

Appendix B TA Scoping Report



now part of



Reading Golf Course

Transport Assessment Scoping Note

On behalf of **Fairfax Properties**



Project Ref: 45675/5501 | Rev: 0 | Date: June 2019

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Document Control Sheet

Project Name: Reading Golf Course
Project Ref: 45675
Report Title: Transport Assessment Scoping Report
Doc Ref: 5501/TASR01
Date: 020/06/2019

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Revision	Date	Description	Prepared	Reviewed	Approved

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1 Introduction

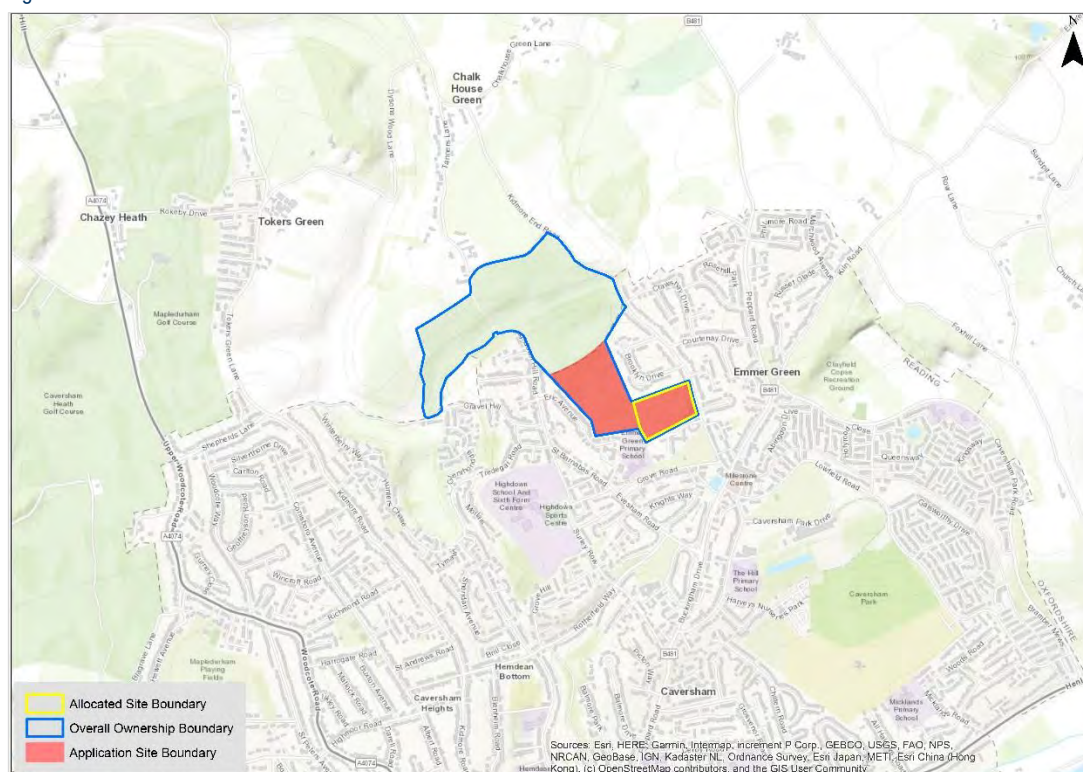
1.1 Background

- 1.1.1 Peter Brett Associates now part of Stantec (PBA) has been commissioned by Fairfax Properties to undertake a Transport Assessment (TA) in support of a planning application for the land at Reading Golf Course, Caversham. This report sets out the proposed scope of the TA, including the assessment methodology and assumptions.

1.2 The Site

- 1.2.1 The site is located in Emmer Green on Kidmore End Road, Reading. The golf course is 42ha in size and straddles two local authority administrative areas with approximately 12ha of this within Reading Borough Council (RBC) and a larger proportion of 30ha located within South Oxfordshire District Council (SODC).
- 1.2.2 Part of the application site located within RBC is allocated for residential development in RBC's Pre-Submission Draft Local Plan for 90 to 130 residential homes, community provision including healthcare and replacement clubhouse (subject to additional land in South Oxfordshire being secured for replacement holes).

Figure 1-1 Site Location Plan



2 Policy

2.1 Policy

- 2.1.1 The following policies will be reviewed in order to demonstrate that development proposals are in compliance with the requirements and aspirations within them.

2.2 National Policy

- National Planning Policy Framework – Department for Communities and Local Government (July 2018)
- Planning Practice Guidance – Department for Communities and Local Government (March 2014)

2.3 Local Policy

- Core Strategy (January 2015)
- Reading Borough Local Development Framework: Revised Parking Standards and Design (October 2011)
- Local Transport Plan 3: Strategy 2011 – 2026 (April 2011) and sub strategies, reference will be made to the New Local Plan.

3 Baseline Conditions

3.1 Local Amenities

- 3.1.1 There are a number of local amenities within walking distance of the site, which are set out below.

Centres

- 3.1.2 Emmer Green Local Centre is located within 350m approximately a 5-minute walk, from the site boundary and provides amenities such as:

- Post Office;
- Hardware and Convenience Store;
- Express Supermarket;
- Restaurants and Take-a-ways, Cafes;
- Barbers and beauty salon; and a
- Pharmacy.

- 3.1.3 Caversham District Centre is located 2.2km south of the site which is between a 5 or 10minute cycle journey and provides further variety of local amenities and a larger supermarket.

- 3.1.4 Reading Town Centre is 4km from the site and approximately a 15-minute cycle however bus service 23 provides direct access directly from the site to Reading Station and Reading Town Centre.

Leisure and Recreation

- 3.1.5 There are a number of different leisure facilities that service the area surrounding the site. Highdown Sport and Leisure is located to the east of the site, 1km south west of the site approximately a 12 minute walk away. Within a 1.1km journey there is Caversham Tennis club, Caversham Skate park, Caversham Football Club and North Reading Badminton Club. Additionally, there is Emmer Green Allotments within 400m of the site, easily accessed by circa 4-minute walk or 1-minute cycle.

Education

- 3.1.6 Emmer Green Primary School is the nearest primary school to the site, accessible within 850m which is between a 5-10 minute walk. Highdown School and Sixth Form Centre is 1.1km from the site, within approximately a 13-minute walk or a 4-minute cycle.

Health and Medical

- 3.1.7 Emmer Green Surgery and District Nurse's office is within 800m the site and provides NHS services.

Walking and cycling

- 3.1.8 The site is located in a residential area with a network of streets with footways and footpaths providing access to local facilities.

3.1.9 Reading Borough Council (RBC) branded cycle routes R40 and R41 provide a connection to Reading Station and Town Centre. The station is 3.3km from the site and can be reached in approximately 15 minutes by bicycle and therefore is a realistic alternative to the car. National Cycle Route 5 passes through the north of the Golf Course and provides a connection towards Oxford which provides a leisure route for new residents.

3.1.10 RBC's local cycle routes map is included in **Appendix A**.

3.2 Public Transport

Bus

3.2.1 The site has good public transport accessibility with bus services 23 and 24 routing along Kidmore End Road adjacent to the site and service 25 routing along Peppard Road. The services provided are summarised below in **Table 3-1**.

Table 3-1 Bus Services

Stop	Service No.	Fist Service	Last Service	Destination	Week day Frequency (minutes)	Weekend Frequency (minutes)
Calgrove Way	23	05:46	23:46	Friar Street	Every 23-30	Every 30
	24	05:27	23:22	Friar Street	Every 27-35	Every 30
Cavendish Road	25	06:00	20:39	Central Reading	Every 25-31	Every 20-60
	25	06:00	20:42	Peppard Common	Every 30	Every 60

Rail

3.2.2 Reading Station is located 3.5km to the south of the site and provides fast and frequent services into Oxford, Basingstoke, London and the wider regions.

3.2.3 Elizabeth Line services will be stopping at Reading Station by December 2019 providing enhanced services from Reading through to Central London. These new services will be accessible via cycling and bus services.

3.3 Highway Network

Local Highway

3.3.1 The site access leads on to Kidmore End Road which in turn connects to Peppard Road, providing direct access to Emmer Green in the north and Caversham and Reading Town centre in the south.

3.3.2 It should be noted that along Kidmore End Road the current parked cars on the southbound side of the carriageway result in a narrowing of the road causing delay to traffic including bus services. Therefore a Video Delay Survey is proposed to be conducted along Kidmore End Road.

Study Area

3.3.3 The proposed study area for the site for ATC and MCTC traffic surveys includes the following junctions:

- Golf Course Access / Kidmore End Road / Chalgrove Way
- Grove Road / Kidmore End Road
- Kidmore End Road / Peppard Road / Buckingham Drive double junction
- Peppard Road / Klin Road / Caversham Park Road
- Peppard Road / Prospect Street / Henley Road / Westfield Road

3.3.4 Traffic surveys will be undertaken at the locations outlined above.

3.4 Personal Injury Collisions

3.4.1 Personal Injury data covering the highway network surrounding the site, and for the junctions in the study area will be obtained for the most recent three-year period. The data will be analysed to understand if there are any existing safety issues in the proposed study area that may be adversely affected by the development proposals.

3.5 Existing Transport Connections

3.5.1 The existing connections to/from the site discussed in this section are illustrated in **Figure 3-1**.

Key:

- Existing:
 - Site boundary
 - Cycle routes
 - Bus routes
 - Bus service numbers
 - Centres
 - Reading Railway Station

The map displays the Emmer Green Local Centre area, bounded by a red dotted line. Key features include:

- Centres:** Emmer Green Local Centre (orange circle), Caversham District Centre (orange circle), and Reading Town Centre (orange circle).
- Bus Routes:** Indicated by green lines with arrows and service numbers 23, 24, 25, and 26.
- Existing Infrastructure:** Roads (A4155, A4074, Woodcote Rd), railways, and various landmarks like the Reading Railway Station and Reading Town Centre.
- Other Features:** Cycle routes (green lines), bus service numbers (23, 24, 25, 26), and various landmarks like the Reading Railway Station and Reading Town Centre.

4 Development Proposals

4.1 Proposals

- 4.1.1 Current development proposals are to deliver up to 350 new residential homes on the site within RBC land only, including the allocation site for 90 to 130 homes and a medical centre circa 850sqm.

4.2 Access

Pedestrian and Cycle Access

- 4.2.1 Pedestrian access will be located on the eastern boundary of the site providing access to bus stops and local facilities in the area. Cycle access will be shared with pedestrian in addition to the on-road vehicle access.

Vehicle Access

- 4.2.2 Vehicle access will be located on the eastern boundary of the site from Kidmore End Road, where the existing car park access to the Golf Club is found.
- 4.2.3 An emergency access will also be located on the eastern boundary of the site, likely in the form of a pedestrian and cycle access with a drop bollard.

Public Transport

- 4.2.4 Bus stops are located directly on the site access and egress, providing services into Reading Town centre and Reading Train Station (services 23 and 24) outlined in section 3.2 of this TA.

4.3 Parking Provision

- 4.3.1 Parking provision on the site will consider RBC's parking standards and emerging policies, we will aim to reduce car use as much as possible.
- 4.3.2 Consideration for disabled, electric car charging and cycle parking will also be included in line with local/national policies.

4.4 Refuse, Servicing and Delivery

- 4.4.1 The masterplan will be designed to accommodate appropriate vehicles used for servicing and deliveries.

5 Person Trip Generation

5.1 TRICS Person Trip Rates

Residential

5.1.1 PBA are proposing to use the Trip Rate Information Computer System (TRICS) database version 7 to calculate the proposed trip rate and subsequent trip generation for the proposed residential development. The following parameters will be selected in TRICS:

- Residential: Houses Privately Owned
- No sites within Greater London, Scotland, Wales, Northern Ireland or Ireland
- 50 to 650 dwellings
- Most recent 10-year period: 01/03/09 – 01/03/19
- Location category: Suburban Area and Edge of Town
- Surveys include weekdays Monday - Friday

5.1.2 These criteria resulted in the selection of 27 sites. Some sites have been removed that include bungalows as these could be retirement properties and are not considered representative of the site. This has resulted in X sites being excluded from the calculation. The site results in the residential person trip rates are set out in **Table 5-1**. TRICS outputs are included in **Appendix B**.

Table 5-1 Residential Person Trip Rates

Time Period	Person Trip Rates			Person Trip Generation (350 homes)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak (08:00 – 09:00)	0.187	0.743	0.930	65	260	326
PM Peak (17:00 -18:00)	0.596	0.243	0.839	209	85	294

Medical Centre

5.1.3 PBA are proposing to use the TRICS database version 7 to calculate the proposed trip rate and subsequent trip generation for the medical centre. The following parameters will be selected in TRICS:

- Health: GP Surgeries
- No sites within Greater London, Scotland, Wales, Northern Ireland or Ireland
- 200 to 1,500 sqm gfa
- Most recent 10-year period: 01/03/09 – 01/03/19
- Location category: Suburban Area and Edge of Town

- Surveys include weekdays Monday - Friday

5.1.4 These criteria resulted in the selection of 8 sites. The proposed person trip rates generated by the medical centre are set out in **Table 5-2**. TRICS outputs are included in **Appendix B**.

Table 5-2 Medical Centre Person Trip Rates

Time Period	Person Trip Rates			Person Trip Generation (350 homes)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak (08:00 – 09:00)	6.583	3.652	10.235	56	31	87
PM Peak (17:00 -18:00)	2.848	4.416	7.264	24	38	62

Total Person Trip Generation

5.1.5 The total number of person trips to be assessed in the Transport Assessment that are generated by 350 new homes and an 850sqm medical centre are summarised in **Table 5-3**.

Table 5-3 Total Person Trip Rates

Time Period	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	121	291	412
PM Peak (17:00 -18:00)	233	123	355

5.2 Trip Purpose – Residential Trips

5.2.1 The trip demands and patterns for the total residential person trips have been considered by trip purpose on the Department for Transport (DfT) National Travel Survey (NTS) Table NTSS0502 *Trip Start Time by Trip Purpose (Monday to Friday only)* which is included in **Appendix C**.

5.2.2 The categories of trip purpose within the NTS are:

- Employment
- Education
- Escort Education
- Retail
- Other Personal Business and Escort
- Visiting Friends / Entertainment / Sport
- Holidays / Day Trip / Other

5.2.3 The NTS data incorporates all education types into one group. These have been separated into primary, secondary and tertiary education using the following method:

- The 2011 Census Age by Single Year dataset has been used to calculate the likely proportion of primary (ages 4 to 10), secondary (ages 11 to 15) and tertiary (ages 16 to 17), based on the Middle-layer Super Output Areas (MSOA's) Reading 001 (illustrated in Figure 5.1).

Figure 5.1: MSOA Reading 001



5.2.4 The census data shows that 50% of children are primary school age, 38% are secondary school age and 12% are tertiary school age in this area.

5.2.5 Escort education trips are also all grouped together in the NTS. Table NTS0613 from the NTS provides a breakdown of trips to and from school per child, per mode of travel. This is broken down further into primary, secondary and tertiary escort education trips using the following methodology:

- NTS Table NTS0613 (contained **Appendix C**) gives the proportion of primary (3%) and secondary (37%) school aged children that travel to school alone. It is assumed, as other data is not available, that 37% of tertiary education aged children also travel alone.

5.2.6 This has been used to calculate the proportion of primary (97%) and secondary/tertiary (63%) school children that travel with an escort.

5.2.7 The proportion of primary (50%), secondary (38%) and tertiary (12%) school aged children calculated above have been combined with the proportions travelling with an escort and the person trip rates for each, to give the following split for residential trips with an escort education trip purpose:

- Primary escort education trips: 61%
- Secondary escort education trips: 29%

- Tertiary escort education trips: 10%

5.2.8 These ratios have then been applied to the total proportion of residential trips with an escort education trip purpose, as shown in **Table 5-2**.

Table 5-2 Peak Hour Residential Trip Purposes

Purpose	%	
	AM Peak Hour 0800-0900	PM Peak Hour 1700-1800
Employment	21%	33%
Business	3%	4%
Education	29%	3%
Primary	15%	1%
Secondary	11%	1%
Tertiary	4%	0%
Escort Education	22%	2%
Primary	11%	1%
Secondary	8%	1%
Tertiary	3%	0%
Retail	4%	12%
Other Personal Business and Escort	17%	24%
Visiting Friends/ Entertainment/ Sport	3%	19%
Holiday/ Day Trip/ Other	3%	7%

5.2.9 The trip purposes shown in **Table 5-2**, apply two-way trips for AM and PM peak. However, it is considered that trip purpose will vary by arrivals and departures. Trip purposes, split by time and arrivals/departures, have been calculated based upon the data contained within **Table 5-1** and **Table 5-2**, and the following assumptions:

- It has been assumed that there will be no residential person trips with an education purpose arriving at their home in the AM peak hour (08:00-09:00) or departing from their home in the PM Peak hour, as all trips with an education purpose are assumed to be school pupils travelling to and from school.
- To provide a robust assessment, it is assumed that all PM peak hour (17:00-18:00) escort education trips are arrivals, these are assumed to be parents returning from work, and picking their child up from after school clubs.
- 12.3% of people employed in the UK work night shifts (see evidence from the Trade Union Congress contained in **Appendix D**), and therefore in the AM peak hour, it is assumed that 12.3% of trips with an employment trip purpose will be arrival trips, and 87.7% will be departure trips.

5.2.10 **Table 5-3** and **Table 5-4** show the directional trip purposes for the AM and PM peak hours. Resulting person trips for the residential development are also shown.

Table 5-3 AM Peak Purpose Trips

Purpose	AM Peak %			AM Peak Person Trips		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Employment	14%	36%	21%	10	109	119
Education	0%	36%	29%	0	109	109
Primary	0%	18%	15%	0	55	55
Secondary	0%	13%	11%	0	41	41
Tertiary	0%	4%	4%	0	14	14
Escort	38%	13%	22%	26	38	65
Education	19%	6%	11%	13	19	32
Primary	10%	3%	6%	7	10	16
Secondary	5%	2%	3%	3	5	8
Retail	7%	2%	4%	5	7	12
Other Business, Personal Business and Escort	30%	10%	17%	21	30	51
Visiting Friends/ Entertainment/ Sport	6%	2%	3%	4	6	10
Holiday/ Day Trip/ Other	6%	2%	3%	4	6	10
Totals	-	-	-	70	306	375

*Note – Numbers may not sum due to rounding.

Table 5-4 PM Peak Purpose Trips

Purpose	PM Peak %			PM Peak Person Trips		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Employment	33%	35%	33%	68	27	95
Education	4%	0%	3%	8	0	8
Primary	2%	0%	1%	4	0	4
Secondary	1%	0%	1%	3	0	3
Tertiary	0%	0%	0%	1	0	1
Escort	3%	0%	2%	6	0	6
Education	2%	0%	1%	3	0	3
Primary	1%	0%	1%	2	0	2
Secondary	0%	0%	0%	1	0	1
Tertiary						
Retail	12%	13%	12%	25	10	35
Other Personal						
Business and	23%	25%	24%	48	19	68
Escort						
Visiting						
Friends/	19%	20%	19%	39	16	55
Entertainment/						
Sport						
Holiday/ Day	7%	7%	7%	14	6	20
Trip/ Other						
Totals	-	-	-	208	78	285

*Note – Numbers may not sum due to rounding.

6 Trip Distribution

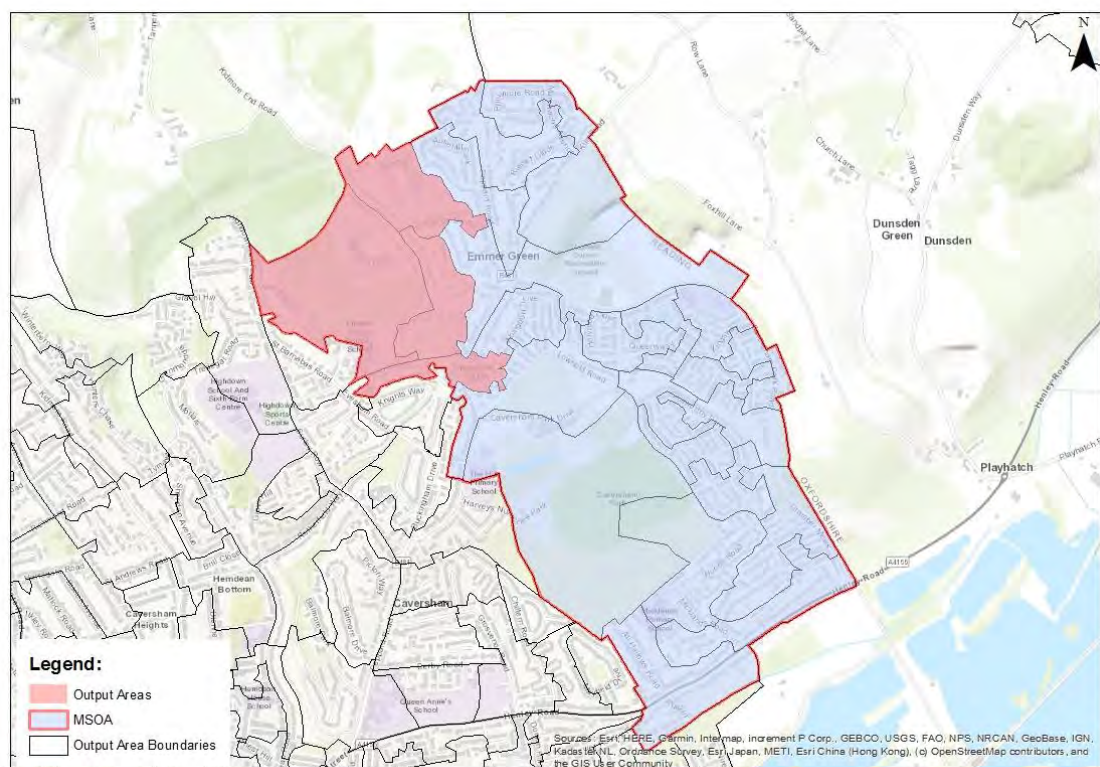
6.1 Residential Trip Distribution

- 6.1.1 It is proposed to utilise distribution profiles from the 2011 Census Travel to Work (TTW) data for the MSOA Reading 001 to determine a person trip distribution to/from the development, this data will be used against journey purpose as trips vary from local to wider trips based on purpose.

Employment

- 6.1.2 The method of trips distribution is accurate for external residential person trips with an employment purpose and escort education trips purpose (linked to employment) only. It is likely that employment trips will generate a mix of wider and local trips based on main employment areas in and outside of Reading.
- 6.1.3 Method of travel to work is not available by origin-destination at Output Area within the 2011 census, however this would provide a more accurate distribution profile to assign trips. It is therefore proposed to create a matrix of origin - destination trips based on the Output Areas that are most similar by means of aesthetics, location and access to the development site. Therefore, four of the Output Areas within Reading MSOA 001 have been selected, the OA's selected cover the development site and the surrounding areas, including alike housing types. The mode share proportions from Travel to Work Census data, MSOA Reading 001, will be applied to the selected output areas based on trips from all over OA's in the country. The OA's that have been selected are illustrated in the **Figure 6-1**.

Figure 6-1 Output Areas within MSOA Reading 001



Educa tion

- 6.1.4 Education trips are to be distributed manually to the Output Areas for the nearest schools to the development site.

Primary

- 6.1.5 Due to the surrounding location of the development site it is assumed that all primary trips will be allocated to Emmer Green Primary School, due to its close proximity.

Secondary

- 6.1.6 It is assumed 75% of education trips will be assigned to the closest secondary school Highdown Secondary School and due to its over-subscription, it is assumed 25% of education trips will be assigned to the next closest school which is Maiden Erlegh Chiltern Edge Secondary School.

Tertiary

- 6.1.7 Due to the selection of Tertiary Education available in Reading and the wider area, Tertiary education trips cannot be assigned to specific locations, therefore these trips will be assigned within the Travel To Work 2011 Census data.

Escort Educ ation

Primary

- 6.1.8 As stated in Paragraph 6.3.2, all Education trips including Escort Education will be assigned to Emmer Green primary School as this is the closest primary school to the development site.

Secondary

- 6.1.9 Based on the above (Paragraph 6.3.3) it is assumed that 75% of escort education trips will be assigned to Highdown Secondary School, therefore 25% will be assigned to Maiden Erlegh Chiltern Edge Secondary School. The 25% of Escort Education trips going to Maiden Erlegh Chiltern Edge Secondary School will be assigned within the TTW data as these escort trips are assumed to be taken on route of an escorts trip to work.

Tertiary

- 6.1.10 As the place of Tertiary education is unknown and cannot be assumed based on the area Tertiary Escort Education trips will be assigned within the TTW data, assuming most Escort Education trips will be on route to a place of work.

Other

- 6.1.11 All other trips will be assigned within the TTW data as trips will vary from local to wider based on the purpose of the trip. It is acknowledged that this method only takes into account trips to employment. This methodology outlined is accurate for external residential person trips with an employment purpose and escort education purpose (linked to employment) only, but it will reflect a rounded view of the trips the development site to other areas.

- 6.1.12 Other trip purposes include the categories:

- Other Personal;
- Business;

- Escort;
- Visiting Friends, Entertainment and Sports; and,
- Holiday, Day Trip and Other

6.1.13 It is likely that trips with education, retail or visiting friends / sports / entertainment purpose would travel locally to Reading, whilst trips with a holiday / day trip purpose would likely travel further across country. Other personal business and escort trips are assumed to be a mix of wider and local trips. Therefore, it is considered that utilising the TTW data, on average, would provide reasonable representation of these trip purposes as this will give a balanced distribution and worst-case scenario both locally and within the wider area.

6.2 Medical Centre Trip Distribution

6.2.1 The catchment area for the medical centre is assumed to be the same as the existing Emmer Green Surgery which covers the RG4 postcode area (essentially the whole of north Reading).

6.2.2 It is assumed that a proportion of patients to the new medical centre would be from the proposed development. To acknowledge this internal trip generation between new homes on site and the medical centre it is assumed that the new medical centre would cater for a similar number of patients as Emmer Green Surgery and that all new residents of the development would register at the new medical centre.

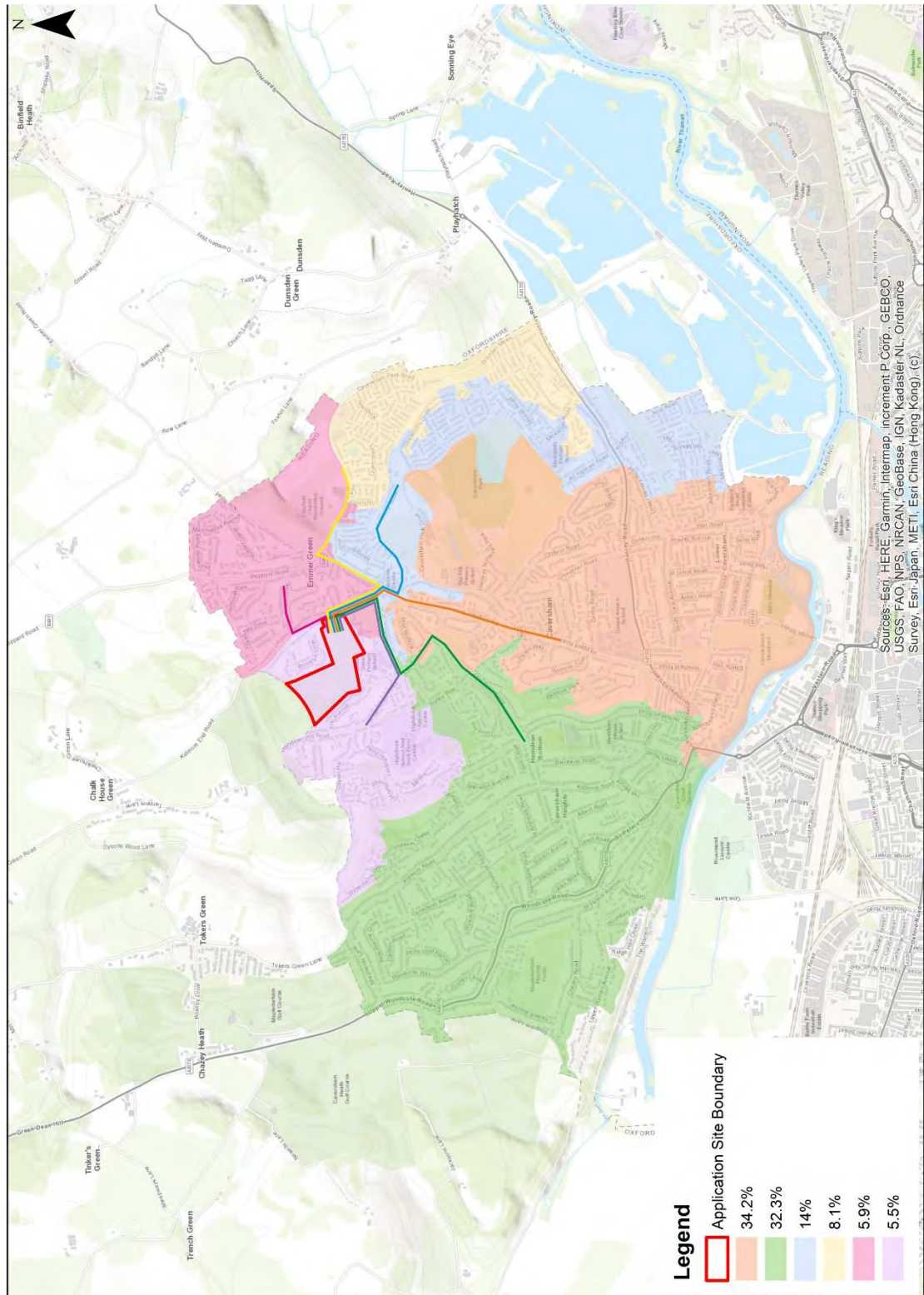
6.2.3 Based on information on the NHS website, Emmer Green Surgery has 10,910 registered patients. Therefore, for the purpose of this assessment, it is assumed that the new medical centre would cater for approximately 10,000 patients.

6.2.4 The population and housing numbers for Reading 001 MSOA have been extracted from Census 2011 to determine how many people may live at the site once fully developed. This shows that 7,781 people live in 3,205 dwellings which equates to an average household of 2.43 people. Therefore, for the purpose of this assessment it is assumed that approximately 850 people could live at the development.

6.2.5 Based on the above, it is assumed that 9% of patients will be from the new development.

6.2.6 The remaining 91% of person trips will be manually distributed based on key routes to the site from north Reading to the medical centre as set out in **Figure 6-1**.

Figure 6-1 Medical Centre Person Trip Distribution



7 Person Trip Mode Share

7.1 Residential

Employment Trip Purpose

- 7.1.1 It is proposed to utilise mode share from the 2011 Census Travel to Work data for the MSOA Reading 001 to determine the methods of travel people use, to and from the development, this data will be used against journey purpose as trips vary from local to wider trips based on purpose.
- 7.1.2 The method outlined above is accurate for the all employment purposes for people living within Reading MSOA 001 and working elsewhere. As discussed previously in paragraph 6.2.2, origin-destination mode share from 2011 Census are only available at MSOA level and larger. Each person trip will be assigned a percentage mode share based on the MSOA, then this will be applied to the proportion of trips made to each Output Area (OA) to calculate the percentage of people travelling by each mode from each OA.
- 7.1.3 **Table 7-1** provides the mode share percentages for the OA's selected within the MSOA Reading 001.

Table 7-1 Mode Share

Mode Share	%
Train	7%
Bus	9%
Taxi	0%
Motorcycle	1%
Car Driver	67%
Car passenger	5%
Bicycle	7%
Pedestrian	4%
Other	0%
Total	100%

- 7.1.4 Based on the trip generation trip rates set out in Section 5.1, **Table 7-2** details the person trips by mode of travel to work.

Table 7-2 Person Trip Mode Share

Method of Travel to Work	%	AM Person Trips			PM Person Trips		
		Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Train	7%	5	21	26	15	5	20
Bus	9%	6	28	34	19	7	26
Taxi	0%	0	0	0	0	0	0
Motorcycle	1%	1	3	4	2	1	3
Car Driver	67%	47	205	251	139	52	191
Car passenger	5%	3	14	17	10	4	13
Bicycle	7%	3	11	14	8	3	10
Pedestrian	4%	5	23	28	15	6	21
Other	0%	0	0	1	0	0	0
Total	100%	70	305	375	208	78	285

- 7.1.5 It is recognised that trip modes will vary based on the purpose of the trip, therefore trips will be broken down further into trip purposes.

Education Trip Purpose

- 7.1.6 Education trips will be assigned mode share based on the location and the nature of the trip. TTW data is not a true representation of mode share assignment for education trips due to the high percentage of car drivers, and factors that may be an influence on how people travel such as distance. Due to the nature of persons within education, car driver mode share for education trips will not be included.

Primary

- 7.1.7 Due to the short distance between the development site and Emmer Green Primary School, it is assumed that all Primary School trips will be undertaken by walking or cycling.

Secondary

- 7.1.8 75% of the Secondary School trips to Highdown Secondary School will also be assumed to be walk or cycle due to the close proximity to the development site.
- 7.1.9 The remaining 25%, travelling to Maiden Erlegh Chiltern Edge are assumed to be travel by bus. This has been decided as there is a direct bus service to Maiden Erlegh Chiltern Edge Secondary School located directly on the access of the development and only operates for school use.

Tertiary

- 7.1.10 Mode share for Tertiary Education trips will be assigned within the 2011 Census TTW data as these trips are assumed to be undertaken by a mixture of modes.

Escort Education Trip Purpose

Primary

- 7.1.11 Escort education trips, travelling to Emmer Green Primary School are assumed to be undertaken by either walking or cycling as stated in paragraph 7.2.2.

Secondary

- 7.1.12 For Escort Education trips travelling to Maiden Erlegh Chiltern Edge, mode share will be proportioned by the number of escort education trips (car passenger) assigned with the TTW data. It is assumed for practical purposes if escorts are not already travelling in the direction of Maiden Erlegh Chiltern Edge Secondary School then the education trips will be by bus (stated in paragraph 7.2.4).
- 7.1.13 When assigning Escort Education trips by mode of travel it will be assumed these trips will be undertaken by car passenger. Therefore, it is proposed that mode share from TTW data is proportioned to dis-count car driver and motorcycle driver as Secondary School attendees are under the legal driving age.

Tertiary

- 7.1.14 Mode share for Tertiary Escort Education trips will be assigned within the 2011 Census TTW data as these trips are assumed to be undertaken by a mixture of modes.

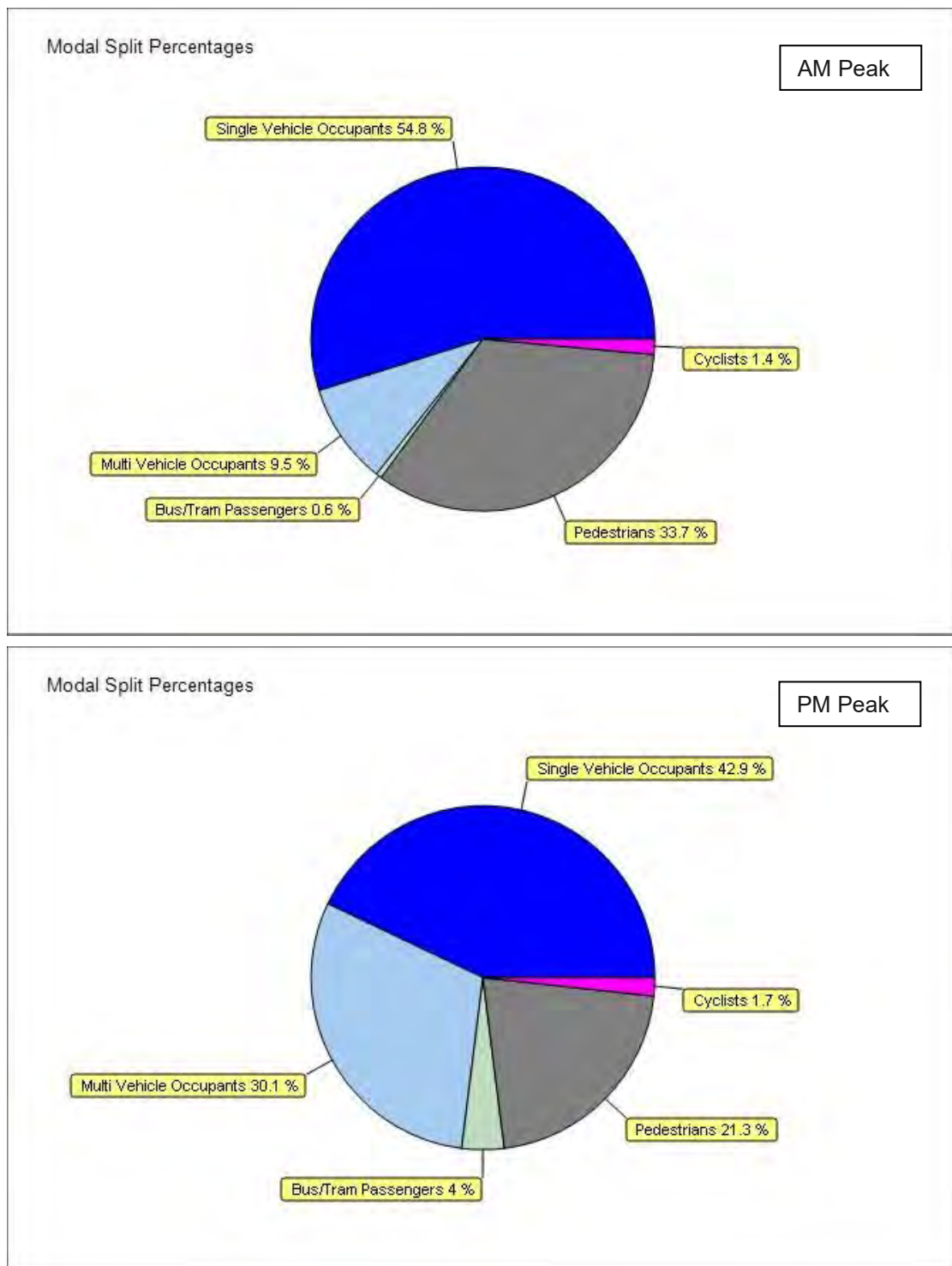
Other Trip Purpose

- 7.1.15 Other trip purposes include the categories:
- Other Personal;
 - Business and Escort;
 - Visiting Friends, Entertainment and Sports; and,
 - Holiday, Day Trip and Other.
- 7.1.16 It is acknowledged that this method only takes into account trips to employment. This methodology outlined above is accurate for external residential person trips with an employment purpose and escort education purpose (linked to employment) only.
- 7.1.17 The mode share for Other purpose journeys varies. It is likely that trips with education, retail or visiting friends / sports / entertainment purpose would travel more sustainably as they are envisaged to be short journeys, whilst trips with a holiday / day trip purpose would likely travel by car due to the longer distance. Other personal business and escort trips are assumed to be a mix of sustainable and unsustainable methods of travel. Therefore, it is considered that utilising the TTW data, on average, would provide reasonable representation of mode share as this will give a balanced and worst-case scenario.
- 7.1.18 A sustainable transport strategy will be developed to minimise car use at the site, and to maximise the use of sustainable transport including good public transport provision.
- 7.1.19 A framework travel plan will be alongside the final Transport Assessment.

7.2 Medical Centre

- 7.2.1 It is proposed to utilise the TRICS data extracted for the medical centre, set out in Section 5, to apply mode share for trips to/from the medical centre. The proposed mode share is shown in **Figure 7-1**. For the purpose of this assessment it will be assumed that multi vehicle occupancy is two people per vehicle.

Figure 7-1 Medical Centre Mode Share



8 Highway Capacity Impact

8.1 Vehicle Trip Assignment

- 8.1.1 It is proposed to assign vehicle trips onto the local highway network using an 'all or nothing' assignment tool
- 8.1.2 The assignment tool is a simple all or nothing assignment tool, assigning traffic to the network via the fastest route based on rush hour average speeds. The only traffic within the tool will be development-generated traffic. Delays approaching junctions are taken into account, as these would have lowered the average speed on a link, although individual turning movements are not taken into account.
- 8.1.3 Floating vehicle data (FVD) is used to provide journey time forecasts as well as real-time traffic updates. FVD is the process and technology for the collection; analysis and forecasting of journey times using speed and location data from probe vehicles. Using GPS and GSM technology, the Data Collection Unit in the vehicle supplies real-time and historic information on the probe's speed and position at any given time. The data from probe vehicles is aggregated to determine the average speed for a given stretch of road. The data set is made up of over 900 million points across Great Britain. Where there are no readings for roads average speeds have been calculated based on road name, road type, urban flag, postal sector, district or area the road link falls in.
- 8.1.4 Speeds are provided for the time-periods shown in **Table 6-1**.

Table 8-1 Model Times

	Times
Off-Peak Times	0900 - 1600
Rush-Hour Times	0700 – 0900 and 1600 - 1900
Night Times	1900 - 1700

8.2 Study Area

- 8.2.1 The study area set out in paragraph 3.3.4 includes the following junctions for analysis:
- Golf Course Access / Kidmore End Road / Chalgrove Way
 - Grove Road / Kidmore End Road
 - Kidmore End Road / Peppard Road / Buckingham Drive double junction
 - Peppard Road / Klin Road / Caversham Park Road
 - Peppard Road / Prospect Street / Henley Road / Westfield Road

8.3 Capacity Assessments

- 8.3.1 The capacity impacts of development traffic will be assessed at each of the junctions within the study area for the following scenarios;

- **S1)** Base Year: 2019
- **S2)** Future Base 2024
- **S3)** Future Base + Development (350 Homes)

8.3.2 Stand-alone capacity models of the junctions will be produced using appropriate software (such as JUNCTIONS 9). These will be validated against the traffic surveys and on-site observations and used to assess development traffic impact.

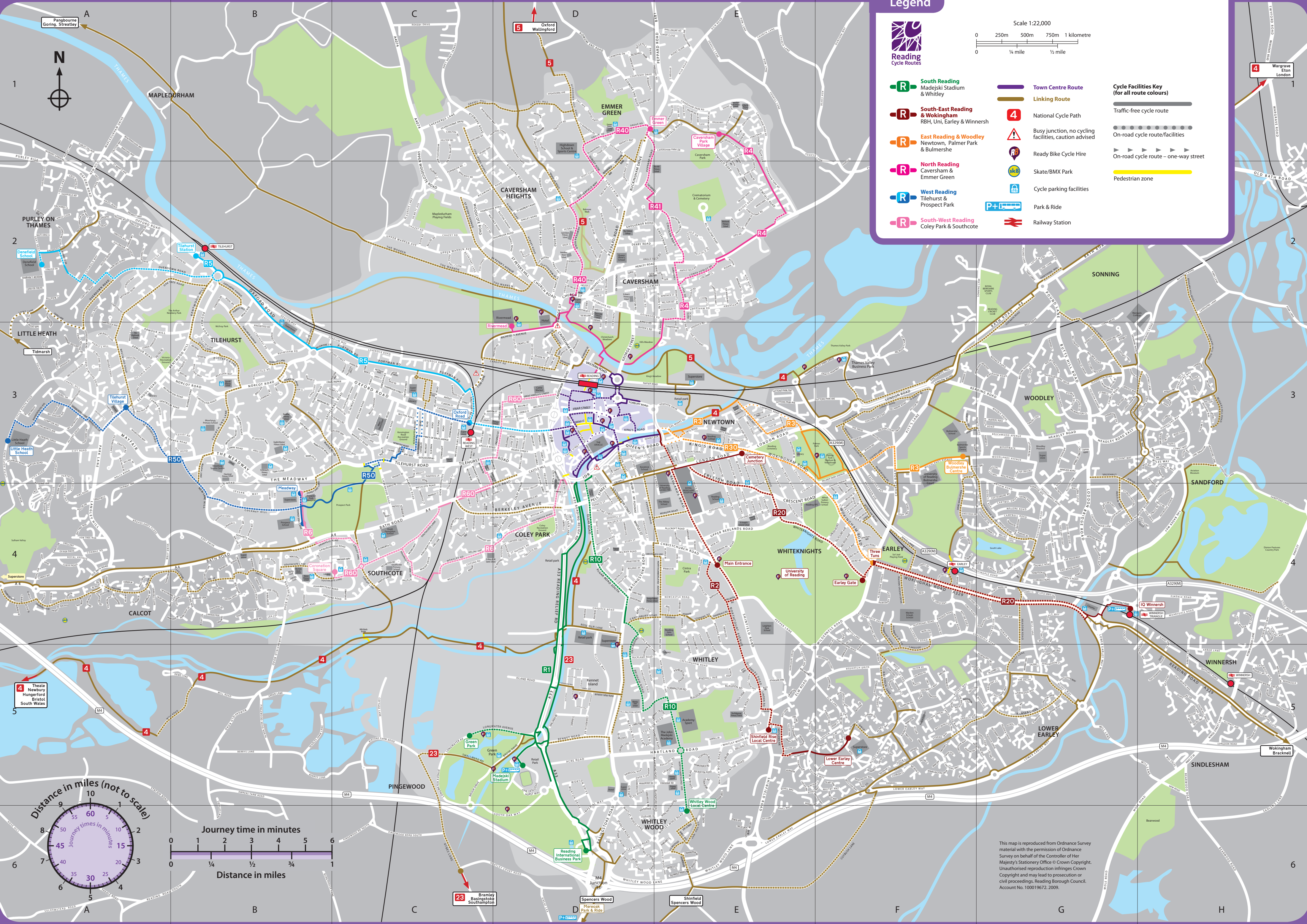
8.4 Background Traffic Growth

8.4.1 TEMPro 7.2 and the NTM AF15 Dataset have been used to determine growth factors for background traffic, these factors are summarised in **Table 9.2**. The growth rates calculated are proposed to be used to inform the capacity assessments in the TA, based on Reading's MSOA areas 001, 002, 003 and 004 which cover the north of Reading.

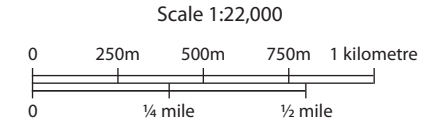
Table 8-2 TEMPro Growth Factors 2019 to 2024

Road Type	AM 07:00 – 09:59	PM 16:00 – 18:59
Urban Principle	1.07195	1.0724

Appendix A RBC Cycle Routes Map



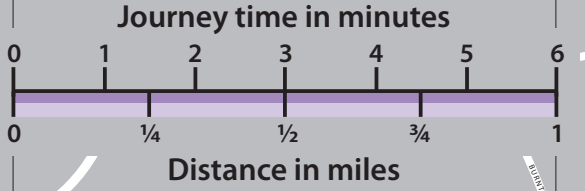
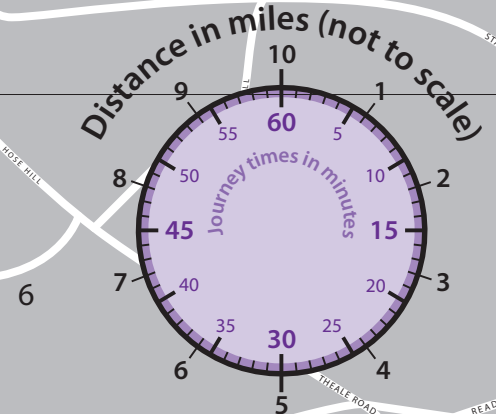
Legend



- R** South Reading
Madejski Stadium & Whitley
- R** South-East Reading & Wokingham
RBH, Uni, Earley & Winnersh
- R** East Reading & Woodley
Newtown, Palmer Park & Bulmershe
- R** North Reading
Caversham & Emmer Green
- R** West Reading
Tilehurst & Prospect Park
- R** South-West Reading
Coley Park & Southcote

- Town Centre Route**
- Linking Route**
- 4** National Cycle Path
- Busy junction, no cycling facilities, caution advised
- Ready Bike Cycle Hire
- Skate/BMX Park
- Cycle parking facilities
- Park & Ride
- Railway Station

- Cycle Facilities Key (for all route colours)**
- Traffic-free cycle route
 - On-road cycle route/facilities
 - On-road cycle route – one-way street
 - Pedestrian zone



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R40

Linking Emmer Green and the feeder routes through Caversham
Heights to local facilities with some steep hills along the way. The route passes **Highdown School and Sports Centre**, **Caversham Library** and **Caversham Centre then extends to Rivermead Leisure Complex and Reading Station** via the Thames Path through the popular leisure and play park at **Christchurch Meadows**. The route links to National Cycle Route 5 at each end offering longer distance leisure riding.

R40

Route Gradients

Metres



Emmer Green

2 mins



1 min

Highdown School and Sports Centre

2 mins



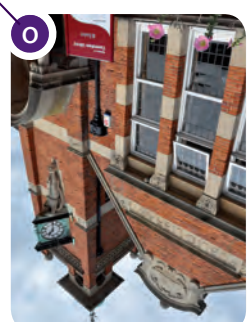
3 mins

Rotherfield Way/
Surley Row

1 min

Caversham Primary School

2 mins



Caversham Centre/
Caversham Library

1 min

Caversham Bridge

Christchurch Meadows

2 mins



Rivermead

5 mins

Reading Station

Full details of this route can be found at www.reading-travelinfo.co.uk



Reading
Cycle Routes

North Reading

- R4** Caversham Park Village to Reading Station
- R41** Emmer Green to Reading Station via Hills Meadow
- R40** Emmer Green and Caversham Heights to Rivermead and Reading Station

MORE CYCLE MAPS

R1 R10 South Reading Green Park & Whitley

R6 R60 South-West Reading Coley Park & Southcote

R5 West Reading Oxford Road & Tilehurst

R50 West Reading Tilehurst & Prospect Park

R2 R20 Reading & Wokingham RBH, Uni & Winnersh

R3 R30 East Reading & Woodley Newtown, & Bulmershe

Reading Borough Council
www.reading.gov.uk

Autumn/Winter 2011

Legend

R Reading Cycle Route

Town Centre Route

Linking Route

4 National Cycle Path

Busy junction, no cycling facilities, caution advised

Cycle parking facilities

Railway Station

Pedestrian Light Controlled Crossing

Toucan (Cycle) Light Controlled Crossing

Underpass /Subway

NHS GP Surgeries

Cycle Facilities Key (for all route colours)

Off-road cycle route (tarmac or path)

Off-road cycle route (gravel or rough surface)

On-road cycle route – traffic-calmed or quiet residential road

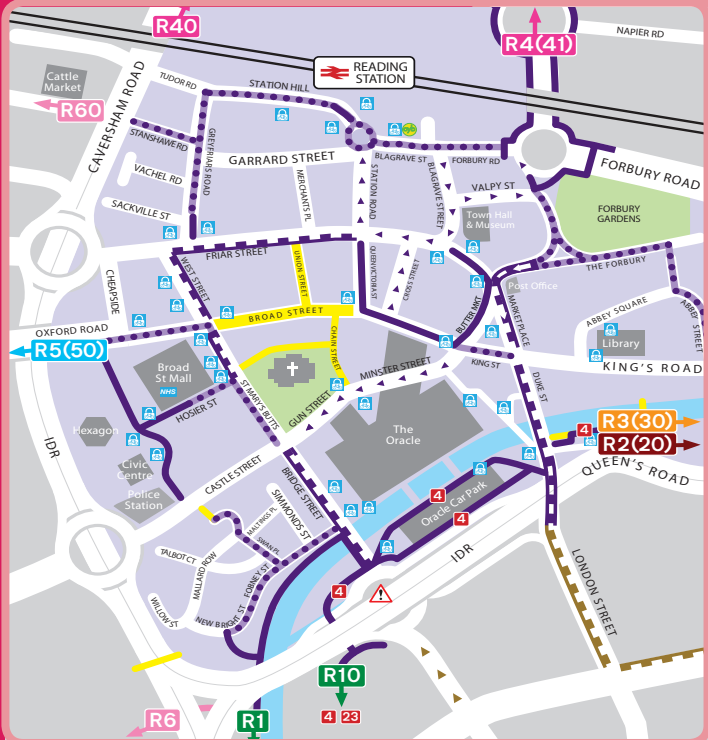
On-road cycle route – one-way street

On-road cycle way / shared bus lane (one direction)

On-road cycle way / shared bus lane (both directions)

On-road route without dedicated facilities

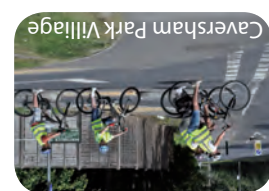
Pedestrians only, cyclists dismount



R41

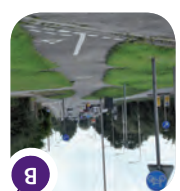
Connecting Emmer Green to Reading
Station via route R4 this route utilises mainly residential roads and shared use paths. Old Peppard Road provides links to **BBC Caversham Park and The Hill**

including Milestone Way. The route continues along Henley Road, passing close to **Henley Road Cemetery** and, via the toucan crossings and the contraflow cycle lane on Star Road, to the riverside at **Hills Meadow** and on to Reading Station via **Reading Bridge**.



Caversham Park Village

4 mins



Henley Road

5 mins



Henley Road Cemetery

R41 Route Gradients

Metres

1 min

1 min

3 mins

1 min

Star Road/Donkin Hill/Lower Henley



Emmer Green



BBC Caversham



The Hill Primary



3 mins



1 min



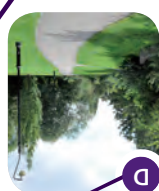
Reading Bridge



Reading Station

1 min

Hills Meadow



Star Road/Donkin Hill/Lower Henley

R4 Route Gradients

Metres

The route makes use of a number of quiet residential roads and shared use paths.

R4

From Caversham Park Village through residential areas to Reading Station.

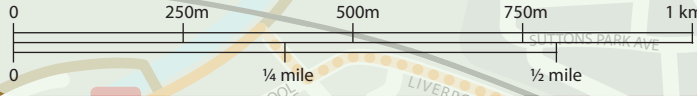
Full details of these routes can be found at www.reading-travelinfo.co.uk



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Scale 1:11,000



Appendix B TRICS Output

Calculation Reference: AUDIT-706701-190625-0605

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	1 days
	KC KENT	4 days
	SC SURREY	1 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 50 to 432 (units:)
Range Selected by User: 50 to 650 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/03/09 to 01/03/19

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	4 days
Tuesday	5 days
Wednesday	5 days
Thursday	7 days
Friday	3 days

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

Selected survey types:

Manual count	24 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	15

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:

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 24 days

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	7 days
10,001 to 15,000	8 days
15,001 to 20,000	4 days
20,001 to 25,000	3 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	2 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	7 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	1 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	5 days
1.1 to 1.5	19 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	5 days
No	19 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	24 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	WORKINGTON			
	SALTERBACK			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09	Survey Type: MANUAL	
2	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	50		
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL	
3	DS-03-A-02	MIXED HOUSES		DERBYSHIRE
	RADBOURNE LANE			
	DERBY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	371		
	Survey date: TUESDAY	10/07/18	Survey Type: MANUAL	
4	DV-03-A-03	TERRACED & SEMI DETACHED		DEVON
	LOWER BRAND LANE			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	70		
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL	
5	ES-03-A-03	MIXED HOUSES & FLATS		EAST SUSSEX
	SHEPHAM LANE			
	POLEGATE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	212		
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL	
6	ES-03-A-04	MIXED HOUSES & FLATS		EAST SUSSEX
	NEW LYDD ROAD			
	CAMBER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	134		
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL	
7	HC-03-A-20	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	62		
	Survey date: TUESDAY	20/11/18	Survey Type: MANUAL	
8	KC-03-A-03	MIXED HOUSES & FLATS		KENT
	HYTHE ROAD			
	ASHFORD			
	WILLESBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	51		
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

9	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total Number of dwellings: 110 Survey date: FRIDAY 22/09/17	SEMI-DETACHED & TERRACED	KENT	Survey Type: MANUAL
10	KC-03-A-06 MARGATE ROAD HERNE BAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 363 Survey date: WEDNESDAY 27/09/17	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
11	KC-03-A-07 RECVLVER ROAD HERNE BAY Edge of Town Residential Zone Total Number of dwellings: 288 Survey date: WEDNESDAY 27/09/17	MIXED HOUSES	KENT	Survey Type: MANUAL
12	NE-03-A-02 HANOVER WALK SCUNTHORPE Edge of Town No Sub Category Total Number of dwellings: 432 Survey date: MONDAY 12/05/14	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE	Survey Type: MANUAL
13	NF-03-A-02 DEREHAM ROAD NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 Survey date: MONDAY 22/10/12	HOUSES & FLATS	NORFOLK	Survey Type: MANUAL
14	NY-03-A-10 BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category Total Number of dwellings: 71 Survey date: TUESDAY 17/09/13	HOUSES AND FLATS	NORTH YORKSHIRE	Survey Type: MANUAL
15	SC-03-A-04 HIGH ROAD BYFLEET Edge of Town Residential Zone Total Number of dwellings: 71 Survey date: THURSDAY 23/01/14	DETACHED & TERRACED	SURREY	Survey Type: MANUAL
16	SH-03-A-04 ST MICHAEL'S STREET SHREWSBURY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 108 Survey date: THURSDAY 11/06/09	TERRACED	SHROPSHIRE	Survey Type: MANUAL
17	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total Number of dwellings: 54 Survey date: THURSDAY 24/10/13	SEMI-DETACHED / TERRACED	SHROPSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total Number of dwellings: 248 Survey date: WEDNESDAY 22/11/17	DETACHED & SEMI-DETACHED	STAFFORDSHIRE	Survey Type: MANUAL
19	SY-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 54 Survey date: WEDNESDAY 18/09/13	SEMI DETACHED HOUSES	SOUTH YORKSHIRE	Survey Type: MANUAL
20	WO-03-A-07 TEASEL WAY WORCESTER CLAINES Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 146 Survey date: TUESDAY 26/06/18	MIXED HOUSES	WORCESTERSHIRE	Survey Type: MANUAL
21	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total Number of dwellings: 151 Survey date: THURSDAY 11/12/14	MIXED HOUSES	WEST SUSSEX	Survey Type: MANUAL
22	WS-03-A-08 ROUNDSTONE LANE ANGMERING Edge of Town Residential Zone Total Number of dwellings: 180 Survey date: THURSDAY 19/04/18	MIXED HOUSES	WEST SUSSEX	Survey Type: MANUAL
23	WS-03-A-09 LITTLEHAMPTON ROAD WORTHING WEST DURREINGTON Edge of Town Residential Zone Total Number of dwellings: 197 Survey date: THURSDAY 05/07/18	MIXED HOUSES & FLATS	WEST SUSSEX	Survey Type: MANUAL
24	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total Number of dwellings: 79 Survey date: WEDNESDAY 07/11/18	MIXED HOUSES	WEST SUSSEX	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
DV-03-A-02	Bungalows - Retirement?
NY-03-A-06	Bungalows - Retirement?
NY-03-A-09	Bungalows - Retirement?

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

MULTI-MODAL TOTAL PEOPLE

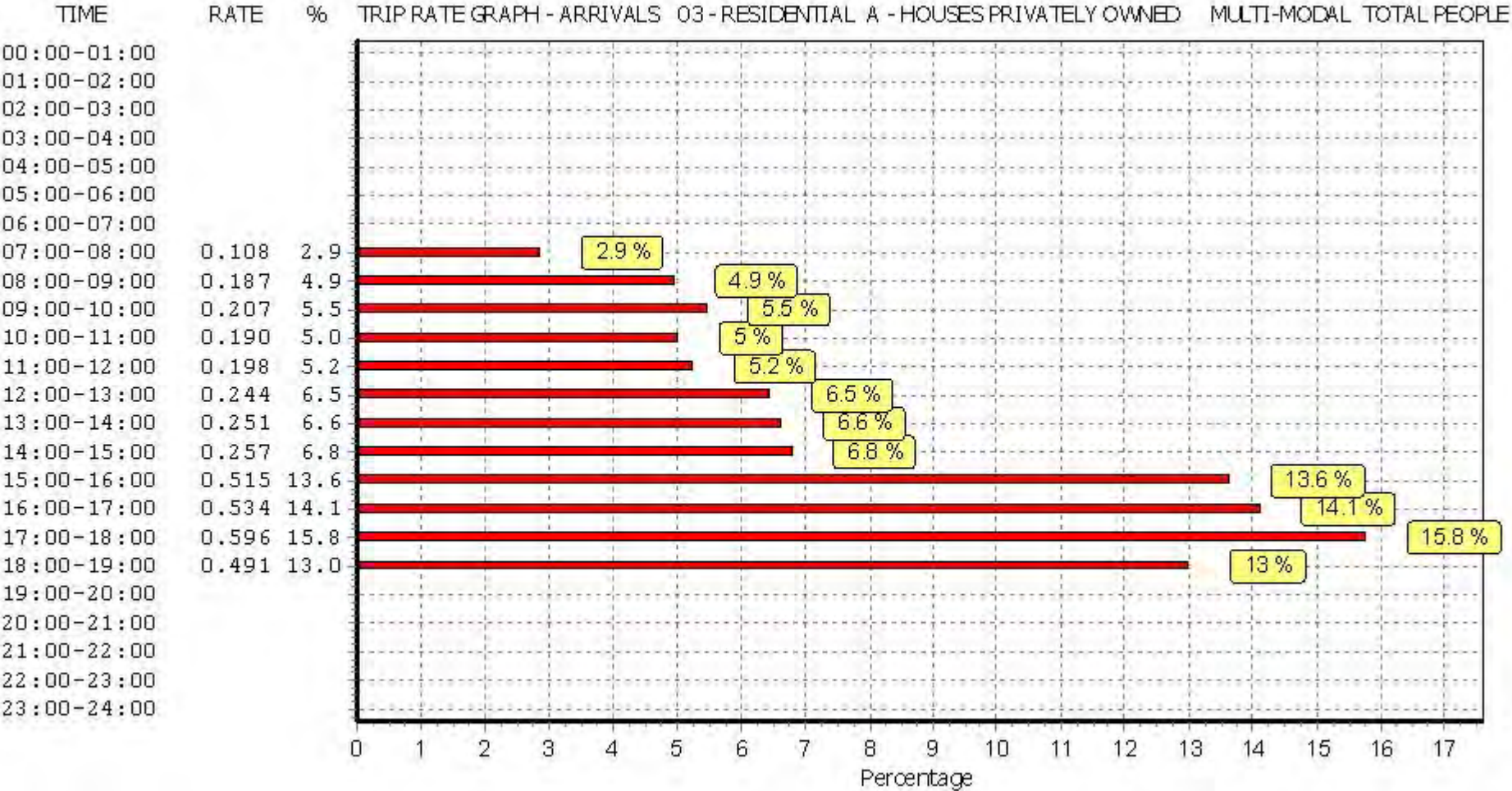
Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

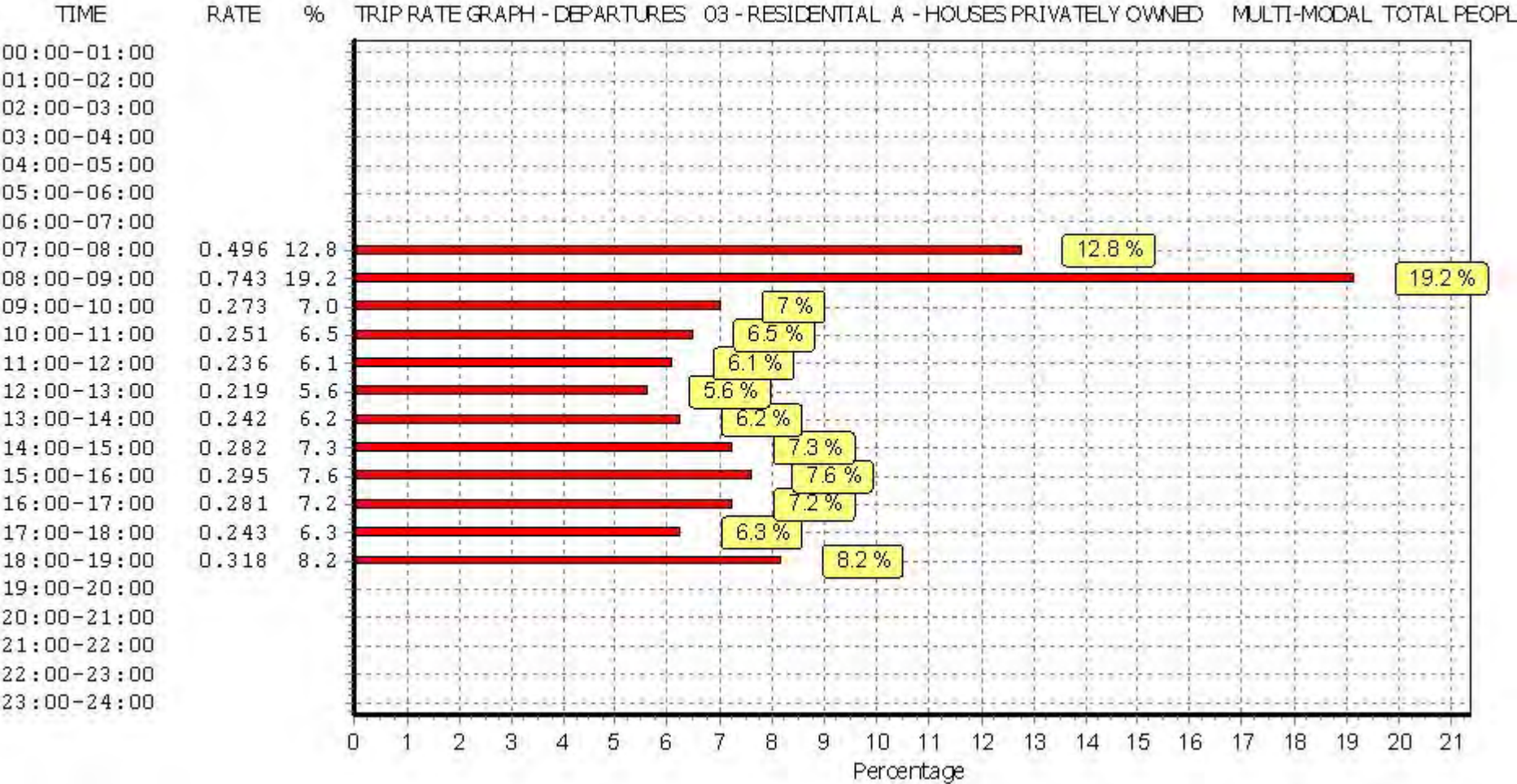
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	153	0.108	24	153	0.496	24	153	0.604
08:00 - 09:00	24	153	0.187	24	153	0.743	24	153	0.930
09:00 - 10:00	24	153	0.207	24	153	0.273	24	153	0.480
10:00 - 11:00	24	153	0.190	24	153	0.251	24	153	0.441
11:00 - 12:00	24	153	0.198	24	153	0.236	24	153	0.434
12:00 - 13:00	24	153	0.244	24	153	0.219	24	153	0.463
13:00 - 14:00	24	153	0.251	24	153	0.242	24	153	0.493
14:00 - 15:00	24	153	0.257	24	153	0.282	24	153	0.539
15:00 - 16:00	24	153	0.515	24	153	0.295	24	153	0.810
16:00 - 17:00	24	153	0.534	24	153	0.281	24	153	0.815
17:00 - 18:00	24	153	0.596	24	153	0.243	24	153	0.839
18:00 - 19:00	24	153	0.491	24	153	0.318	24	153	0.809
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.778			3.879			7.657

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.

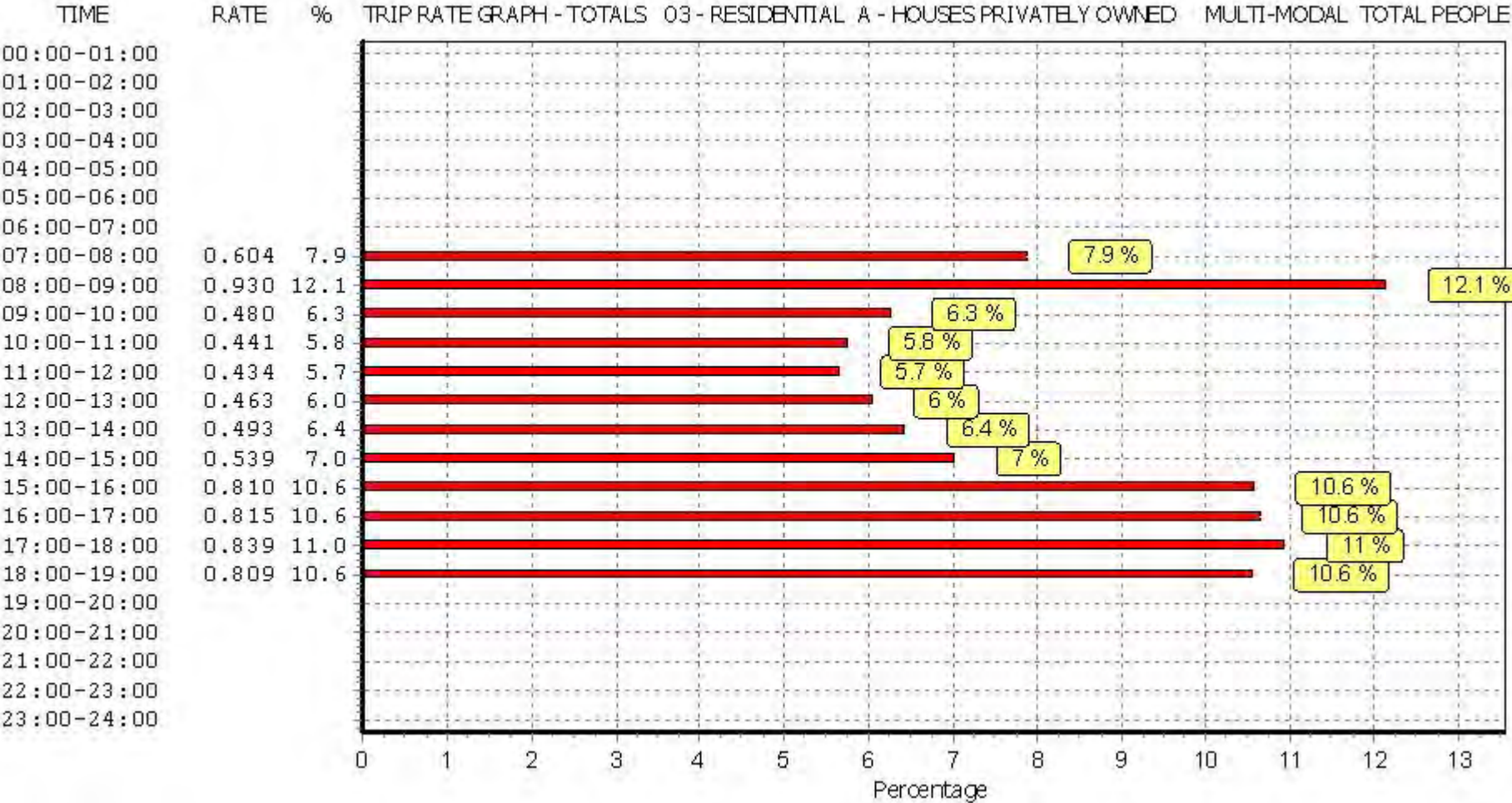
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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Calculation Reference: AUDIT-706701-190625-0626

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	2 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NO NORTH LINCOLNSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 350 to 940 (units: sqm)
Range Selected by User: 200 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/03/09 to 01/03/19

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

Selected survey days:

Tuesday	3 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	3

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	8
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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:

D1

8 days

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

Population within 1 mile:

5,001 to 10,000

1 days

10,001 to 15,000

2 days

15,001 to 20,000

2 days

20,001 to 25,000

1 days

25,001 to 50,000

2 days

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

Population within 5 miles:

75,001 to 100,000

2 days

100,001 to 125,000

1 days

125,001 to 250,000

2 days

250,001 to 500,000

2 days

500,001 or More

1 days

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

Car ownership within 5 miles:

0.5 or Less

1 days

0.6 to 1.0

2 days

1.1 to 1.5

5 days

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

Travel Plan:

No

8 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

8 days

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

LIST OF SITES relevant to selection parameters

1	BU-05-G-01 HANNON ROAD AYLESBURY	GP SURGERY	BUCKINGHAMSHIRE
	Edge of Town Residential Zone Total Gross floor area:	620 sqm	
	Survey date: THURSDAY	03/12/09	Survey Type: MANUAL
2	BU-05-G-02 HINDHEAD KNOLL MILTON KEYNES WALNUT TREE	GP SURGERY	BUCKINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	601 sqm	
	Survey date: TUESDAY	19/10/10	Survey Type: MANUAL
3	CH-05-G-03 HEATH LANE CHESTER	GP SURGERY	CHESHIRE
	BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	800 sqm	
	Survey date: TUESDAY	29/05/12	Survey Type: MANUAL
4	GS-05-G-01 ABBOTSWOOD ROAD GLOUCESTER BROCKWORTH	GP SURGERY	GLOUCESTERSHIRE
	Edge of Town Residential Zone Total Gross floor area:	475 sqm	
	Survey date: TUESDAY	27/04/10	Survey Type: MANUAL
5	NO-05-G-02 FERRY ROAD WEST SCUNTHORPE	GP SURGERY	NORTH LINCOLNSHIRE
	Edge of Town Residential Zone Total Gross floor area:	350 sqm	
	Survey date: THURSDAY	17/09/09	Survey Type: MANUAL
6	NT-05-G-01 MANSFIELD ROAD NOTTINGHAM	GP SURGERY	NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	460 sqm	
	Survey date: WEDNESDAY	24/06/15	Survey Type: MANUAL
7	TW-05-G-01 DURHAM ROAD SUNDERLAND	GP SURGERY	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	600 sqm	
	Survey date: FRIDAY	30/11/12	Survey Type: MANUAL
8	WY-05-G-01 BURLEY ROAD LEEDS BURLEY	GP SURGERY	WEST YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	940 sqm	
	Survey date: WEDNESDAY	09/06/10	Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.980	7	627	0.296	7	627	1.276
08:00 - 09:00	8	606	4.148	8	606	2.064	8	606	6.212
09:00 - 10:00	8	606	4.168	8	606	3.714	8	606	7.882
10:00 - 11:00	8	606	4.746	8	606	4.622	8	606	9.368
11:00 - 12:00	8	606	4.106	8	606	4.333	8	606	8.439
12:00 - 13:00	8	606	2.972	8	606	3.694	8	606	6.666
13:00 - 14:00	8	606	2.518	8	606	2.332	8	606	4.850
14:00 - 15:00	8	606	3.467	8	606	3.549	8	606	7.016
15:00 - 16:00	8	606	3.302	8	606	3.178	8	606	6.480
16:00 - 17:00	8	606	2.786	8	606	3.467	8	606	6.253
17:00 - 18:00	8	606	1.630	8	606	2.476	8	606	4.106
18:00 - 19:00	8	606	0.268	8	606	1.238	8	606	1.506
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			35.091			34.963			70.054

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.

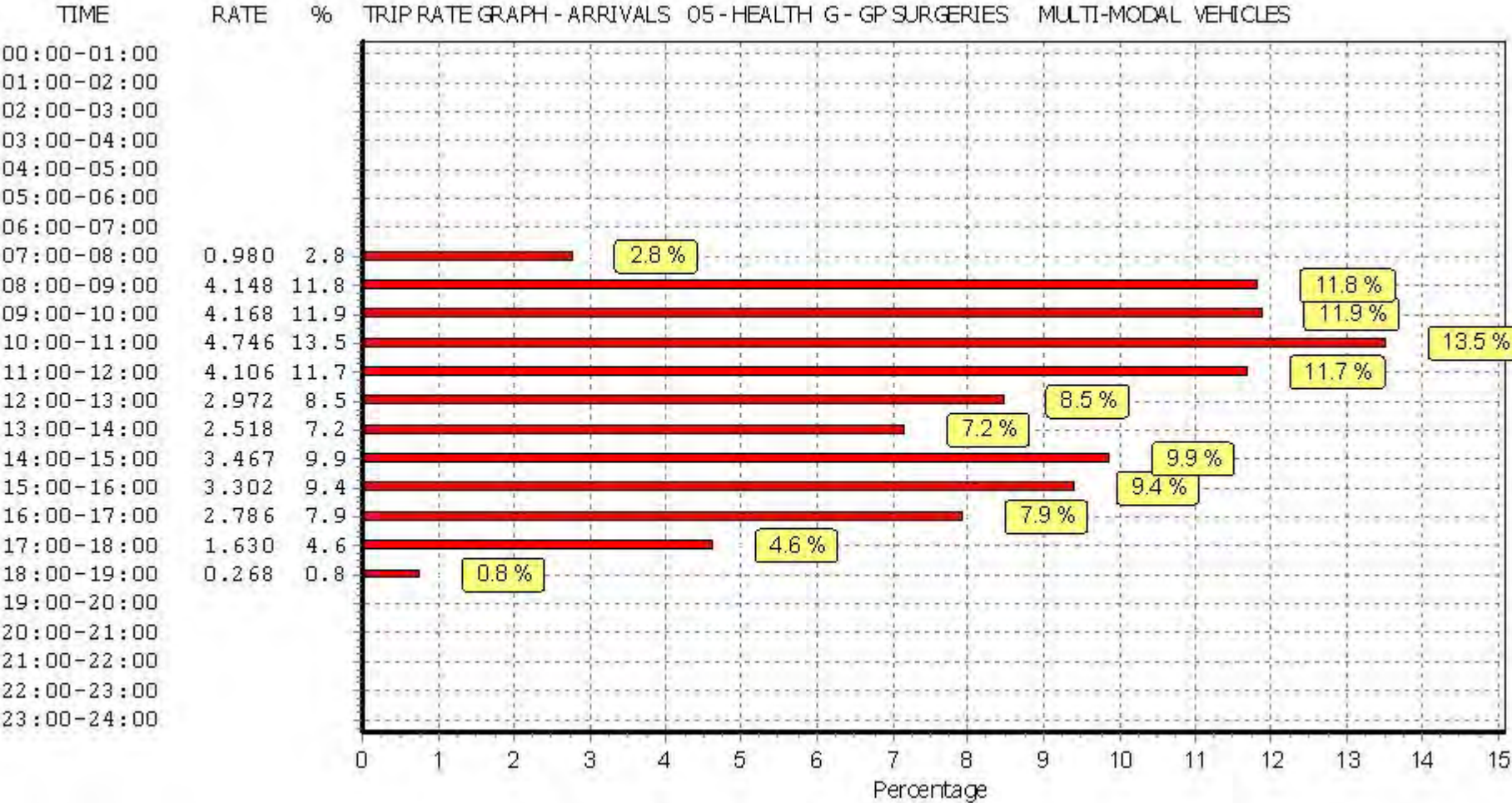
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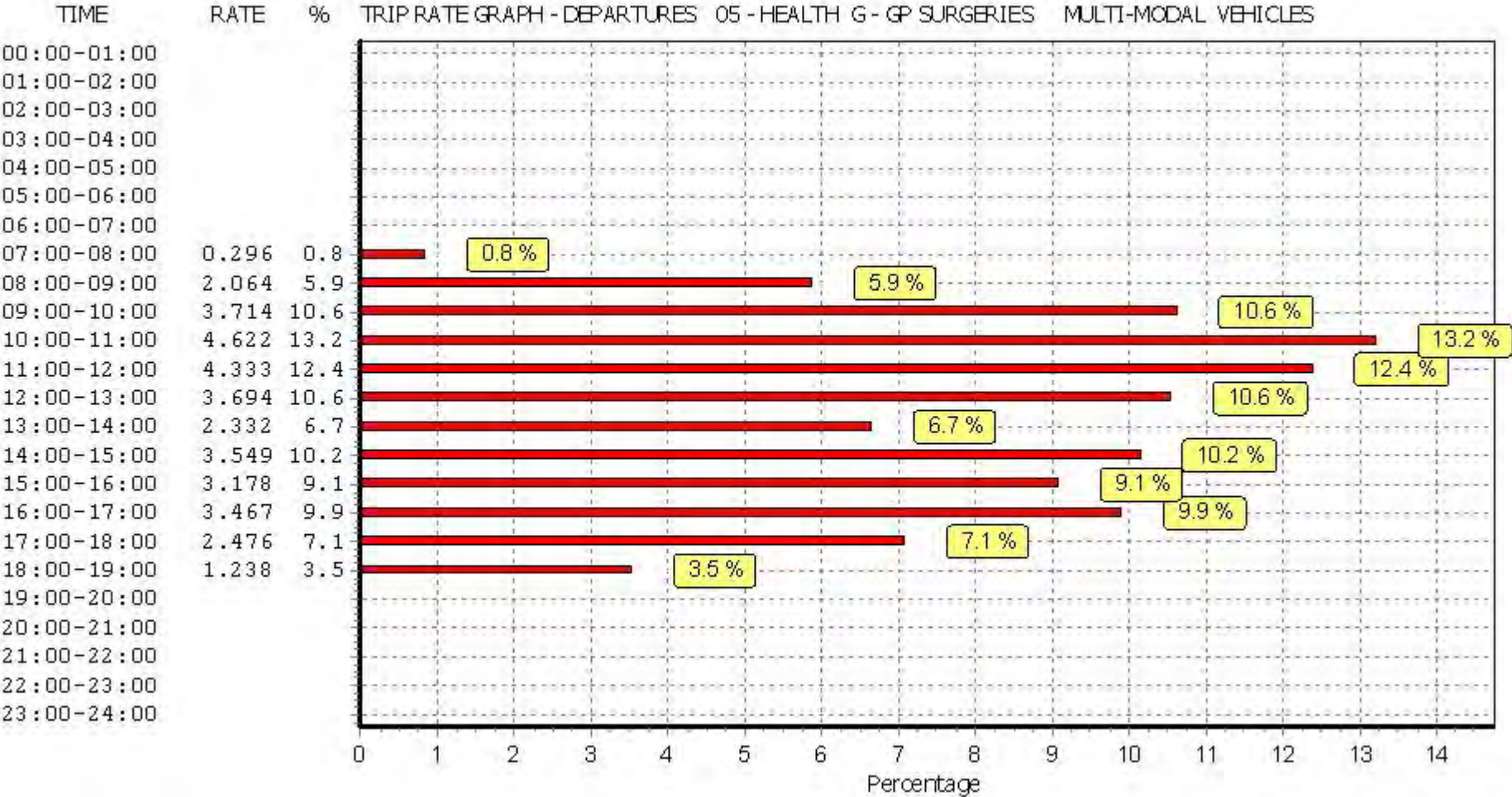
Parameter summary

Trip rate parameter range selected:	350 - 940 (units: sqm)
Survey date range:	01/03/09 - 01/03/19
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

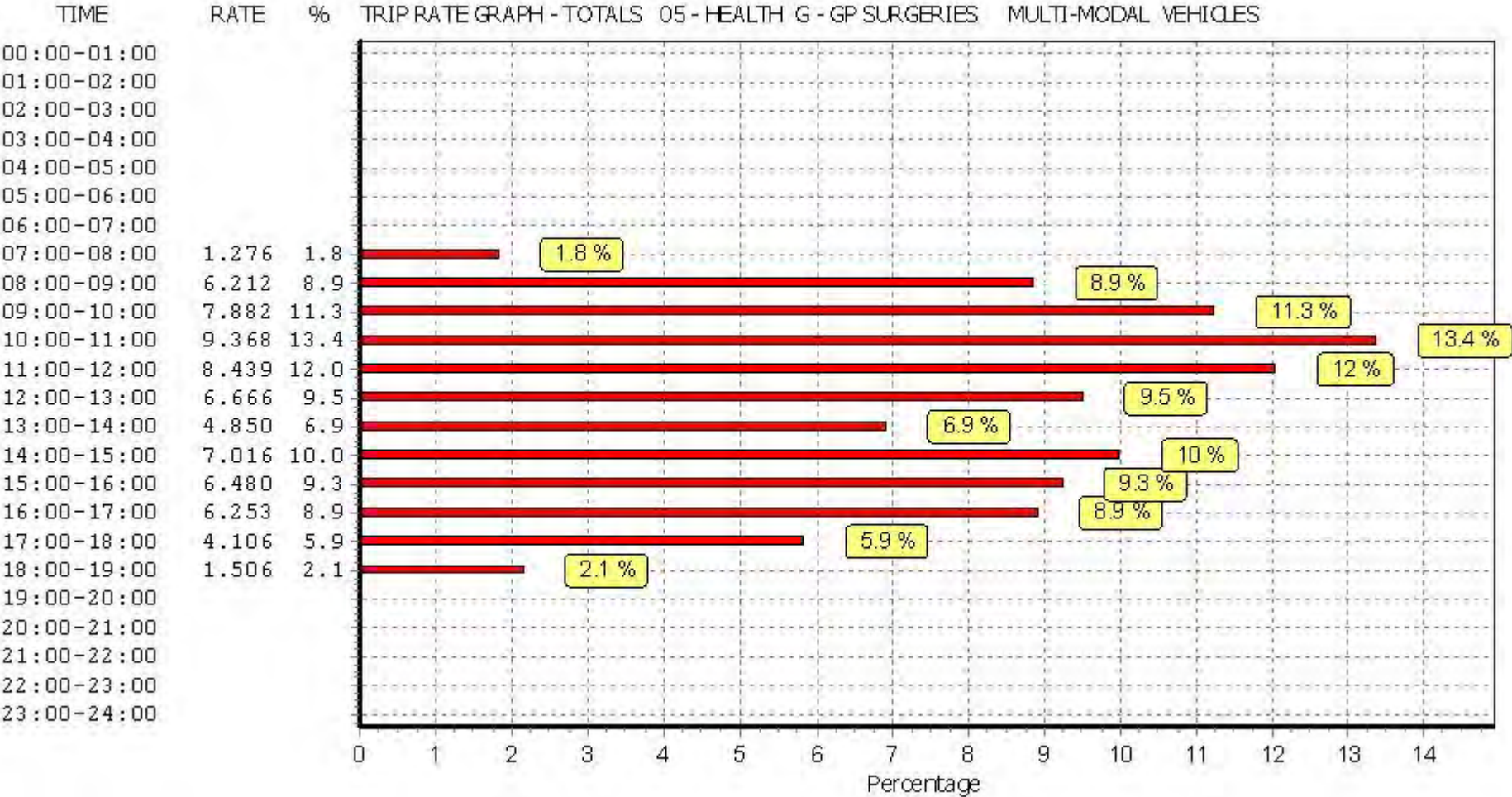
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL TAXIS

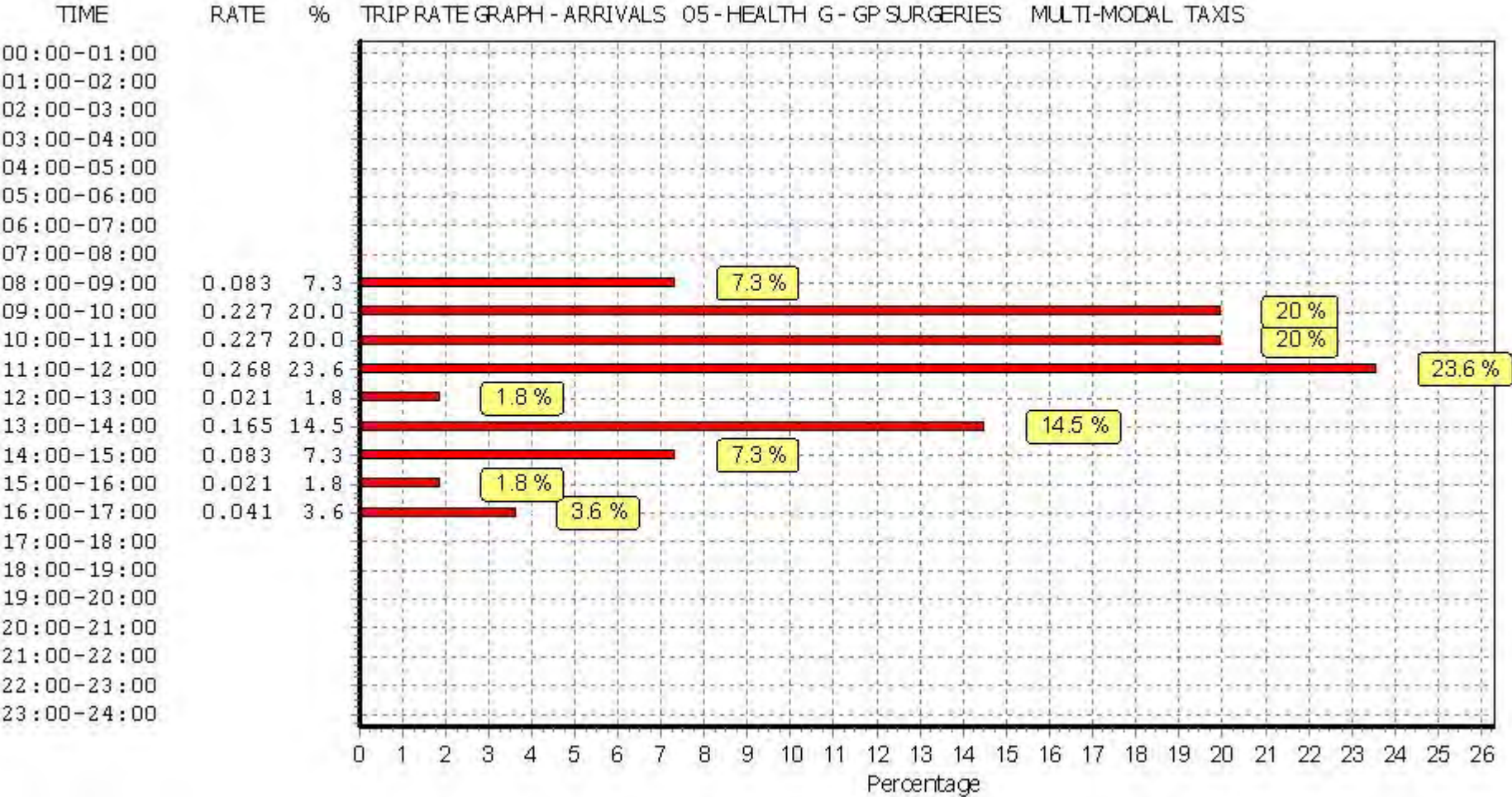
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

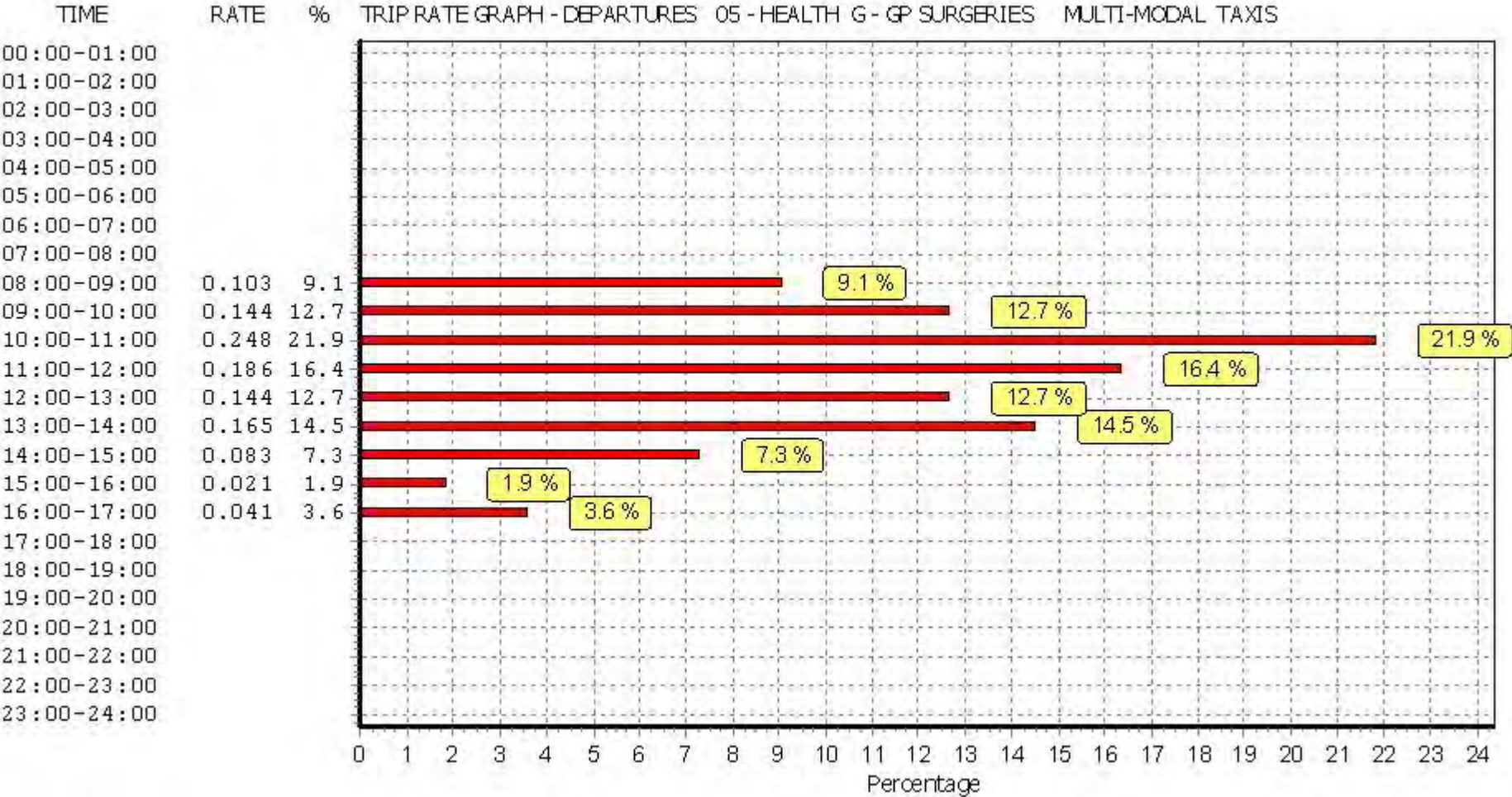
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.000	7	627	0.000	7	627	0.000
08:00 - 09:00	8	606	0.083	8	606	0.103	8	606	0.186
09:00 - 10:00	8	606	0.227	8	606	0.144	8	606	0.371
10:00 - 11:00	8	606	0.227	8	606	0.248	8	606	0.475
11:00 - 12:00	8	606	0.268	8	606	0.186	8	606	0.454
12:00 - 13:00	8	606	0.021	8	606	0.144	8	606	0.165
13:00 - 14:00	8	606	0.165	8	606	0.165	8	606	0.330
14:00 - 15:00	8	606	0.083	8	606	0.083	8	606	0.166
15:00 - 16:00	8	606	0.021	8	606	0.021	8	606	0.042
16:00 - 17:00	8	606	0.041	8	606	0.041	8	606	0.082
17:00 - 18:00	8	606	0.000	8	606	0.000	8	606	0.000
18:00 - 19:00	8	606	0.000	8	606	0.000	8	606	0.000
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.136			1.135			2.271

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.

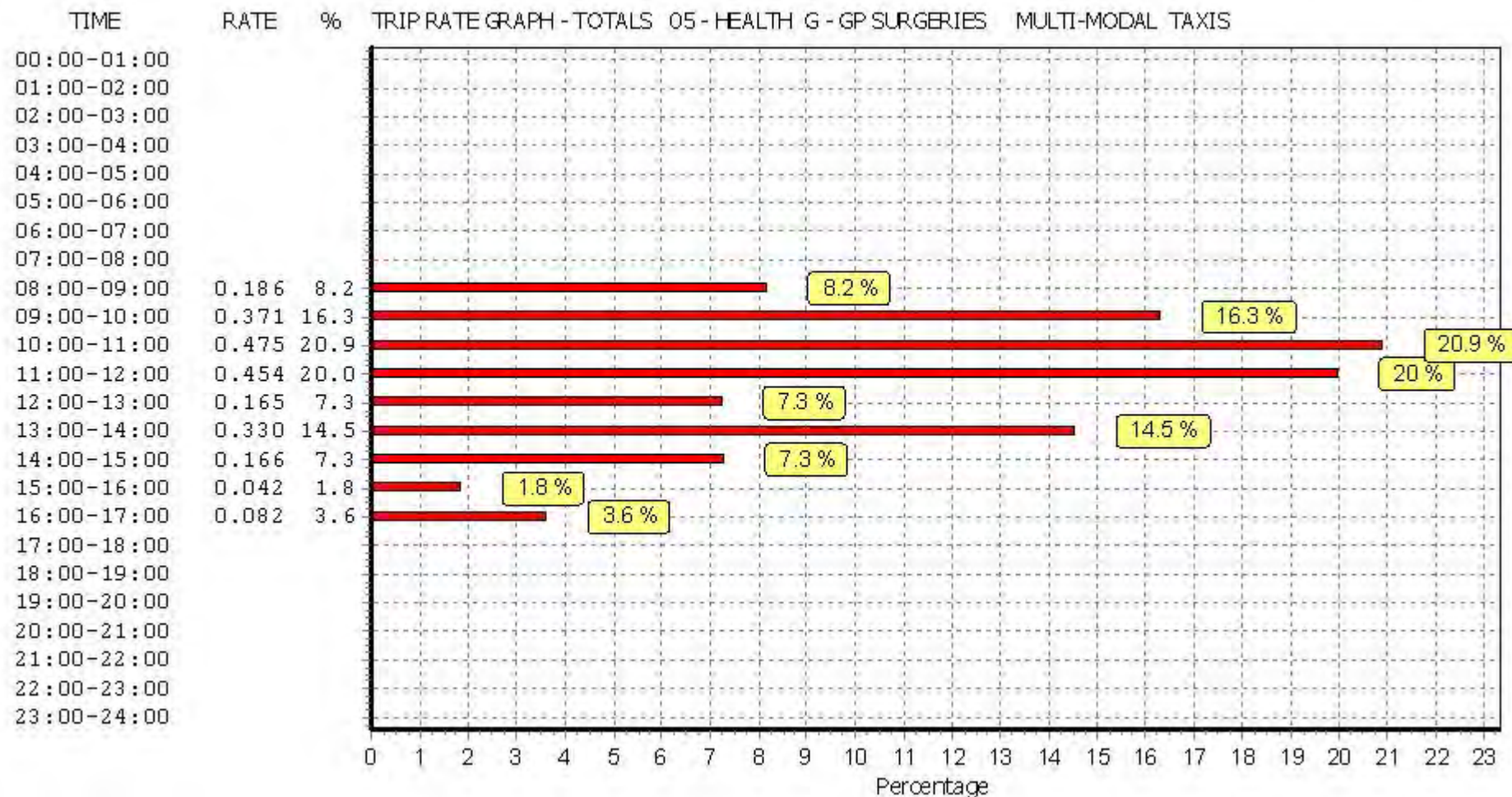
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL OGVS

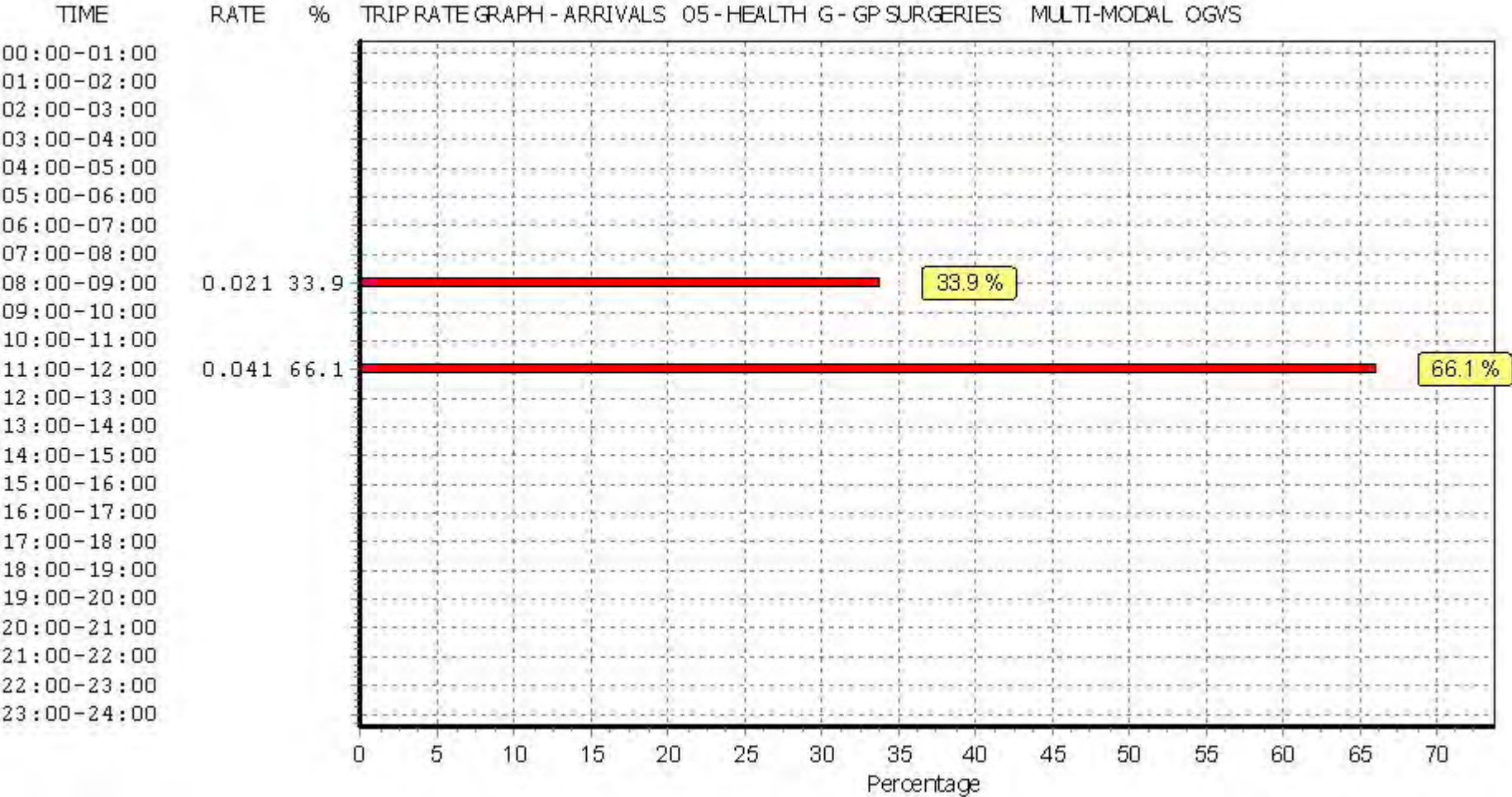
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

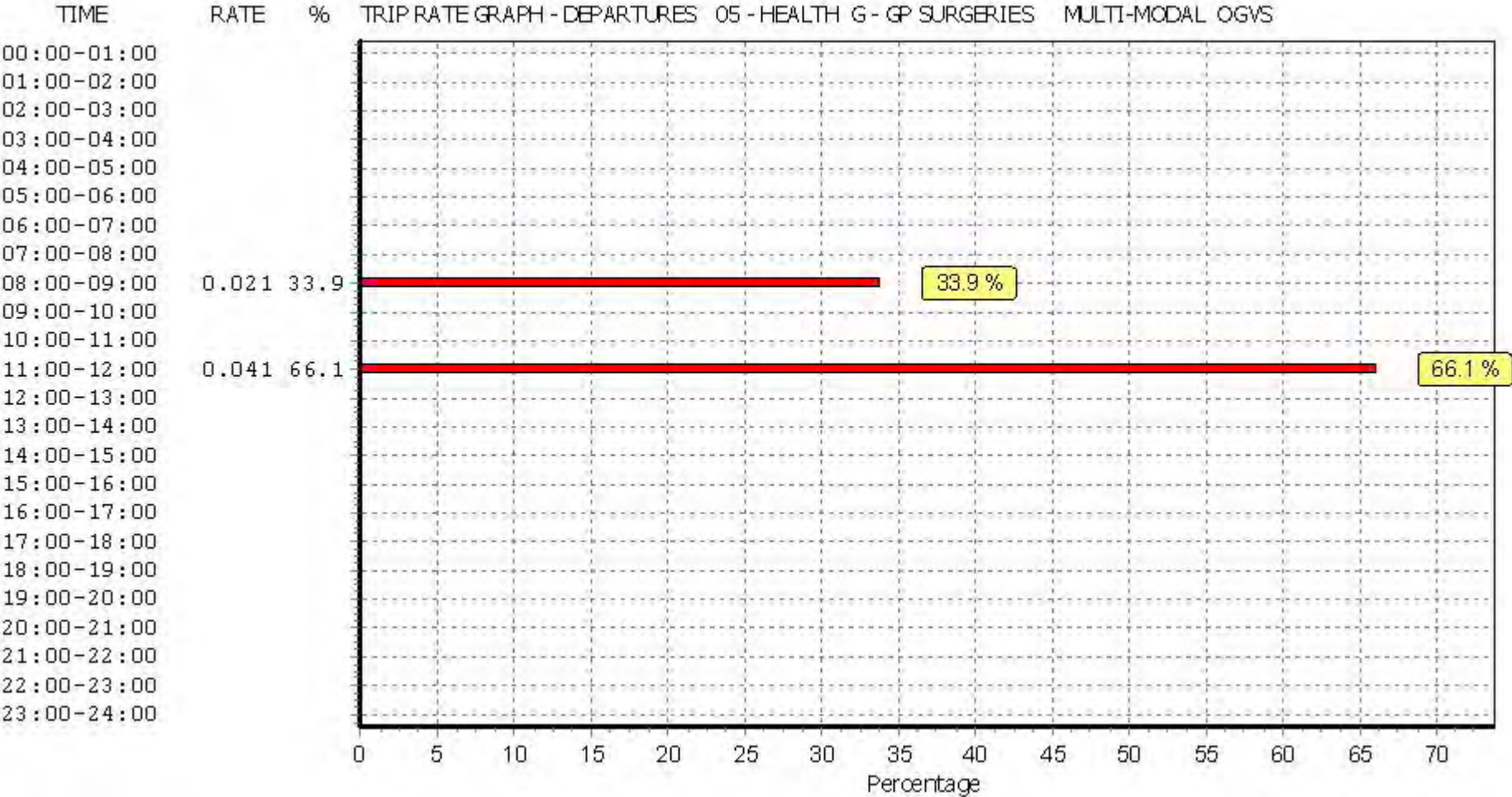
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.000	7	627	0.000	7	627	0.000
08:00 - 09:00	8	606	0.021	8	606	0.021	8	606	0.042
09:00 - 10:00	8	606	0.000	8	606	0.000	8	606	0.000
10:00 - 11:00	8	606	0.000	8	606	0.000	8	606	0.000
11:00 - 12:00	8	606	0.041	8	606	0.041	8	606	0.082
12:00 - 13:00	8	606	0.000	8	606	0.000	8	606	0.000
13:00 - 14:00	8	606	0.000	8	606	0.000	8	606	0.000
14:00 - 15:00	8	606	0.000	8	606	0.000	8	606	0.000
15:00 - 16:00	8	606	0.000	8	606	0.000	8	606	0.000
16:00 - 17:00	8	606	0.000	8	606	0.000	8	606	0.000
17:00 - 18:00	8	606	0.000	8	606	0.000	8	606	0.000
18:00 - 19:00	8	606	0.000	8	606	0.000	8	606	0.000
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.062			0.062			0.124

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

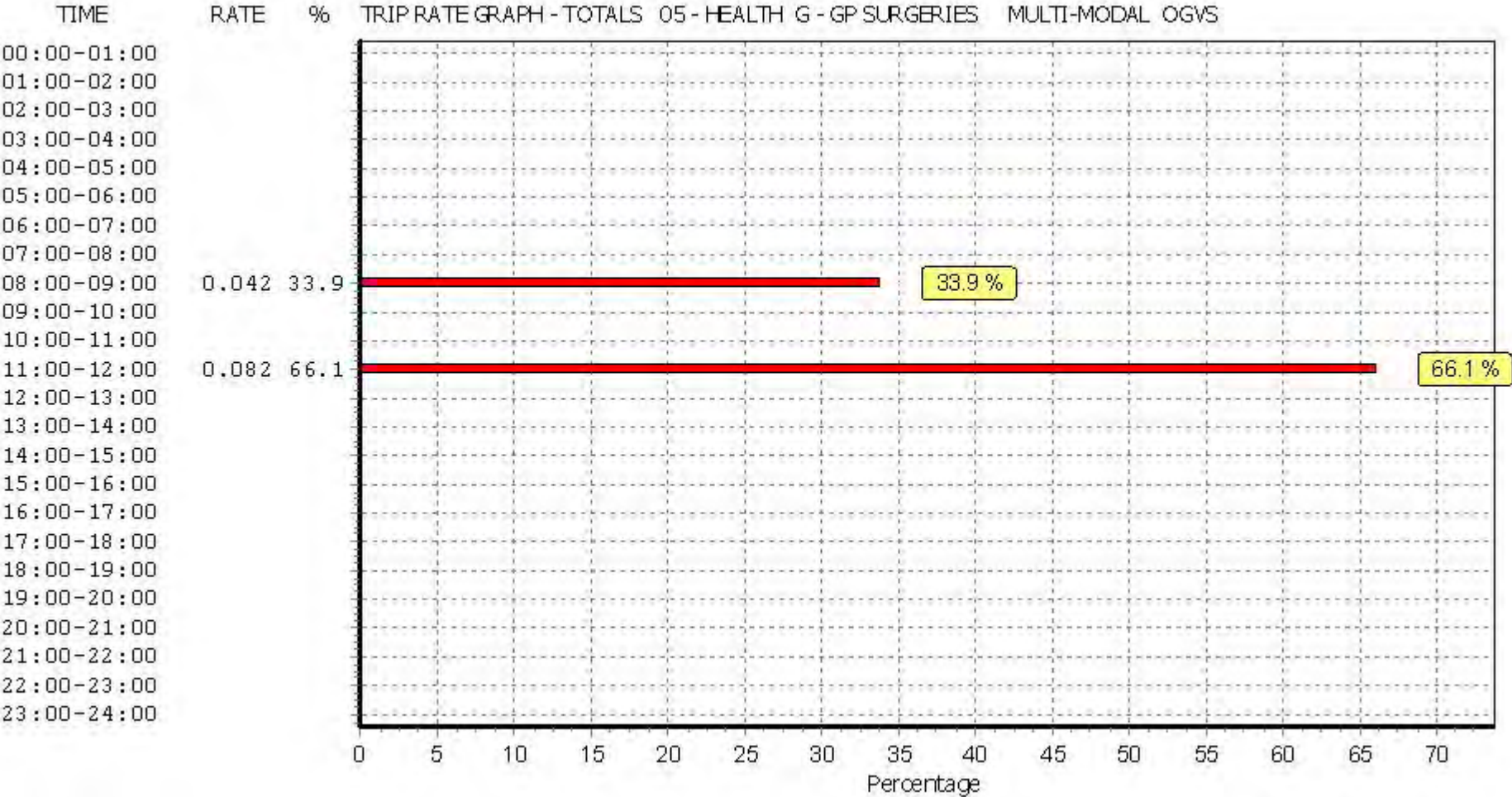
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TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL CYCLISTS

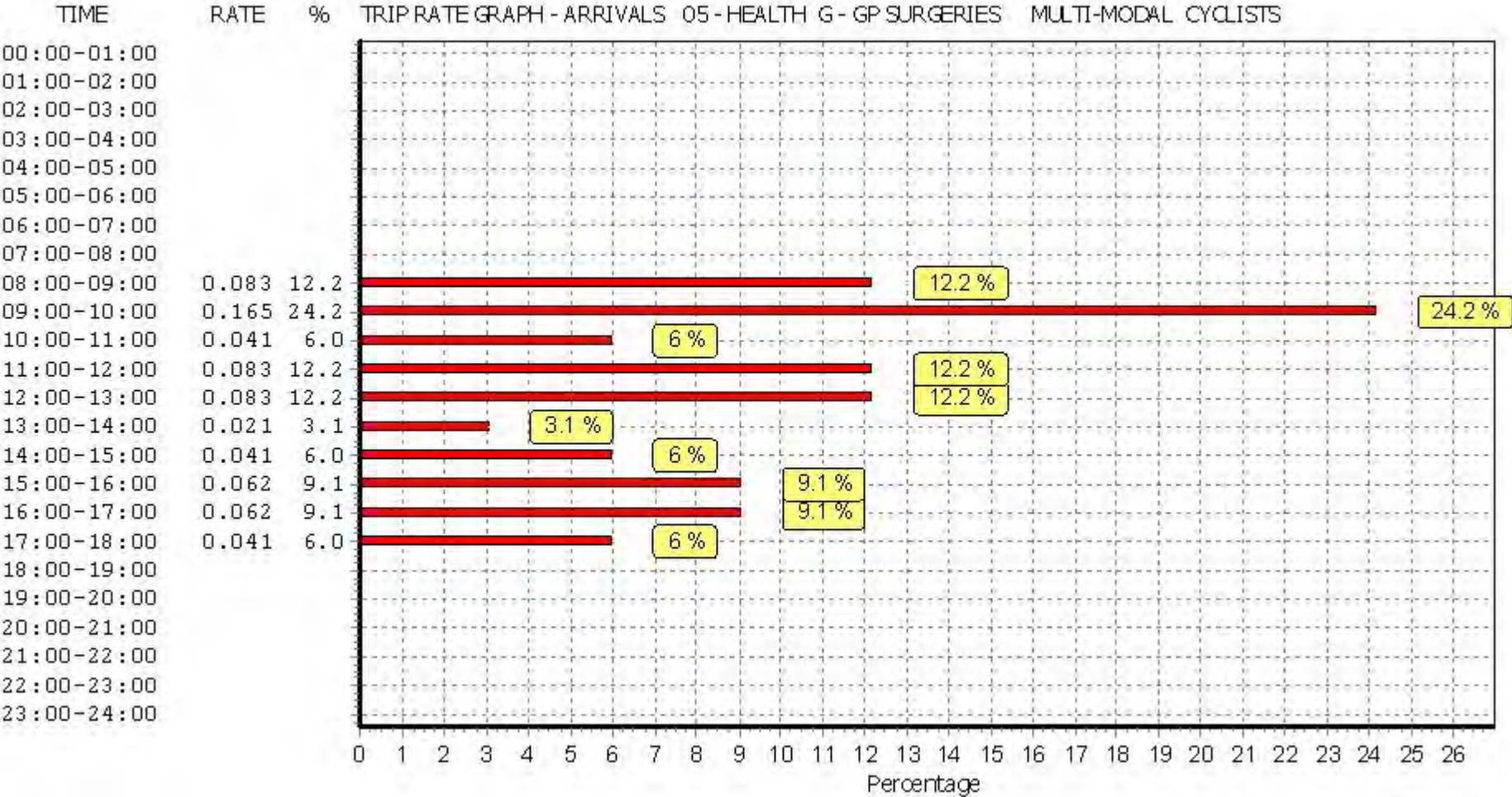
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

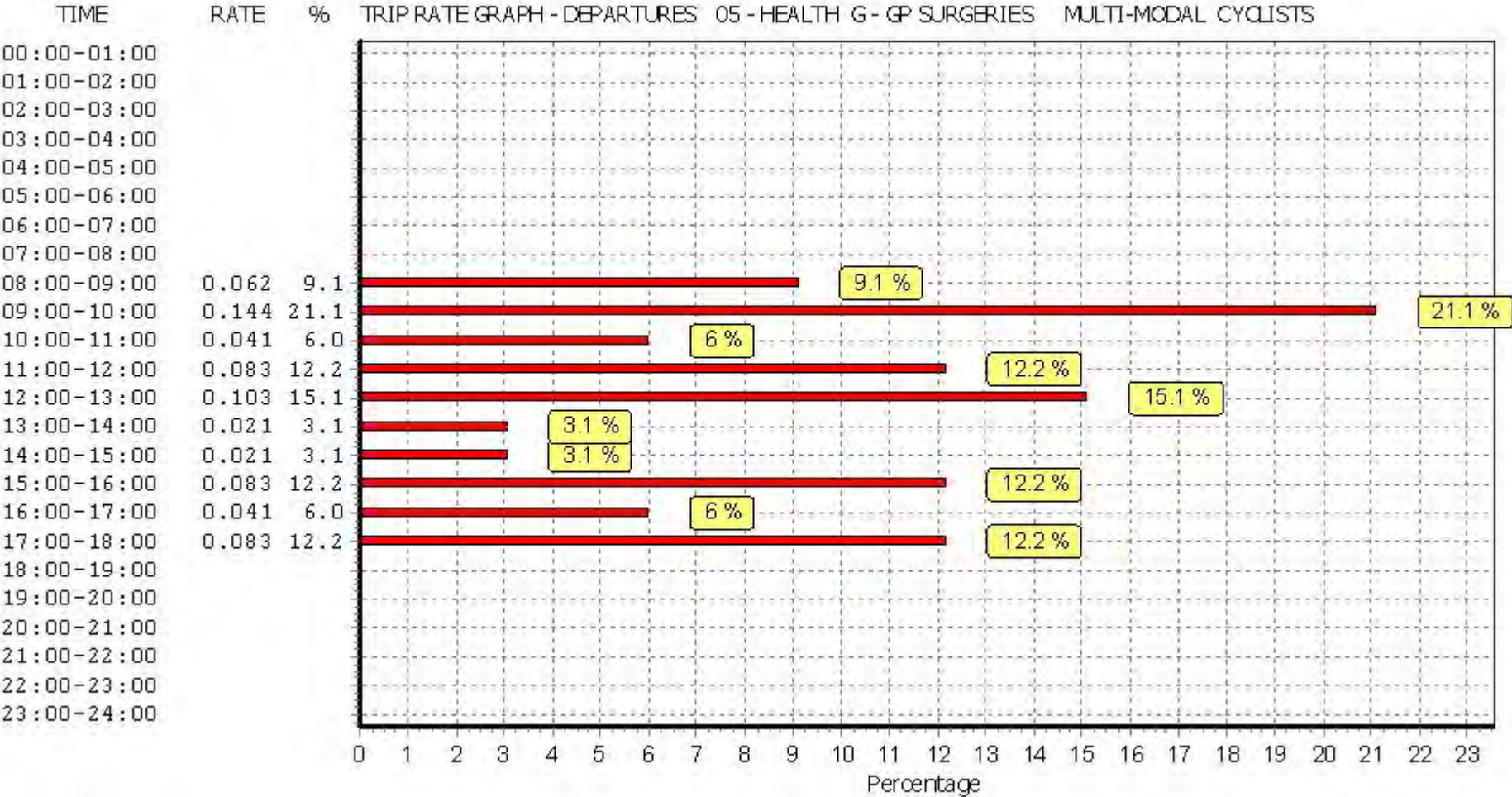
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.000	7	627	0.000	7	627	0.000
08:00 - 09:00	8	606	0.083	8	606	0.062	8	606	0.145
09:00 - 10:00	8	606	0.165	8	606	0.144	8	606	0.309
10:00 - 11:00	8	606	0.041	8	606	0.041	8	606	0.082
11:00 - 12:00	8	606	0.083	8	606	0.083	8	606	0.166
12:00 - 13:00	8	606	0.083	8	606	0.103	8	606	0.186
13:00 - 14:00	8	606	0.021	8	606	0.021	8	606	0.042
14:00 - 15:00	8	606	0.041	8	606	0.021	8	606	0.062
15:00 - 16:00	8	606	0.062	8	606	0.083	8	606	0.145
16:00 - 17:00	8	606	0.062	8	606	0.041	8	606	0.103
17:00 - 18:00	8	606	0.041	8	606	0.083	8	606	0.124
18:00 - 19:00	8	606	0.000	8	606	0.000	8	606	0.000
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.682			0.682			1.364

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.

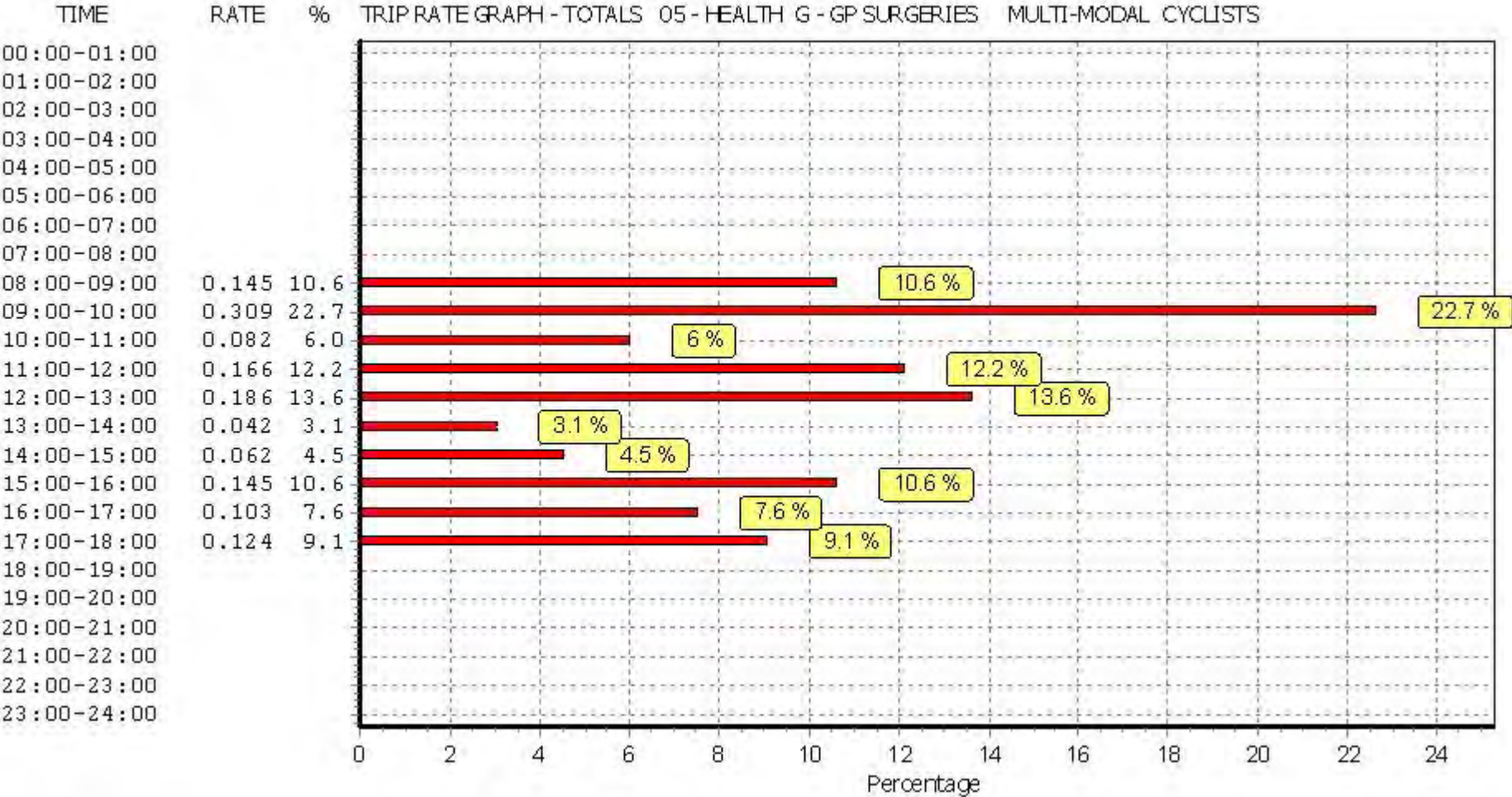
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL VEHICLE OCCUPANTS

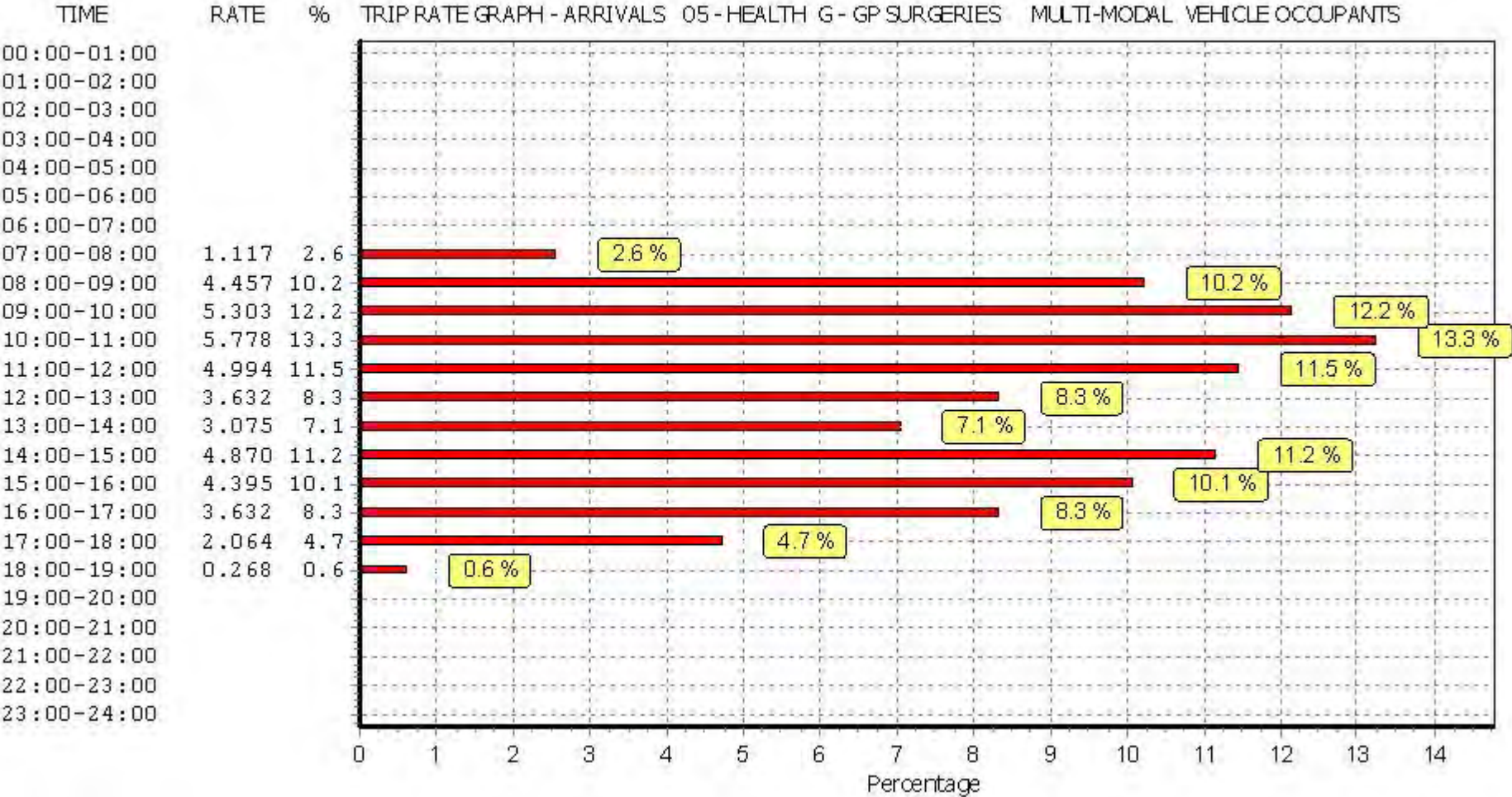
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

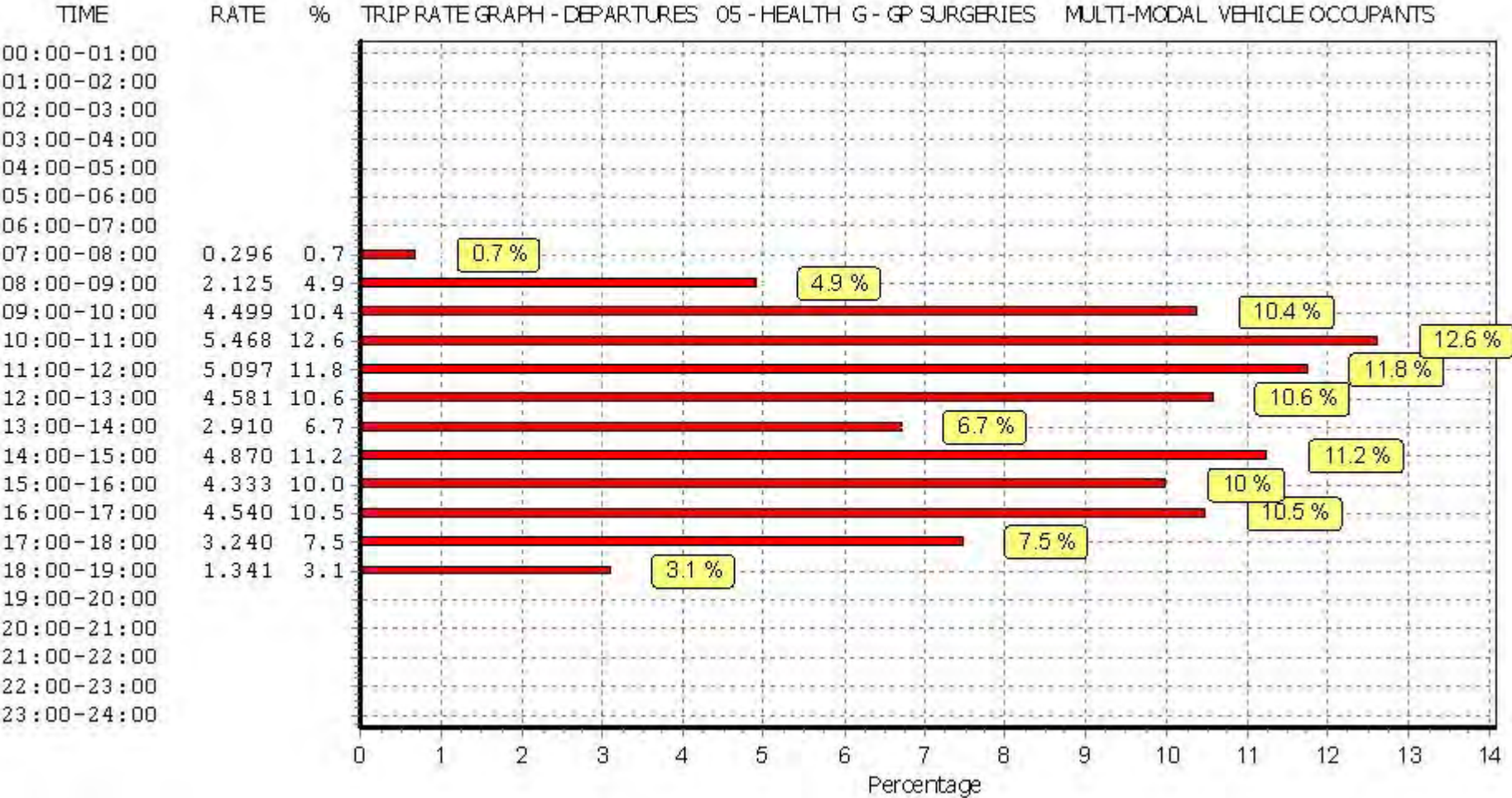
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	1.117	7	627	0.296	7	627	1.413
08:00 - 09:00	8	606	4.457	8	606	2.125	8	606	6.582
09:00 - 10:00	8	606	5.303	8	606	4.499	8	606	9.802
10:00 - 11:00	8	606	5.778	8	606	5.468	8	606	11.246
11:00 - 12:00	8	606	4.994	8	606	5.097	8	606	10.091
12:00 - 13:00	8	606	3.632	8	606	4.581	8	606	8.213
13:00 - 14:00	8	606	3.075	8	606	2.910	8	606	5.985
14:00 - 15:00	8	606	4.870	8	606	4.870	8	606	9.740
15:00 - 16:00	8	606	4.395	8	606	4.333	8	606	8.728
16:00 - 17:00	8	606	3.632	8	606	4.540	8	606	8.172
17:00 - 18:00	8	606	2.064	8	606	3.240	8	606	5.304
18:00 - 19:00	8	606	0.268	8	606	1.341	8	606	1.609
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		43.585			43.300			86.885	

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.

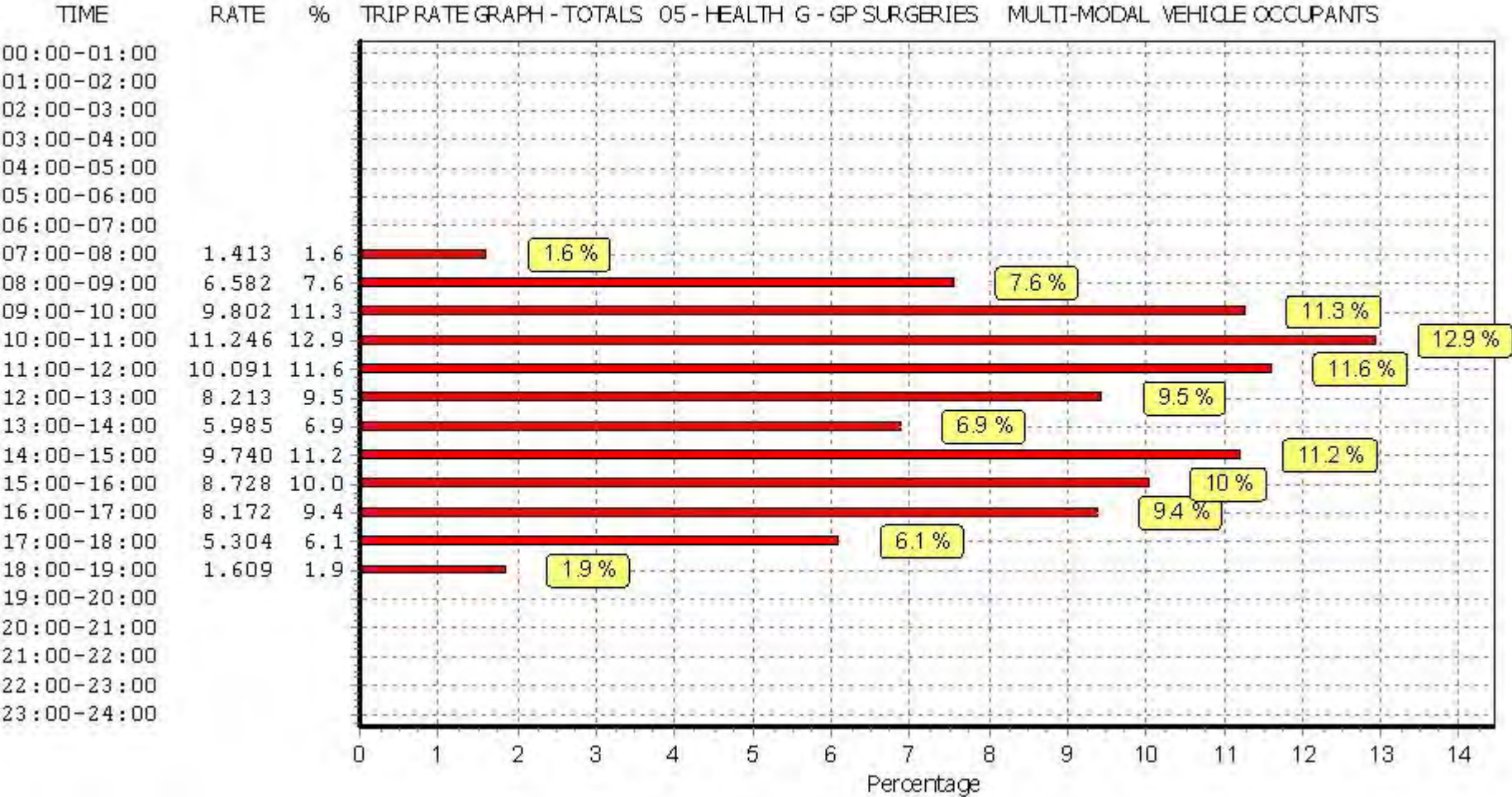
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



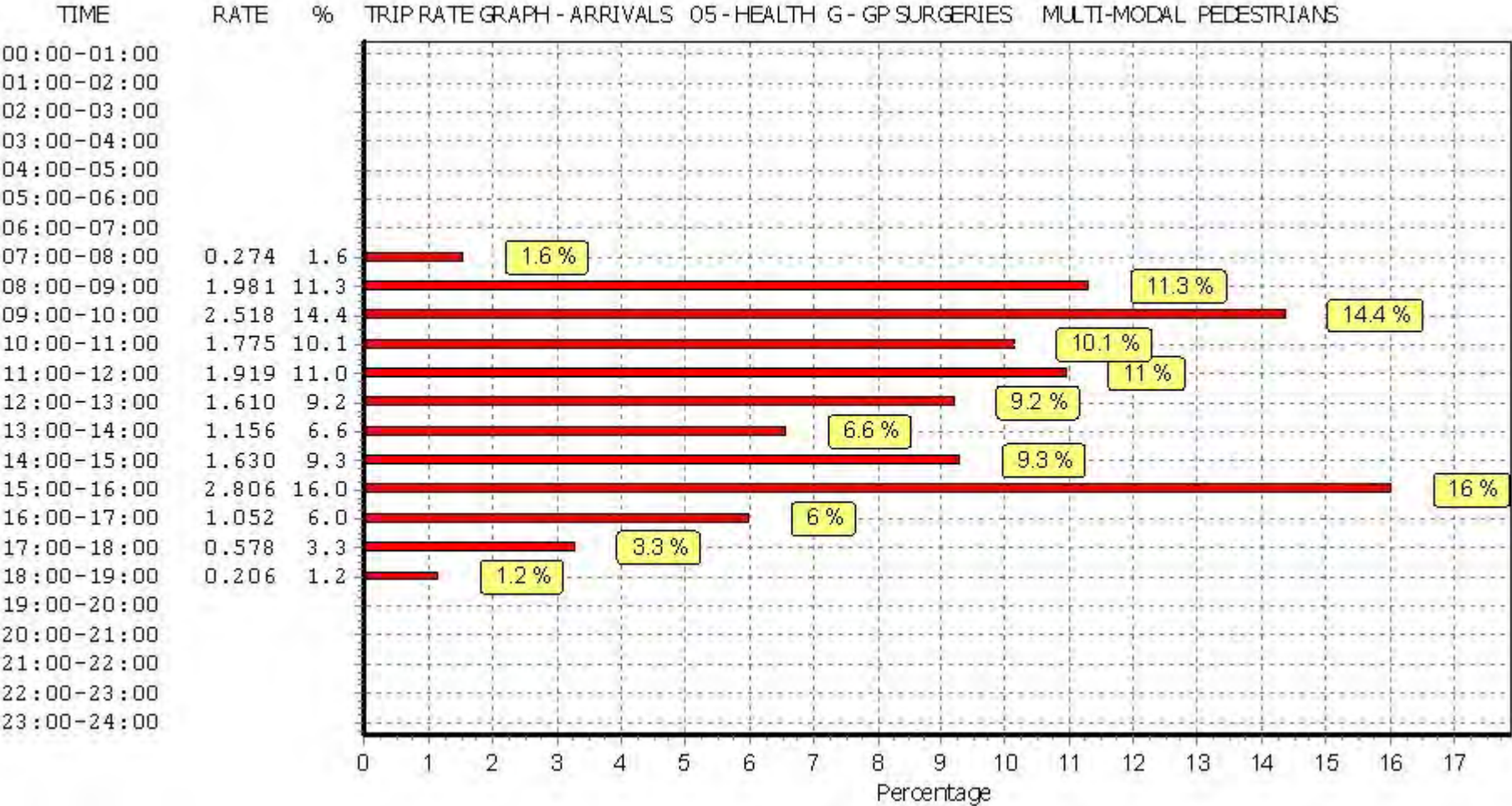
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

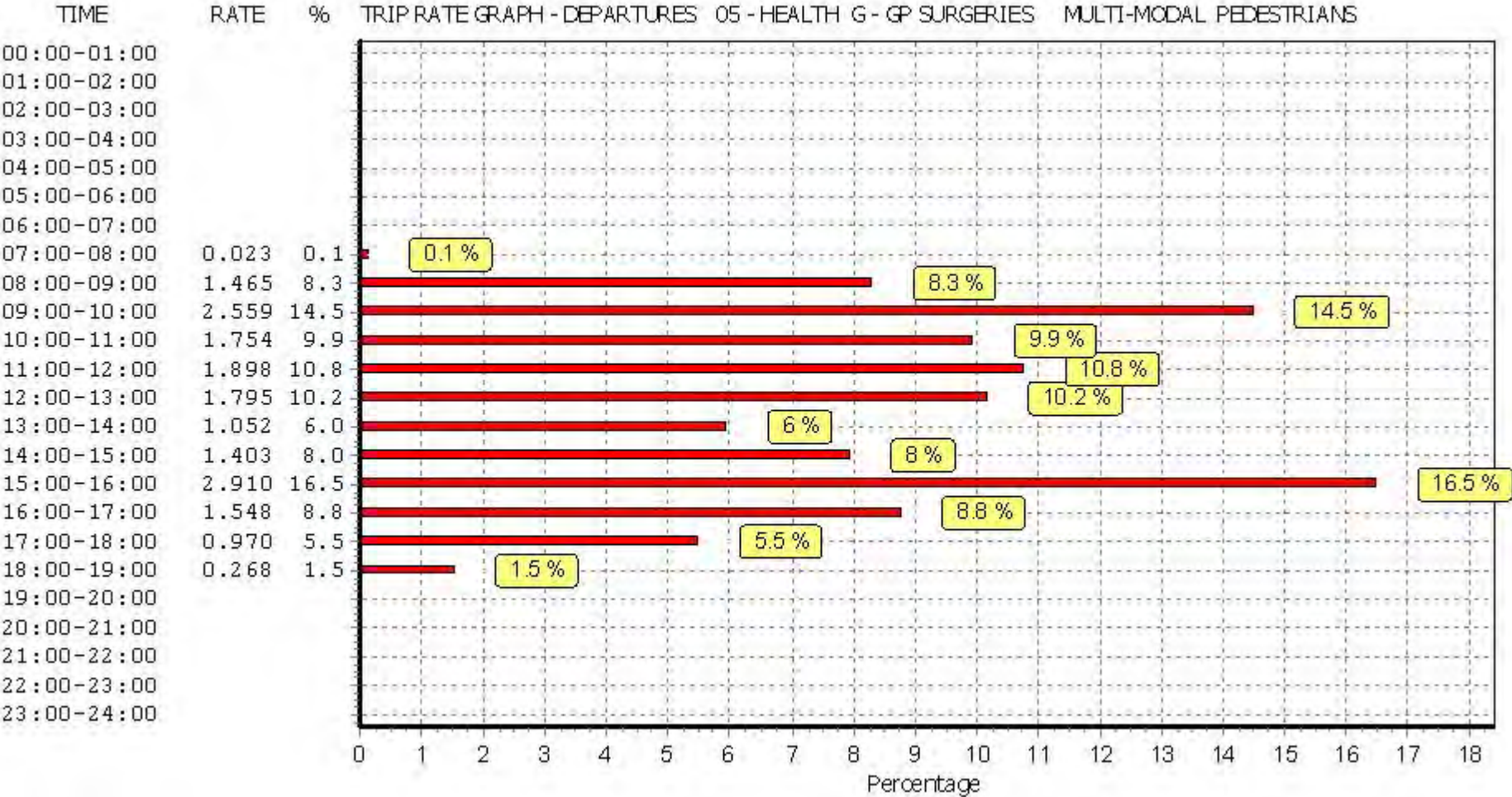
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.274	7	627	0.023	7	627	0.297
08:00 - 09:00	8	606	1.981	8	606	1.465	8	606	3.446
09:00 - 10:00	8	606	2.518	8	606	2.559	8	606	5.077
10:00 - 11:00	8	606	1.775	8	606	1.754	8	606	3.529
11:00 - 12:00	8	606	1.919	8	606	1.898	8	606	3.817
12:00 - 13:00	8	606	1.610	8	606	1.795	8	606	3.405
13:00 - 14:00	8	606	1.156	8	606	1.052	8	606	2.208
14:00 - 15:00	8	606	1.630	8	606	1.403	8	606	3.033
15:00 - 16:00	8	606	2.806	8	606	2.910	8	606	5.716
16:00 - 17:00	8	606	1.052	8	606	1.548	8	606	2.600
17:00 - 18:00	8	606	0.578	8	606	0.970	8	606	1.548
18:00 - 19:00	8	606	0.206	8	606	0.268	8	606	0.474
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			17.505			17.645			35.150

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.

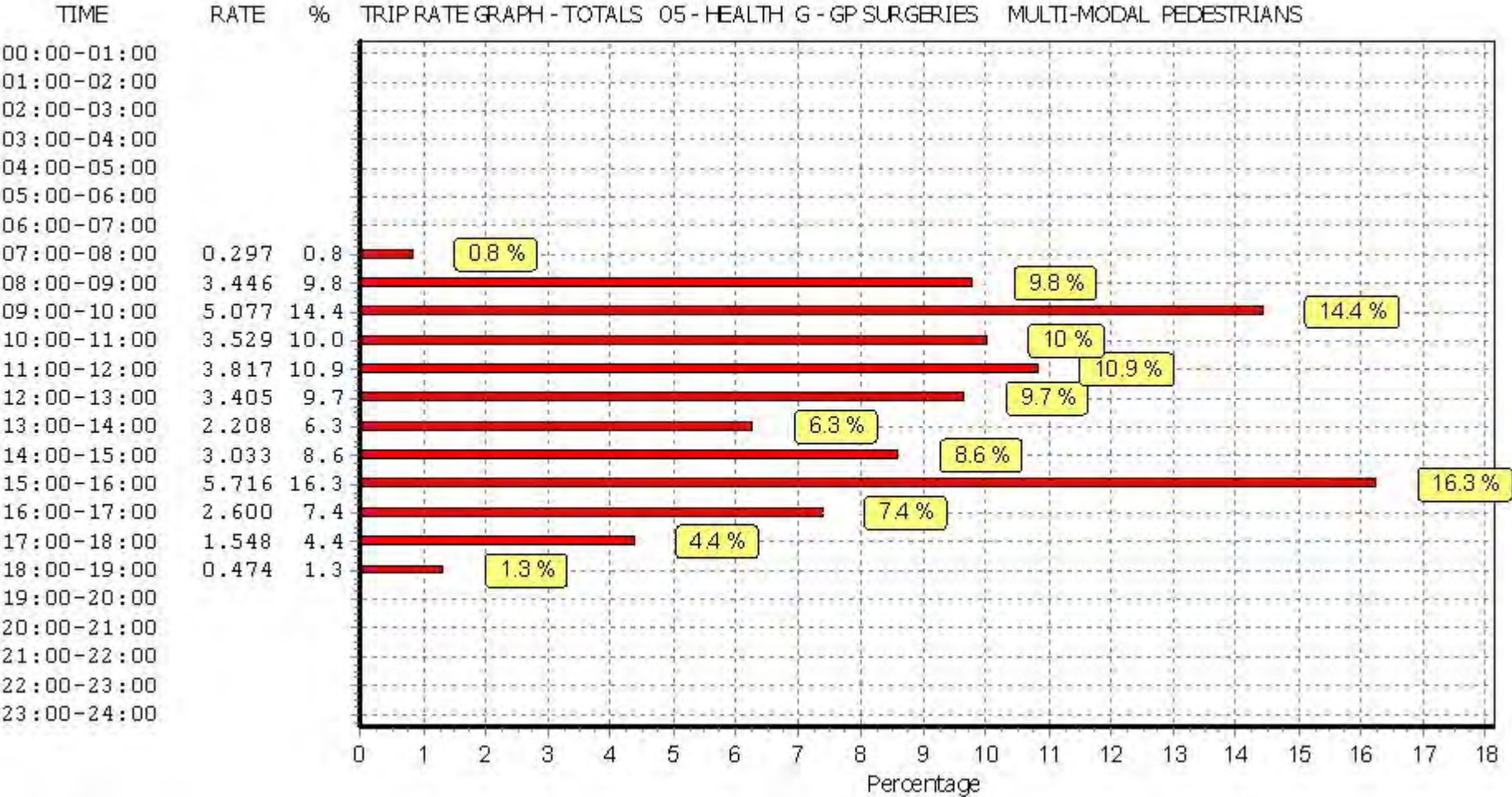
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL BUS/TRAM PASSENGERS

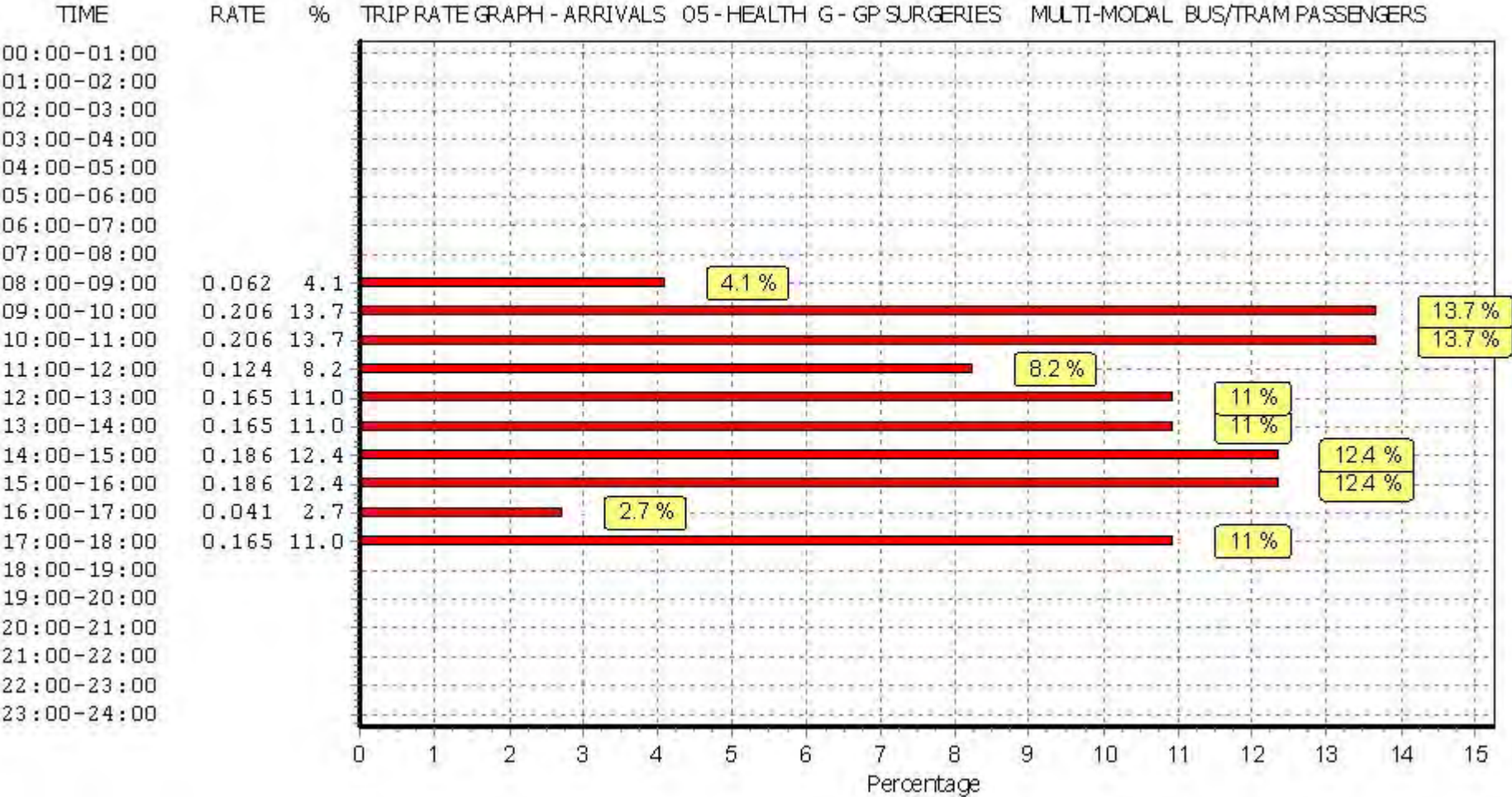
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

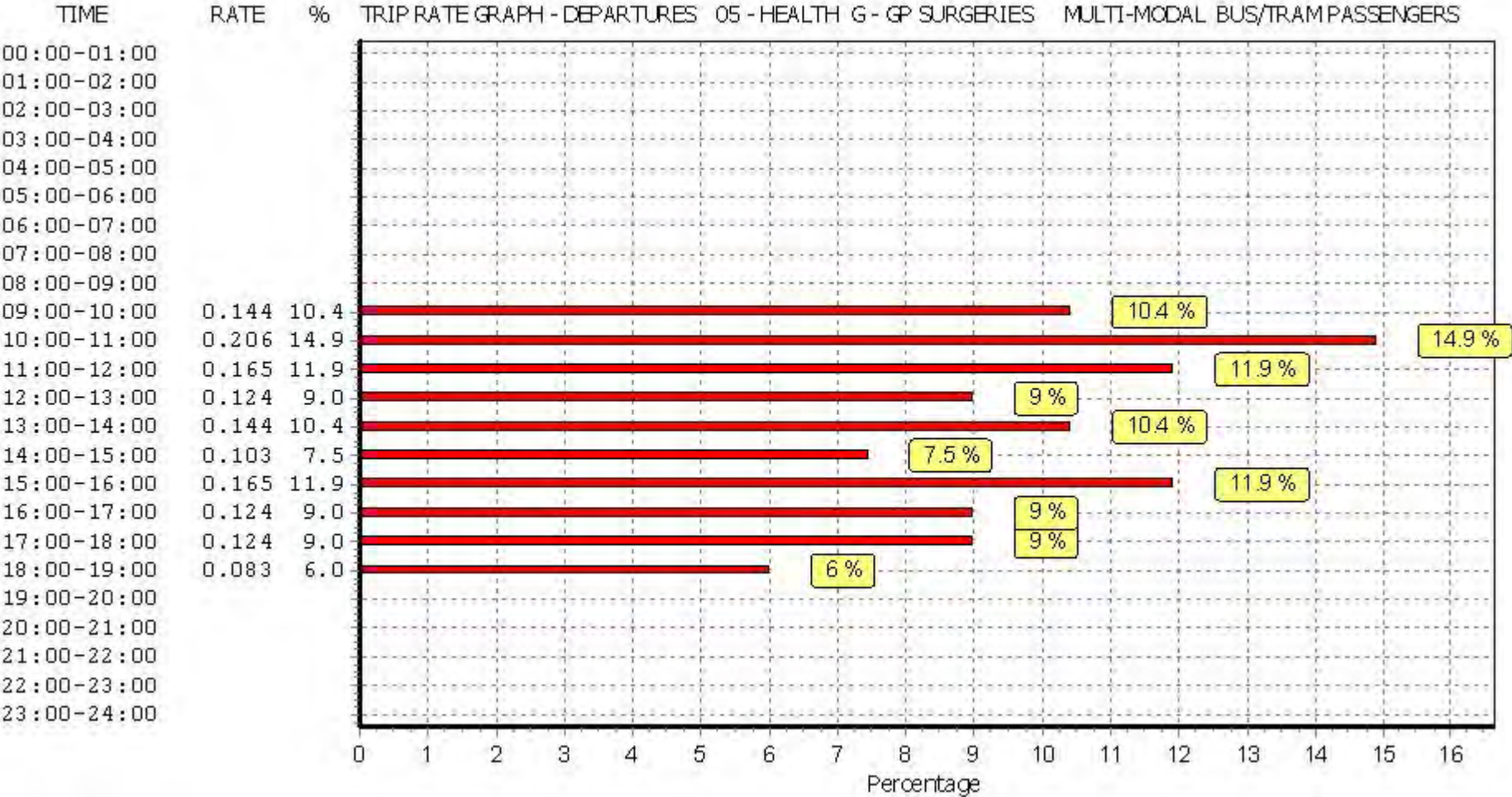
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.000	7	627	0.000	7	627	0.000
08:00 - 09:00	8	606	0.062	8	606	0.000	8	606	0.062
09:00 - 10:00	8	606	0.206	8	606	0.144	8	606	0.350
10:00 - 11:00	8	606	0.206	8	606	0.206	8	606	0.412
11:00 - 12:00	8	606	0.124	8	606	0.165	8	606	0.289
12:00 - 13:00	8	606	0.165	8	606	0.124	8	606	0.289
13:00 - 14:00	8	606	0.165	8	606	0.144	8	606	0.309
14:00 - 15:00	8	606	0.186	8	606	0.103	8	606	0.289
15:00 - 16:00	8	606	0.186	8	606	0.165	8	606	0.351
16:00 - 17:00	8	606	0.041	8	606	0.124	8	606	0.165
17:00 - 18:00	8	606	0.165	8	606	0.124	8	606	0.289
18:00 - 19:00	8	606	0.000	8	606	0.083	8	606	0.083
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.506			1.382			2.888	

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.

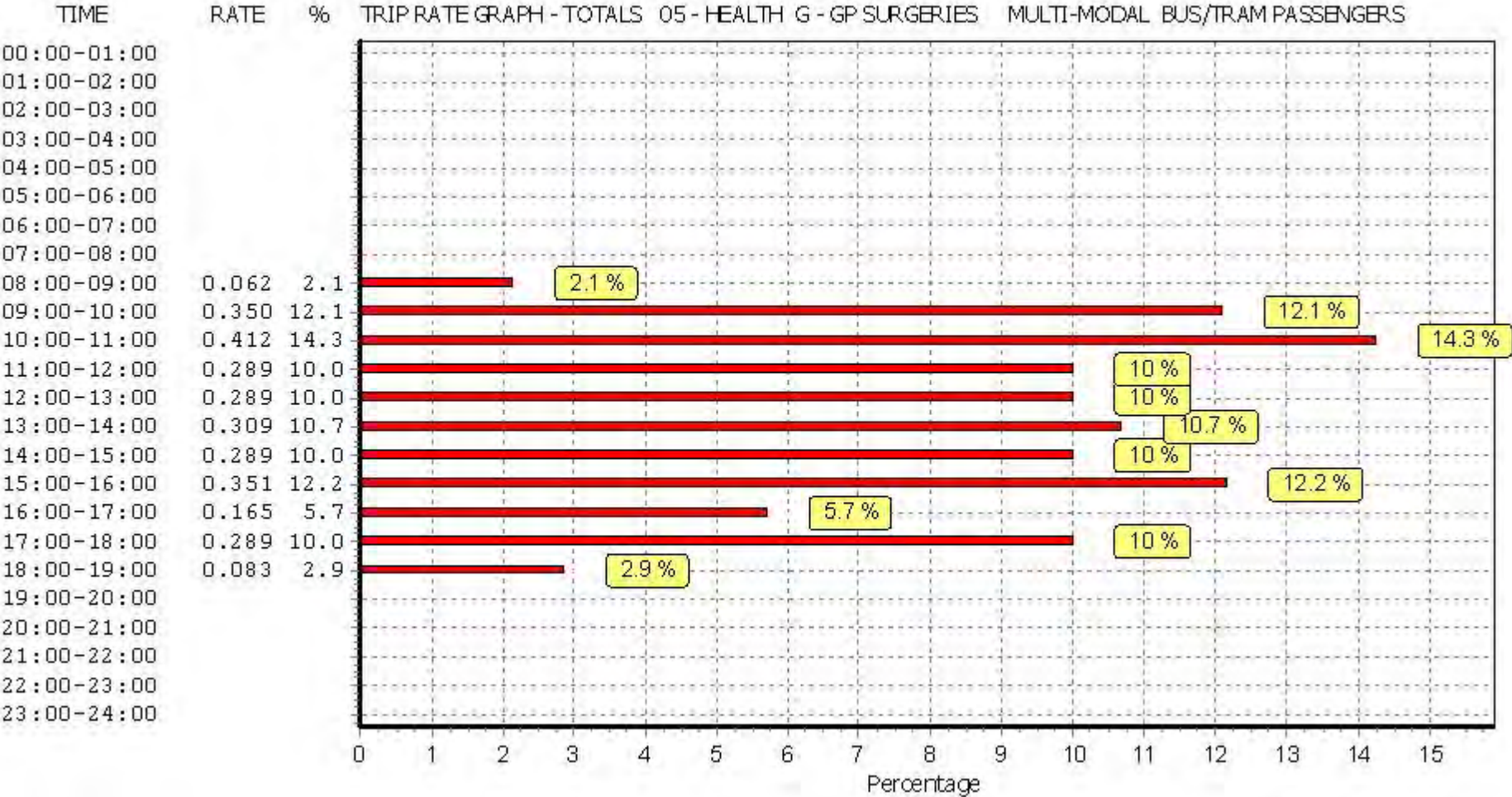
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL PUBLIC TRANSPORT USERS

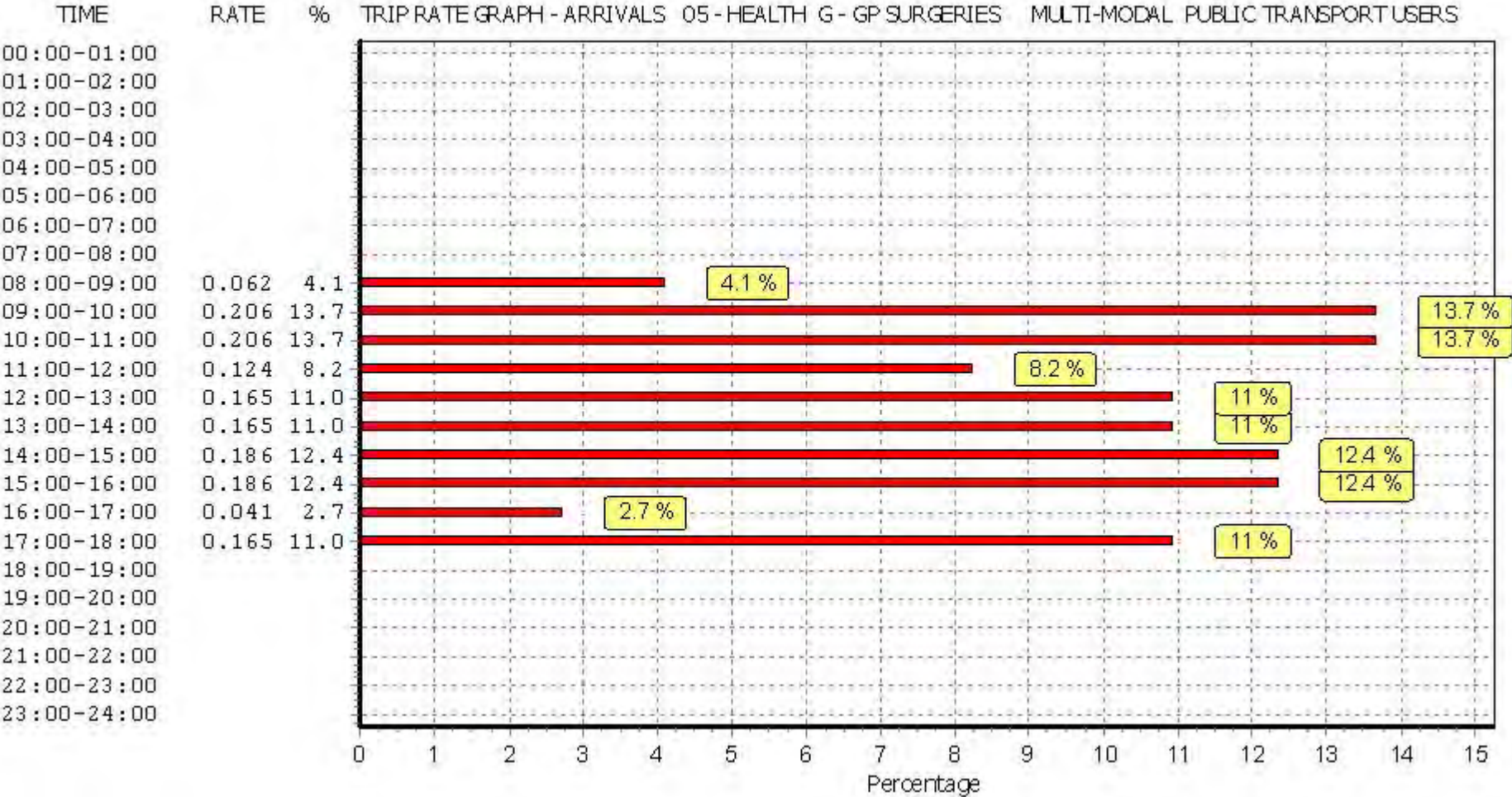
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

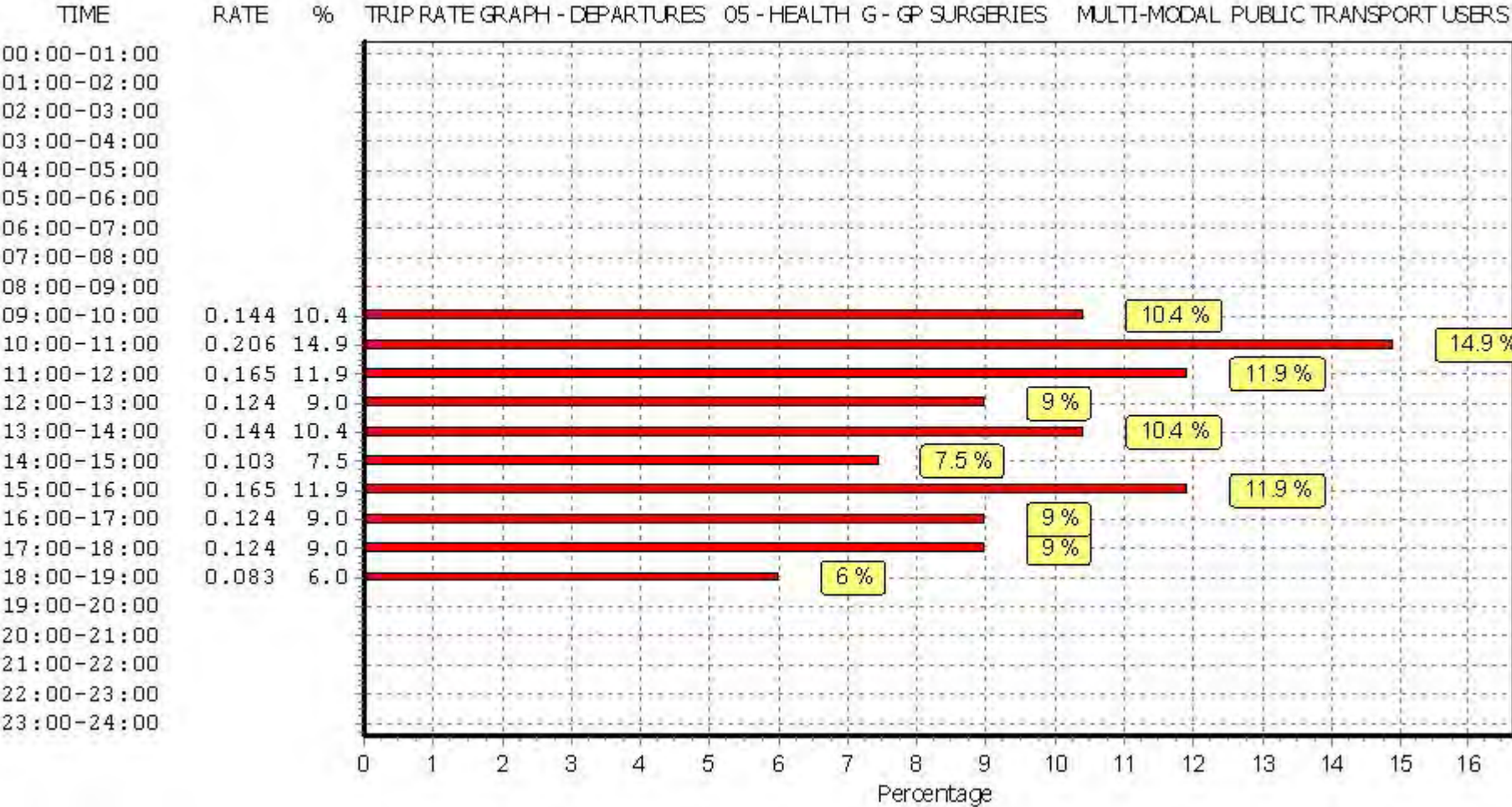
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.000	7	627	0.000	7	627	0.000
08:00 - 09:00	8	606	0.062	8	606	0.000	8	606	0.062
09:00 - 10:00	8	606	0.206	8	606	0.144	8	606	0.350
10:00 - 11:00	8	606	0.206	8	606	0.206	8	606	0.412
11:00 - 12:00	8	606	0.124	8	606	0.165	8	606	0.289
12:00 - 13:00	8	606	0.165	8	606	0.124	8	606	0.289
13:00 - 14:00	8	606	0.165	8	606	0.144	8	606	0.309
14:00 - 15:00	8	606	0.186	8	606	0.103	8	606	0.289
15:00 - 16:00	8	606	0.186	8	606	0.165	8	606	0.351
16:00 - 17:00	8	606	0.041	8	606	0.124	8	606	0.165
17:00 - 18:00	8	606	0.165	8	606	0.124	8	606	0.289
18:00 - 19:00	8	606	0.000	8	606	0.083	8	606	0.083
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.506			1.382			2.888	

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.

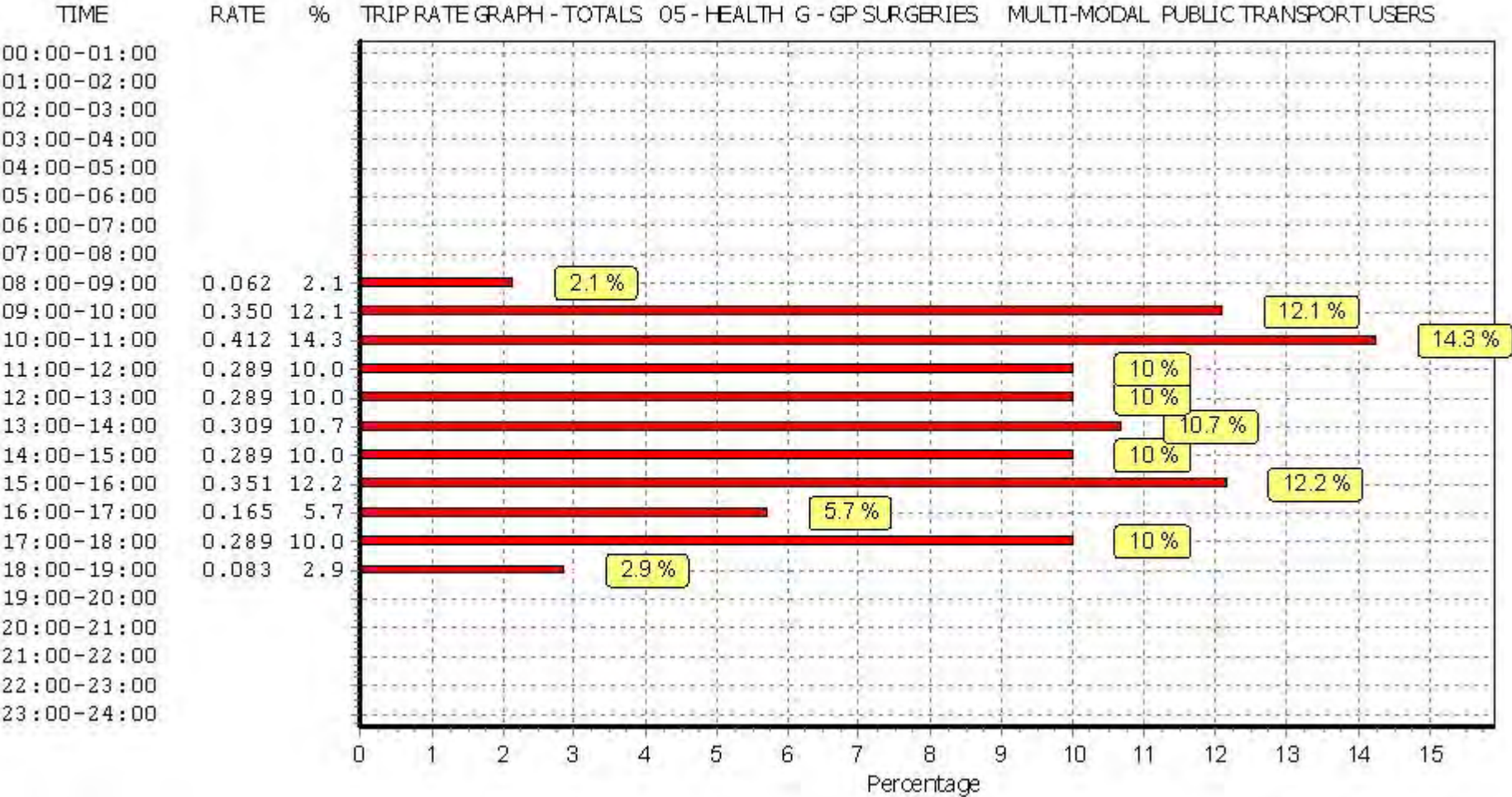
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL TOTAL PEOPLE

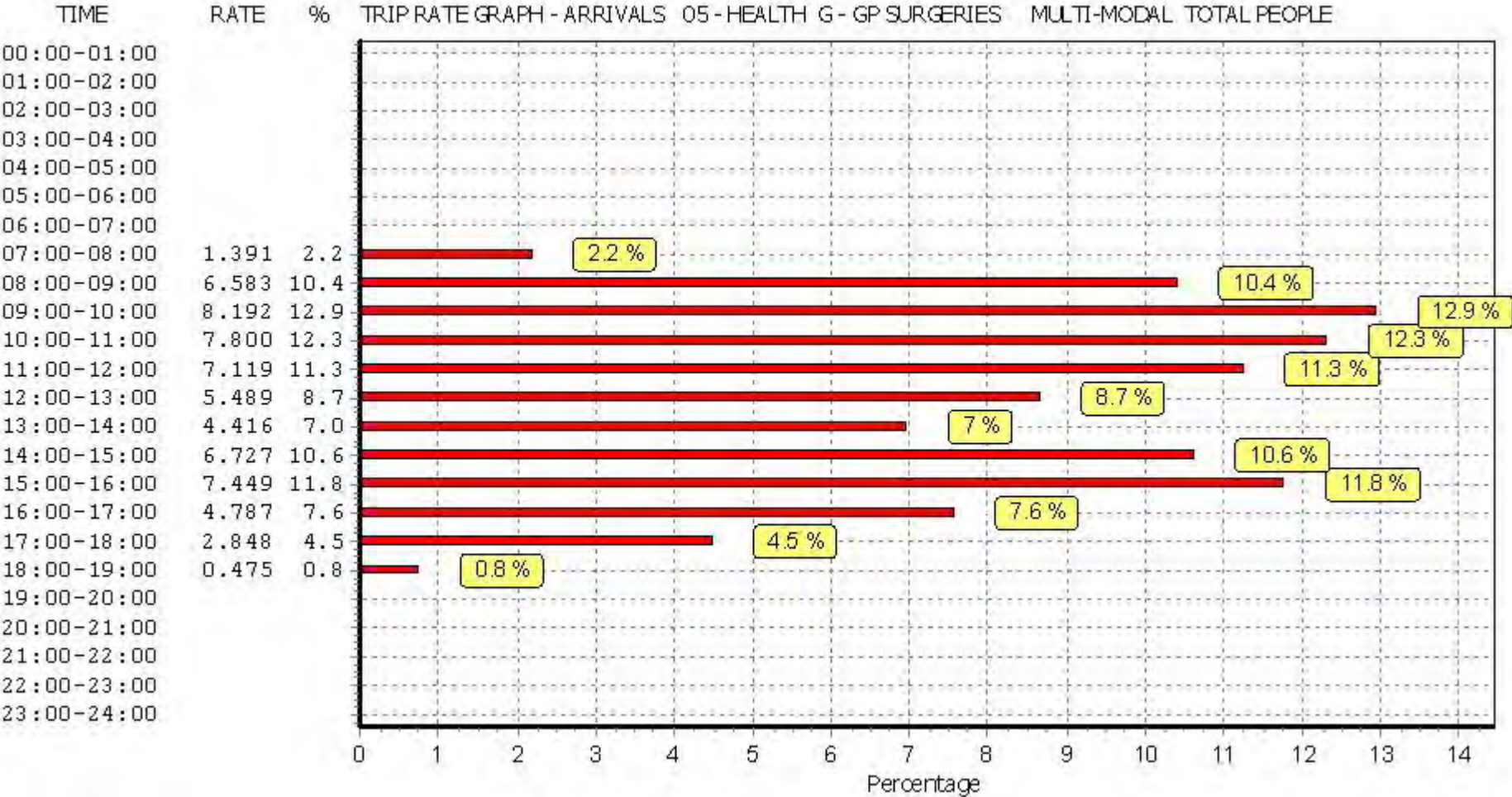
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

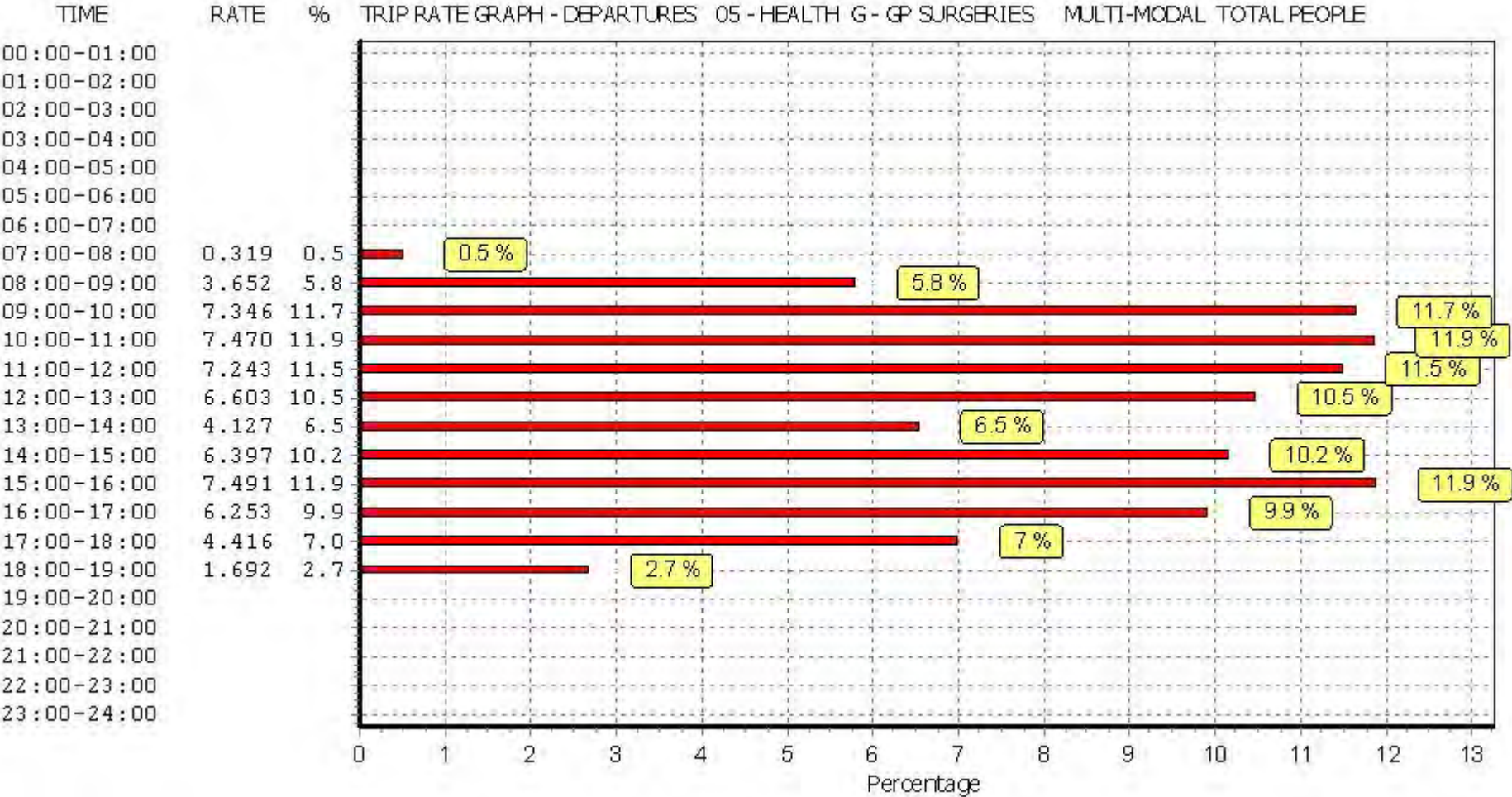
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	1.391	7	627	0.319	7	627	1.710
08:00 - 09:00	8	606	6.583	8	606	3.652	8	606	10.235
09:00 - 10:00	8	606	8.192	8	606	7.346	8	606	15.538
10:00 - 11:00	8	606	7.800	8	606	7.470	8	606	15.270
11:00 - 12:00	8	606	7.119	8	606	7.243	8	606	14.362
12:00 - 13:00	8	606	5.489	8	606	6.603	8	606	12.092
13:00 - 14:00	8	606	4.416	8	606	4.127	8	606	8.543
14:00 - 15:00	8	606	6.727	8	606	6.397	8	606	13.124
15:00 - 16:00	8	606	7.449	8	606	7.491	8	606	14.940
16:00 - 17:00	8	606	4.787	8	606	6.253	8	606	11.040
17:00 - 18:00	8	606	2.848	8	606	4.416	8	606	7.264
18:00 - 19:00	8	606	0.475	8	606	1.692	8	606	2.167
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			63.276			63.009			126.285

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.

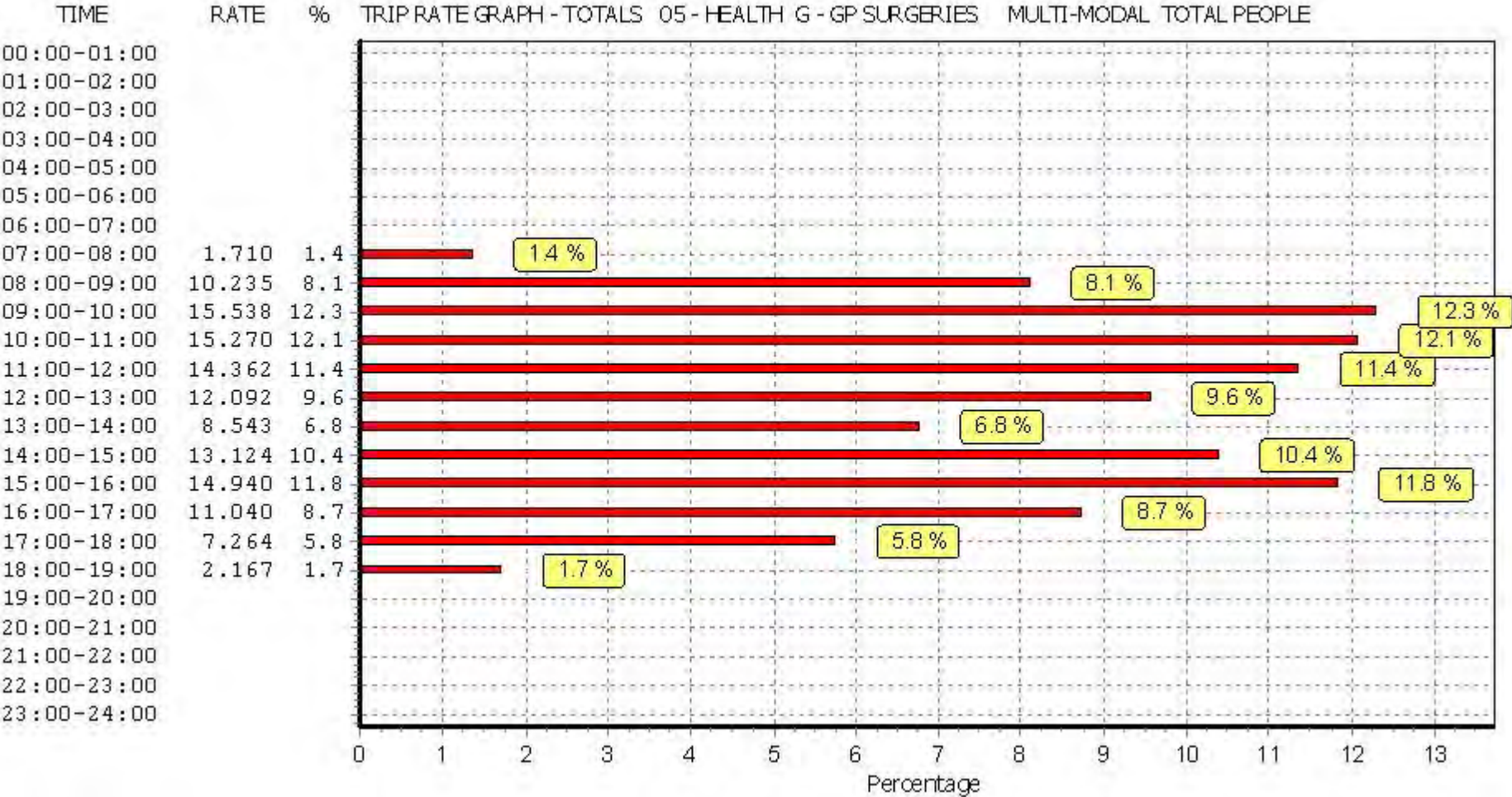
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Appendix C NTS Tables

Table NTS0502

Trip start time by trip purpose (Monday to Friday only): England, 2010/14¹

Start time	Percentage									Unweighted sample size (trips '000s)
	Commuting	Business	Education	Escort education	Shopping	Other work, other escort and personal business	Visiting friends / entertainment / sport	Holiday / Day trip / Other	All purposes	
0000 - 0059	35	5	-	-	2	10	44	4	100	1
0100 - 0159	47	4	1	0	3	8	32	4	100	-
0200 - 0259	56	3	0	-	1	8	25	7	100	-
0300 - 0359	59	5	-	2	1	9	16	7	100	1
0400 - 0459	72	7	-	-	1	8	3	7	100	1
0500 - 0559	76	6	-	-	1	7	2	7	100	7
0600 - 0659	69	7	1	-	2	8	4	8	100	19
0700 - 0759	53	5	13	4	3	14	4	4	100	57
0800 - 0859	22	3	29	21	4	14	3	3	100	125
0900 - 0959	12	5	3	8	22	27	14	9	100	63
1000 - 1059	5	4	2	1	35	26	16	11	100	65
1100 - 1159	5	4	2	2	36	25	18	9	100	68
1200 - 1259	8	5	3	2	31	25	19	8	100	65
1300 - 1359	11	5	2	1	30	24	19	8	100	60
1400 - 1459	10	4	4	10	26	21	18	9	100	67
1500 - 1559	7	3	24	21	13	15	12	5	100	121
1600 - 1659	22	4	6	4	16	22	18	8	100	82
1700 - 1759	34	4	3	2	12	20	20	6	100	82
1800 - 1859	22	3	1	1	15	19	32	8	100	61
1900 - 1959	11	2	1	-	16	19	43	8	100	42
2000 - 2059	12	2	1	1	13	18	46	8	100	26
2100 - 2159	14	3	1	-	8	16	50	7	100	18
2200 - 2259	19	2	-	-	4	12	56	6	100	13
2300 - 2359	19	3	-	-	2	11	59	5	100	7
All day	19	4	9	7	17	19	18	7	100	1,053

1 Five survey years combined.

Telephone: 020 7944 3097

Email: national.travelsurvey@dft.gsi.gov.uk

[Notes & definitions](#)

Source: National Travel Survey

Last updated: 2 September 2015

Next update: Summer 2016

The figures in this table are National Statistics

Note:

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information.

Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data.

The survey results are subject to sampling error.

Department for Transport statistics

[National Travel Survey](#)

Table NTS0613

Trips to and from school¹ per child per year by main mode: England, 1995/97 to 2014

	Percentage														
Main mode	1995/97	1998/00	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Aged 5-16 years:															
Walk ²	47	49	43	45	45	47	46	46	44	44	42	43	41	42	42
Bicycle	1	1	2	2	2	2	2	1	2	2	2	2	2	1	2
Car / van	30	29	34	33	33	32	31	31	32	31	33	33	36	34	35
Private bus	4	5	5	5	5	6	4	6	7	5	5	5	4	5	4
Local bus	15	14	14	13	14	12	14	13	14	14	16	14	14	15	13
Surface rail	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Other transport	2	2	2	2	1	1	1	2	1	1	2	1	2	2	2
All modes	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Average trip	2.0	2.1	2.5	2.4	2.4	2.3	2.4	2.3	2.6	2.4	2.5	2.5	2.7	2.7	2.5
% travelling	24	24	25	24	25	25	25	23	21	21	21	23	21	22	22
Unweighted sample size:															
individuals	3,166	2,950	2,237	2,751	2,744	2,701	2,563	2,557	2,478	2,633	2,525	2,286	2,320	2,350	2,518
trips	19,434	18,554	13,059	17,243	17,744	17,191	15,987	16,045	15,023	16,501	15,441	13,185	14,619	14,270	16,114
Aged 5-10 years:															
Walk ²	53	56	49	50	48	50	51	51	48	51	49	49	45	46	46
Bicycle	-	-	1	1	1	1	1	1	2	1	1	1	2	1	2
Car / van	40	37	44	42	44	42	42	41	43	42	43	44	46	46	46
Private bus	2	3	3	3	3	3	2	3	3	2	2	2	1	2	2
Local bus	3	3	2	3	3	3	3	3	4	3	4	3	4	4	3
Surface rail	0	-	0	0	0	-	-	0	0	-	-	-	-	-	0
Other transport	2	1	1	1	1	1	1	1	-	1	-	1	1	1	1
All modes	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Average trip	1.2	1.4	1.5	1.5	1.7	1.5	1.5	1.6	1.6	1.5	1.5	1.7	1.8	1.6	1.6
% travelling	7	9	8	6	7	5	4	4	5	5	4	6	3	3	3
Unweighted sample size:															
individuals	1,671	1,505	1,142	1,353	1,353	1,306	1,269	1,241	1,173	1,272	1,239	1,117	1,177	1,234	1,249
trips	10,259	9,187	6,549	8,343	8,572	8,146	7,953	7,515	7,124	7,895	7,373	6,609	7,540	7,397	7,939
Aged 11-16 years:															
Walk ²	41	43	37	41	42	43	42	42	39	39	36	38	37	37	38
Bicycle	2	3	3	2	3	2	4	2	3	4	2	4	2	2	3
Car / van	21	21	25	24	23	23	20	22	22	22	25	22	27	23	23
Private bus	6	6	6	8	6	8	6	8	11	8	7	8	6	8	6
Local bus	27	24	24	22	23	20	25	22	22	24	26	24	23	26	24
Surface rail	1	1	2	1	1	1	2	1	1	2	2	1	2	2	3
Other transport	2	3	2	2	2	2	2	2	1	2	3	2	3	3	3
All modes	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Average trip	2.9	2.8	3.3	3.3	3.0	3.0	3.3	3.0	3.5	3.1	3.4	3.3	3.5	3.7	3.4
% travelling	42	38	40	40	42	44	44	39	36	36	36	40	38	41	43
Unweighted sample size:															
individuals	1,495	1,445	1,095	1,398	1,391	1,395	1,294	1,316	1,305	1,361	1,286	1,169	1,143	1,116	1,269
trips	9,175	9,367	6,510	8,900	9,172	9,045	8,034	8,530	7,899	8,606	8,068	6,576	7,079	6,873	8,175

1 Education trips of under 50 miles only.

2 There is an apparent under-recording of short walks in 2002 and 2003; and short trips in 2007 and 2008 compared to other years.

3 All other modes of transport.

4 Based on main stage of trip.

Telephone: 020 7944 3097

Email: national.travelsurvey@dtf.gsi.gov.uk

[Notes & definitions](#)

Source: National Travel Survey

Last updated: 2 September 2015

Next update: Summer 2016

The figures in this table are National Statistics

Note:

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information. are applied

The survey results are subject to sampling error.

Appendix D Trade Union Congress Evidence



Britain's 3 million night workers need fair rights to work-life balance, says TUC

(<https://www.tuc.org.uk/workplace-issues/work-life-balance/health-and-safety/lone-working/britain%E2%80%99s-3-million-night-workers>)

5 August 2015

A new report published today (Wednesday) by the TUC, *A Hard Day's Night*, shows that night working has grown since the recession, and there are now over three million employees who are regular night-workers in the UK.

The report highlights the evidence that night working can have a negative impact on work-life balance and family life.

Growth of night working

In 2014, there were 200,000 more night workers than in 2007 – a total of 3,168,000 people. This is an increase of 6.9 per cent between 2007 and 2014.

And the proportion of employees who are night workers is creeping up too. In 2007 it was 11.7 per cent of all employees, and in 2014 it had risen to 12.3 per cent.

It used to be that night workers were mainly men in manufacturing plants. Men are still more likely to be night workers. In 2014, 14.9 per cent of male employees were night workers, compared to 9.7 per cent of female employees.

However, the number of women working nights is growing at a much faster rate. Regular night working by women has increased by 12 per cent since 2007, as opposed to a 4 per cent increase for men. And the top two sectors for the total number of night workers are female dominated – care workers and nursing (including midwives).

Plans to increase public transport provision at night, and proposals for a seven-day NHS, are likely to lead to further increases in night work. And the greater availability of night-time transport may lead to more retail and leisure services adopting night opening.

The work-life balance impacts of night working

The TUC does not oppose night working, but argues that employers must properly consider and address the implications for staff. Decisions to extend night working should always involve consultation and negotiation with workers' representatives to ensure fair and safe outcomes.

The negative health impacts of night work are already well-documented, such as heightened risks of cardiovascular disease, diabetes and depression. However, less attention has been given to the impacts on home life and relationships.

A Hard Day's Night reviews the available research, which shows that night working can increase the risk of relationship problems, can affect the emotional wellbeing of a night worker's children, and is associated with higher childcare costs. But the negative impacts of night working are less when employees have more influence and control over their shift patterns.

Fairness and safety for night workers

The TUC recommends that:

- Employers and unions should ensure that night working is only introduced where necessary.
- Where night working is introduced into a workplace, no existing workers should be forced to work nights.
- Shift patterns should be negotiated between unions and employers.

- Workers should have some element of control over their rota, so that they can ensure that the shifts they work are best suited to their individual circumstances.
- Workers should always have sufficient notice of their shift patterns so they can make arrangements well in advance. Changes at short notice should be avoided.
- The remuneration paid to those working nights should properly reflect the likely additional costs of childcare and inconvenience that night shifts can entail.

TUC General Secretary Frances O'Grady said: "We all value night workers, whether they are cleaning our office, caring for a sick relative or driving all night so that there are fresh goods in our local shop. But night work is hard and it disrupts family life. So we must show our appreciation for the sacrifices night workers make by ensuring they have sensible rights and protections.

"It's not right for employers to require night working without adequate consultation and negotiation. With night work increasing, employers must play fair and play safe, or public safety will be put at risk and the families of night workers will suffer.

"We are publishing recommendations today to better protect the wellbeing of night workers, and help them give a better service to the public. We encourage the government and employers to positively engage with trade unions on fair and sensible rights for night workers, so that we continue to enjoy the social benefits night workers give us without harm to them or the public."

NOTES TO EDITORS:

- The full report A Hard Day's Night can be found at <https://www.tuc.org.uk/sites/default/files/AHardDaysNight.pdf> (<https://www.tuc.org.uk/sites/default/files/AHardDaysNight.pdf>)

Proportion of the employee workforce that usually works night shifts

	Male	Female	Total
2007	14.4%	9.0%	11.7%
2014	14.9%	9.7%	12.3%

Proportion of the employee workforce that usually works night shifts by sector, 2014

Major occupation group (main job)	Male	Female	Total
Managers, Directors And Senior Officials	9.9%	7.8%	9.2%
Professional Occupations	8.7%	13.2%	11.1%
Associate Professional And Technical Occupations	15.6%	7.1%	12.0%
Administrative And Secretarial Occupations	7.4%	1.8%	3.1%
Skilled Trades Occupations	13.3%	5.9%	12.5%
Caring, Leisure And Other Service Occupations	29.6%	18.5%	20.5%

Sales And Customer Service Occupations	10.8%	5.9%	7.6%
Process, Plant And Machine Operatives	23.9%	13.2%	22.5%
Elementary Occupations	23.4%	10.9%	17.8%
Total employee workforce	14.9%	9.7%	12.3%

Top 15 sub-sectors of employment for number of night workers, 2014

Sub-occupation	Male	Female	Total
Caring Personal Services	108,807	341,522	450,329
Nursing and Midwifery Professionals	31,990	229,227	261,217
Elementary Services Occupations	121,890	88,217	210,107
Protective Service Occupations	151,971	41,425	193,396
Elementary Security Occupations	100,900	12,849	113,749
Road Transport Drivers	106,241	911	107,153
Health Professionals	51,822	43,251	95,073
Process Operatives	77,221	13,976	91,197
Sales Assistants and Retail Cashiers	47,804	40,100	87,905
Teaching and Educational Professionals	26,418	49,833	76,251
Elementary Storage Occupations	68,929	2,264	71,193
Food Preparation and Hospitality Trades	55,553	9,346	64,899
Elementary Process Plant Occupations	42,580	12,689	55,270
Machining, Fitting, Instrument Making Trades	52,462	848	53,310

Source: Office for National Statistics (ONS)

- Case study from a member of the Transport Salaried Staffs Association (TSSA):

David is a ticket officer and station assistant on London Underground. He already has shift patterns which can start as early as 5am, and finish as late as 1am. He currently works around 35 to 40 hours a week, with shifts being 7.5 hours long.

The changes London Underground Ltd (LUL) wants will not mean David working more hours, but will alter his shift pattern making him work more unsocial hours. On some days, he will also have to work longer shifts of 12 hours. Ticket staff like him are being reclassified as 'supervisors', meaning night shifts will be compulsory for them and they may also have to do solo staffing of some stations. Other new responsibilities will involve opening and closing stations, so this will likely mean earlier starts and later finishes.

David has three children aged 15 (boy), 12 (girl) and 4 (boy). His wife works evenings from 5pm to 9pm and he currently does a shift pattern that allows him to look after the children when his wife is at work. He feels he already has too little time with his wife, but this will get worse under the new terms that LUL is demanding. He currently takes his oldest boy to RAF cadets and his daughter to karate in the evenings, but with the changes that will be forced to his shift pattern he fears he will no longer be able to, so they may be to stop going. He is also worried that their childcare costs will go up. They may have to pay for evening childcare, which can be more expensive.

David is also worried about safety. One problem is that he could be required to work 7 shifts in a week, and he would only be guaranteed a 12 hour gap between an all-night shift and his next shift. He worries about handling the level of responsibility being put on him with that level of fatigue. He worries about situations like a person being taken ill on the platform, or a drunken disturbance, when he is tired-out and working a station alone. He also worries about the risk of verbal or physical abuse to staff, which he expects will happen more often on all-night services.

David said:

"London Underground wants to force big changes to the terms and conditions of staff like me without proper consultation. There will be new shift patterns, including compulsory all-night shifts and solo staffing at some stations.

"It's going to be terrible for my wife and kids. It will wreck our current childcare arrangements, and it will mean I see less of my kids. They're growing up fast and I don't want to miss out. I'm worried I'll be too tired to spend quality time with them because of chopping and changing between early morning, late evening and all-night shifts.

"I don't object to night working, but these things have to be done fairly. Anyone would feel the same if their boss suddenly expected them to work all night. I think a lot of it is politics – the Mayor shouldn't have promised a start date for night trains before negotiating fair shift arrangements with staff. He doesn't want to admit he messed up, so he's making out we're the ones to blame."

- All TUC press releases can be found at www.tuc.org.uk (<http://www.tuc.org.uk>)
- Follow the TUC on Twitter: @tucnews
- Congress 2015 will be held in the Brighton Centre from Sunday 13 September to Wednesday 16 September. Free media passes can be obtained by visiting www.tuc.org.uk/MediaCredentials2015 (<http://www.tuc.org.uk/MediaCredentials2015>) and completing an online form. Applications must be in by noon on Tuesday 25 August. Any received later than that will be processed in Brighton and will cost £75.

Press Release

Issued: 5 August, 2015

Source URL: <https://www.tuc.org.uk/workplace-issues/work-life-balance/health-and-safety/lone-working/britain%E2%80%99s-3-million-night-workers> (<https://www.tuc.org.uk/workplace-issues/work-life-balance/health-and-safety/lone-working/britain%E2%80%99s-3-million-night-workers>)

Memo

From: (e)Transport Development Control Floor 1 North Rear Civic Offices Bridge Street
Reading RG1 2LU

To: Susanna Bedford 0118 9372023 susanna.bedford@reading.gov.uk

Date: 9 October 2019

Re: Consultation on Planning Application

Application Number: 191030

Application Type: Pre Application Enquiry

Address: Land at Reading Golf Club Kidmore End Road Emmer Green Reading RG4 8SQ

Proposal: Pre-application advice for erection of 337 dwellings, an 850sqm healthcare facility (Class D1) with associated open and play space and landscaping and improvements to access.

Comments made in respect of Indicative Site Layout - Drwg no. 1903/RR/P.A 04 Rev 1 and Transport Scope Doc Ref: 5501/TASR01

The site is laid out as golf course, operated by Reading Golf Club as a private membership facility. This pre-application enquiry is for a residential-led mixed-use development comprising 263no. (79 of those units affordable = 30%) residential units (32no. x 1 bed, 102no. x 2 bed, 83no. x 3 bed, 37no. x 4 bed, 9no. x 5 bed) and an 850 sqm. healthcare facility (Class D1) with associated open and play spaces, landscaping and improvements to access.

The application site has been identified within the Borough's Pre-Submission Draft Local Plan as a site for development for 90 to 130 residential homes, community provision including healthcare and replacement clubhouse. It is also noted that any development should *"Take measures to mitigate impacts on the highway network, particularly on Kidmore End Road."*

Policy DM12 states that in determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment.

The current site access is located on Kidmore End Road and it is intended to retain and improve this access to accommodate the development.

As the site is situated on one of the Borough's Main Transport Corridors classified as the A4155, all proposals should comply with Reading Borough Council's Design Guidance for Residential Accesses on to Classified Roads to ensure that the safety and efficiency of the classified road network is maintained and enhanced by the design for access to new development. This document is available to view on line.

It is stated that Reading Golf Club is moving to Caversham Heath Golf Club. However, there is a large area of land to the north of the development site within South Oxfordshire administrative area which forms part of the existing golf club. The proposed layout does not include a means of access into this land. The applicant is requested to clarify the

future intentions for the land to the north of the development site and how this will be accessed.

The internal roads should be designed in line with Manual for Streets and provisions should be made for emergency access. The proposed layout must include dedicated footways for pedestrians throughout the site. Shared surfaces are acceptable for short distances such as private driveways.

Manual For Streets states (7.2.10 Page 81): “However, shared surfaces can cause problems for some disabled people. People with cognitive difficulties may find the environment difficult to interpret. In addition, the absence of a conventional kerb poses problems for blind or partially-sighted people, who often rely on this feature to find their way round. It is therefore important that shared surface schemes include an alternative means for visually impaired people to navigate by”. This must be factored into the design of the road and footway network within the site.

Bus stops are located on Kidmore end Road in close proximity to the site access and egress, providing services into Reading Town centre and Reading Train Station (Premier Routes 23 and 24). The Transport Statement must assess the distances to public transport service from the dwellings along the northern boundary given that the proposed layout would not support a bus service.

Pedestrian and cycle permeability must also be considered within the site. Opportunities to provide direct links to bus stops and local facilities within the area must be incorporated within the design. There is an existing service road/track along the north eastern boundary of the site which provides an opportunity for a more direct pedestrian route to the dwellings located along the northern boundary. This link is not illustrated on the indicative site layout. Improved permeability would help promote alternative modes reducing car journeys to and from the site in accordance with the with the NPPF.

The Institute of Highways and Transportation’s (IHT’s) guidance, Guidelines for Providing for Journeys on Foot (2000) refers to the following points:

3.23. Pedestrian desire lines (current and post-development) should be identified, between homes and key destinations, such as local shops, bus stops and schools. Existing movement patterns, where applicable, may give a good indication of desire lines but some may be obstructed by barriers. Paths worn across grass are good clues. These should then be translated into routes, whilst minimising walking distances and eliminating or reducing any deterrents. The success of this will vary depending on whether the site is a green field, or already partially developed hence possibly frustrating some desire lines.

4.11. For every three journeys made entirely on foot, one journey is made partly on foot, usually a combination of bus and walk (DETR, 1998). It is vital, therefore, that walking is seen as an integral part of the total transport system and that walking and other modes are planned and designed in an integrated way.

The Transport Assessment scoping note identifies the following junctions for analysis:

- ▢ Golf Course Access / Kidmore End Road / Chalgrove Way
- ▢ Grove Road / Kidmore End Road
- ▢ Kidmore End Road / Peppard Road / Buckingham Drive double junction
- ▢ Peppard Road / Klin Road / Caversham Park Road
- ▢ Peppard Road / Prospect Street / Henley Road / Westfield Road

The capacity impacts of development traffic will be assessed at each of the junctions for Base Year: 2019, Future Base 2024 and Future Base + Development (350 Homes).

I have some concerns regarding Section 8 of the scoping note regarding the highway trip assignment. It is proposed to assign vehicle trips onto the local highway network using an 'all or nothing' assignment tool which assigns traffic to the network via the fastest route based on rush hour average speeds. Whilst I am happy for this approach to be used, it should also be compared against junction capacity assessments using the existing turning count movements at the junctions for a robust assessment.

Policy CS24 states that car parking standards and cycle parking requirements will be applied in relation to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.

The site is located within Zone 3, Secondary Core Area, of the Council's adopted Parking Standards and Design SPD. Typically these areas are within 400m of a Reading Buses high frequency 'Premier Route', which provides high quality bus routes to and from Reading town centre and other local centre facilities. In accordance with the adopted SPD, the development would be required to provide a parking provision of 2 spaces per 4-bedroom dwelling.

- 1.5 spaces per 1 or 2 bedroom unit
- 2 spaces per 3 bedroom unit
- 2 spaces per 4 bedroom unit
- 1 space per 4 dwellings for visitor parking (Flats only)
- 3 spaces per consulting room + 1 per FTE staff for D1 Healthcare Centre

Cycle parking should be provided in line with Council's adopted Parking Standards and Design SPD Section 5. The SPD notes 0.5 cycle spaces is required for 1 or 2 bedroom flat, 1 space is required for 1 bedroom dwellings and 2 spaces are required for 2+ bedroom houses.

The Council's Local Transport Plan 3 Strategy 2011 - 2026 includes policies for investing in new infrastructure to improve connections throughout and beyond Reading which include a network of publicly available Electric Vehicle (EV) charging points to encourage and enable low carbon or low energy travel choices for private and public transport. Policy TR5 of the emerging Local Plan also states that development should make the following provision for electric vehicle charging points:

- *All new houses with dedicated off-street parking should provide charging points;*
- *Within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point.*

Transport Assessment scoping note states that the development will be designed to accommodate appropriate vehicles used for servicing and deliveries. Tracking diagrams should be included.

Bin storage should comply with Manual for Streets and British Standard 5906: 2005 for Waste Management in Buildings to avoid the stationing of service vehicles on the carriageway for excessive periods.

The Council's Waste Management Guidelines for Property Developers is available to view on line which provides guidance and information about Reading Borough Council's

requirements for the management of waste in new developments. This will ensure that the correct capacity and type of waste bins are located in the right place in new residential property developments.

The above points may not be exhaustive as it is difficult to fully assess the proposal from an indicative layout plan without a full Transport Assessment and supporting information.

Regards

Natalie Lucas

Transport Development Control Officer

Transport | Directorate for Economic Growth and Neighbourhood Services (DEGNS)

Appendix C Traffic Surveys



ADVANCED TRANSPORT RESEARCH

Job Number & Name: 22090 Caversham

Site Number/Name: Site 1 – Kidmore End Road/Chalgrove Way

Client: Peter Brett

Date: 25/06/2019

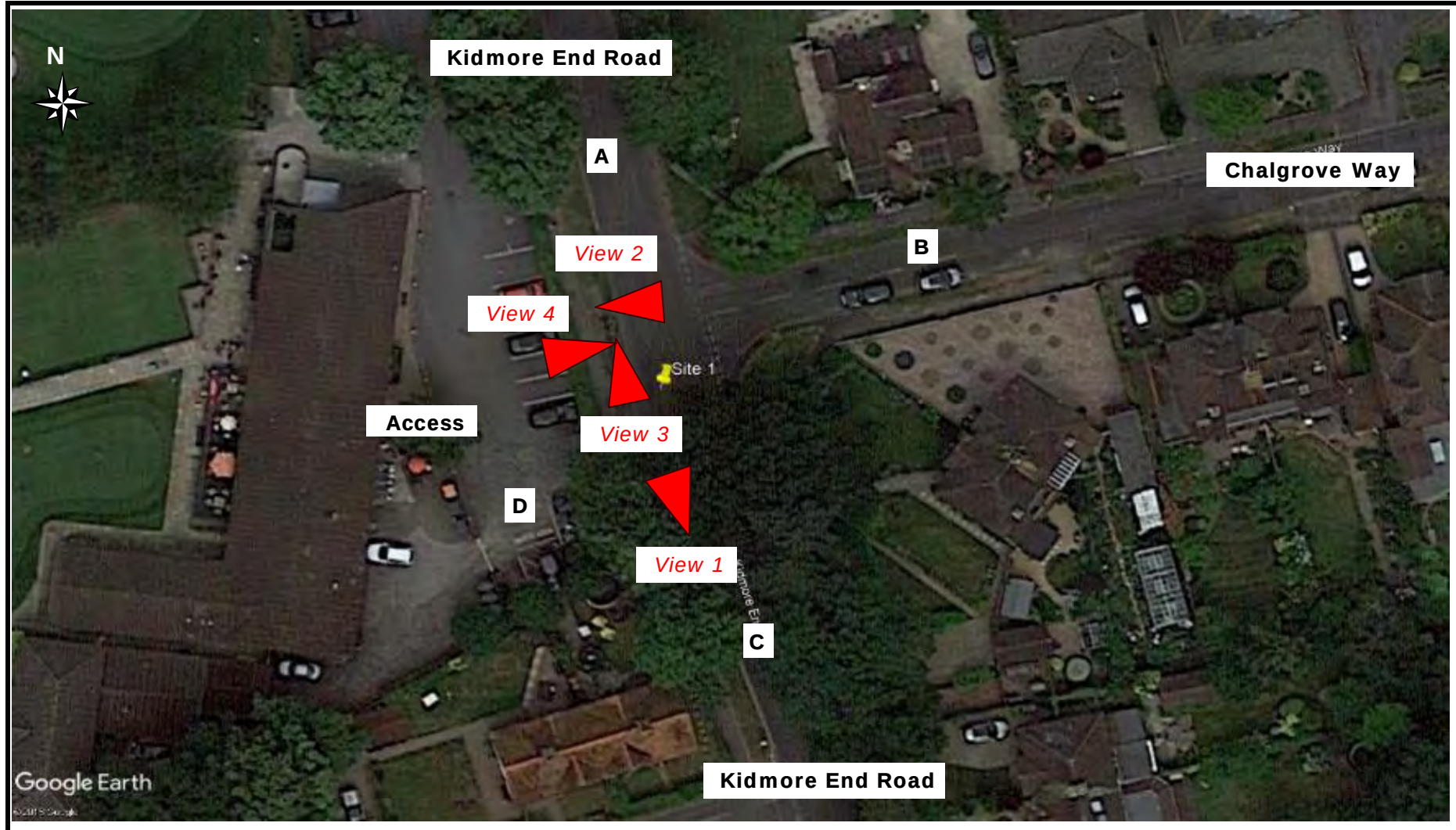
Weather: Bright and Dry

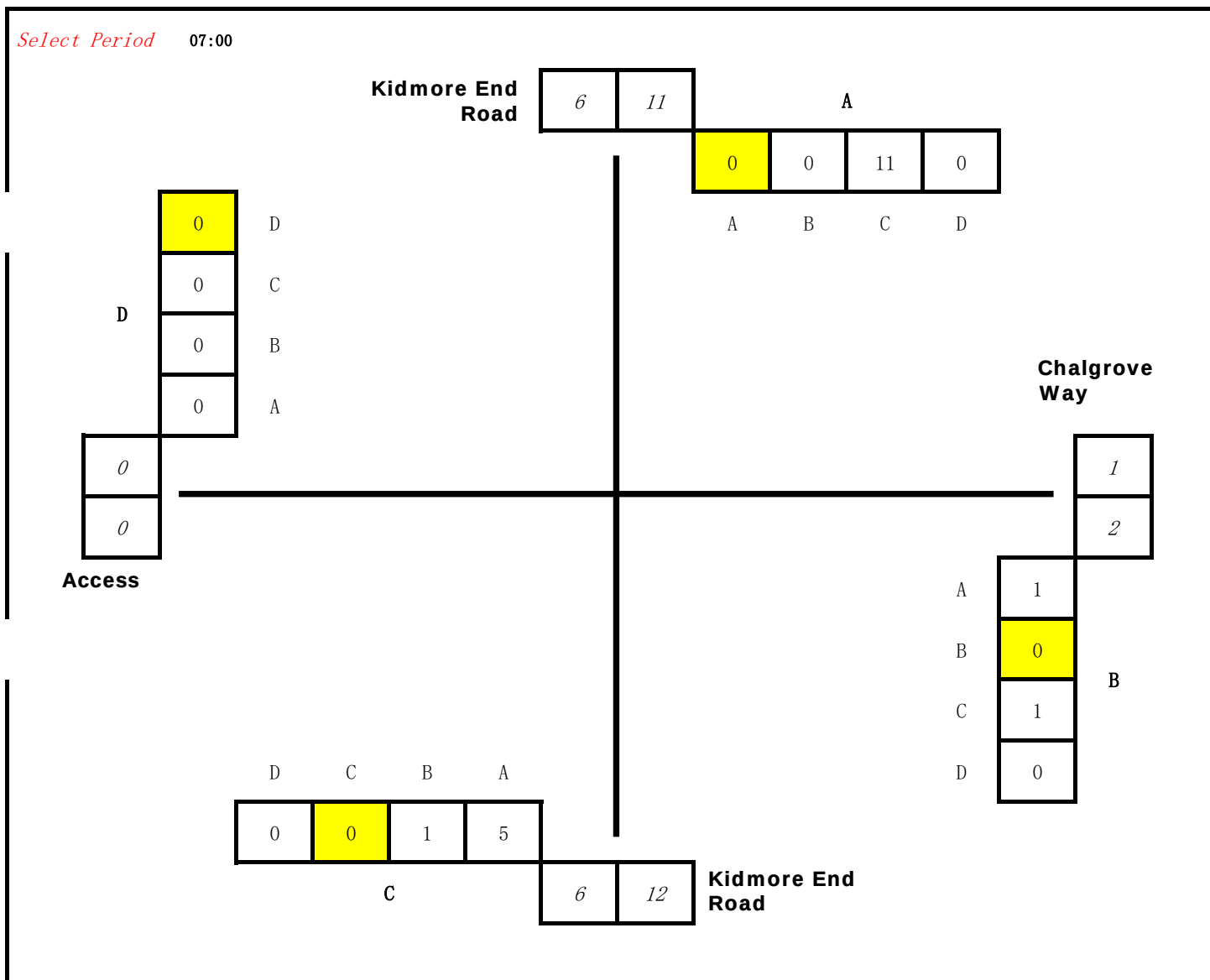
Comments: none

Job Type: Junction Count

Co-ordinates: $51^{\circ} 29' 7.32''\text{N}$, $0^{\circ} 57' 54.67''\text{W}$

Postcode: RG4 8SG

Times: 0700-1000
1600-1900



Advanced Transport Research
Site 1 - Kidmore End Road/Chalgrove Way
Classified Counts

	A to A							A to B							A to C							A to D							B to A							B to B							B to C							B to D								
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV							
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1			
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	1	1	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3				
07:30 - 07:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3					
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	1	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	4				
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2				
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	2	0	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	2				
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	3				
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	1	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0				
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2				
09:15 - 09:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	7	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1				
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2				
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0				
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	3				
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0				
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	1				
10:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	1				
17:00 - 17:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	17	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	2				
17:15 - 17:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	12	1	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	3				
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0				
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	1				
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	1				
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	1				
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	1				
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0				

C to A					C to B							C to C							C to D							D to A							D to B							D to C							D to D						
OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc							
0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0	0	1	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
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0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					

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1	0	0	0	2	4	0	0	0	0	0	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 22090 Caversham

Site Number/Name: Site 1 – Kidmore End Road/Chalgrove Way

Client: Peter Brett

Date: 25/06/2019

Weather: Bright and dry

Comments: none

Advanced Transport Research

Job Number & Name: 22090 Caversham

Site 1 - Kidmore End Road/Chalgrove Way

Date: Tuesday 25 Jun 2019

Job Type: Queue Lengths

Co-ordinates:

51° 29' 7.32"N, 0° 57' 54.67"W

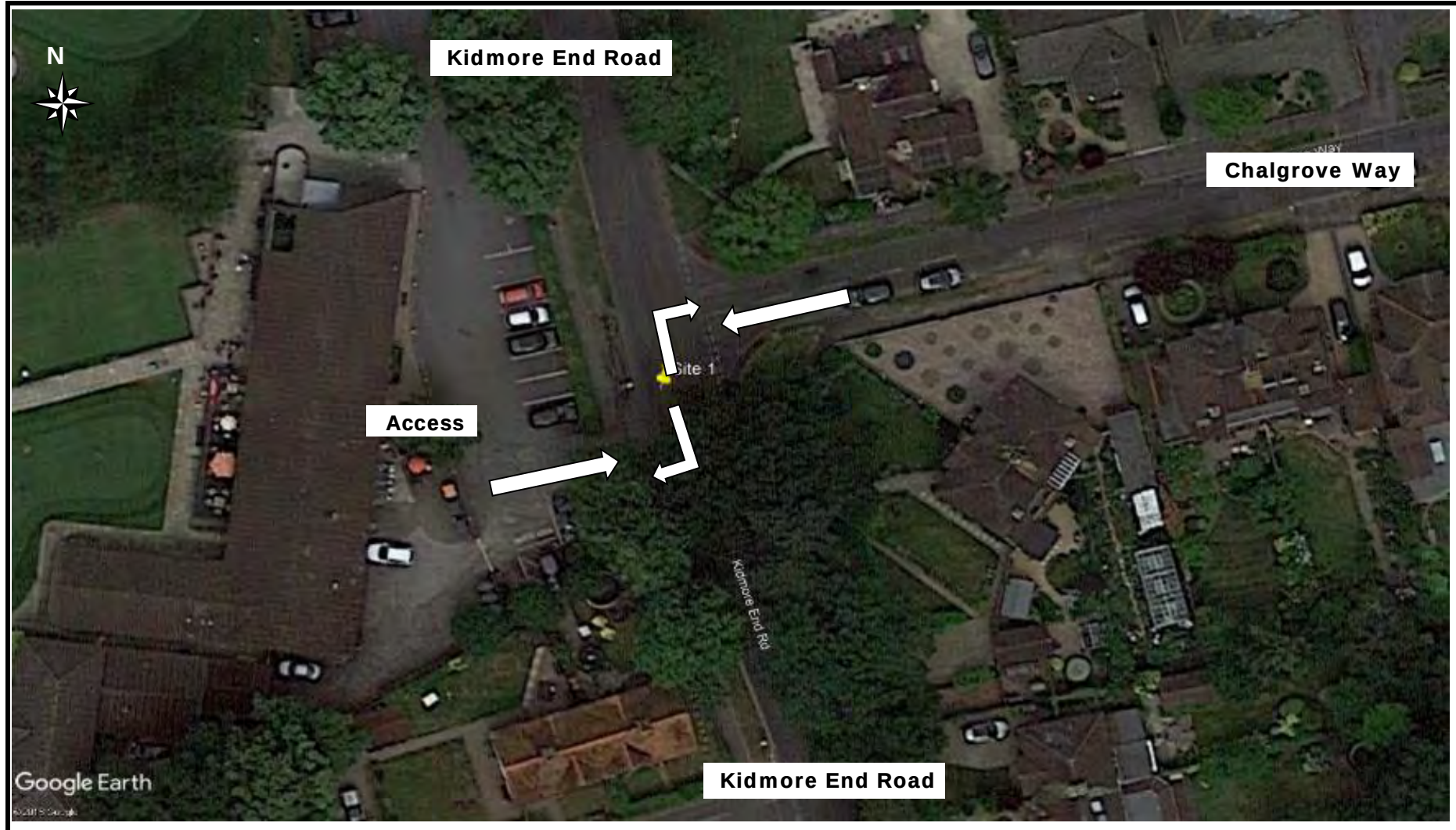
Postcode:

RG4 8SG

Times:

0700-1000

1600-1900



	Chalgrove Way		Kidmore End Road NB Right-Turn		Access		Kidmore End Road SB Right-Turn	
Times	Lane 1		Lane 1		Lane 1		Lane 1	
07:00 - 07:05	1		0		0		0	
07:05 - 07:10	0		0		0		0	
07:10 - 07:15	0		0		0		0	
07:15 - 07:20	1		0		0		0	
07:20 - 07:25	0		0		0		0	
07:25 - 07:30	0		0		0		0	
07:30 - 07:35	0		0		0		0	
07:35 - 07:40	0		0		0		0	
07:40 - 07:45	0		0		0		0	
07:45 - 07:50	0		0		0		0	
07:50 - 07:55	1		0		0		0	
07:55 - 08:00	2		0		0		0	
08:00 - 08:05	0		0		0		0	
08:05 - 08:10	1		0		0		0	
08:10 - 08:15	0		0		0		0	
08:15 - 08:20	1		0		0		0	
08:20 - 08:25	0		0		0		0	
08:25 - 08:30	0		0		0		0	
08:30 - 08:35	0		0		0		0	
08:35 - 08:40	0		0		0		0	
08:40 - 08:45	0		0		0		0	
08:45 - 08:50	0		0		0		0	
08:50 - 08:55	0		0		0		0	
08:55 - 09:00	1		1		0		0	
09:00 - 09:05	1		0		0		0	
09:05 - 09:10	0		0		0		0	
09:10 - 09:15	0		0		0		0	
09:15 - 09:20	0		0		0		0	
09:20 - 09:25	0		0		0		0	
09:25 - 09:30	0		0		0		0	
09:30 - 09:35	0		0		0		0	
09:35 - 09:40	0		0		0		0	
09:40 - 09:45	0		0		0		0	
09:45 - 09:50	0		0		0		0	
09:50 - 09:55	0		0		0		0	
09:55 - 10:00	0		0		0		0	

Count in Vehicles

Lane 1 = Nearest Kerb

	Chalgrove Way		Kidmore End Road NB Right-Turn		Access		Kidmore End Road SB Right-Turn	
Times	Lane 1		Lane 1		Lane 1		Lane 1	
16:00 - 16:05	0		0		1		0	
16:05 - 16:10	0		0		0		0	
16:10 - 16:15	0		1		0		0	
16:15 - 16:20	1		0		1		0	
16:20 - 16:25	0		0		0		0	
16:25 - 16:30	0		0		0		0	
16:30 - 16:35	0		0		0		0	
16:35 - 16:40	1		0		0		0	
16:40 - 16:45	0		0		0		0	
16:45 - 16:50	1		0		1		0	
16:50 - 16:55	0		0		1		0	
16:55 - 17:00	0		0		0		0	
17:00 - 17:05	0		0		0		0	
17:05 - 17:10	0		0		0		0	
17:10 - 17:15	1		0		0		0	
17:15 - 17:20	0		0		0		0	
17:20 - 17:25	1		0		0		0	
17:25 - 17:30	0		0		0		0	
17:30 - 17:35	0		0		0		0	
17:35 - 17:40	0		0		0		0	
17:40 - 17:45	0		0		1		0	
17:45 - 17:50	0		0		0		0	
17:50 - 17:55	0		0		0		0	
17:55 - 18:00	0		0		0		0	
18:00 - 18:05	1		0		0		0	
18:05 - 18:10	0		0		0		0	
18:10 - 18:15	1		0		0		0	
18:15 - 18:20	0		0		0		0	
18:20 - 18:25	0		0		0		0	
18:25 - 18:30	0		0		1		0	
18:30 - 18:35	1		0		0		0	
18:35 - 18:40	0		0		1		0	
18:40 - 18:45	0		0		0		0	
18:45 - 18:50	0		0		0		0	
18:50 - 18:55	0		0		0		0	
18:55 - 19:00	0		0		0		0	



ADVANCED TRANSPORT RESEARCH

Job Number & Name: 22090 Caversham

Site Number/Name: Site 2 – Grove Road/Kidmore End Road

Client: Peter Brett

Date: 25/06/2019

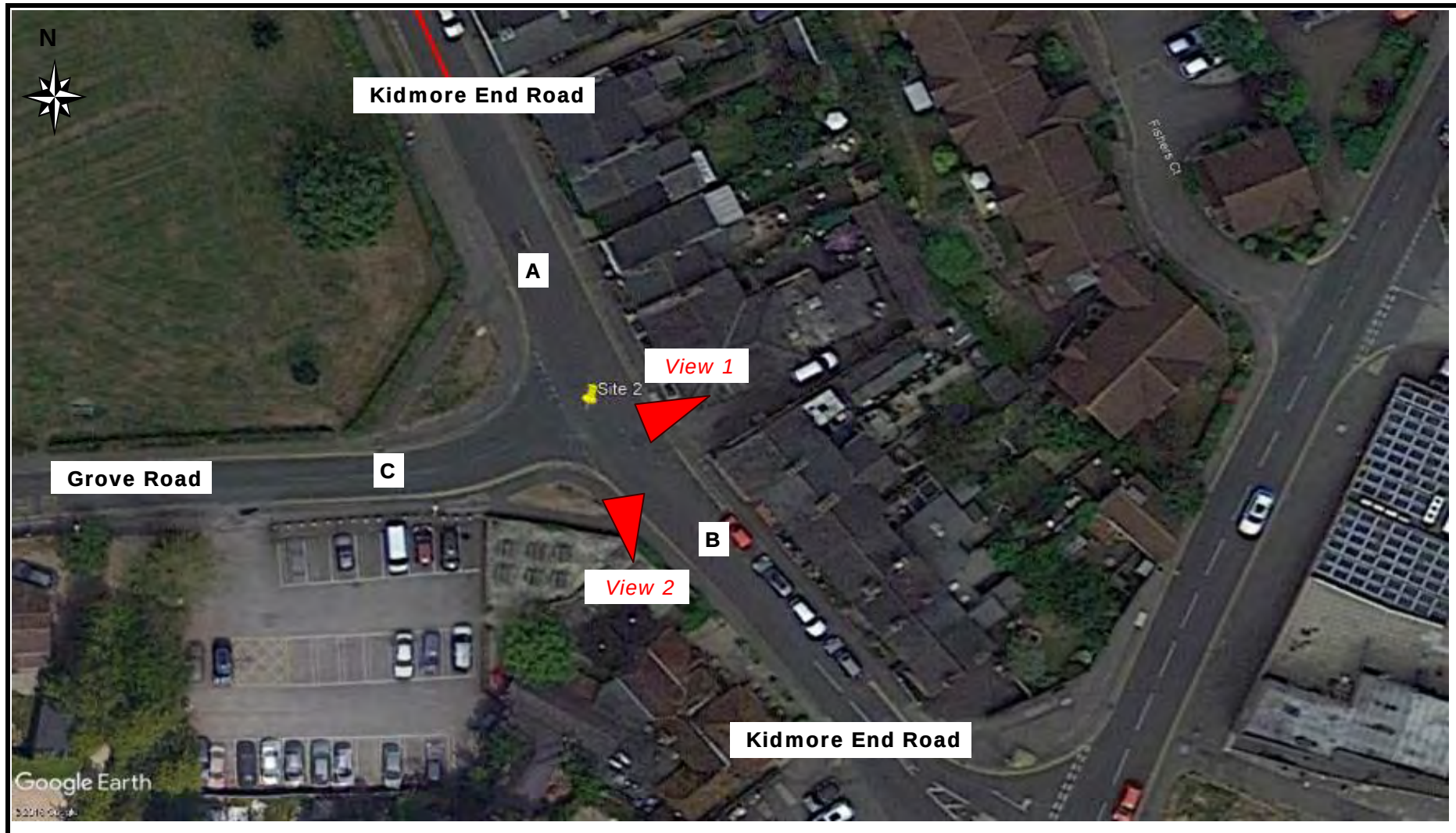
Weather:

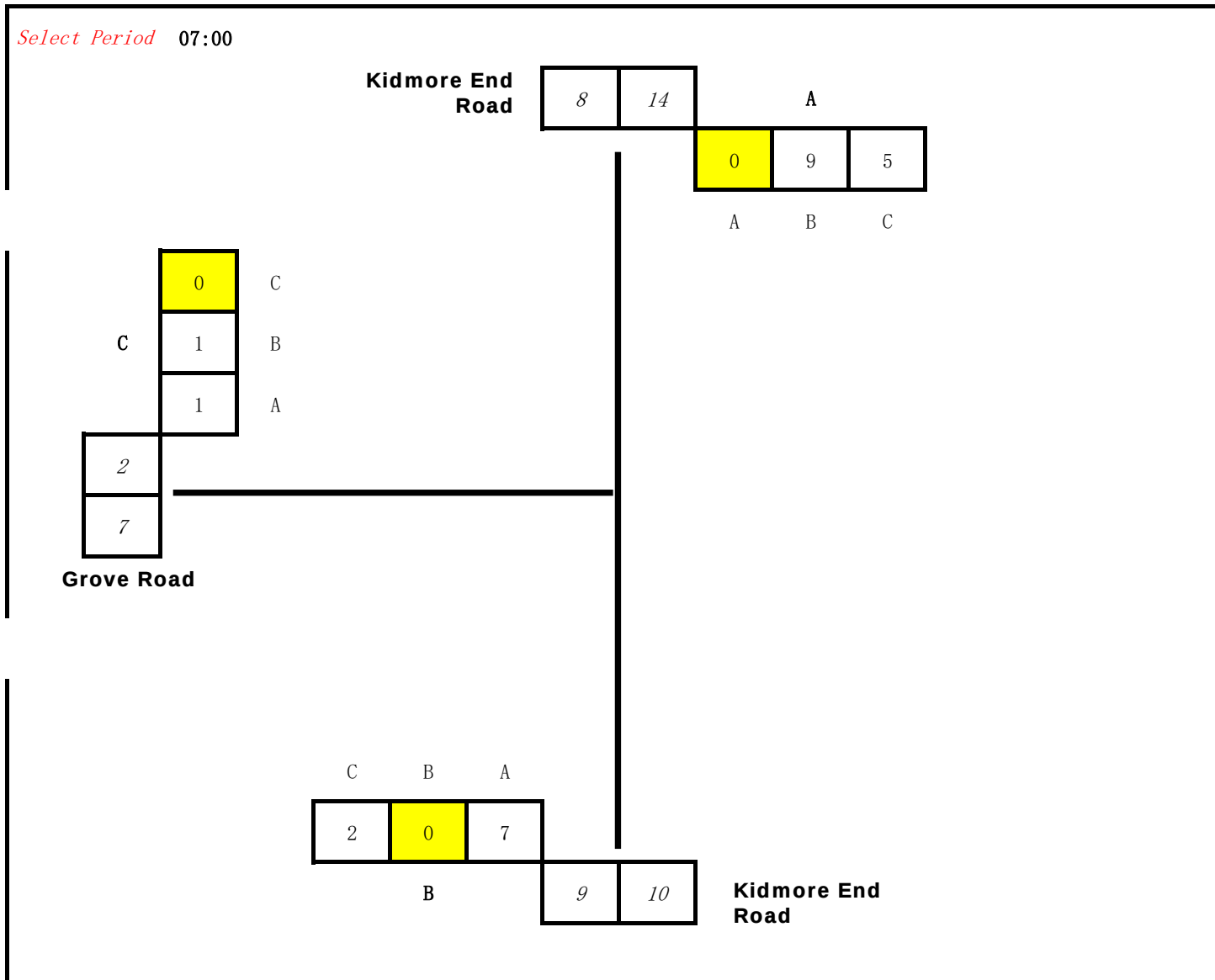
Comments:

Job Type: Junction Count

Co-ordinates: $51^{\circ} 29' 0.30''\text{N}$, $0^{\circ} 57' 50.02''\text{W}$

Postcode: RG4 8SD

Times: 0700-1000
1600-1900



22090 Caversham Site 2 Junction Count Tuesday 25th June 2019.xlsx!Counts

sham
ne 2019

C to C				
OGV1	OGV2	FSV	M/B	Cyc
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

[illegible]



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 22090 Caversham

Site Number/Name: Site 2 – Grove Road/Kidmore End Road

Client: Peter Brett

Date: 25/06/2019

Weather: Bright and dry

Comments: none

Advanced Transport Research

Job Number & Name: 22090 Caversham

Site 2 - Grove Road/Kidmore End Road

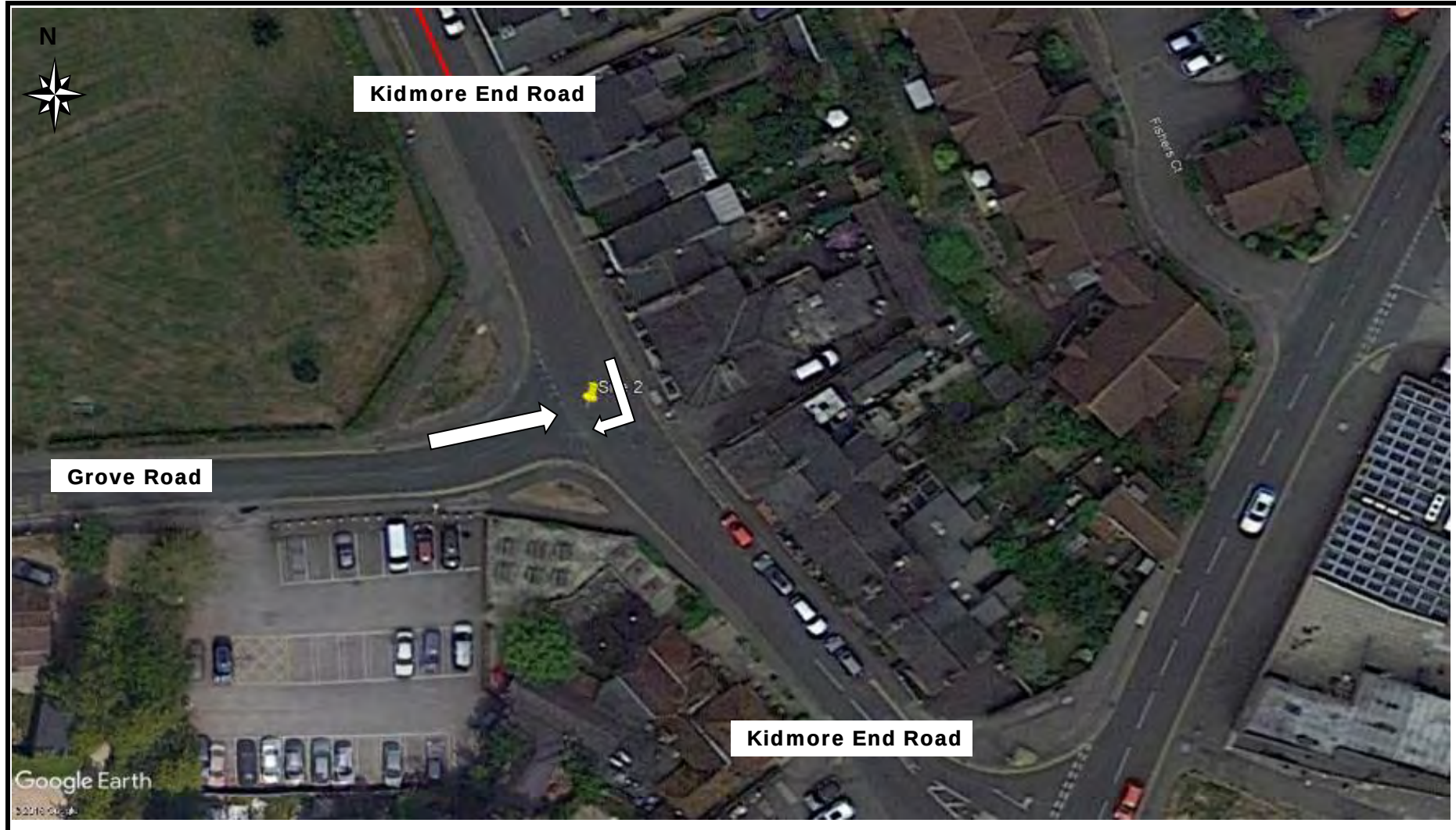
Date: Tuesday 25 Jun 2019

Job Type: Queue Lengths

Co-ordinates: 51° 29' 0.30"N, 0° 57' 50.02"W

Postcode: RG4 8SD

Times: 0700-1000
1600-1900



	Grove Road		Kidmore End Road SB Right- Turn	
Times	Lane 1		Lane 1	
07:00 - 07:05	0		0	
07:05 - 07:10	0		0	
07:10 - 07:15	0		0	
07:15 - 07:20	0		0	
07:20 - 07:25	1		0	
07:25 - 07:30	1		0	
07:30 - 07:35	1		0	
07:35 - 07:40	1		1	
07:40 - 07:45	2		0	
07:45 - 07:50	1		0	
07:50 - 07:55	2		0	
07:55 - 08:00	1		0	
08:00 - 08:05	1		0	
08:05 - 08:10	0		0	
08:10 - 08:15	3		1	
08:15 - 08:20	3		0	
08:20 - 08:25	1		0	
08:25 - 08:30	3		0	
08:30 - 08:35	3		3	
08:35 - 08:40	2		2	
08:40 - 08:45	2		1	
08:45 - 08:50	0		0	
08:50 - 08:55	0		0	
08:55 - 09:00	1		1	
09:00 - 09:05	1		0	
09:05 - 09:10	2		0	
09:10 - 09:15	1		0	
09:15 - 09:20	0		0	
09:20 - 09:25	2		0	
09:25 - 09:30	0		0	
09:30 - 09:35	0		0	
09:35 - 09:40	0		0	
09:40 - 09:45	0		0	
09:45 - 09:50	1		0	
09:50 - 09:55	1		0	
09:55 - 10:00	1		0	

Count in Vehicles

Lane 1 = Nearest Kerb

	Grove Road		Kidmore End Road SB Right- Turn	
Times	Lane 1		Lane 1	
16:00 - 16:05	1		0	
16:05 - 16:10	0		0	
16:10 - 16:15	1		0	
16:15 - 16:20	2		0	
16:20 - 16:25	2		0	
16:25 - 16:30	1		0	
16:30 - 16:35	1		0	
16:35 - 16:40	1		0	
16:40 - 16:45	2		0	
16:45 - 16:50	2		0	
16:50 - 16:55	2		0	
16:55 - 17:00	2		0	
17:00 - 17:05	0		0	
17:05 - 17:10	0		0	
17:10 - 17:15	0		0	
17:15 - 17:20	1		0	
17:20 - 17:25	0		0	
17:25 - 17:30	1		0	
17:30 - 17:35	1		0	
17:35 - 17:40	1		1	
17:40 - 17:45	1		0	
17:45 - 17:50	2		0	
17:50 - 17:55	2		0	
17:55 - 18:00	1		0	
18:00 - 18:05	1		1	
18:05 - 18:10	1		0	
18:10 - 18:15	0		0	
18:15 - 18:20	1		0	
18:20 - 18:25	1		0	
18:25 - 18:30	1		0	
18:30 - 18:35	0		0	
18:35 - 18:40	2		1	
18:40 - 18:45	1		0	
18:45 - 18:50	1		0	
18:50 - 18:55	1		1	
18:55 - 19:00	0		0	



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 22090 Caversham

Site Number/Name: Site 3 – Kidmore End Road/Buckingham Drive

Client: Peter Brett

Date: 25/06/2019

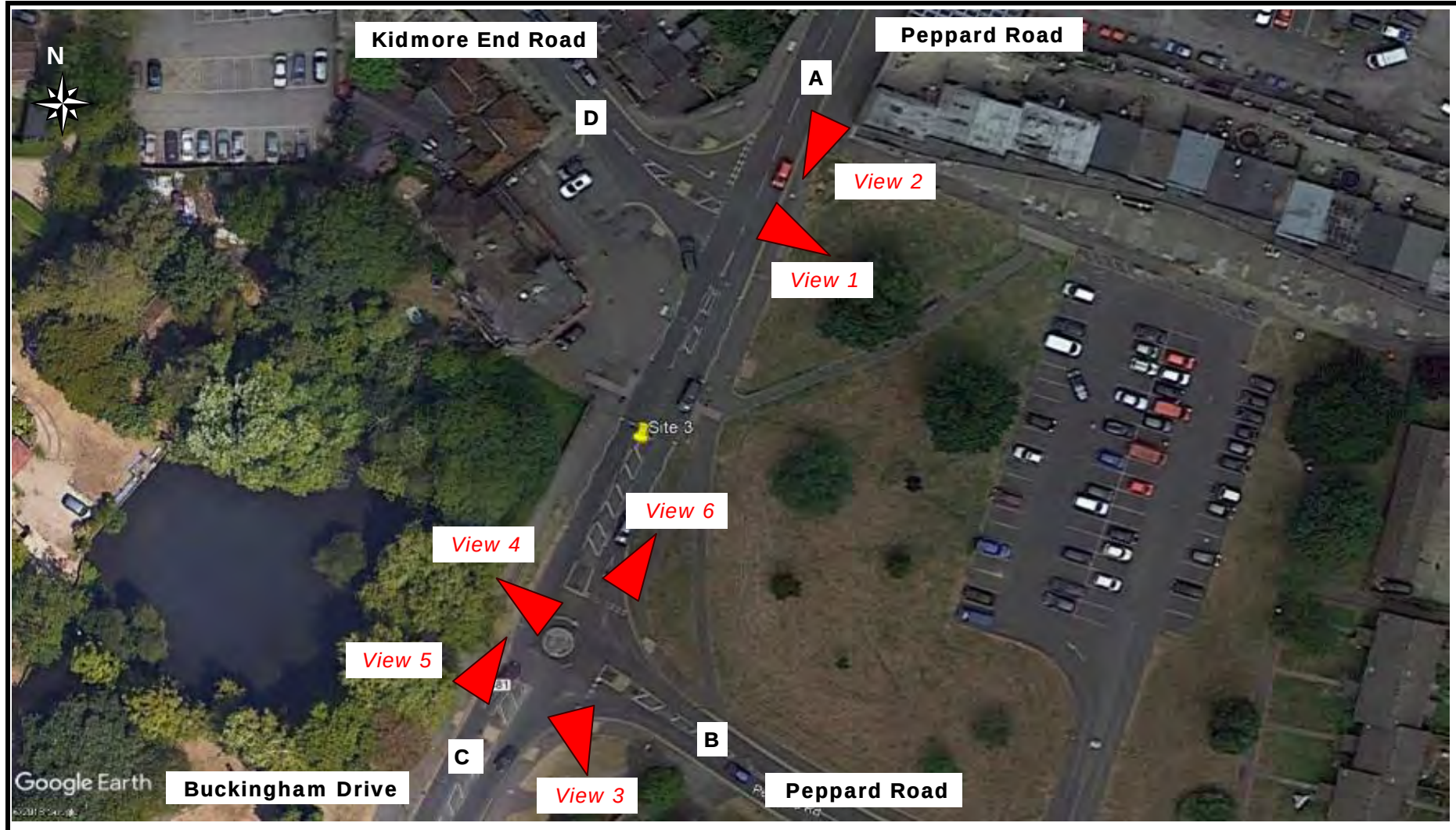
Weather: Bright and dry

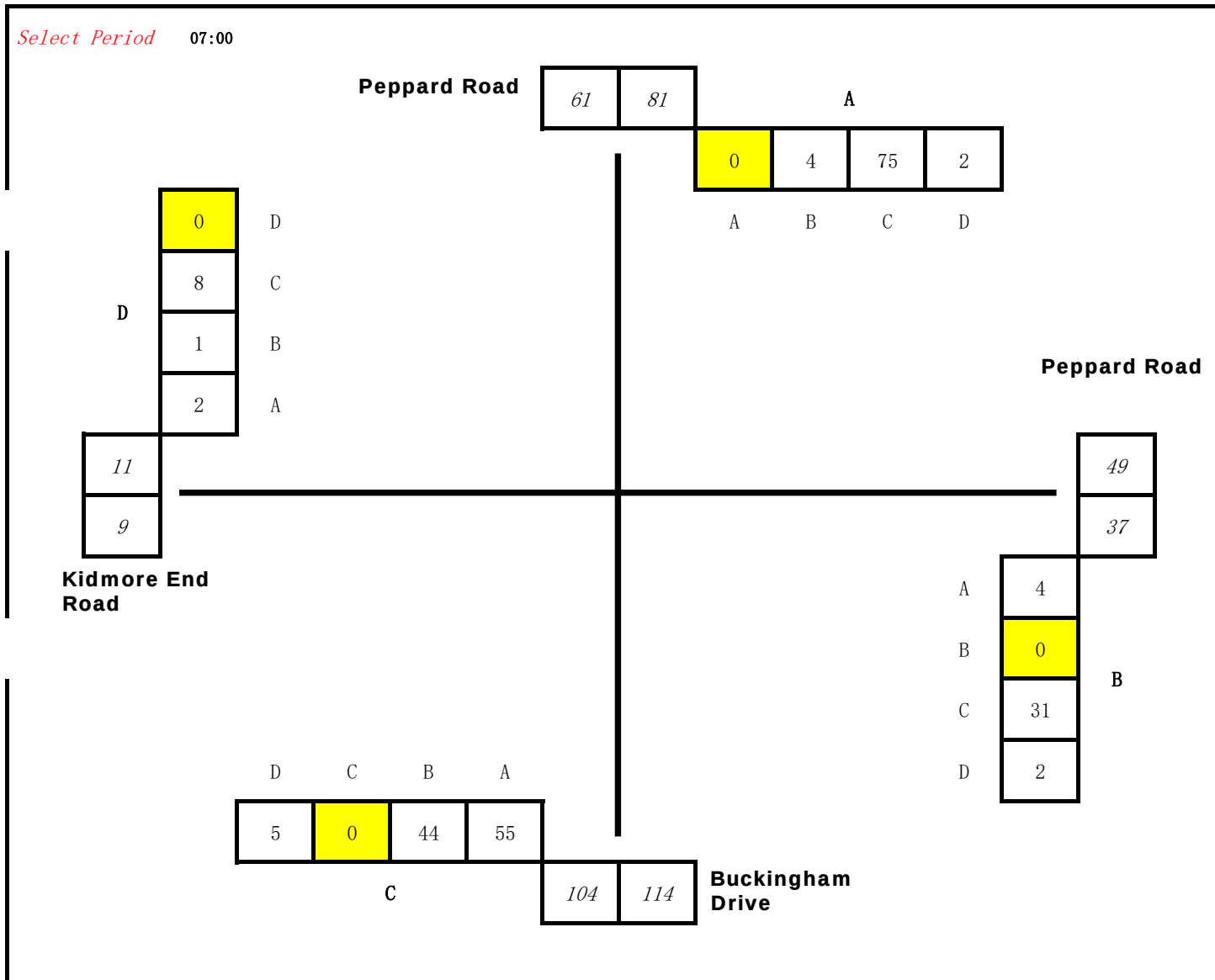
Comments: none

Job Type: Junction Count

Co-ordinates: $51^{\circ} 28' 57.74''\text{N}$, $0^{\circ} 57' 48.40''\text{W}$

Postcode: RG4 8SD

Times: 0700-1000
1600-1900



Advanced Transport Research
Site 3 - Kidmore End Road/Buckingham Drive
Classified Counts

	A to A							A to B							A to C							A to D							B to A							B to B							B to C							B to D									
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV								
07:00 - 07:15	0	0	0	0	0	0	0	3	0	0	0	1	0	0	63	8	2	1	0	1	0	1	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	27	4	0	0	0	0	0	1	1	0	0	0	0	0	41	9
07:15 - 07:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	88	10	2	1	2	0	5	1	1	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35	6	1	0	0	0	0	2	1	0	0	0	0	0	67	18
07:30 - 07:45	0	0	0	0	0	0	0	3	0	0	0	1	0	0	98	10	1	0	0	1	2	1	0	1	0	1	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	33	6	1	0	0	0	0	4	0	0	0	0	0	0	87	25	
07:45 - 08:00	0	0	0	0	0	0	0	5	3	0	0	0	0	0	90	9	2	1	1	1	2	4	1	0	0	0	1	0	5	1	1	0	1	0	0	0	0	0	0	0	0	46	7	2	0	0	1	0	6	0	0	0	0	0	0	78	15		
08:00 - 08:15	0	0	0	0	0	0	0	4	1	0	0	1	0	0	88	13	3	1	1	1	5	5	0	0	0	0	0	0	13	2	0	0	1	0	0	0	0	0	0	0	43	5	0	0	0	1	1	3	0	0	0	0	0	0	87	20			
08:15 - 08:30	0	0	0	0	0	0	0	6	0	0	0	0	0	1	87	7	2	2	1	0	2	4	0	0	0	0	0	0	15	1	0	0	0	0	0	0	0	0	0	77	10	1	0	0	0	0	1	4	0	0	0	0	0	0	106	13			
08:30 - 08:45	0	0	0	0	0	0	0	14	2	0	0	1	0	0	109	6	4	0	0	0	1	8	0	0	0	0	0	0	10	1	0	0	0	0	0	0	0	0	0	58	7	1	0	0	0	0	11	2	0	0	0	0	0	94	12				
08:45 - 09:00	0	0	0	0	0	0	0	7	3	1	0	1	0	0	85	9	1	0	1	1	0	4	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	62	1	0	0	0	0	1	3	0	0	0	0	0	0	106	13				
09:00 - 09:15	0	0	0	0	0	0	0	11	0	0	0	1	0	0	93	9	2	0	0	1	1	2	1	0	0	0	0	0	12	0	1	0	0	0	0	0	0	0	0	57	2	1	0	0	0	0	6	0	0	0	0	0	0	92	8				
09:15 - 09:30	0	0	0	0	0	0	0	4	0	0	0	0	0	0	92	8	1	1	1	0	0	2	1	0	0	0	0	0	4	0	1	0	0	0	1	0	0	0	0	0	43	8	0	0	0	1	0	2	0	0	0	0	0	0	59	15			
09:30 - 09:45	0	0	0	0	0	0	0	4	1	0	0	1	0	0	72	9	3	1	0	0	0	5	0	0	0	0	0	0	11	1	1	0	0	0	1	0	0	0	0	0	39	7	0	0	0	0	0	2	0	0	0	0	0	0	73	8			
09:45 - 10:00	0	0	0	0	0	0	0	8	0	0	0	0	0	0	78	12	1	2	1	0	0	4	1	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	50	7	0	0	0	0	0	5	1	0	0	0	0	0	71	16				
10:00 - 16:15	0	0	0	0	0	0	0	7	1	0	0	2	0	0	86	19	0	1	0	0	1	3	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	40	2	0	0	0	0	0	2	0	0	0	0	0	0	90	9				
16:15 - 16:30	0	1	0	0	0	0	0	9	0	0	0	0	0	0	78	17	0	0	1	1	2	1	0	0	0	0	0	0	10	2	0	0	0	0	0	0	0	0	0	60	5	0	0	0	2	0	6	0	0	0	0	0	1	99	8				
16:30 - 16:45	0	0	0	0	0	0	0	11	1	0	0	1	0	0	72	10	0	0	2	1	1	7	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	51	12	0	0	0	0	0	5	0	1	0	0	0	0	91	13				
16:45 - 17:00	0	0	0	0	0	0	0	11	4	0	0	0	0	1	71	9	0	0	1	1	1	4	1	0	0	0	0	0	11	1	0	0	0	0	0	0	0	0	0	61	5	0	0	0	1	0	4	3	0	0	0	0	0	105	11				
17:00 - 17:15	0	0	0	0	0	0	0	16	0	0	0	1	0	0	77	14	0	0	0	0	2	7	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	75	7	0	0	0	0	0	3	2	0	0	0	0	0	119	5				
17:15 - 17:30	0	0	0	0	0	0	0	16	2	0	0	0	0	2	116	6	0	0	2	1	2	6	1	0	0	0	0	0	15	1	0	0	0	0	0	0	0	0	0	69	5	0	0	0	0	0	7	1	0	0	0	0	0	103	7				
17:30 - 17:45	0	0	0	0	0	0	0	18	0	0	0	0	0	0	88	7	0	0	0	0	0	4	2	0	0	0	0	0	13	1	0	0	0	0	0	0	0	0	0	64	6	0	1	0	1	0	9	0	0	0	0	1	0	94	1				
17:45 - 18:00	0	0	0	0	0	0	0	10	1	0	0	1	0	0	89	1	0	0	2	1	1	6	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	78	4	0	0	0	2	0	4	0	0	0	0	0	0	104	5				
18:00 - 18:15	0	1	0	0	0	0	0	9	1	0	0	0	0	0	110	2	0	1	0	0	1	6	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	63	3	0	0	0	1	0	6	1	0	0	0	0	0	92	3					
18:15 - 18:30	0	0	0	0	0	0	0	7	1	0	0	1	0	0	83	3	0	0	2	1	1	10	1	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	48	1	0	0	0	0	0	7	0	0	0	0	0	0	133	5					
18:30 - 18:45	0	0	0	0	0	0	0	13	0	0	0	1	0	1	87	8	0	0	0	0	0	8	1	0	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	64	1	0	0	0	0	0	9	1	0	0	0	0	0	94	5				
18:45 - 19:00	0	0	0	0	0	0	0	9	3	0	0	0	0	0	60	3	0	0	1	0	2	8	0	0	0	0	0	1	8	1	0	0	0	0	0	0	0	0	66	1	0	0	0	0	1	8	1	0	0	0	0	0	55	5					

C to A					C to B								C to C								C to D								D to A								D to B								D to C								D to D							
OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc														
2	2	1	0	0	37	6	1	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	6	0	0	0	0	0	0	2	0	0	0	0	0	0	0				
1	0	2	3	0	31	4	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0					
0	0	0	1	0	39	4	0	0	1	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	7	0	0	0	0	0	1	0	0	0	0	0	0	0					
2	3	1	0	1	41	6	1	0	0	1	1	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	2	1	0	0	0	0	0	6	0	0	0	0	0	0	8	1	0	0	0	0	0	2	0	0	0	0	0	0	0					
3	0	0	1	1	58	5	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	9	0	0	0	0	0	0	0	1	2	0	0	0	0	0	6	1	1	0	0	0	1	0	0	0	0	0	0	0						
2	1	0	0	0	77	5	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	12	2	0	0	2	0	1	2	0	0	0	0	0	0	9	2	0	0	0	0	3	0	0	0	0	0	0	0							
4	0	0	1	2	77	5	1	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	24	0	0	0	0	0	0	9	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2	1	1	0	1	83	2	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	7	2	0	0	0	0	0	6	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0							
2	0	1	1	1	39	1	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	8	0	0	0	0	0	0	4	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0							
1	0	1	0	3	39	4	1	0	0	1	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	3	1	0	0	0	0	0	4	0	0	0	0	0	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0						
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Project Information										Financial Summary									
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Project Start Date: [Project Start Date]										Project End Date: [Project End Date]									
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ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 22090 Caversham

Site Number/Name: Site 3 – Kidmore End Road/Buckingham Drive

Client: Peter Brett

Date: 25/06/2019

Weather: Bright and dry

Comments: none

Advanced Transport Research

Job Number & Name: 22090 Caversham

Site 3 - Kidmore End Road/Buckingham Drive

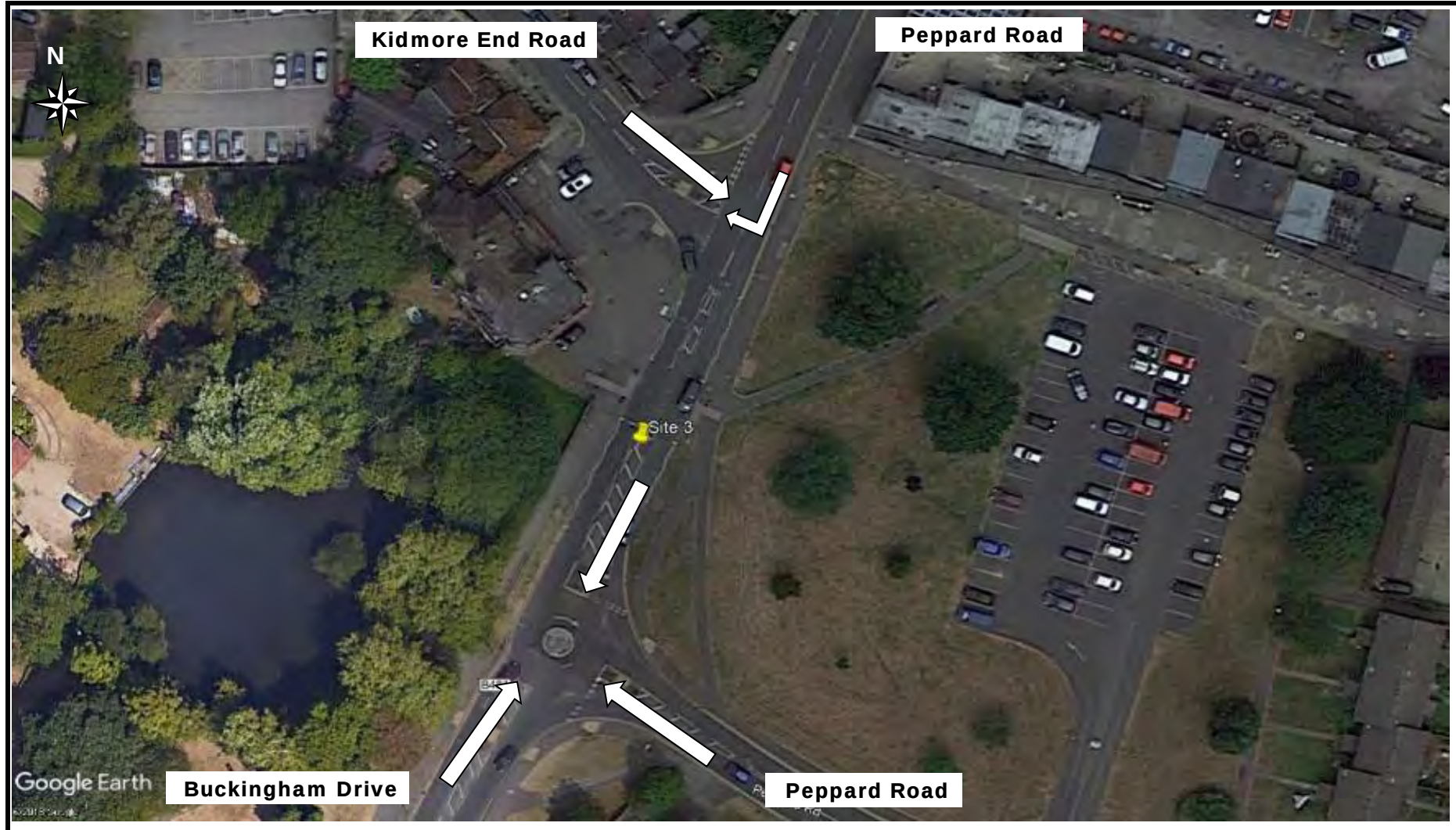
Date: Tuesday 25 Jun 2019

Job Type: Queue Lengths

Co-ordinates: 51° 28' 57.74"N, 0° 57' 48.40"W

Postcode: RG4 8SD

Times: 0700-1000
1600-1900



	Kidmore End Road		Peppard Road SB Right-Turn		Peppard Road SB		Peppard Road WB		Buckingham Drive	
Times	Lane 1	Lane 2	Lane 1		Lane 1		Lane 1	Lane 2	Lane 1	
07:00 - 07:05	0	1	0		2		0	1	0	
07:05 - 07:10	0	0	0		1		0	1	0	
07:10 - 07:15	1	1	0		1		0	1	0	
07:15 - 07:20	1	1	0		2		0	1	0	
07:20 - 07:25	0	1	0		1		0	3	2	
07:25 - 07:30	1	2	0		8		0	4	2	
07:30 - 07:35	1	2	0		5		0	2	3	
07:35 - 07:40	1	1	0		2		0	8	6	
07:40 - 07:45	0	1	0		1		1	2	1	
07:45 - 07:50	1	2	0		4		0	2	4	
07:50 - 07:55	0	1	0		2		0	4	0	
07:55 - 08:00	1	1	0		2		0	7	11	
08:00 - 08:05	1	2	0		1		0	2	2	
08:05 - 08:10	1	3	1		5		0	10	4	
08:10 - 08:15	1	1	4		8		0	7	10	
08:15 - 08:20	1	1	0		8		0	8	5	
08:20 - 08:25	2	3	0		2		0	10	16	
08:25 - 08:30	1	3	0		7		0	4	7	
08:30 - 08:35	1	2	1		8		0	4	13	
08:35 - 08:40	0	2	4		8		0	5	11	
08:40 - 08:45	1	1	0		8		0	4	15	
08:45 - 08:50	1	2	2		4		0	4	4	
08:50 - 08:55	1	1	0		8		0	2	11	
08:55 - 09:00	1	1	2		2		0	3	13	
09:00 - 09:05	1	3	1		3		0	6	4	
09:05 - 09:10	0	0	0		4		0	3	2	
09:10 - 09:15	1	1	0		5		0	3	1	
09:15 - 09:20	0	1	0		7		0	2	2	
09:20 - 09:25	1	1	0		5		0	2	1	
09:25 - 09:30	0	1	0		2		0	2	1	
09:30 - 09:35	1	1	0		2		0	3	1	
09:35 - 09:40	0	1	3		4		0	1	3	
09:40 - 09:45	1	1	0		2		0	2	2	
09:45 - 09:50	1	5	2		6		0	3	5	
09:50 - 09:55	0	1	1		2		0	7	0	
09:55 - 10:00	0	1	0		5		0	2	1	

Count in Vehicles

Lane 1 = Nearest to

	Kidmore End Road		Peppard Road SB Right-Turn		Peppard Road SB		Peppard Road WB		Buckingham Drive	
Times	Lane 1	Lane 2	Lane 1		Lane 1		Lane 1	Lane 2	Lane 1	
16:00 - 16:05	0	3	4		4		0	2	3	
16:05 - 16:10	0	4	0		8		0	2	3	
16:10 - 16:15	2	1	0		5		0	2	1	
16:15 - 16:20	2	0	2		6		0	2	16	
16:20 - 16:25	1	3	0		4		0	3	10	
16:25 - 16:30	1	0	0		3		0	9	11	
16:30 - 16:35	0	1	0		2		0	3	6	
16:35 - 16:40	1	2	0		6		0	3	5	
16:40 - 16:45	1	1	5		6		0	2	6	
16:45 - 16:50	1	4	1		6		0	8	4	
16:50 - 16:55	2	1	1		3		0	7	12	
16:55 - 17:00	1	1	0		3		0	4	5	
17:00 - 17:05	1	3	0		4		0	6	5	
17:05 - 17:10	0	1	3		6		0	6	3	
17:10 - 17:15	1	1	2		3		0	7	5	
17:15 - 17:20	1	1	5		9		0	5	7	
17:20 - 17:25	1	1	0		8		0	7	9	
17:25 - 17:30	1	2	0		8		0	6	2	
17:30 - 17:35	0	2	1		7		0	4	1	
17:35 - 17:40	0	1	5		4		0	4	1	
17:40 - 17:45	1	0	0		4		0	3	3	
17:45 - 17:50	1	2	5		3		0	3	6	
17:50 - 17:55	0	1	0		3		0	2	5	
17:55 - 18:00	0	3	3		3		0	9	13	
18:00 - 18:05	0	1	0		8		0	9	3	
18:05 - 18:10	1	3	0		5		0	6	0	
18:10 - 18:15	1	2	0		8		0	3	13	
18:15 - 18:20	1	1	3		2		0	2	6	
18:20 - 18:25	0	1	2		1		0	1	16	
18:25 - 18:30	0	1	3		5		0	2	0	
18:30 - 18:35	1	1	1		4		0	4	16	
18:35 - 18:40	0	3	0		2		0	3	3	
18:40 - 18:45	0	2	2		2		0	4	0	
18:45 - 18:50	0	1	0		7		0	3	0	
18:50 - 18:55	1	1	0		2		0	3	1	
18:55 - 19:00	0	1	0		2		0	3	4	



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 22090 Caversham

Site Number/Name: Site 4 – Peppard Road/Kiln Road

Client: Peter Brett

Date: 25/06/2019

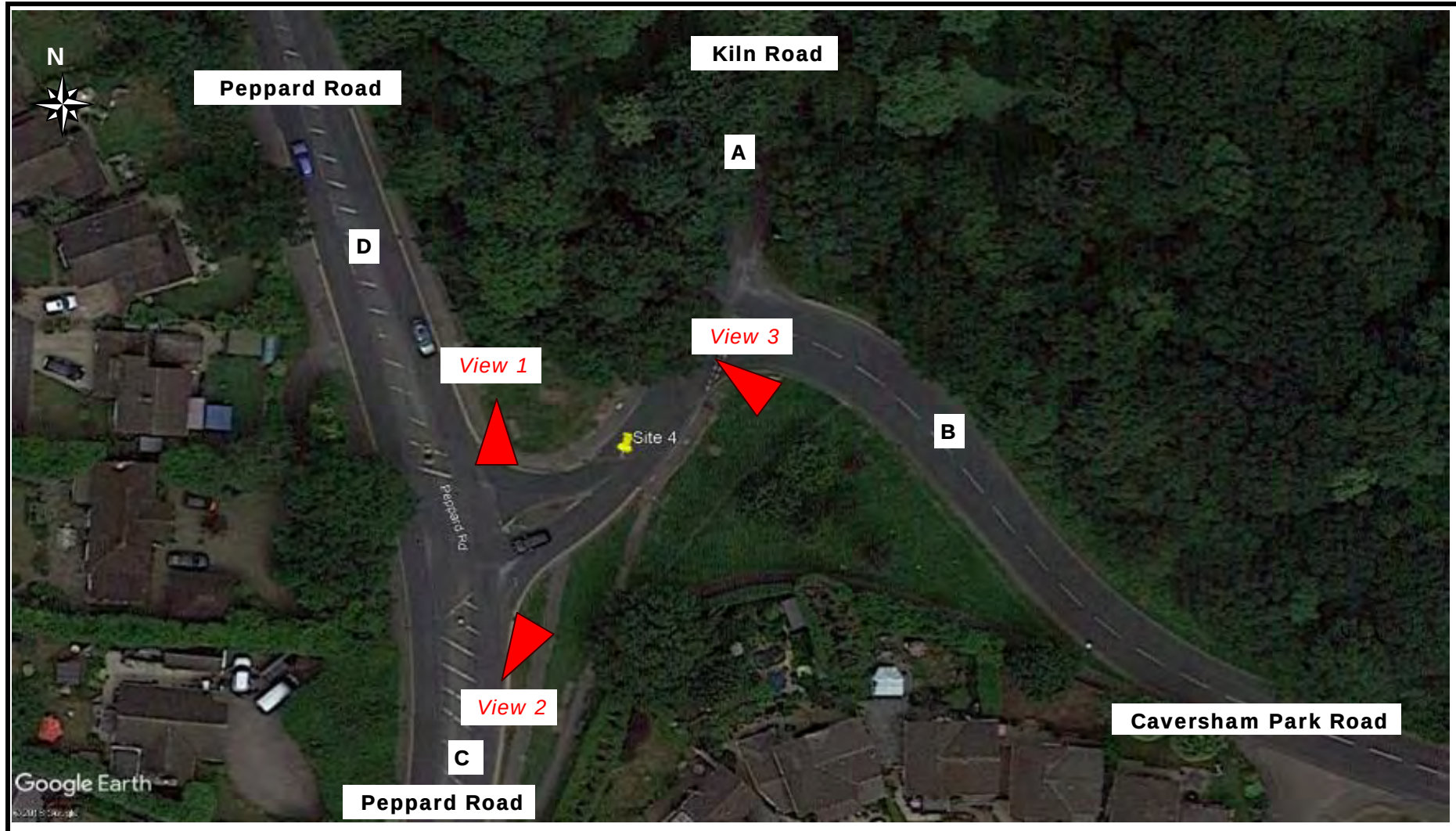
Weather: Bright and dry

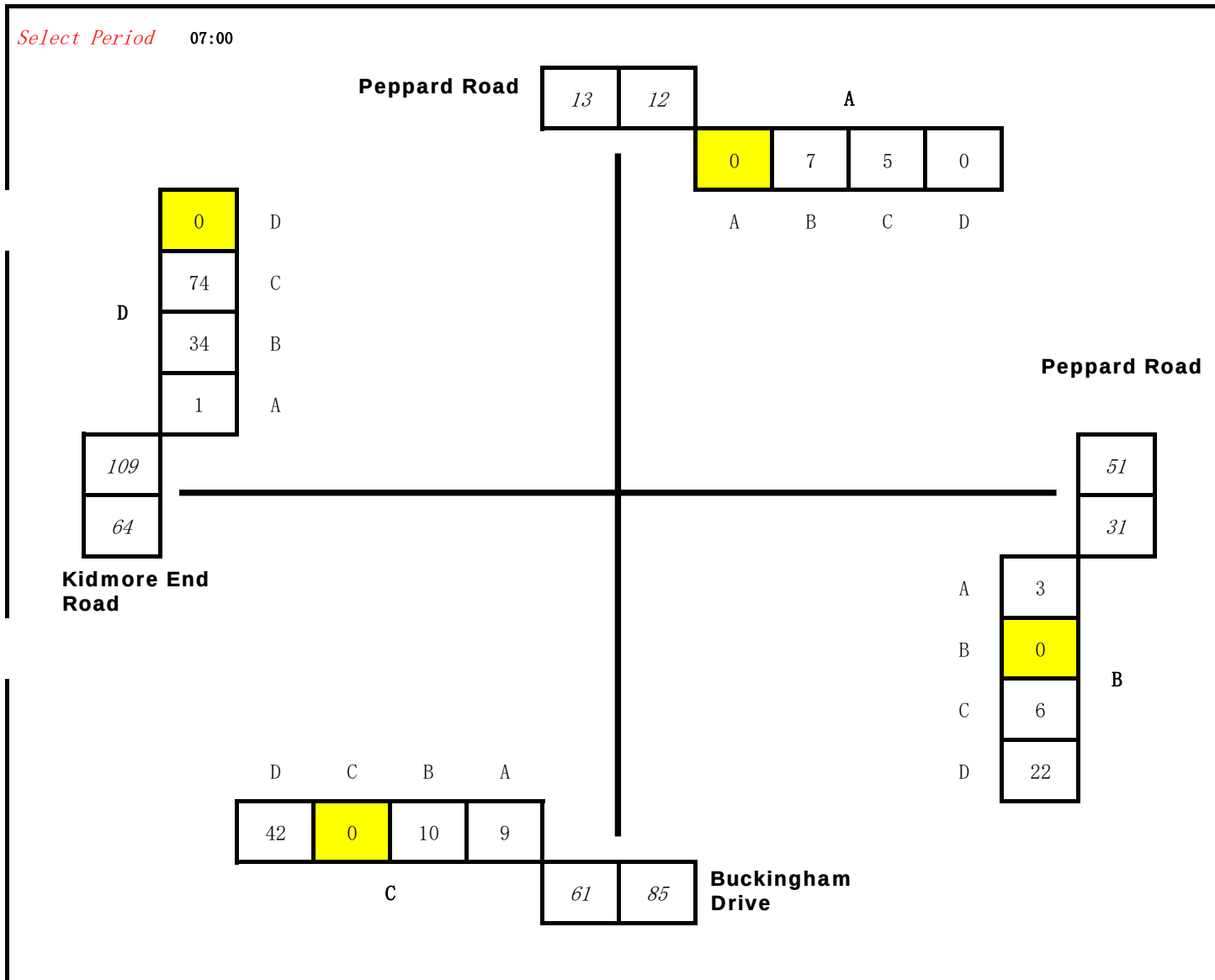
Comments: none

Job Type: Junction Count

Co-ordinates: $51^{\circ} 29' 10.51''\text{N}$, $0^{\circ} 57' 37.67''\text{W}$

Postcode: RG4 8XR

Times: 0700-1000
1600-1900



[illegible]

C to A					C to B								C to C								C to D								D to A								D to B								D to C								D to D																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
1	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	29	9	1	2	1	0	0	0	1	0	0	0	0	0	0	28	2	1	2	0	0	1	62	7	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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[illegible]



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 22090 Caversham

Site Number/Name: Site 4 – Peppard Road/Kiln Road

Client: Peter Brett

Date: 25/06/2019

Weather: Bright and dry

Comments: none

Advanced Transport Research

Job Number & Name: 22090 Caversham

Site 4 - Peppard Road/Kiln Road

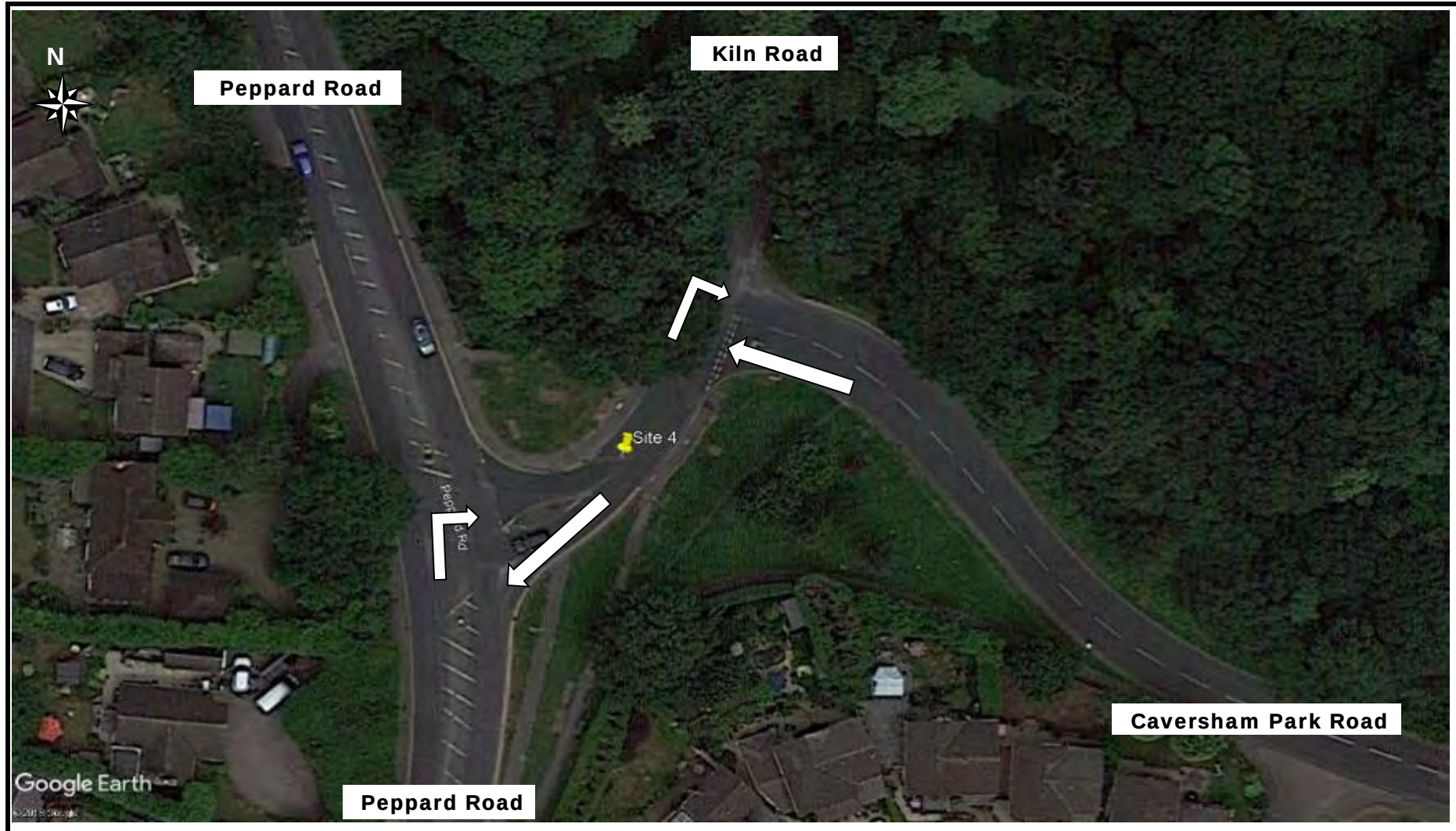
Date: Tuesday 25 Jun 2019

Job Type: Queue Lengths

Co-ordinates: 51° 29' 10.51"N, 0° 57' 37.67"W

Postcode: RG4 8XR

Times: 0700-1000
1600-1900



	Caversham Park Road		Kiln Road NB Right-Turn		Kiln Road SB		Peppard Road NB Right-Turn	
Times	Lane 1	Lane 2	Lane 1		Lane 1	Lane 2	Lane 1	
07:00 - 07:05	4	0	0		2	3	0	
07:05 - 07:10	0	0	1		0	1	1	
07:10 - 07:15	3	0	0		1	5	1	
07:15 - 07:20	0	0	2		1	2	1	
07:20 - 07:25	2	0	1		1	4	1	
07:25 - 07:30	2	0	1		1	5	1	
07:30 - 07:35	3	0	2		2	4	2	
07:35 - 07:40	1	0	2		0	4	3	
07:40 - 07:45	1	0	2		1	4	2	
07:45 - 07:50	11	0	1		1	5	2	
07:50 - 07:55	11	0	1		1	5	2	
07:55 - 08:00	1	0	1		1	3	1	
08:00 - 08:05	4	0	0		0	5	2	
08:05 - 08:10	7	0	2		1	5	2	
08:10 - 08:15	10	0	3		1	7	2	
08:15 - 08:20	8	0	3		1	7	2	
08:20 - 08:25	7	0	6		2	8	1	
08:25 - 08:30	0	0	2		1	4	10	
08:30 - 08:35	11	0	3		1	7	3	
08:35 - 08:40	7	0	1		1	6	1	
08:40 - 08:45	8	0	2		1	6	2	
08:45 - 08:50	1	0	0		1	3	1	
08:50 - 08:55	4	0	1		1	3	2	
08:55 - 09:00	6	0	5		1	7	2	
09:00 - 09:05	8	0	1		1	6	1	
09:05 - 09:10	1	0	0		1	2	5	
09:10 - 09:15	3	0	0		1	6	1	
09:15 - 09:20	1	0	0		1	4	2	
09:20 - 09:25	8	0	0		1	5	1	
09:25 - 09:30	1	0	2		1	2	2	
09:30 - 09:35	1	0	0		1	1	1	
09:35 - 09:40	0	0	1		0	1	7	
09:40 - 09:45	2	0	0		1	2	1	
09:45 - 09:50	5	0	1		1	5	6	
09:50 - 09:55	4	0	0		1	5	2	
09:55 - 10:00	1	0	2		1	4	3	

Count in Vehicles

Lane 1 = Nearest Kerb

	Caversham Park Road		Kiln Road NB Right-Turn		Kiln Road SB		Peppard Road NB Right-Turn	
Times	Lane 1	Lane 2	Lane 1		Lane 1	Lane 2	Lane 1	
16:00 - 16:05	1	0	1		0	4	1	
16:05 - 16:10	1	0	1		1	2	2	
16:10 - 16:15	2	0	2		1	3	2	
16:15 - 16:20	3	0	1		1	2	3	
16:20 - 16:25	2	0	2		1	6	2	
16:25 - 16:30	2	0	2		0	2	1	
16:30 - 16:35	3	0	2		1	4	3	
16:35 - 16:40	1	0	1		1	3	2	
16:40 - 16:45	3	0	2		1	5	2	
16:45 - 16:50	2	0	1		1	4	1	
16:50 - 16:55	1	0	2		1	4	1	
16:55 - 17:00	2	0	1		1	4	0	
17:00 - 17:05	1	0	0		1	2	1	
17:05 - 17:10	3	0	1		1	5	1	
17:10 - 17:15	2	0	1		1	4	3	
17:15 - 17:20	3	0	2		1	5	2	
17:20 - 17:25	3	0	1		1	7	2	
17:25 - 17:30	3	0	0		1	4	2	
17:30 - 17:35	3	0	2		1	4	1	
17:35 - 17:40	3	0	1		1	5	1	
17:40 - 17:45	1	0	1		1	1	1	
17:45 - 17:50	3	0	1		1	1	2	
17:50 - 17:55	2	0	1		0	6	2	
17:55 - 18:00	4	0	1		1	5	1	
18:00 - 18:05	4	1	0		1	6	2	
18:05 - 18:10	5	0	0		1	6	2	
18:10 - 18:15	3	0	0		1	2	4	
18:15 - 18:20	4	0	1		1	3	4	
18:20 - 18:25	1	0	1		1	5	2	
18:25 - 18:30	5	0	0		1	3	3	
18:30 - 18:35	2	0	2		1	5	3	
18:35 - 18:40	2	0	1		1	6	2	
18:40 - 18:45	2	0	1		1	4	1	
18:45 - 18:50	3	0	1		1	5	2	
18:50 - 18:55	1	0	0		1	2	1	
18:55 - 19:00	4	0	1		1	6	1	



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 22090 Caversham

Site Number/Name: Site 5 – Peppard Road/Henley Road

Client: Peter Brett

Date: 25/06/2019

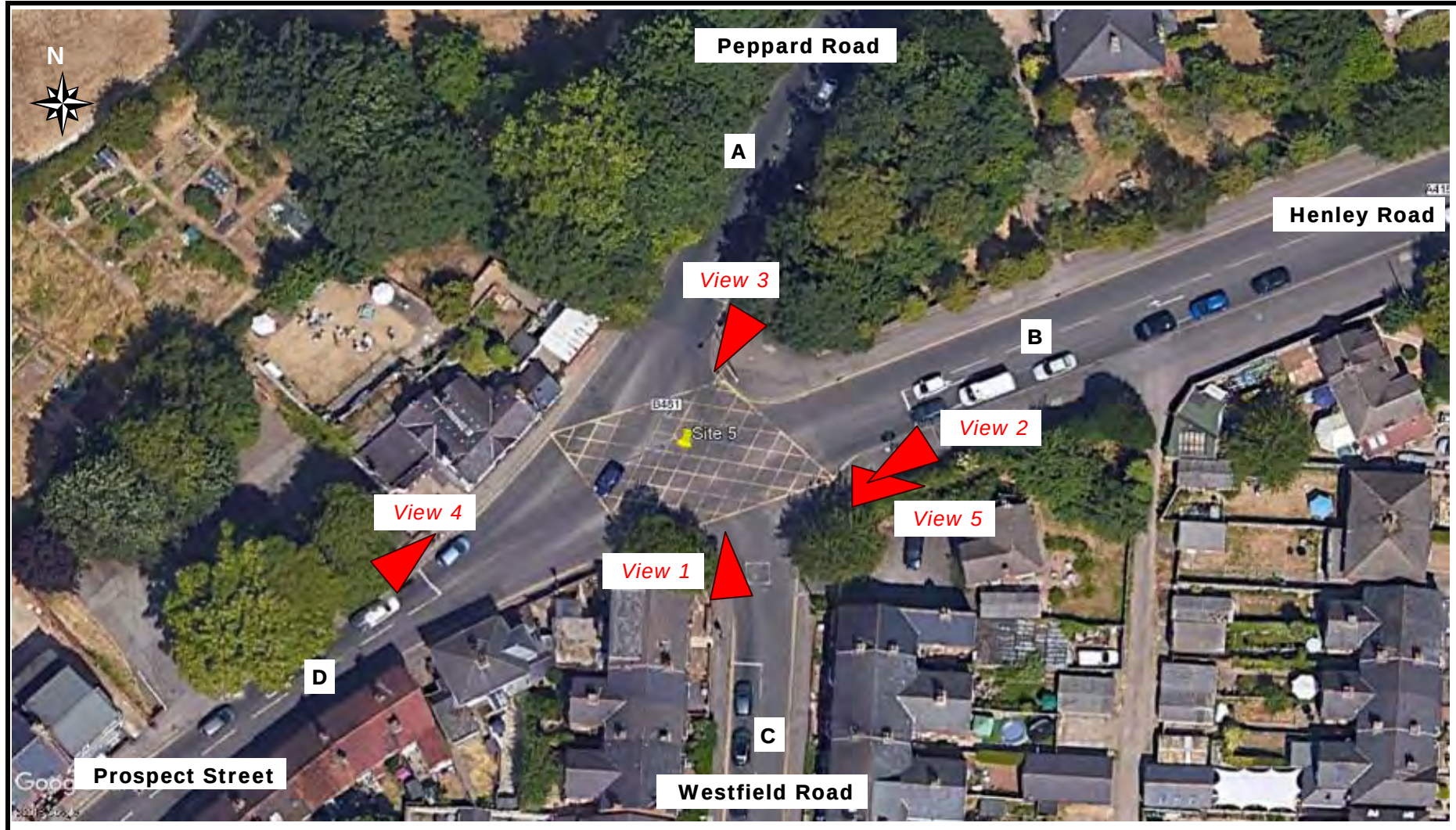
Weather: Bright and dry

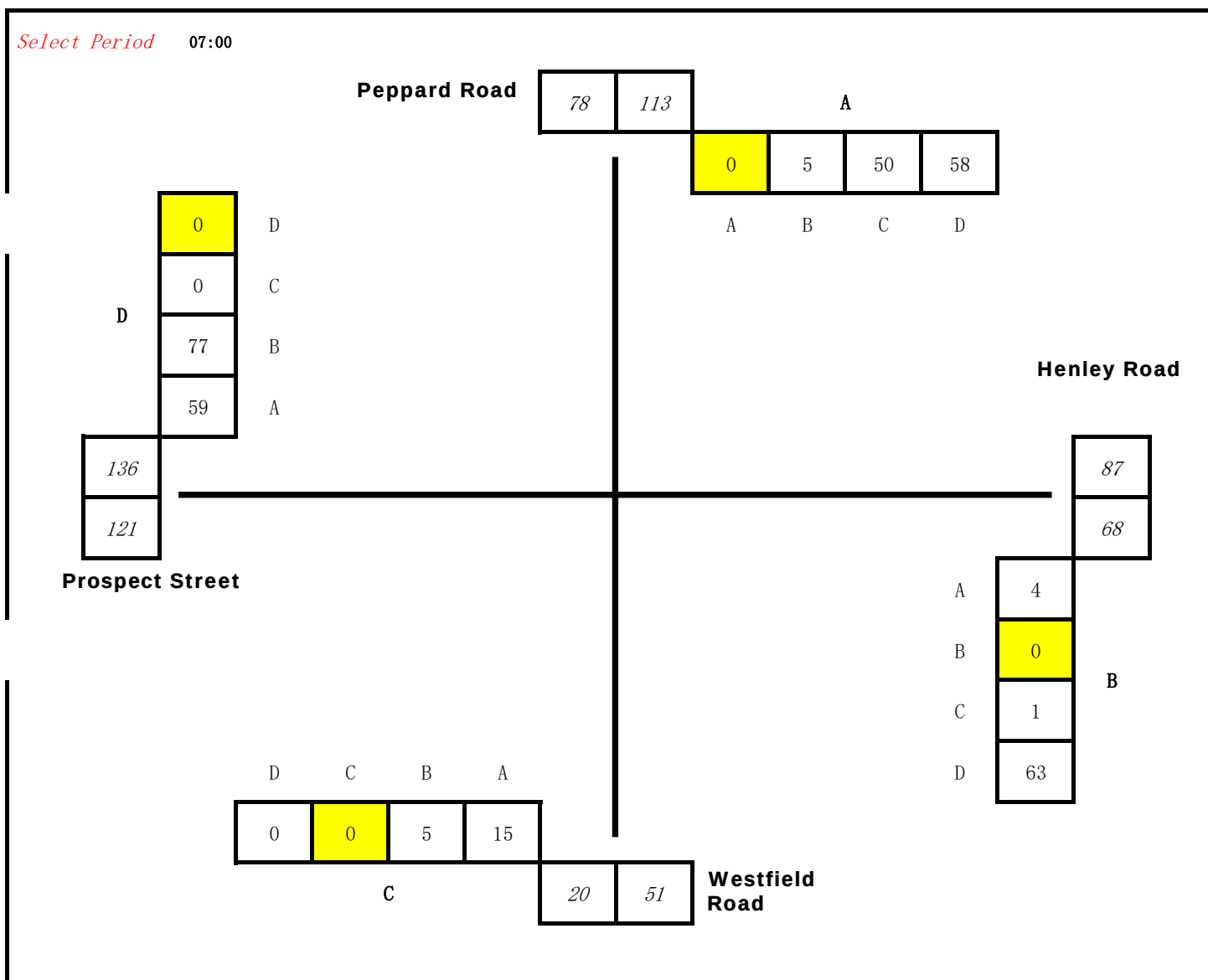
Comments: none

Job Type: Junction Count

Co-ordinates: $51^{\circ} 28' 9.92''\text{N}$, $0^{\circ} 58' 12.08''\text{W}$

Postcode: RG4 8JN

Times: 0700-1000
1600-1900



[illegible]

[illegible]

Project Information										Financial Summary									
Project Name: [Project Name]										Total Budget: [Total Budget]									
Project Manager: [Project Manager]										Actual Spend: [Actual Spend]									
Project Start Date: [Project Start Date]										Project End Date: [Project End Date]									
Project Status: [Project Status]										Project Risk: [Project Risk]									
Project Description: [Project Description]										Project Objectives: [Project Objectives]									
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Project Patent: [Project Patent]										Project License: [Project License]									
Project License: [Project License]										Project Disclaimer: [Project Disclaimer]									
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Project Severability: [Project Severability]										Project Counterparts: [Project Counterparts]									
Project Counterparts: [Project Counterparts]										Project Signatures: [Project Signatures]									
Project Signatures: [Project Signatures]										Project Dates: [Project Dates]									
Project Dates: [Project Dates]										Project Witnesses: [Project Witnesses]									
Project Witnesses: [Project Witnesses]										Project Notarization: [Project Notarization]									
Project Notarization: [Project Notarization]										Project Execution: [Project Execution]									
Project Execution: [Project Execution]										Project Ratification: [Project Ratification]									
Project Ratification: [Project Ratification]										Project Approval: [Project Approval]									
Project Approval: [Project Approval]										Project Consent: [Project Consent]									
Project Consent: [Project Consent]										Project Assent: [Project Assent]									
Project Assent: [Project Assent]										Project Agreement: [Project Agreement]									
Project Agreement: [Project Agreement]										Project Understanding: [Project Understanding]									
Project Understanding: [Project Understanding]										Project Recognition: [Project Recognition]									
Project Recognition: [Project Recognition]										Project Acknowledgment: [Project Acknowledgment]									
Project Acknowledgment: [Project Acknowledgment]										Project Confirmation: [Project Confirmation]									



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 22090 Caversham

Site Number/Name: Site 5 – Peppard Road/Henley Road

Client: Peter Brett

Date: 25/06/2019

Weather: Bright and dry

Comments: none

Advanced Transport Research

Job Number & Name: 22090 Caversham

Site 5 - Peppard Road/Henley Road

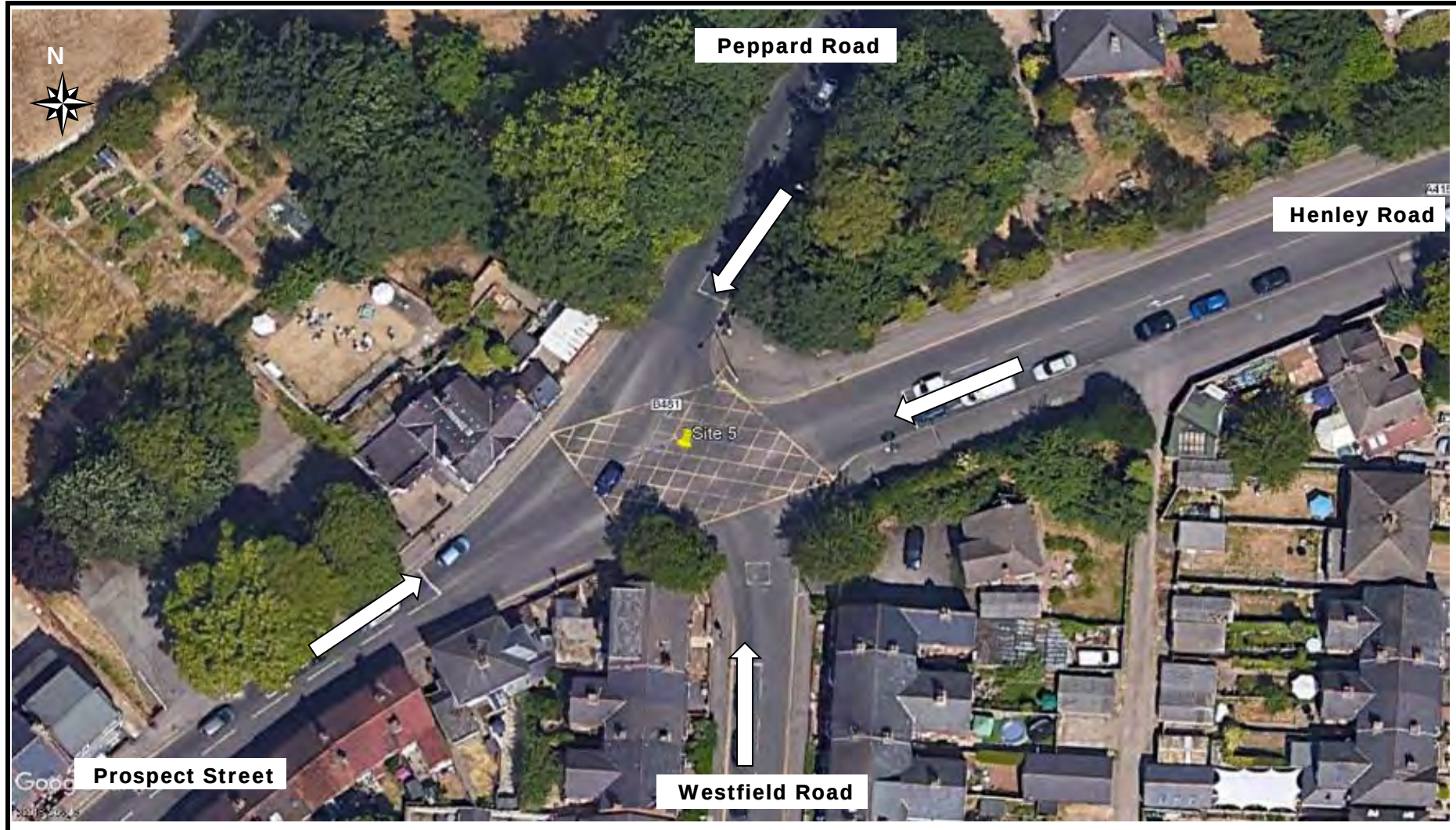
Date: Tuesday 25 Jun 2019

Job Type: Queue Lengths

Co-ordinates: 51° 28' 9.92"N, 0° 58' 12.08"W

Postcode: RG4 8JN

Times: 0700-1000
1600-1900



	Peppard Road		Henley Road		Westfield Road		Prospect Street	
Times	Lane 1		Lane 1	Lane 2	Lane 1		Lane 1	
07:00 - 07:05	11		6	1	4		20	
07:05 - 07:10	10		12	1	2		23	
07:10 - 07:15	23+		8	0	4		27	
07:15 - 07:20	22+		11	2	4		30+	
07:20 - 07:25	21+		11	2	5		25	
07:25 - 07:30	23+		1	2	5		31+	
07:30 - 07:35	26+		9	1	5		30+	
07:35 - 07:40	23+		15	4	3		25	
07:40 - 07:45	23+		14	1	7		30+	
07:45 - 07:50	24+		11	2	6		31+	
07:50 - 07:55	24+		18	7	3		31+	
07:55 - 08:00	23+		10	5	7		29+	
08:00 - 08:05	22+		15	3	10		30+	
08:05 - 08:10	23+		8	2	13		29+	
08:10 - 08:15	23+		10	3	7		25	
08:15 - 08:20	23+		9	3	5		22	
08:20 - 08:25	24+		7	5	8		16	
08:25 - 08:30	23+		9	5	8		16	
08:30 - 08:35	24+		14	4	8		29	
08:35 - 08:40	24+		17+	8	7		29+	
08:40 - 08:45	23+		10	9	7		30+	
08:45 - 08:50	23+		9	7	8		33+	
08:50 - 08:55	23+		8	7	7		33+	
08:55 - 09:00	23+		9	1	4		31+	
09:00 - 09:05	23+		10	1	7		31+	
09:05 - 09:10	23+		5	2	3		32+	
09:10 - 09:15	24+		8	0	2		31+	
09:15 - 09:20	22+		17+	1	9		31+	
09:20 - 09:25	23+		6	2	4		32+	
09:25 - 09:30	23+		4	5	4		27	
09:30 - 09:35	23+		6	2	5		18	
09:35 - 09:40	24+		9	4	6		22	
09:40 - 09:45	17		17	2	3		32+	
09:45 - 09:50	18		5	0	2		13	
09:50 - 09:55	22+		3	0	3		13	
09:55 - 10:00	22+		7	2	3		16	

Count in Vehicles

Lane 1 = Nearest Kerb

	Peppard Road		Henley Road		Westfield Road		Prospect Street	
Times	Lane 1		Lane 1	Lane 2	Lane 1		Lane 1	
16:00 - 16:05	23+		17+	5	13		32+	
16:05 - 16:10	16		17+	2	6		33+	
16:10 - 16:15	23+		14+	3	7		22	
16:15 - 16:20	23+		12	1	9		32+	
16:20 - 16:25	19		10	2	10		33+	
16:25 - 16:30	23		8	2	10		32+	
16:30 - 16:35	17		15+	0	12		32+	
16:35 - 16:40	18		15+	1	14		32+	
16:40 - 16:45	12		16+	2	18		31+	
16:45 - 16:50	23+		15+	5	14		32+	
16:50 - 16:55	24+		13	2	10		32+	
16:55 - 17:00	9		7	3	16		31+	
17:00 - 17:05	10		12	1	10		31+	
17:05 - 17:10	14		9	1	8		32+	
17:10 - 17:15	15		8	4	12		31+	
17:15 - 17:20	23+		18+	4	17		31+	
17:20 - 17:25	24+		15	3	13		32+	
17:25 - 17:30	23+		16+	3	19		32+	
17:30 - 17:35	24+		17+	4	14		31+	
17:35 - 17:40	23+		12	3	15		32+	
17:40 - 17:45	23+		14	3	15		31+	
17:45 - 17:50	23+		12	2	8		33+	
17:50 - 17:55	24+		6	1	10		31+	
17:55 - 18:00	23+		8	3	12		30+	
18:00 - 18:05	24+		14	5	20		22	
18:05 - 18:10	24+		15	3	22		20	
18:10 - 18:15	23+		13	3	20		26	
18:15 - 18:20	23+		14	0	17		32+	
18:20 - 18:25	22+		8	3	7		31+	
18:25 - 18:30	12		16+	6	8		32+	
18:30 - 18:35	23+		16	4	10		29	
18:35 - 18:40	19		13	4	7		31+	
18:40 - 18:45	23+		15+	2	6		26	
18:45 - 18:50	15		17+	4	7		24	
18:50 - 18:55	22		11	1	6		15	
18:55 - 19:00	11		12	1	7		12	



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 22090 Caversham

Site Number/Name: Site 6 – Kidmore End Road

Client: Peter Brett

Date: 25/06/2019

Weather: Bright and dry

Comments: none

Advanced Transport Research

Job Number & Name: 22090 Caversham

Site 6 - Kidmore End Road

Date: Tuesday 25 Jun 2019

Job Type: Queue Lengths

Co-ordinates:

51° 29' 0.30"N, 0° 57' 50.02"W

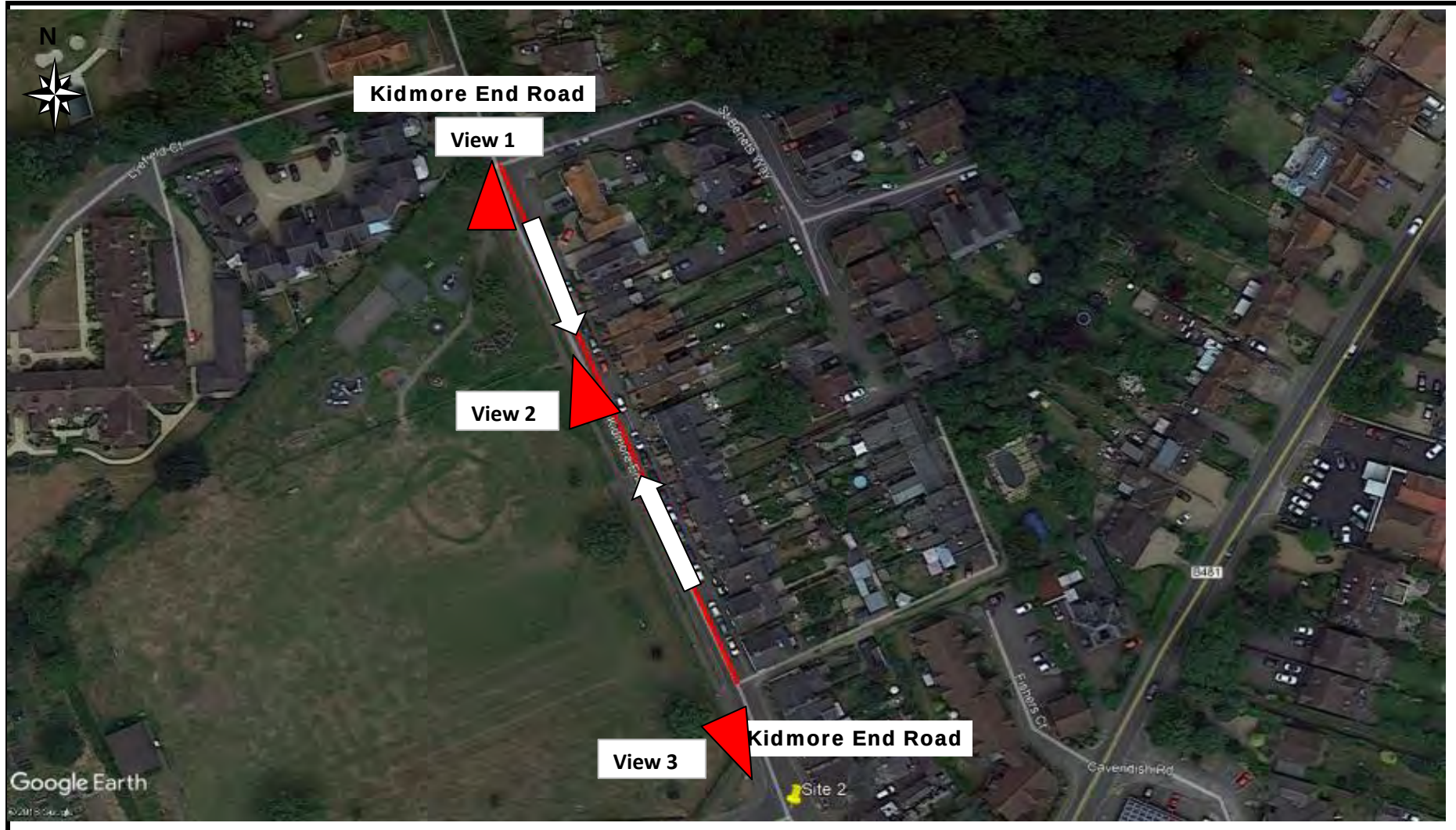
Postcode:

RG4 8SD

Times:

0700-1000

1600-1900



Advanced Transport Research

Site 6 – Kidmore End Road

Queue Lengths

Job Number & Name:

22090 Caversham

Client:

Peter Brett

Date:

Tuesday 25 June 2019

Time Vehicle Stops	Time Vehicle Starts	Direction	Class
7:02:53	7:03:01	Nothbound	Car
7:06:07	7:06:14	Nothbound	Car
7:16:32	7:16:41	Southbound	Car
7:18:54	7:19:04	Nothbound	Car
7:24:20	7:24:25	Nothbound	Car
7:28:09	7:28:15	Nothbound	Car
7:31:17	7:31:19	Nothbound	Bus
7:37:41	7:37:45	Southbound	Car
7:46:37	7:46:53	Nothbound	Car
7:48:53	7:49:00	Southbound	Car
7:55:54	7:56:24	Nothbound	Bus
7:56:34	7:56:42	Southbound	Car
7:56:49	7:56:55	Nothbound	Car
7:59:08	7:59:15	Nothbound	Car
8:06:56	8:07:04	Nothbound	Car
8:10:58	8:11:04	Southbound	Car
8:16:59	8:17:06	Southbound	Car
8:18:05	8:18:10	Southbound	Car
8:20:09	8:20:23	Nothbound	Car
8:31:18	8:31:20	Southbound	Car
8:32:02	8:32:16	Southbound	Car
8:32:15	8:32:44	Nothbound	Car
8:33:01	8:33:15	Southbound	Car
8:34:13	8:34:26	Nothbound	Car
8:34:30	8:34:35	Southbound	Car
8:34:58	8:35:00	Southbound	Car
8:37:50	8:37:52	Nothbound	Car
8:40:39	8:40:44	Nothbound	Car
8:41:19	8:41:21	Southbound	Car
8:44:52	8:45:09	Nothbound	Car
8:48:03	8:48:07	Nothbound	Car
8:49:05	8:49:24	Southbound	Car
8:49:34	8:49:46	Southbound	Car
8:56:23	8:56:25	Southbound	Car
8:56:45	8:56:48	Nothbound	Car
9:00:04	9:00:11	Nothbound	Car
9:00:47	9:01:08	Southbound	Car
9:08:25	9:08:54	Southbound	Car
9:33:25	9:33:30	Southbound	Car

Advanced Transport Research

Site 6 – Kidmore End Road

Queue Lengths

Job Number & Name:

22090 Caversham

Client:

Peter Brett

Date:

Tuesday 25 June 2019

Time Vehicle Stops	Time Vehicle Starts	Direction	Class
9:36:56	9:36:59	Southbound	Car
9:37:10	9:37:12	Nothbound	Car
9:40:45	9:40:58	Nothbound	Car
9:41:05	9:41:10	Southbound	Car
9:48:47	9:48:52	Nothbound	Car
9:51:53	9:51:58	Southbound	Car
9:54:29	9:54:33	Southbound	Car
9:59:45	9:59:52	Nothbound	Car

Time Vehicle Stops	Time Vehicle Starts	Direction	Class
15:59:43	16:00:00	Nothbound	Car
16:00:40	16:00:43	Southbound	Car
16:04:28	16:04:34	Southbound	Lgv
16:05:57	16:06:03	Southbound	Car
16:06:27	16:06:29	Southbound	Car
16:10:30	16:10:48	Nothbound	Car
16:11:09	16:11:24	Nothbound	Car
16:12:02	16:12:10	Nothbound	Car
16:12:07	16:12:20	Southbound	Car
16:12:33	16:12:37	Nothbound	Car
16:12:45	16:13:07	Southbound	Car
16:14:53	16:14:57	Southbound	Car
16:17:46	16:17:54	Nothbound	Car
16:20:34	16:20:48	Nothbound	Car
16:22:27	16:23:30	Nothbound	Car
16:25:40	16:25:51	Southbound	Car
16:25:51	16:26:23	Nothbound	Car
16:25:52	16:26:45	Nothbound	Car
16:26:22	16:26:58	Southbound	Car
16:31:20	16:31:22	Southbound	Car
16:31:19	16:31:37	Nothbound	Car
16:36:58	16:37:05	Southbound	Car
16:38:23	16:38:42	Southbound	Car
16:41:02	16:41:05	Southbound	Car
16:41:06	16:41:21	Nothbound	Car
16:45:18	16:45:23	Nothbound	Car
16:45:39	16:45:42	Southbound	Car
16:45:51	16:45:58	Nothbound	Car
16:45:52	16:46:09	Southbound	Car
16:46:34	16:46:42	Nothbound	Car
16:47:07	16:47:09	Nothbound	Car
16:47:31	16:47:33	Southbound	Car
16:49:05	16:49:09	Nothbound	Car
16:51:10	16:51:15	Nothbound	Car
16:54:56	16:55:10	Nothbound	Car
16:59:42	16:59:56	Southbound	Lgv
17:04:47	17:04:54	Nothbound	Car
17:05:13	17:05:19	Southbound	Car
17:15:14	17:15:22	Nothbound	Car

Advanced Transport Research

Site 6 – Kidmore End Road

Queue Lengths

Job Number & Name:

22090 Caversham

Client:

Peter Brett

Date:

Tuesday 25 June 2019

Time Vehicle Stops	Time Vehicle Starts	Direction	Class
17:18:07	17:18:11	Southbound	Car
17:18:14	17:18:36	Nothbound	Car
17:20:33	17:20:39	Nothbound	Car
17:26:59	17:27:05	Nothbound	Car
17:27:42	17:27:45	Southbound	Car
17:29:46	17:29:56	Southbound	Car
17:31:15	17:31:20	Southbound	Car
17:32:19	17:32:27	Nothbound	Car
17:36:46	17:36:56	Southbound	Car
17:41:58	17:42:02	Nothbound	Car
17:42:09	17:42:33	Southbound	Car
17:42:45	17:42:48	Nothbound	Car
17:43:04	17:43:06	Southbound	Lgv
17:43:19	17:43:25	Nothbound	Car
17:43:28	17:43:37	Southbound	Car
17:46:49	17:46:58	Nothbound	Car
17:47:08	17:47:10	Southbound	Car
17:48:28	17:48:30	Southbound	Car
17:48:38	17:48:56	Nothbound	Lgv
17:48:59	17:49:06	Southbound	Car
17:49:26	17:49:32	Nothbound	Car
17:50:10	17:50:25	Southbound	Car
17:50:29	17:50:41	Nothbound	Car
17:54:37	17:54:45	Southbound	Car
17:54:51	17:55:02	Nothbound	Car
17:55:54	17:56:05	Southbound	Car
17:56:08	17:56:25	Nothbound	Car
17:56:25	17:56:36	Southbound	Car
17:56:54	17:56:59	Nothbound	Car
17:59:19	17:59:23	Southbound	Bus
18:00:34	18:00:47	Nothbound	Car
18:00:54	18:00:56	Southbound	Car
18:03:59	18:04:13	Southbound	Car
18:04:46	18:04:52	Nothbound	Car
18:07:32	18:07:40	Nothbound	Car
18:09:18	18:09:28	Nothbound	Car
18:09:56	18:10:10	Nothbound	Car
18:11:08	18:11:22	Nothbound	Car
18:12:03	18:12:13	Nothbound	Car

Advanced Transport Research

Site 6 – Kidmore End Road

Queue Lengths

Job Number & Name:

22090 Caversham

Client:

Peter Brett

Date:

Tuesday 25 June 2019

Time Vehicle Stops	Time Vehicle Starts	Direction	Class
18:17:37	18:17:48	Southbound	Car
18:18:26	18:18:31	Southbound	Car
18:20:30	18:20:43	Nothbound	Car
18:25:49	18:25:52	Southbound	Car
18:28:49	18:29:04	Nothbound	Car
18:29:08	18:29:14	Southbound	Bus
18:31:14	18:31:25	Southbound	Car
18:31:30	18:31:50	Nothbound	Car
18:32:52	18:32:55	Southbound	Car
18:34:36	18:34:40	Southbound	Car
18:34:46	18:34:59	Nothbound	Car
18:35:15	18:35:18	Southbound	Car
18:37:00	18:37:02	Nothbound	Car
18:37:55	18:38:02	Southbound	Car
18:38:38	18:38:43	Southbound	Car
18:38:58	18:39:12	Nothbound	Bus
18:40:40	18:40:54	Nothbound	Car
18:41:07	18:41:17	Southbound	Car
18:44:53	18:44:58	Nothbound	Car
18:47:01	18:47:07	Nothbound	Car
18:48:27	18:48:30	Southbound	Car
18:49:06	18:49:14	Southbound	Car
18:52:26	18:52:29	Southbound	Car

Appendix D PIC Data

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

160342078 25/11/2016 Time 1727 Vehicles 2 Casualties 1 Slight
E:471752 N:176497 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Stationary or parked vehicle	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

C1 TRNG RT SW TO SE COLL/W MC2 TRAV SW

Occurred on GROVE ROAD J/W OAK GROVE READING

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Male
Not hit and run Breath test Negative

Vehicle Reference 2 Motorcycle 50cc and under Going ahead other
Vehicle movement from NE to SW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 2 Age: 16 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

43180175038 09/06/2018 Time 1230 Vehicles 2 Casualties 1 Slight
E:472655 N:176728 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Stationary or parked vehicle	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

C1 TRAV W ON WRG SD OF RD COLL/W MC2 TRAV E

Occurred on CAVERSHAM PARK RD 50M W FROM J/W NORTHBROOK ROAD

Vehicle Reference 1 Car Starting
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Female
Not hit and run Breath test Negative

Vehicle Reference 2 Motorcycle 50cc and under Overtaking stat vehicle O/S
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 2 Age: 42 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

43180175839 10/06/2018 Time 1149 Vehicles 2 Casualties 1 Slight
E:472290 N:176900 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Poor turn or manoeuvre	Vehicle 1	
4th:			
5th:			
6th:			

C1 TRNG RT SW TO SE FAILD TO SEE & COLL/W PC2 TRAV SW

Occurred on CAVERSHAM PARK RD J/W KILN RD READING

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 73 Female
Not hit and run Breath test Not requested

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NE to SW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Male
Not hit and run Breath test Not requested

Casualty Reference: 1 Vehicle: 2 Age: 49 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

43180299372 01/10/2018 Time 0732 Vehicles 2 Casualties 1 Slight
E:472087 N: 176518 First Road: B 481 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight: street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 HAS PULLED ON TO PEPPARD ROAD FROM KIDMORE END ROAD INTO THE PATH OF V2 ALREADY TRAVELLING ON PEPPARD ROAD V1 STATES DAZZLING SUN

Occurred on B481 PEPPARD ROAD JUNCTION WITH KIDMORE END

Vehicle Reference 1 Car Turning right
Vehicle movement from NW to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 26 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 82 Male
Not hit and run Breath test Negative

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

190027443 25/01/2019 Time 1746 Vehicles 2 Casualties 1 Serious
E:472009 N:176332 First Road: B 481 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

LGV1 TRNG RT S TO E FAILD TO G/WAY & COLL/W PC2 TRAV N TO S

Occurred on B481 BUCKINGHAM DRIVE J/W LANGFORD CLOSE CAVERSHAM

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from S to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Male
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from N to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 15 Female
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 15 Female Driver/rider Severity: Serious
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

190216023 15/07/2019 Time 1718 Vehicles 2 Casualties 1 Slight
E:472255 N:176869 First Road: B 481 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRN RT NE TO NW COLL/W C2 TRAV NW TO SE. C1 FTS.

Occurred on B481 PEPPARD ROAD J/W KILN ROAD CAVERSHAM

Vehicle Reference 1 Car Turning right
Vehicle movement from NE to NW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Hit and run Breath test Driver not contacted

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 2 Age: 52 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

190281107 11/09/2019 Time 1503 Vehicles 2 Casualties 1 Slight
E:472257 N: 176870 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRN RT NE TO NW COLL/W PC2 TRAV NW TO SE.

Occurred on PEPPARD ROAD J/W KILN ROAD EMMER GREEN

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to NW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 60 Female
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 18 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

190285331 15/09/2019 Time 0830 Vehicles 2 Casualties 1 Slight
E:471961 N: 176177 First Road: B 481 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

C1 ENT RBT W TO E & COLL/W MC2 TRAV S TO N ON RBT.

Occurred on B481 BUCKINGHAM DRIVE J/W EVESHAM ROAD READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Female
Not hit and run Breath test Negative

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from S to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Male
Not hit and run Breath test Not requested

Casualty Reference: 1 Vehicle: 2 Age: 45 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	2	2
2-wheeled motor vehicles	0	0	3	3
Pedal cycles	0	1	2	3
Horses & other	0	0	0	0
Total	0	1	7	8

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	0	0	0
Motorcycle rider	0	0	3	3
Cyclist	0	1	2	3
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	7	8

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

160305244 24/10/2016 Time 1600 Vehicles 2 Casualties 1 Slight
E:471247 N:174804 First Road: A 4155 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Vehicle blind spot	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRNG LT INTO PETROL STN W TO N & COLL/W PC2 TRAV E

Occurred on A4155 CHURCH STREET APP 30M E J/W PRIORY AVENUE CAVERSHAM

Vehicle Reference 1 Car Turning left
Vehicle movement from W to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Female
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 32 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

160313895 21/10/2016 Time 1921 Vehicles 1 Casualties 1 Serious

E:471831 N: 174640 First Road: U 7201 Road Type Single carriageway

Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry

Darkness: street lights present and lit Fine without high winds

Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

PED (YOUTH) XED RD TO N FROM BHND BUS STAT AT BUS STP INTO PATH & COLL/W C1 TRAV SE

Occurred on GOSBROOK RD APP 90M W GEORGE ST AT BUS STOP READING

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from NW to SE No tow / articulation On the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 41 Male
 Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 14 Female Pedestrian Severity: Serious
 Not a pupil Seatbelt
 In carr elsewhere N bound
 Driver's offside

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

160329870 16/11/2016 Time 0945 Vehicles 2 Casualties 1 Slight
E:471684 N: 174673 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

FEW DETAILS, APPEARS PC2 (YOUTH) ENTRG MAIN RD POSS FROM F/WAY COLL/W C1 TRAV IN NK DIR.C1
FTS

Occurred on GOSBROOK RD EX LOC NK POSS NEAR PED XING READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Female
Hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 16 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

160362844 02/12/2016 Time 1446 Vehicles 1 Casualties 2 Slight
E:470985 N:174849 First Road: A 4074 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Crossed road masked by stationary veh	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Possible
3rd:	Failed to judge vehicles path or speed	Casualty 1	
4th:			
5th:			
6th:			

PED XED RD TO W FROM BTWN STOPPD VEHS & COLL/W MC2 TRAV S FILTRG PAST STAT TRAFF

Occurred on A4074 CHURCH RD O/S AUBURN COURT CAVERSHAM READING

Vehicle Reference 1 Motorcycle 50cc and under Overtaking stat vehicle O/S
Vehicle movement from N to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 37 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere W bound
Driver's nearside

Casualty Reference: 2 Vehicle: 1 Age: 31 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170002290 16/12/2016 Time 1317 Vehicles 2 Casualties 1 Slight
E:471366 N:174963 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Junction overshoot	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 FAILED TO G/WAY & TRND LFT E TO S OUT OF JUNC & COLL/W C2 TRAV S

Occurred on HEMDEAN RD J/W OXFORD ST CAVERSHAM READING

Vehicle Reference 1 Car Turning left
Vehicle movement from E to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Male
Not hit and run Breath test Negative

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 2 Age: 33 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170003383 13/12/2016 Time 1929 Vehicles 2 Casualties 2 Slight
E:471719 N: 175024 First Road: A 4155 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

LGV2 FAILED TO GWAY TRNG LT S TO W & COLL/W C1 TRAV W IN SLW MOVG TRAFF. LGV2 FTS

Occurred on A4155 HENLEY ROAD J/W CROMWELL ROAD CAVERSHAM

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 22 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Casualty Reference: 2 Vehicle: 1 Age: 24 Female Passenger Severity: Slight
Not a pupil Seatbelt
Front seat

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Turning left
Vehicle movement from S to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Hit and run Breath test Driver not contacted

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170043518 05/02/2017 Time 2007 Vehicles 1 Casualties 1 Slight
E:471265 N: 174991 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Vehicle blind spot	Vehicle 1	Very Likely
2nd:	Pedestrian wearing dark clothing at night	Casualty 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRNG RT NW TO SW COLL/W PED WEARG DARK CLOTHG XING RD NW/B

Occurred on PRIEST HILL J/W PRIORY AVENUE READING

Vehicle Reference 1 Car Turning right
Vehicle movement from NW to SW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 18 Female Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere NW bound
Driver's nearside

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170135728 10/04/2017 Time 2310 Vehicles 2 Casualties 1 Slight
E:470958 N: 175635 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
2nd:	Junction overshoot	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

MC1 TRAV W FAILED TO G/WAY AT XRDS & COLL/W C2 TRAV N

Occurred on KIDMORE RD J/W OAKLEY RD READING

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Stopping
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 17 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Vehicle Reference 2 Car Going ahead other
Vehicle movement from S to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Female
Not hit and run Breath test Negative

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170159581 25/05/2017 Time 0752 Vehicles 2 Casualties 1 Slight
E:471303 N: 175762 First Road: U 7201 Road Type Slip road
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 2	Possible
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 2	
4th:			
5th:			
6th:			

PC1 & C2 BOTH TRAV E HAVG CLEARD RBT, FOR NK REASON C1 COLL/W REAR PC1

Occurred on GROVE HILL APP 50M E HEMDEAN RD CAVERSHAM READING

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Not requested

Casualty Reference: 1 Vehicle: 1 Age: 51 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Female
Not hit and run Breath test Not requested

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170203797 03/07/2017 Time 1120 Vehicles 1 Casualties 1 Serious
E:471492 N:174876 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled A 4155
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to look properly	Casualty 1	Possible
3rd:	Careless/Reckless/In a hurry	Casualty 1	Possible
4th:	Failed to judge vehicles path or speed	Casualty 1	Possible
5th:			
6th:			

C1 WAITG TO TRN LT NW TO NE STRUCK PED XING RD SW/B

Occurred on CHESTER STREET J/W A4155 PROSPECT STREET READING

Vehicle Reference 1 Car Waiting to turn left
Vehicle movement from NW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 88 Female Pedestrian Severity: Serious
Not a pupil Seatbelt
In carr elsewhere SW bound
Driver's nearside

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170207824 07/07/2017 Time 1730 Vehicles 1 Casualties 1 Slight
E:471905 N: 174628 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal B 3345
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

PED (YOUNG GIRL) WAITG TO X RD S/B AT PED XING & HIT BY C1 RVRSG S FROM PRVT DR

Occurred on GOSBROOK ROAD J/W B3345 GEORGE STREET READING

Vehicle Reference 1 Car Reversing
Vehicle movement from N to S No tow / articulation On the main road
9 No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Female
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 1 Age: 4 Female Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere S bound
Movement U/K

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170308169 06/10/2017 Time 0840 Vehicles 2 Casualties 1 Slight
E:471298 N:175762 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

C1 FAILED TO GWAY TRNG LT NW TO NE ON NO LT TRN & COLL/W PC2 TRAV NE ON CWAY.

Occurred on GROVE HILL J/W ROTHERFIELD ROAD EMMER GREEN

Vehicle Reference 1 Car Turning left
Vehicle movement from NW to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Female
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 43 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170310558 13/10/2017 Time 1232 Vehicles 1 Casualties 1 Slight
E:471347 N: 174884 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight: street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Crossed road masked by stationary veh	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

PED (YOUNG BOY) XING RD W/B BET PRKD VEHS & COLL/W C1 TRAV N

Occurred on HEMDEAN ROAD APP 20M S J/W CHESTER STREET CAVERSHAM

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 11 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere W bound
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170314595 17/10/2017 Time 1310 Vehicles 2 Casualties 1 Slight
E:471449 N:174806 First Road: A 4155 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Zebra crossing Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed pedestrian crossing facility	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

C2 TRAV NE IS HLD UP DUE TO VEH AHEAD STPPG TO LET PED CROSS RD & HIT IN REAR BY C1

Occurred on A4155 PROSPECT STREET APP 30M NE J/W A4155 CHURCH STREET READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from SW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 67 Female
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 2 Age: 67 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180040921 05/02/2018 Time 1718 Vehicles 2 Casualties 1 Slight
E:471216 N:174792 First Road: A 4155 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRNG R N TO W FAILED TO G/WAY COLL/W PC2 TRAV E
Occurred on A4155 CHURCH STREET J/W PRIORY AVENUE READING

Vehicle Reference 1 Car Turning right
Vehicle movement from N to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Female
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 37 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180065018 01/03/2018 Time 1500 Vehicles 2 Casualties 1 Slight
E:471228 N:174898 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Snow
Daylight:street lights present Snowing without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

C1 TRAV IN N/K DIR COLL/W RR C2 REVRSNG SE TO N/K DIR.

Occurred on PRIORY AVENUE J/W RECTORY ROAD CAVERSHAM READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Car Reversing
Vehicle movement from SE to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Male
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 2 Age: 31 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180275175 07/09/2018 Time 1600 Vehicles 2 Casualties 1 Slight
E:471633 N:174697 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

C1 TRNG RT SE TO N FAILD TO G/WAY & XED PATH OF PC2 TRAV NW TO SE CAUSNG RIDER TO LOSE CONT.

Occurred on GOSBROOK ROAD J/W WESTFIELD ROAD READING

Vehicle Reference 1 Car Turning right
Vehicle movement from SE to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Unknown
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Not requested

Casualty Reference: 1 Vehicle: 2 Age: 18 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180332247 24/09/2018 Time 0650 Vehicles 2 Casualties 1 Slight
E:471496 N:174872 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: Zebra crossing Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to signal/Misleading signal	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRN RT NW TO SW COLL/W PC2 TRAV SW TO NE.

Occurred on PROSPECT STREET J/W CHESTER STREET READING

Vehicle Reference 1 Car Turning right
Vehicle movement from NW to SW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Female
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 58 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180245504 05/10/2018 Time 0731 Vehicles 1 Casualties 1 Slight
E:471089 N:174787 First Road: A 4074 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Crossed road masked by stationary veh	Casualty 1	Very Likely
4th:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
5th:			
6th:			

PED1 XING RD N TO S BETWEEN PRKD VEHS COLL/W C1 TRAV W.

Occurred on A4074 CHURCH ROAD J/W ST ANNE'S ROAD READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/parke First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere S bound
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180343117 09/11/2018 Time 1321 Vehicles 1 Casualties 1 Slight
E:472038 N: 175263 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

LGV1 REVRSG IN N/K DIR COLL/W PED XING C/WAY IN N/K DIR.

Occurred on FIELD VIEW APPX 119M S/E J/W DERBY ROAD READING

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Reversing
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 88 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere W bound
Movement U/K

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180311889 05/10/2018 Time 0731 Vehicles 1 Casualties 1 Slight
E:471089 N: 174787 First Road: A 4074 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Crossed road masked by stationary veh	Casualty 1	Very Likely
4th:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
5th:			
6th:			

PED1 XING RD N TO S BETWEEN PRKD VEHS COLL/W C1 TRAV W.

Occurred on A4074 CHURCH ROAD J/W ST ANNE'S ROAD READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/parke First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere S bound
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180040921 05/02/2018 Time 1718 Vehicles 2 Casualties 1 Slight
E:471216 N:174792 First Road: A 4155 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRNG R N TO W FAILED TO G/WAY COLL/W PC2 TRAV E

Occurred on A4155 CHURCH STREET J/W PRIORY AVENUE READING

Vehicle Reference 1 Car Turning right
Vehicle movement from N to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Female
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 37 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180065018 01/03/2018 Time 1500 Vehicles 2 Casualties 1 Slight
E:471228 N:174898 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Snow
Daylight:street lights present Snowing without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

C1 TRAV IN N/K DIR COLL/W RR C2 REVRSNG SE TO N/K DIR.

Occurred on PRIORY AVENUE J/W RECTORY ROAD CAVERSHAM READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Car Reversing
Vehicle movement from SE to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Male
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 2 Age: 31 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180198674 30/06/2018 Time 2005 Vehicles 2 Casualties 1 Slight
E:471878 N: 174631 First Road: B 3345 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled B 3345
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Dazzling sun	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

C1 TRN RT E TO N ONTO PRIV DRIVEWAY COLL/W PSV2 TRAV W TO E.

Occurred on B3345 GOSBROOK ROAD J/W GEORGE STREET CAVERSHAM

Vehicle Reference 1 Car Turning right
Vehicle movement from E to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 23 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Vehicle Reference 2 Bus or coach Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Negative

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180206212 07/07/2018 Time 1006 Vehicles 2 Casualties 1 Slight
E:471866 N: 175401 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Other	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

DRIVER FAILED TO PUT AUTOMATIC VEH IN PRK BEFORE EXITING.
C1 REVSNG N TO S COLL/W RR C2 PRKD.
Occurred on ELLESMERE CLOSE APPX 116M N J/W DERBY ROAD READING

Vehicle Reference 1 Car Reversing
Vehicle movement from N to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 51 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Vehicle Reference 2 Car Parked
Vehicle movement from Park to Parked No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Unknown
Not hit and run Breath test Driver not contacted

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180227849 23/07/2018 Time 1235 Vehicles 1 Casualties 1 Slight
E:471915 N:174618 First Road: B 3345 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Crossed road masked by stationary veh	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
4th:	Careless/Reckless/In a hurry	Casualty 1	Very Likely
5th:			
6th:			

V1 TRAV W TO E. PED CROSSED ROAD AND RAN INTO MIDDLE OF JUNCTION AND WAS STRUCK BY V1 CAUSING MINOR INJURIES.

Occurred on B3345 GOSBROOK ROAD J/W GEORGE STREET, CAVERHSAM, READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 47 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 16 Female Pedestrian Severity: Slight
Not a pupil Seatbelt
Within 50m ped crossing N bound
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180275175 07/09/2018 Time 1600 Vehicles 2 Casualties 1 Slight
E:471633 N: 174697 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

C1 TRNG RT SE TO N FAILD TO G/WAY & XED PATH OF PC2 TRAV NW TO SE CAUSNG RIDER TO LOSE CONT.

Occurred on GOSBROOK ROAD J/W WESTFIELD ROAD READING

Vehicle Reference 1 Car Turning right
Vehicle movement from SE to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Unknown
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Not requested

Casualty Reference: 1 Vehicle: 2 Age: 18 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180332247 24/09/2018 Time 0650 Vehicles 2 Casualties 1 Slight
E:471496 N:174872 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: Zebra crossing Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to signal/Misleading signal	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRN RT NW TO SW COLL/W PC2 TRAV SW TO NE.

Occurred on PROSPECT STREET J/W CHESTER STREET READING

Vehicle Reference 1 Car Turning right
Vehicle movement from NW to SW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Female
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 58 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180245504 05/10/2018 Time 0731 Vehicles 1 Casualties 1 Slight
E:471089 N: 174787 First Road: A 4074 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Crossed road masked by stationary veh	Casualty 1	Very Likely
4th:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
5th:			
6th:			

PED1 XING RD N TO S BETWEEN PRKD VEHS COLL/W C1 TRAV W.

Occurred on A4074 CHURCH ROAD J/W ST ANNE'S ROAD READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/parke First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere S bound
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180311889 05/10/2018 Time 0731 Vehicles 1 Casualties 1 Slight
E:471089 N:174787 First Road: A 4074 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Crossed road masked by stationary veh	Casualty 1	Very Likely
4th:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
5th:			
6th:			

PED1 XING RD N TO S BETWEEN PRKD VEHS COLL/W C1 TRAV W.

Occurred on A4074 CHURCH ROAD J/W ST ANNE'S ROAD READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/parke First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere S bound
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180343117 09/11/2018 Time 1321 Vehicles 1 Casualties 1 Slight
E:472038 N:175263 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

LGV1 REVRSG IN N/K DIR COLL/W PED XING C/WAY IN N/K DIR.

Occurred on FIELD VIEW APPX 119M S/E J/W DERBY ROAD READING

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Reversing
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 88 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere W bound
Movement U/K

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

190013313 08/01/2019 Time 0657 Vehicles 2 Casualties 1 Slight
E:470972 N:174874 First Road: A 4074 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

LGV1 TRAV NW TO S ON R/H BEND XED INTO OPP C/WAY & COLL/W PSV2 TRAV S TO NW ON L/H BEND
Occurred on A4074 CHURCH ROAD APPX 110M SE J/W THE WARREN CAVERSHAM

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 Going ahead right bend
Vehicle movement from NW to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Unknown
Hit and run Breath test Driver not contacted

Vehicle Reference 2 Bus or coach Going ahead left bend
Vehicle movement from S to NW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Male
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 2 Age: 52 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

190134599 05/05/2019 Time 0715 Vehicles 4 Casualties 1 Slight
E:471635 N:174735 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Driver using mobile phone	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

DRIVER C1 TRAV S TO N DISTRACTED BY MOBILE PHONE & COLL/W C2, C3 & C4 PRKD. DRIVER C1 INTOX.
Occurred on WESTFIELD ROAD APPX 36M N J/W GOSBROOK ROAD READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation On the main road
On main carriageway Overturned
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Parked Vehicle Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Positive

Casualty Reference: 1 Vehicle: 1 Age: 22 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Vehicle Reference 2 Car Parked
Vehicle movement from Park to Parked No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Not requested

Vehicle Reference 3 Car Parked
Vehicle movement from Park to Parked No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Female
Not hit and run Breath test Not requested

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

Vehicle Reference 4 Car Parked
Vehicle movement from Park to Parked No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Female
Not hit and run Breath test Not requested

190144341 14/05/2019 Time 1305 Vehicles 1 Casualties 1 Slight
E:471727 N: 174874 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

C1 REVRSG N TO E COLL/W PED XING C/WAY N TO S.

Occurred on CROMWELL ROAD J/W HAMPDEN ROAD READING

Vehicle Reference 1 Car Reversing
Vehicle movement from N to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 71 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 60 Female Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere S bound
Driver's offside

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

190214304 14/07/2019 Time 1436 Vehicles 1 Casualties 1 Slight
E:471134 N: 175891 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Crossed road masked by stationary veh	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

PED (CHILD) XING C/WAY NE TO SW FROM BETWEEN PRKD VEHS COLL/W C1 TRAV SE TO NW.

Occurred on HEMDEAN ROAD J/W SHELDON RISE CAVERSHAM

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/parke First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 7 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere SW bound
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

190225402 23/07/2019 Time 1020 Vehicles 3 Casualties 3 Slight
E:471387 N: 175804 First Road: U 7220 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site Automatic traffic signal out Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Other	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

DRIVER MISJUDGED SPACE BETWEEN VEHS.

C1 TRAV SW TO NE COLL/W C2 PRKD & THEN COLL/W LGV3 TRAV NE TO SW.

Occurred on ROTHERFIELD WAY APPX 105M NE J/W GROVE HILL READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Parked Vehicle Off road: None
Did not leave carr Age of Driver 36 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 36 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Casualty Reference: 2 Vehicle: 1 Age: 39 Male Passenger Severity: Slight
Not a pupil Seatbelt
Front seat

Vehicle Reference 2 Car Parked
Vehicle movement from Park to Parked No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Unknown
Not hit and run Breath test Not requested

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

Vehicle Reference	3	Goods 3.5 tonnes mgw and under	Going ahead other
Vehicle movement from	NE to SW	No tow / articulation	On the main road
On main carriageway		No skidding, jack-knifing or overturning	
Location at impact	Not at, or within 20M of Jct	First impact	Front
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	59
Not hit and run	Breath test	Negative	Male

Casualty Reference:	3	Vehicle:	3	Age:	59	Male	Driver/rider	Severity:	Slight
Not a pupil							Seatbelt		

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

190250072 13/08/2019 Time 1655 Vehicles 2 Casualties 1 Slight
E:471081 N:174790 First Road: A 4074 Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Stationary or parked vehicle	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRNG RT E TO N THROUGH QUEUEING TRAFF COLL/W PC2 TRAV W TO E MASKED BY STAT VEHs.
Occurred on A4074 CHURCH ROAD J/W ST ANNES ROAD CAVERSHAM

Vehicle Reference 1 Car Turning right
Vehicle movement from E to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Female
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 31 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

190290470 19/09/2019 Time 1453 Vehicles 1 Casualties 2 Slight
E:471956 N:176091 First Road: B 481 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

MC1 TRAV SW TO NE OVERTKNG STAT PSV COLL/W PEDS XING C/WAY NW TO SE.

Occurred on B481 BUCKINGHAM DRIVE APPX 62M SW J/W MARSHLAND SQUARE READING

Vehicle Reference 1 Car Overtaking stat vehicle O/S
Vehicle movement from SW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 20 Male Driver/rider Severity: Slight
Not a pupil Seatbelt
Casualty Reference: 2 Vehicle: 1 Age: 1 Female Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere SE bound
Driver's nearside masked

Accidents between dates **01/10/2016 and 30/09/2019** (36) months

Selection:

Notes:

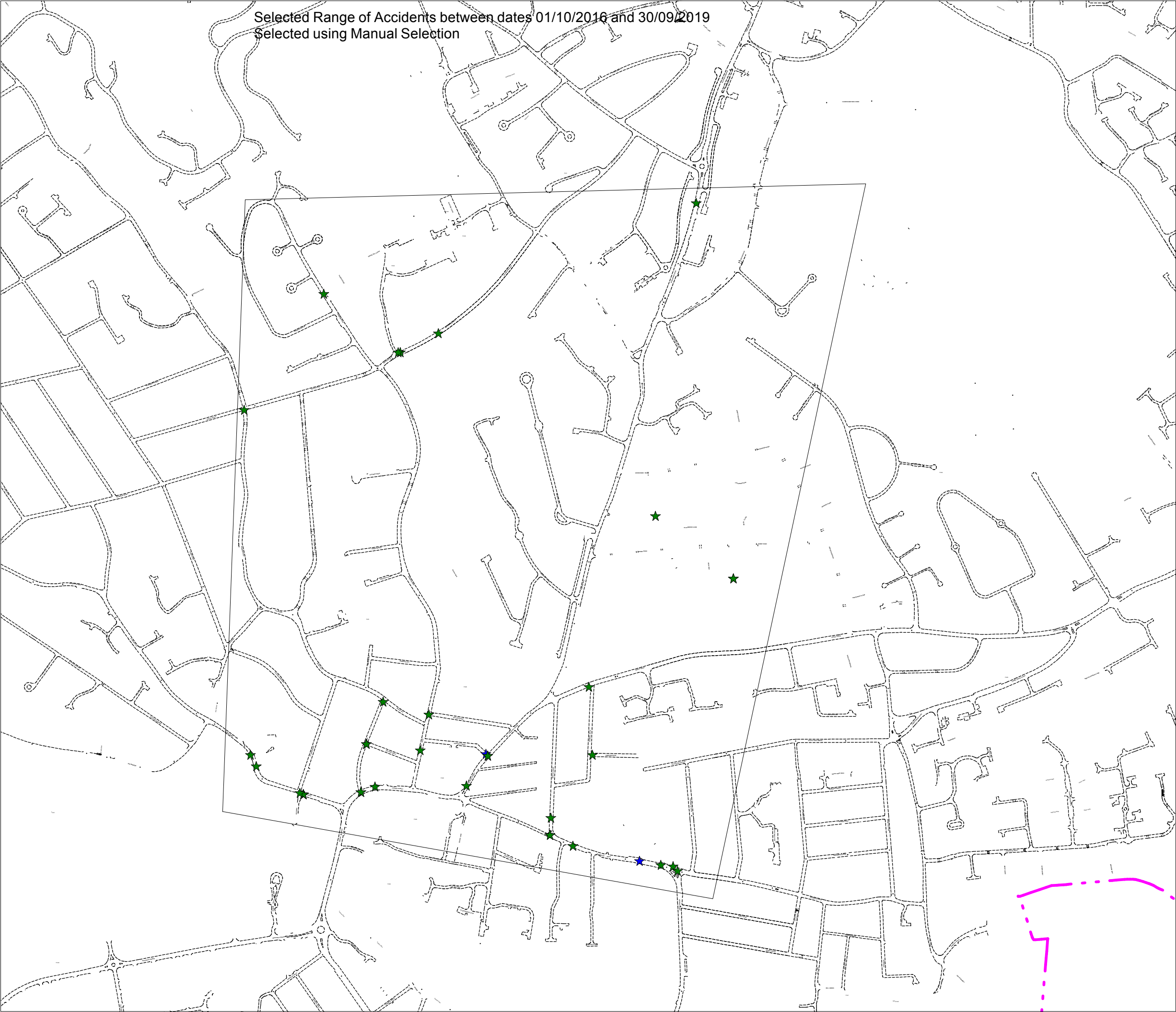
PIA - Caversham South

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	2	23	25
2-wheeled motor vehicles	0	0	2	2
Pedal cycles	0	0	11	11
Horses & other	0	0	0	0
Total	0	2	36	38

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	12	12
Passenger	0	0	2	2
Motorcycle rider	0	0	2	2
Cyclist	0	0	11	11
Pedestrian	0	2	14	16
Other	0	0	0	0
Total	0	2	41	43

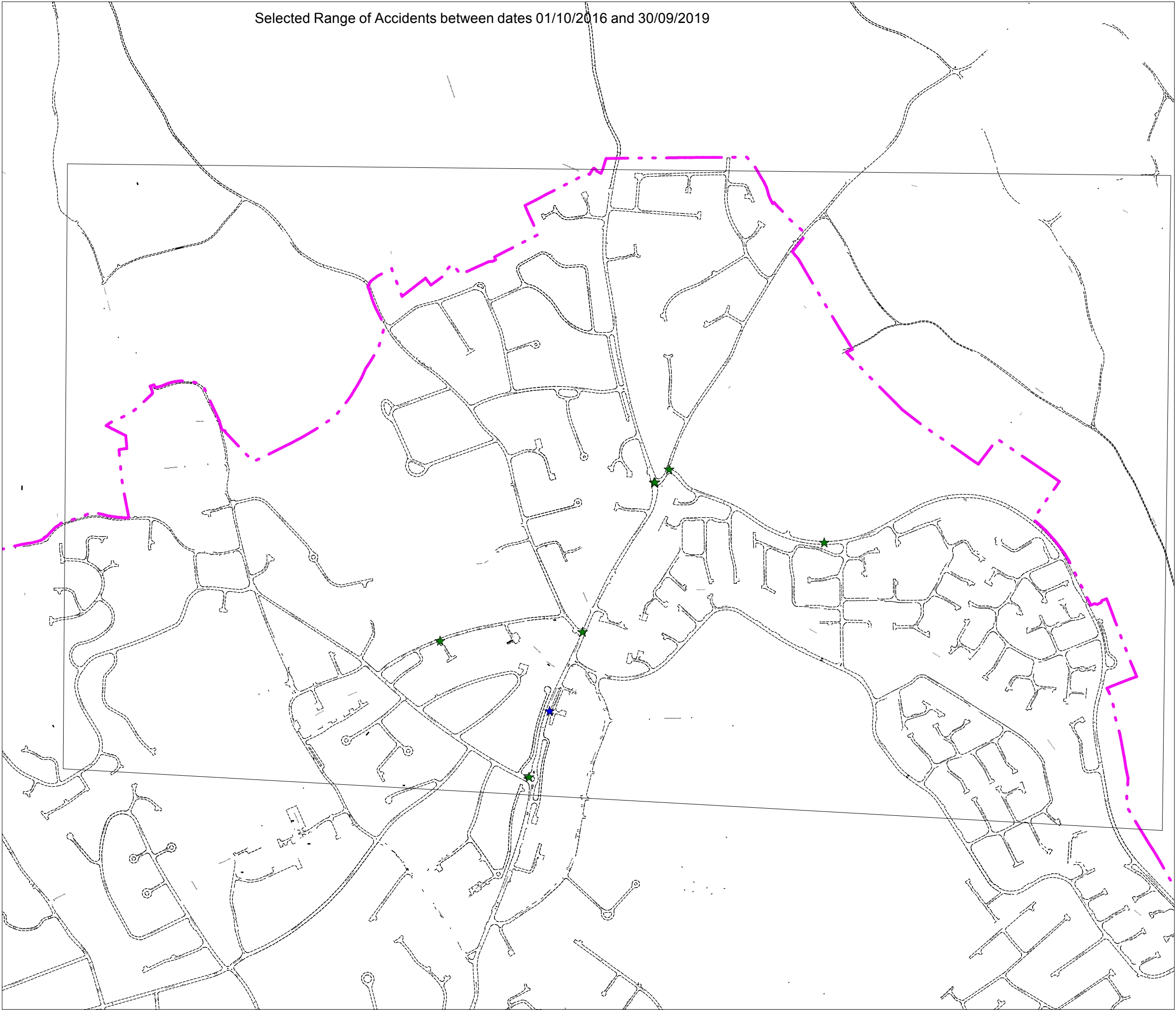


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DRAWING TITLE	
PIA - Caversham Area 2 of 2	
SCALE	1 : 8000
DATE	23/03/2020
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Selected Range of Accidents between dates 01/10/2016 and 30/09/2019



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DRAWING TITLE

PIA - Caversham Area 1 of 2

SCALE	1 : 8500
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DATE	23/03/2020
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DRAWING No.	
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DRAWN BY	
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