.2
0800	20	1	3	12	4	0	0	0	0	0	0	0	0	0	0	0	21.4	27.8
0900	14	1	8	4	1	0	0	0	0	0	0	0	0	0	0	0	18	23.3
1000	29	0	15	12	2	0	0	0	0	0	0	0	0	0	0	0	18.7	23.3
1100	30	4	12	13	1	0	0	0	0	0	0	0	0	0	0	0	17.5	22.4
1200	28	0	17	8	2	1	0	0	0	0	0	0	0	0	0	0	19.4	23.8
1300	28	2	4	19	3	0	0	0	0	0	0	0	0	0	0	0	20.5	24.6

1400	27	0	7	12	7	0	0	1	0	0	0	0	0	0	0	0	21.8	26.6
1500	27	1	11	12	3	0	0	0	0	0	0	0	0	0	0	0	19.3	24.4
1600	35	6	15	13	1	0	0	0	0	0	0	0	0	0	0	0	17.3	22.4
1700	24	2	8	11	3	0	0	0	0	0	0	0	0	0	0	0	19.6	24.1
1800	33	4	7	16	5	1	0	0	0	0	0	0	0	0	0	0	20.2	26.2
1900	23	1	5	14	3	0	0	0	0	0	0	0	0	0	0	0	20.1	24.7
2000	15	1	4	9	1	0	0	0	0	0	0	0	0	0	0	0	19.3	23.4
2100	17	2	9	2	3	1	0	0	0	0	0	0	0	0	0	0	19.6	29.2
2200	16	3	5	6	1	1	0	0	0	0	0	0	0	0	0	0	19.8	27.6
2300	8	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-
07-19	**315**	**21**	**117**	**136**	**36**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.5**	**24.3**
06-22	**380**	**25**	**139**	**165**	**45**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.6**	**24.4**
06-00	**404**	**30**	**148**	**173**	**46**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.5**	**24.4**
00-00	**430**	**32**	**159**	**183**	**49**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.5**	**24.4**

13 June 2022

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	25.5	-
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13.7	-
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	15.7	-
0400	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-
0500	10	1	5	4	0	0	0	0	0	0	0	0	0	0	0	0	17.9	-
0600	21	1	5	10	4	1	0	0	0	0	0	0	0	0	0	0	21.5	26.6
0700	37	5	7	22	3	0	0	0	0	0	0	0	0	0	0	0	19	23.1
0800	59	11	29	18	1	0	0	0	0	0	0	0	0	0	0	0	16.5	21.1
0900	33	2	15	13	2	1	0	0	0	0	0	0	0	0	0	0	18.4	22.6
1000	25	0	11	13	1	0	0	0	0	0	0	0	0	0	0	0	18.8	22.1
1100	27	3	11	11	2	0	0	0	0	0	0	0	0	0	0	0	17.9	22.5
1200	23	2	12	8	1	0	0	0	0	0	0	0	0	0	0	0	18.4	23.2
1300	24	1	9	9	3	1	1	0	0	0	0	0	0	0	0	0	21.5	27.3
1400	28	0	12	11	5	0	0	0	0	0	0	0	0	0	0	0	20.1	25.5
1500	34	2	13	16	3	0	0	0	0	0	0	0	0	0	0	0	18.9	23.2
1600	25	2	5	14	4	0	0	0	0	0	0	0	0	0	0	0	20.2	25.9
1700	20	0	10	8	2	0	0	0	0	0	0	0	0	0	0	0	19.3	23.2
1800	39	5	15	16	2	1	0	0	0	0	0	0	0	0	0	0	18.8	23.9
1900	27	1	8	13	5	0	0	0	0	0	0	0	0	0	0	0	20.5	26.7
2000	28	0	20	6	2	0	0	0	0	0	0	0	0	0	0	0	17.4	21.4
2100	18	1	9	6	2	0	0	0	0	0	0	0	0	0	0	0	18.3	24.5
2200	6	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	17.4	-
2300	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13.6	-
07-19	**374**	**33**	**149**	**159**	**29**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.7**	**23**
06-22	**468**	**36**	**191**	**194**	**42**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.9**	**23.2**
06-00	**478**	**39**	**195**	**196**	**43**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.8**	**23.2**
00-00	**504**	**41**	**211**	**203**	**44**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18.7**	**23**

14 June 2022

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	14.4	-
0100	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	-
0300	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	21.5	-
0400	5	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	20.9	-
0500	12	2	3	6	1	0	0	0	0	0	0	0	0	0	0	0	18.3	23.7
0600	19	1	5	9	4	0	0	0	0	0	0	0	0	0	0	0	20.7	27
0700	35	4	9	17	4	1	0	0	0	0	0	0	0	0	0	0	19.8	25.1
0800	47	4	22	11	10	0	0	0	0	0	0	0	0	0	0	0	19	25.4
0900	28	3	7	18	0	0	0	0	0	0	0	0	0	0	0	0	18.4	21.3
1000	29	1	7	20	1	0	0	0	0	0	0	0	0	0	0	0	19.7	23.1
1100	31	2	13	12	3	1	0	0	0	0	0	0	0	0	0	0	20.3	24.9
1200	27	2	5	11	6	3	0	0	0	0	0	0	0	0	0	0	22.4	29.2
1300	28	2	5	15	6	0	0	0	0	0	0	0	0	0	0	0	21	25.5
1400	31	3	12	11	4	1	0	0	0	0	0	0	0	0	0	0	19.6	25
1500	28	1	11	9	7	0	0	0	0	0	0	0	0	0	0	0	20.4	25.5
1600	35	4	8	17	6	0	0	0	0	0	0	0	0	0	0	0	20	25.9
1700	16	0	7	7	2	0	0	0	0	0	0	0	0	0	0	0	19.8	24.3
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**335**	**26**	**106**	**148**	**49**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**25.1**
06-22	**354**	**27**	**111**	**157**	**53**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**25.1**
06-00	**354**	**27**	**111**	**157**	**53**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**25.1**
00-00	**383**	**32**	**117**	**173**	**55**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.9**	**25**

15 June 2022

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	26	3	4	9	9	1	0	0	0	0	0	0	0	0	0	0	22.2	30
0700	36	3	6	19	7	1	0	0	0	0	0	0	0	0	0	0	21.4	27.1
0800	58	7	17	24	9	1	0	0	0	0	0	0	0	0	0	0	19.7	25.7
0900	36	2	8	22	4	0	0	0	0	0	0	0	0	0	0	0	20.4	24.5
1000	26	0	7	16	3	0	0	0	0	0	0	0	0	0	0	0	21	24.7
1100	33	1	9	18	5	0	0	0	0	0	0	0	0	0	0	0	20.1	25.2
1200	27	2	9	12	3	1	0	0	0	0	0	0	0	0	0	0	20.6	26.6
1300	30	0	8	17	5	0	0	0	0	0	0	0	0	0	0	0	21.3	25.2
1400	38	2	12	22	2	0	0	0	0	0	0	0	0	0	0	0	19.2	23.1
1500	39	6	13	13	7	0	0	0	0	0	0	0	0	0	0	0	18.4	25.8
1600	27	1	9	11	5	1	0	0	0	0	0	0	0	0	0	0	20.4	26.7
1700	20	1	6	12	0	1	0	0	0	0	0	0	0	0	0	0	18.8	20.7
1800	46	5	17	18	6	0	0	0	0	0	0	0	0	0	0	0	18.7	23.2
1900	14	1	4	7	2	0	0	0	0	0	0	0	0	0	0	0	19.6	25.6
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**416**	**30**	**121**	**204**	**56**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.9**	**24.8**
06-22	**456**	**34**	**129**	**220**	**67**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**25.1**
06-00	**456**	**34**	**129**	**220**	**67**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**25.1**
00-00	**456**	**34**	**129**	**220**	**67**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**25.1**

16 June 2022

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	19	0	3	13	3	0	0	0	0	0	0	0	0	0	0	0	21.4	25.6
0700	33	3	11	15	3	1	0	0	0	0	0	0	0	0	0	0	19.6	24.1
0800	43	7	21	9	6	0	0	0	0	0	0	0	0	0	0	0	18.1	24.6
0900	32	1	10	18	2	1	0	0	0	0	0	0	0	0	0	0	19.8	24.1
1000	23	1	15	5	2	0	0	0	0	0	0	0	0	0	0	0	17.9	22.9
1100	14	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	19.2	22.8
1200	29	3	12	9	5	0	0	0	0	0	0	0	0	0	0	0	18.8	25.2
1300	33	4	7	15	7	0	0	0	0	0	0	0	0	0	0	0	20.5	26.5
1400	30	3	10	15	2	0	0	0	0	0	0	0	0	0	0	0	19.2	23.8
1500	45	5	18	18	4	0	0	0	0	0	0	0	0	0	0	0	18.3	24
1600	36	4	5	20	6	1	0	0	0	0	0	0	0	0	0	0	20.9	25.6
1700	26	1	6	15	4	0	0	0	0	0	0	0	0	0	0	0	20	26.8
1800	18	1	4	7	4	1	1	0	0	0	0	0	0	0	0	0	22.2	31.3
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**362**	**33**	**126**	**153**	**45**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.4**	**24.3**
06-22	**381**	**33**	**129**	**166**	**48**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.5**	**24.3**
06-00	**381**	**33**	**129**	**166**	**48**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.5**	**24.3**
00-00	**381**	**33**	**129**	**166**	**48**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.5**	**24.3**

17 June 2022

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-

0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.9	-
07-19	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.9**	**-**
06-22	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.9**	**-**
06-00	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.9**	**-**
00-00	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.9**	**-**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	**2746**	**233**	**968**	**1170**	**333**	**35**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.4**	**24.5**

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