

**Land at White Cross Farm,
Wallingford**

Transport Assessment



Transport Planning Consultants

**Land at White Cross Farm,
Wallingford**

Transport Assessment

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RJM/NS/17039-06d TA

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Table of Contents

| | | |
|-----|---------------------------------------|----|
| 1.0 | INTRODUCTION | 1 |
| 2.0 | POLICY & TECHNICAL GUIDANCE | 4 |
| 2.1 | National Policy | 4 |
| 2.2 | Local Policy | 5 |
| 2.3 | Technical Guidance | 6 |
| 3.0 | EXISTING CONDITIONS | 7 |
| 3.1 | Site Location | 7 |
| 3.2 | Local Network | 8 |
| 3.3 | Local Traffic Patterns | 8 |
| 3.4 | Road Safety | 9 |
| 3.5 | Walking | 11 |
| 4.0 | DEVELOPMENT PROPOSALS | 12 |
| 4.1 | Access | 12 |
| 5.0 | TRAFFIC GENERATION AND IMPACT | 15 |
| 5.1 | Traffic Generation | 15 |
| 5.2 | Traffic Impact | 15 |
| 5.3 | Traffic related environmental impacts | 16 |
| 6.0 | CONCLUSIONS | 18 |

Appendices

| | |
|-------------------|-----------------------|
| Appendix A | Site Layout Plan |
| Appendix B | Marina Application |
| Appendix C | Accident Data |
| Appendix D | Traffic Survey Report |
| Appendix E | Site Access Plans |
| Appendix F | Highway Extents |
| Appendix G | Road Safety Audit |



1.0 INTRODUCTION

1.1 David Tucker Associates (DTA) has been commissioned to advise on the transport and traffic implications of the proposed mineral extraction on land at White Cross Farm, Wallingford.

1.2 The proposals (LPA reference MW.0115/21) seek to extract the mineral from the site with the restoration of the site. The extraction of minerals will take place over a period of 5 years as minerals will be exported from the site at a rate supported by market demand for aggregates. As such it is expected that the extraction of around 500,000 tonnes of minerals will take place at a rate of around 100,000 tonnes per year. Restoration of the site will require the import of 290,000m² of inert material and this will take place over 5 years.

1.3 The exportation of minerals and importation of inert material by take place by road. This equates to around 50 loads per day, or 100 two-way movements per day which is relatively modest in the context of the existing daily flows carried by the A-roads which bound the site.

1.4 A review of personal injury accident data has demonstrated that there are no current road safety issues and there is no evidence to suggest that the development proposals will be detrimental to highway safety.

1.5 A plan showing the proposed layout is attached at **Appendix A**.

1.6 The development site has been subject to a previous planning application (LPA reference P18/S1641/CM OCC ref: mw.0033/18) for a marina development. Details are attached at **Appendix B**. The application was refused permission on 10th September 2020. In transport terms reason 6 related to the accessibility of the site for non-vehicular modes.

6. The accessibility of the site for non-vehicular modes is not considered to comply with policies T1 of the South Oxfordshire Local Plan 2011 and draft policy TRANS 2 of the South Oxfordshire Local Plan 2034

1.7 This matter relates however to the operation of the marina but not to its construction. The transport implications of the current proposals are equivalent to the construction phase of the marina proposals. Oxfordshire County Council, as highway authority, confirmed by email dated 27th August 2020 that 'from a



transport point of view if a condition can be applied, as I suggest to limit the residential component then I would be content to remove the objection’.

1.8 In response to the current application the OCC response dated 22nd November 2021 requested the following information:

- [1] For the left-out junction, the applicant is required to demonstrate that a visibility splay of at least 4.5m x 215.0m would be achievable along A4130 Nosworthy Way, unless 85th percentile vehicle speed obtained from recent ATC surveys justifies otherwise.
- [2] Both the extent of adopted public highway and red line site boundary are required to be shown on the drawing which indicates the appropriate visibility splay.
- [3] No dimensions and geometry for the left-in junction have been provided and therefore this information is required.
- [4] The swept path analysis of a 16.5m long articulated HGV exiting the site and using the nearside lane of A4130 Nosworthy Way is required to be shown.
- [5] The taper of the left-in junction should be amended to discourage right-turn movements into the site.
- [6] A longitudinal section plan which shows the proposed levels and gradients of the site as part of the development is required, in the interests of highway safety.
- [7] A Stage 1 Road Safety Audit and Designer’s Response of the proposed access arrangement for the site is required.
- [8] A revised highway impact assessment calculation for both A329 Reading Road and A4130 Nosworthy Way based on traffic flow data obtained from recent ATC surveys is required.

1.9 This Transport Assessment has been updated accordingly.

1.10 To respond to [1] and [8] new traffic surveys were undertaken. The results are summarised in Section 3 and show a high level of consistency with the original surveys and associated design parameters.



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- 1.11 To respond to [2] and [3] highway extents are shown on the updated access drawings at **Appendix E** (OCC search plan is included at **Appendix F**) and the access geometry has been labelled.
- 1.12 The access geometry has been updated to physically constrain prohibited movements and the vehicle tracking has been updated accordingly responding to [4] and [5]. A long section has also been prepared [6] and is also included at **Appendix E**.
- 1.13 A new Road Safety Audit has been undertaken. The report is attached at **Appendix G**. No issues are identified.
- 1.14 This updated report responds to all the above requests for additional information. It is concluded that the development is compliant with the relevant planning policy and the previous transport related reason for refusal for the marina proposal is not applicable. The development will not result in a material impact on the highway network and there are no existing highway issues which need to be addressed in respect of the proposals.



2.0 POLICY & TECHNICAL GUIDANCE

2.1 National Policy

2.1.1 The National Planning Policy Framework was originally published in 2012 but has been updated subsequently; the current version is 2021. In transport planning terms the key tests relate to sustainable travel, suitability of the access and traffic impact although the structure of the document has changed. These tests are now set out at paragraphs 110 -113:

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

112. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

113. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a



transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

2.2 Local Policy

2.2.1 Local policies relating to transport are included within the Oxfordshire Minerals and Waste Local Plan and the South Oxfordshire Local Plan 2035 as set out below:

Oxfordshire Minerals and Waste Local Plan (OMWCS)

Policy C10: Transport

Minerals and waste development will be expected to make provision for safe and suitable access to the advisory lorry routes shown on the Oxfordshire Lorry Route Maps in ways that maintain and, if possible, lead to improvements in:

- *the safety of all road users including pedestrians;*
- *the efficiency and quality of the road network; and*
- *residential and environmental amenity, including air quality.*

Where development leads to a need for improvement to the transport network to achieve this, developers will be expected to provide such improvement or make an appropriate financial contribution.

Where practicable minerals and waste developments should be located, designed and operated to enable the transport of minerals and/or waste by rail, water, pipeline or conveyor.

Where minerals and/or waste will be transported by road:

- a) mineral workings should as far as practicable be in locations that minimise the road distance to locations of demand for the mineral, using roads suitable for lorries, taking into account the distribution of potentially workable mineral resources; and*
- b) waste management and recycled aggregate facilities should as far as practicable be in locations that minimise the road distance from the main source(s) of waste, using roads suitable for lorries, taking into account that some facilities are not economic or practical below a certain size and may need to serve a wider than local area.*

Proposals for minerals and waste development that would generate significant amounts of traffic will be expected to be supported by a transport assessment or transport statement, as appropriate, including mitigation measures where applicable.



South Oxfordshire Local Plan 2035

Policy TRANS2: Promoting Sustainable Transport and Accessibility

The Council will work with Oxfordshire County Council and others to:

- i) ensure that where new development is located close to, or along, existing strategic public transport corridors, bus and/or rail services can be promoted and strengthened in response to increases in demand for travel and freight;*
- ii) plan positively for rail improvements within the area that support improved connectivity to areas of new development;*
- iii) ensure new development is designed to encourage walking and cycling, not only within the development, but also to nearby facilities, employment and public transport hubs;*
- iv) support provision of measures which improve public transport (including Park & Ride), cycling and walking networks within and between towns and villages in the district;*
- v) support, where relevant, sustainable transport improvements in the wider Didcot Garden Town area and in and around Oxford, particularly where they improve access to strategic development locations;*
- vi) promote and support improvements to the transport network which increase safety, improve air quality, encourage use of sustainable modes of transport and/or make our towns and villages more attractive;*
- vii) adopt an approach to the provision and management of car parking aimed at improving the attraction of our town and village centres; and*
- viii) ensure the needs of all users, including those with impaired mobility are planned for in development of transport improvements.*

2.3 The marina proposals were deemed to conflict with the Local Plan policy TRANS2 however this related to the operation of the marina.

2.4 **Technical Guidance**

2.5 National technical guidance within the Design Manual for Roads and Bridges has been comprehensively updated although unlike the publication of Manual for Streets there is no significant shift in the overall design philosophy.

2.6 As previously the DMRB is balanced towards the priorities and functions of the strategic road network rather than local roads whereas Manual for Streets, or specifically Manual for Streets 2, will be in most respects more applicable in this context.



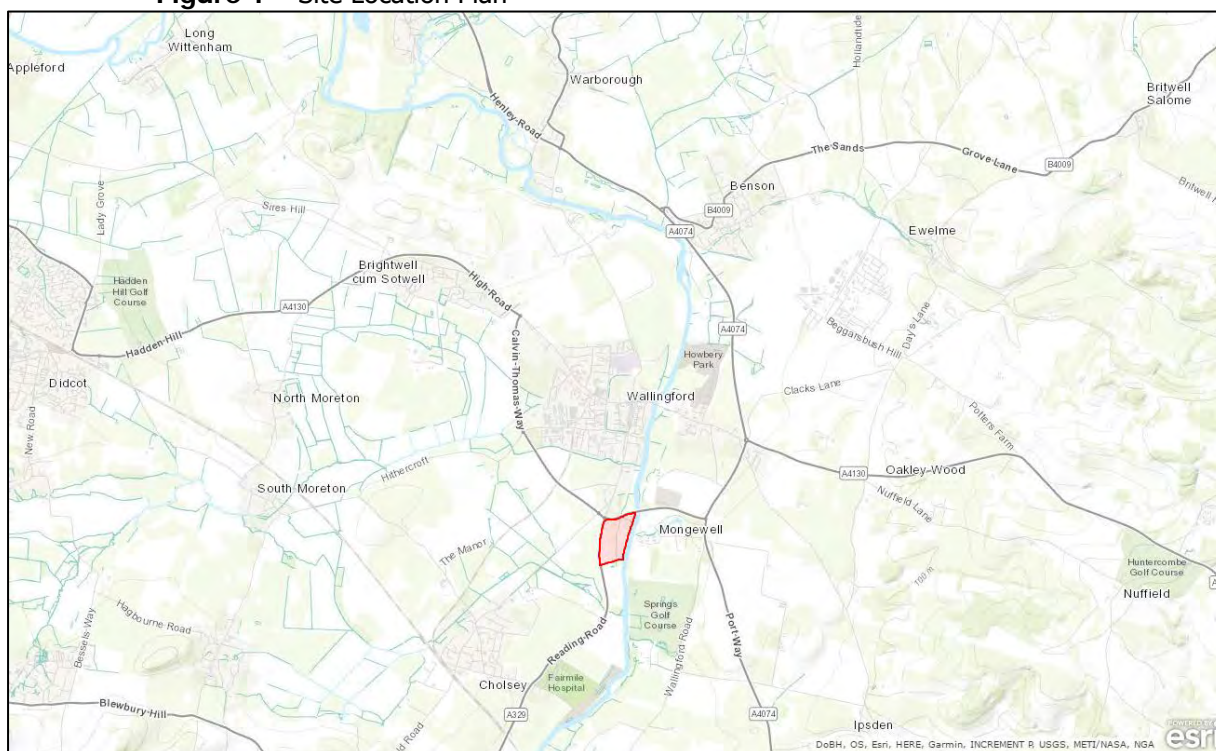
3.0 EXISTING CONDITIONS

3.1 Site Location

3.1.1 The site is located alongside the River Thames to the south of the built up area of Wallingford. The river runs along the eastern site boundary. The Thames Path footway runs along the western bank of the river, through the site.

3.1.2 To the north, the site is bounded by the A4130 Nosworthy Road, which forms a bypass to the south of Wallingford and the A329 Reading Road to the west. On the opposite side of the A329 there is a recent solar farm development served from an improved field access. To the south is largely undeveloped land current in agricultural use. A location plan is included in **Figure 1**.

Figure 1 – Site Location Plan



3.1.3 In terms of potentially sensitive receptors in transport terms, the Mongewell Park Day Nursery and Nursery School is situated near to the site on the opposite side of the A329 Reading Road.



3.2 Local Network

3.2.1 The A329 Reading Road is a single carriageway road subject to a 50mph speed limit. In the vicinity of the site it has a 5.7m carriageway. There is a footway provided on the western side of the road. It is part of the Freight Priority Network (tertiary) however at Streatley, approximately 5 miles to the south there is an HGV restriction to 7.5T.

3.2.2 Mongewell Park Day Nursery and Nursery School is situated opposite the site on the western side of Reading Road and access is provided via a one-way access and egress arrangement from Reading Road. The road has a relatively straight alignment and therefore visibility for traffic exiting the nursery is not hampered.

3.2.3 Reading Road links with the A4130 Nosworthy Way at the north western corner of the site. The junction takes the form of a four-arm roundabout with Winterbrook forming the northern arm providing access to Wallingford from the south. Immediately to the west of the roundabout, the A4130 continues to form a four-arm roundabout with Wallingford Road to the north and south. Wallingford Road links with Winterbrook to the north and continues south to Cholsey.

3.2.4 A4130 Nosworthy Way is a single carriageway road subject to the national speed limit. In the vicinity of the site it has a 9m carriageway (including hard strips). There is a footway along the northern side of the carriageway. It is part of the Freight Priority Network (secondary).

3.2.5 A Public Right of Way runs along the eastern site boundary of the site adjacent to the bank of the River Thames. The footpath forms part of the Thames Path National Trail.

3.3 Local Traffic Patterns

3.3.1 Automatic Traffic Counters were installed on Nosworthy Way and Reading Road 2016 to inform the access designs and original traffic impact assessments. These surveys have been repeated in 2022 as requested by OCC to confirm these parameters.

3.3.2 The Nosworthy Way surveys are summarised in **Table 1** and **Table 2**. The traffic volumes were marginally higher in 2016 than 2022 however the speeds are very



consistent and hence there are no change in the access design parameters for the access onto Nosworthy Way.

Table 1: 2016 Nosworthy Way

| | 5 day Average | AM Peak (0800-0900) | PM Peak (1700-1800) | Average Speed (mph) | 85th Percentile Speed (mph) |
|-----------|---------------|---------------------|---------------------|---------------------|-----------------------------|
| Eastbound | 9234 | 1079 | 826 | 38.0 | 43.6 |
| Westbound | 9055 | 922 | 992 | 40.4 | 46.5 |
| Two-way | 18289 | 2001 | 1818 | - | - |

Table 2: 2022 Nosworthy Way

| | 5 day Average | AM Peak (0800-0900) | PM Peak (1700-1800) | Average Speed (mph) | 85th Percentile Speed (mph) |
|-----------|---------------|---------------------|---------------------|---------------------|-----------------------------|
| Eastbound | 8404 | 938 | 786 | 37.3 | 42.7 |
| Westbound | 8330 | 819 | 864 | 37.8 | 44.0 |
| Two-way | 16734 | 1757 | 1650 | - | - |

3.3.3 The Reading Road surveys are summarised in **Table 3** and **Table 4**. The traffic volumes were marginally higher in 2016 than 2022 however the speeds are very consistent and hence there are no change in the access design parameters for the egress from Reading Road.

Table 3: 2016 Reading Road

| | 5 day Average | AM Peak (0800-0900) | PM Peak (1700-1800) | Average Speed (mph) | 85th Percentile Speed (mph) |
|------------|---------------|---------------------|---------------------|---------------------|-----------------------------|
| Northbound | 4435 | 646 | 431 | 33.1 | 39.4 |
| Southbound | 4298 | 443 | 525 | 34.9 | 39.9 |
| Two-way | 8733 | 1089 | 956 | | |

Table 4: 2022 Reading Road

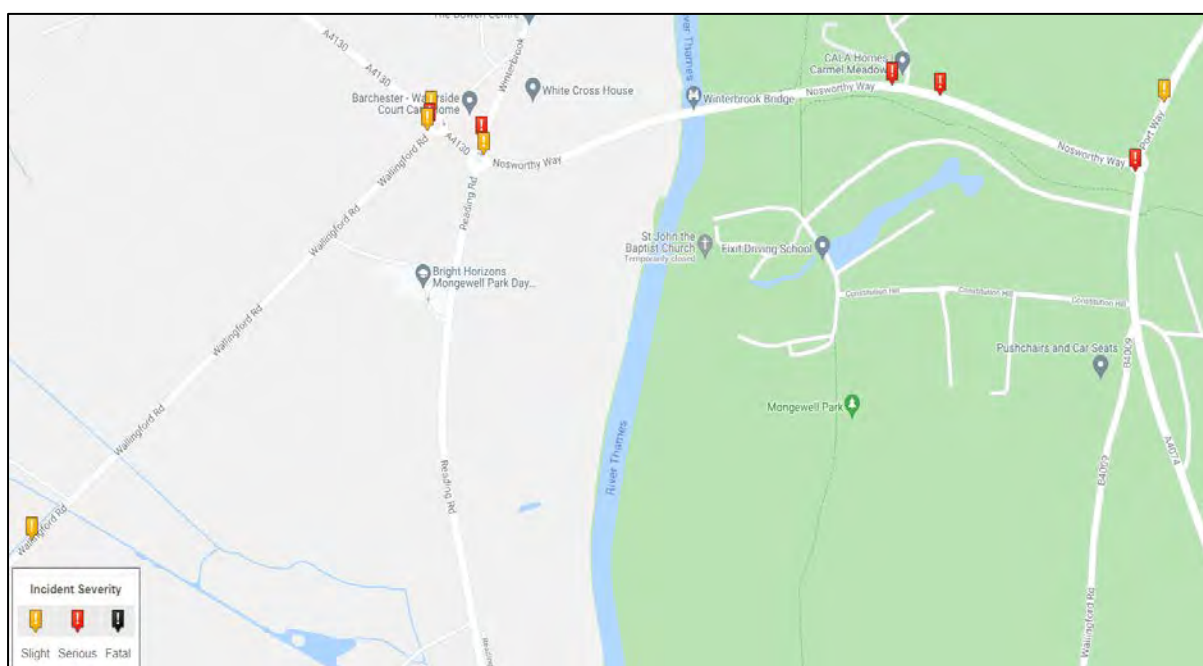
| | 5 day Average | AM Peak (0800-0900) | PM Peak (1700-1800) | Average Speed (mph) | 85th Percentile Speed (mph) |
|------------|---------------|---------------------|---------------------|---------------------|-----------------------------|
| Northbound | 4289 | 606 | 437 | 33.0 | 39.1 |
| Southbound | 3965 | 411 | 450 | 35.6 | 40.4 |
| Two-way | 8254 | 1017 | 887 | - | - |



3.4 Road Safety

- 3.4.1 Personal injury collision data has been reviewed on www.crashmap.co.uk for the latest five-year period.
- 3.4.2 There were no recorded collisions along the site frontage.
- 3.4.3 There were two recorded collisions at the Reading Road/ A4130 Nosworthy Way roundabout. One collision was recorded as serious in severity and the other slight.
- 3.4.4 The serious collision occurred in 2016 and involved two vehicles and two casualties, and the slight collision occurred in 2017 and involved two vehicles and one casualty.
- 3.4.5 There were three collisions at the Wallingford Road/ A4130 roundabout. Two collisions were slight, and one collision was serious. The serious collision occurred in 2017 and involved two vehicles and one casualty. The two slight collisions occurred in 2016 with one involving one vehicle and casualty and the other involving two vehicles and one casualty.
- 3.4.6 There were two recorded collisions along Nosworthy Way, both of which were serious. One occurred in 2017 and involved one vehicle and one casualty, and the other occurred in 2020 involving two vehicles and two casualties.

Figure 2 – PIC Locations





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- 3.4.7 The accident records do not indicate cluster locations or causal factors related to road geometry which would suggest there is an existing road safety concern within the immediate vicinity of the site.
- 3.4.8 Further details on accident causality were obtained from OCC and are attached at **Appendix C.**
- 3.5 **Walking**
- 3.5.1 The Thames Path follows the route of the River. In the vicinity of the site the path follows alongside the western bank of the river through the development site. The path follows the River under Nosworthy Way up into the town centre. Within the town centre it follows Thames Street up to the High Street before re-joining the western riverbank up to the lock at Benson where it crosses over onto the eastern bank.
- 3.5.2 In addition to the Thames Path, there is a footway on the western side of Reading Road. This has recently been upgrade both in terms of the surfacing and with lighting. This links up to uncontrolled pedestrian crossings on the western side of the Nosworthy Way roundabout.
- 3.5.3 There is a footway on the northern side of Nosworthy Way which provides an additional link between Reading Road and the Thames Path.
- 3.5.4 The Ridgeway path runs along the eastern side of the River Thames. To the south up to Littlestoke it follows close to the bank before heading further away from the river on a parallel course to the rear of the Carmel College site. At Nosworthy Way it turns due East.



4.0 DEVELOPMENT PROPOSALS

4.1 Access

4.1.1 Traffic surveys were undertaken to confirm the prevailing traffic characteristics on the A329 and A4130 to inform the design parameters for the accesses. In this respect the speeds are of primary interest. Full survey reports are attached at **Appendix D**.

4.1.2 The proposed access arrangements seek to best accommodate the vehicular traffic generation of the site. In practice there is very little by way of constraints to influence the position of the accesses as the site has long highway frontages on two 'A' class roads.

4.1.3 To minimise delays to ahead traffic, strategy was previously agreed with OCC in advance of the application to adopt a left in left out arrangement whereby access would be from A329 and egress would be from A4130. The removal of the right turn movements would ensure that vehicles would not need to wait on the carriageways to turn in to the site. Detailed consideration was also given to the vehicle tracking to ensure that appropriate tapers were provided to ensure that construction vehicles would not cross the centreline of the main road.

4.1.4 The access arrangements are consistent with those originally proposed for the construction phase of the marina proposals but have been updated in response to requests from OCC. The latest plans are attached in **Appendix E**.

A329 inbound only access

4.1.5 Following the 2016 pre-application discussion and meeting, the inbound only access on the A329 was moved north from the position submitted within the 2015 pre-application inquiry. Whilst it was not necessary to increase separation from the nursery school access to the south, the relocation has the effect of reducing any perceived potential for interaction.

4.1.6 The egress from A329 (inbound to the site) is circa 100m south of the A4130 roundabout. Traffic demand on this movement will be low; as set out in the TA there will be 2-3 HGV/hr on average during the operational hours.



- 4.1.7 All vehicles exiting the roundabout will be travelling slowly; indeed roundabout design is predicated on slowing vehicles on the approach to the junction to less than 30mph by the geometric constraint on the entry path thereby minimising the potential for conflict on the circulatory carriageway. There will therefore be no significant differential speeds and driver visibility is excellent on this section. The deceleration taper will further minimise the potential for delay to ahead movements.
- 4.1.8 There is no defined minimum separation in the design standards although traditionally this is taken to be stopping sight distance. The 100m spacing is in excess of the 43m stopping sight distance required for vehicles exiting the roundabout and in excess of the 70m stopping sight distance suggested by the ATC results.
- 4.1.9 The only visibility requirement for an egress from the mainline carriageway is forward visibility which is ample for the prevailing speeds.
- 4.1.10 The geometry of the proposed access this was based originally on the guidance in TD41/95. The current guidance in CD123 is less prescriptive. There are therefore no changes required to comply with the updated guidance. The access has however been updated in response to OCC comments requiring restricted movements to be geometrically constrained (OCC consultation response pt 5) and the layout has been updated accordingly.
- 4.1.11 The arrangement conforms to all relevant current design standards.
- A4130 outbound only access
- 4.1.12 The access onto A4130 is circa 60m east of the roundabout. It is proposed that all traffic will turn left out toward the roundabout i.e., banning the right turn out. As such the relevant visibility splay is to the left of the access. Visibility in excess of 120m is achievable at this location and hence well in excess of the 90m stopping sight distance suggested by the ATC results. Visibility is also achievable to the left to the roundabout so that vehicles exiting the site will be able to anticipate any queuing on the approach to the roundabout. This is robust and will ensure that drivers will have more than ample opportunity to judge when it is safe to join the main road.



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- 4.1.13 Traffic demand on this movement will likewise be circa 2-3 HGV/hr on average during the operational hours.
- 4.1.14 It was agreed with the OCC officer at the 2016 pre-application stage that the immediate approach to the access would be levelled to ensure that vehicles could pull out reasonably expeditiously, i.e., laden trucks would not need to hill start, but that in any event they would be joining the network at a location where speeds would be low. The original information has been supplemented as requested by OCC with a long section included on the plan confirming that a levelled area (no more than 2% gradient) will be provided for this initial section.
- 4.1.15 The lamp columns have been located on the access drawing and the position adjusted to minimise disturbance. It is not anticipated that any columns will now need to be relocated.
- 4.1.16 In terms of the geometry of the access this was based originally on the guidance in TD41/95. The current guidance in CD123 is less prescriptive. There are therefore no changes required to comply with the updated guidance and as such the geometry conforms to all relevant current design standards.
- 4.2 **Road Safety Audit**
- 4.2.1 An independent Road Safety Audit was undertaken by Mott MacDonald. No issues are identified with respect to either access. Their report is attached at **Appendix G**.



5.0 TRAFFIC GENERATION AND IMPACT

5.1 Traffic Generation

5.1.1 The proposals will involve the extraction of around 500,000 tonnes of minerals at a rate of around 100,000 tonnes per year over a 5-year period. On average this is typically exported on 20T loads which equates to on average 5,000 loads per year. In practice the rate of export will depend on market conditions and therefore for appraisal purposes 6,000 loads per year has been assumed.

5.1.2 Based on a typical 240 day working year, this equates to around 25 loads per day, or 50 two-way movements per day.

5.1.3 Restoration of the site will require the import of 290,000m² of inert material and this will take place over 5 years. This import will generate a similar number of movements to the export (the site will be restored to existing levels). There will be backhauling whereby there is a synergy between export and import movements but for appraisal purposes no backhaul has been assumed. There will therefore be a further 50 two-way movements per day and therefore an overall demand of 100 two-way movements per day.

5.2 Traffic Impact

5.2.1 The proposed mineral extraction process is anticipated to generate 100 HGV movements per day. These are garden gate trip rates, i.e. the movements into and out of the site as would be observed at the site accesses. Without the production from the site the market for minerals would need to be served from other sites and hence in the wider sense there would be similar number of movements on the road network.

5.2.2 Assuming that the traffic is wholly new on the local network, on an hourly basis, this equates to an average generation of 10 - 12 movements per hour. These will be predominantly HGVs and therefore in passenger car units equivalent to around 24 cars per hour. There will of course be some variability in the generation as it will respond to demand. In addition, there will be a small number of car movements related to staff travel etc.



- 5.2.3 The location adjacent to the principal road network means that traffic will disperse quickly on the road network.
- 5.2.4 Assuming that the demand is split between the A4130 to the west and A4074 corridor to the east then each corridor will experience average increases of only 3 HGV per hour in each direction to each corridor; equivalent to 1 additional vehicle every 20 minutes.
- 5.2.5 The traffic impact at the double roundabouts will be minimal, even accounting for the larger vehicle sizes, the change in traffic flows is well below 1% baseline link traffic flows. Such small changes are well within day-to-day variations in traffic and cannot be meaningfully represented in models.
- 5.2.6 Overall, the nature of the local road network is suitable to accommodate HGVs. A left-in, left-out arrangement will ensure minimal conflict between vehicles arriving and leaving the site as well as those already on the local network.
- 5.2.7 The extraction of minerals and importation of inert waste would generate no more daily vehicular movements than the construction phase of the previous application for a new marina on the site.
- 5.2.8 Wheel washing facilities will be provided on site and the operator will ensure that all lorries are washed thoroughly before leaving the site to reduce carryover onto the public highway. Any access gates will be set back from the public highway to allow a lorry to stop in front of the gates without encroaching onto the highway.

5.3 **Traffic related environmental impacts**

- 5.3.1 Section 3.15 of the Institute of Environmental Assessment Guidance Note No1 "Guidelines for the Environmental Assessment of Road Traffic" sets out when traffic related environmental impacts can be scoped out of further assessment. It notes that:

"To assist the assessor it is suggested that two broad rules of thumb could be used as a screening process to delimit the scale and extent of the assessment. The rules are described and justified in the following paragraphs:

Rule 1 include highway links where traffic flows will increase by more than



30% (or the number of heavy goods vehicles will increase by more than 30%)

Rule 2 include any other specifically sensitive areas where traffic flows have increased by 10% or more.”

5.3.2 The proposed mineral extraction process is anticipated to generate 100 movements per day. This equates to an increase of 0.6% on Reading Road (based on 50 vehicles per day (inbound) against a 2022 baseline of 8,254 vehicles per day - **Table 4**). This impact cannot be material and the works will be undertaken for a period of only 5 years.

5.3.3 No sensitivity receptors have been identified on roads not subject to the controls which are already in place on the routing of HGVs to and from the site.

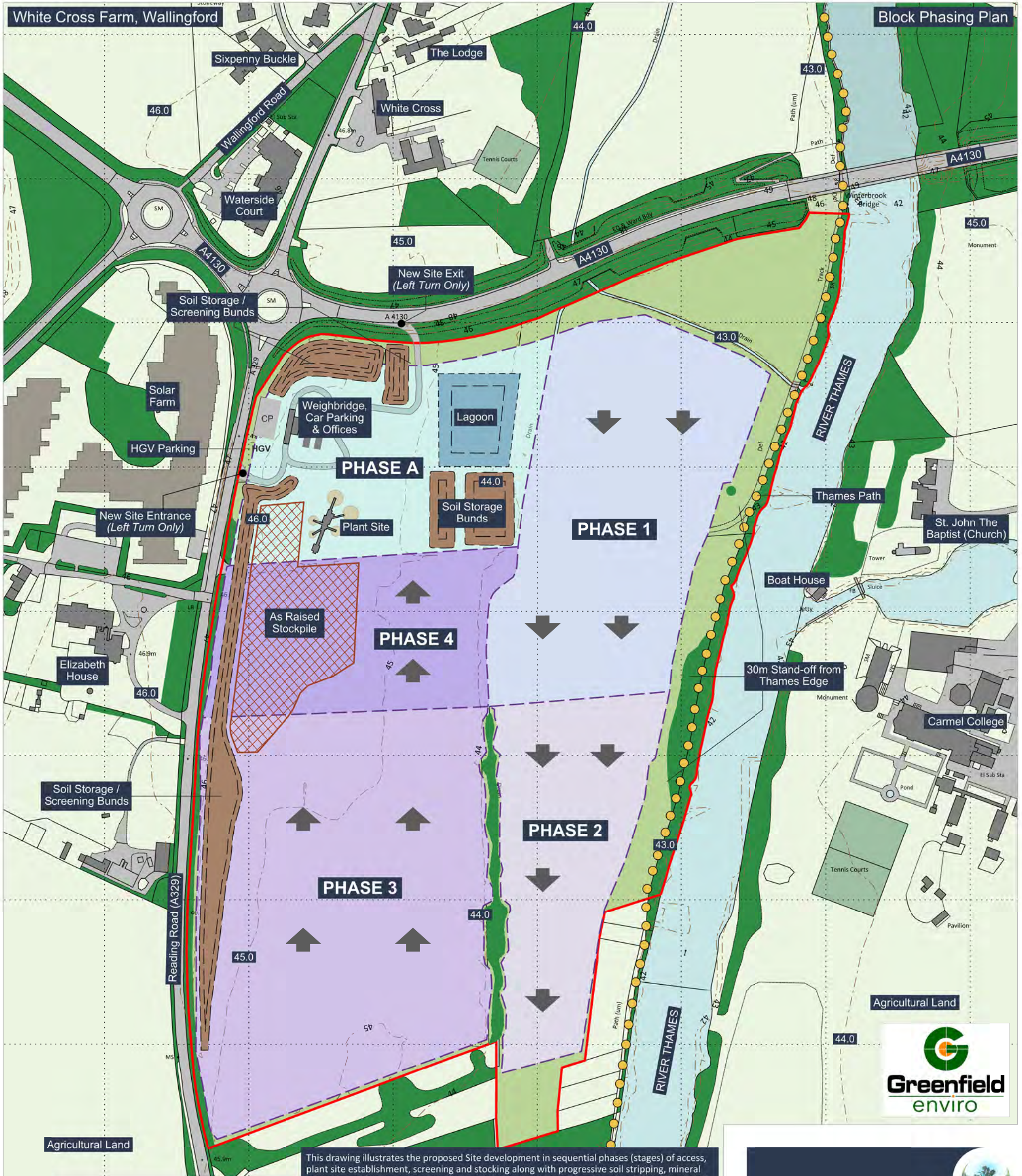


6.0 CONCLUSIONS

- 6.1 This updated Transport Assessment has reviewed the transport impact associated with the proposed mineral extraction on land at White Cross Farm, Wallingford. It addresses in full the issues raised by OCC in November 2022.
- 6.2 The proposals will involve the extraction of around 500,000 tonnes of minerals at a rate of around 100,000 tonnes per year over a 5-year period. Restoration of the site will require the import of 290,000m² of inert material and this will take place concurrently. Whilst some backhauling will take place for a robust appraisal no discounting of the generation has been assumed.
- 6.3 Based on a typical 240 day working year, the site will generate/attract around 50 loads per day, or 100 two-way movements per day. In addition, there will be a small number of car movements related to staff travel etc.
- 6.4 The access strategy has been designed to minimise the potential for vehicular conflict on the local road network. There is therefore a left in and left out arrangement taking advantage of the proximity of the Reading Road – Nosworthy Way roundabout. The geometry has been designed taking into account the type of vehicles that will be used to export and import materials during the construction phase. Overall the junction is considered to be safe and suitable.
- 6.5 Overall, the transport and traffic implications of the proposed mineral extraction are equivalent to the construction phase of the previously proposed marina on the site. Whilst the marina application was unsuccessful neither the access nor traffic impact were reasons for refusal.
- 6.6 In conclusion, the proposals will not result in any material impact on the adjacent highway network and it is considered that there are no highway or transport reasons to refuse planning permission.

Appendix A

Site Layout Plan



LEGEND

- Planning Application Boundary
- Agricultural Land within the Application Boundary
- Existing Woodland / Hedgerows
- Existing Water Bodies / Courses
- Buildings, Roads & Tracks
- Existing Contours (1m intervals) & Spot Heights m AOD
- Proposed Limit of Extraction
- Proposed Phased Mineral Extraction & Direction of Working
- Proposed Soil Storage / Screening Bunds
- Proposed As Raised Stockpile
- Proposed Operational Lagoon

This drawing illustrates the proposed Site development in sequential phases (stages) of access, plant site establishment, screening and stocking along with progressive soil stripping, mineral extraction and subsequent restoration utilising both in-situ soils and overburden and imported inert materials.

It should be noted that all land within the Site will not be disturbed at any one point in time. Progressive restoration will take place concurrently as land becomes available once mineral has been extracted.

Drawing N° KD.WLF.D.004 to 003 illustrate and describe the sequence of the proposed scheme.

Materials Audit

The table below summarises the release of soils / overburden and mineral on a phase by phase basis, together with the volume of required imported inert material to help restore the Site back to near original ground levels.

| Site / Phase | Area (Ha) | Soils / Overburden (m ³) | Release of Mineral (tonnes) | Imported Inert Materials (m ³) |
|----------------------|--------------|--------------------------------------|-----------------------------|--|
| Undisturbed Land | 3.43 | | | |
| Plant Site (Phase A) | 2.65 | 46,000 | 152,000 | 87,000 |
| Phase 1 | 3.51 | 78,000 | 117,000 | 67,000 |
| Phase 2 | 2.07 | 43,000 | 56,000 | 32,000 |
| Phase 3 | 5.24 | 83,000 | 177,000 | 101,000 |
| Phase 4 | 2.07 | 33,000 | 126,000 | 72,000 |
| TOTAL | 15.54 | 283,000 | 628,000 | 359,000 |



PROJECT:
White Cross Farm, Wallingford

TITLE:
Block Phasing Plan

REF NO:
KD.WLF.D.003 Rev A

DATE: March 2022 SCALE: 1:2,500 @ A3

STATUS:
FINAL



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Appendix B

Marina Application

OXFORDSHIRE COUNTY COUNCIL

County Planning Authority

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
(ENGLAND) ORDER 2015

To: London Rock Supplies Ltd, Unit 5, Delta Court, Manor Way, Borehamwood, Herts,
WD6 1FJ

REFUSAL OF PLANNING PERMISSION

In an application dated 26/04/18 you applied for planning permission for development comprising:

Planning Application to allow the development of an offline River Thames marina basin with fixed and floating pontoon moorings for approximately 280 boats, slipway, secure and public car parking, refuelling and pump-out dock, refuse and recycling area, marina office and café, toilet and shower block and laundry facilities, boat hire building, picnic and barbeque area, open water area, circular footpath, boat workshop, new footbridge and creation of new grazing marsh, grassland, pond, reedbed and wet woodland habitat with a construction phase involving the extraction and processing of sand and gravel, the importation of inert fill and the construction of new site accesses, landscaping and screening bunds at White Cross Farm, Reading Road, Cholsey, Oxfordshire.

The OXFORDSHIRE COUNTY COUNCIL as County Planning Authority hereby REFUSE PLANNING PERMISSION for this development.

The reasons for refusal are set out in attached Schedule 1.

The relevant Development Plan policies are set out in attached Schedule 2.



Assistant Director for Strategic Infrastructure and Planning

Dated: 10th September 2020

YOUR ATTENTION IS DRAWN TO THE NOTES OVERLEAF

Schedule 1

Reasons for Refusal

- 1) There is no identified need for a 280 berth marina of which 80% of the moorings would be for permanent moorings. The development is therefore contrary to saved policy R9 of the South Oxfordshire Local Plan 2011, policy CSS1 of the South Oxfordshire Core Strategy 2012 and draft policy ENV4 of the South Oxfordshire Local Plan 2034.
- 2) The proposed development would constitute a dramatic land-use change that is both discordant with the landscape character of the area and detracts from the open and undeveloped countryside setting of the River Thames and Chilterns AONB. It is therefore contrary to policies CSEN1 of the South Oxfordshire Core Strategy 2012, C4 and C8 of the Oxfordshire Minerals and Waste Local Plan – Part 1 Core Strategy and C3 of the South Oxfordshire Local Plan 2011.
- 3) The development would harm the setting of listed buildings and the public benefit of the development is not considered to outweigh that harm. It is therefore contrary to policies CON5 of the South Oxfordshire Local Plan 2011, CSEN3 of the South Oxfordshire Core Strategy 2012 and C9 of the Oxfordshire Minerals and Waste Local Plan – Part 1 Core Strategy and Section 66(1) of the Listed Buildings and Conservation Areas Act 1990.
- 4) The development is not considered to be a well-designed place and does not accord with policies D1 of the South Oxfordshire Local Plan 2011 or policy CSQ3 of the South Oxfordshire Core Strategy 2012.
- 5) There would be a loss of Best and Most Versatile agricultural land contrary to policy C6 of the Oxfordshire Minerals and Waste Local Plan – Part 1 Core Strategy.
- 6) The accessibility of the site for non-vehicular modes is not considered to comply with policies T1 of the South Oxfordshire Local Plan 2011 and draft policy TRANS 2 of the South Oxfordshire Local Plan 2034.
- 7) It has not been demonstrated that the development would not have an unacceptable impact on air quality, pollution and human health contrary to elements of policy EP1 of the South Oxfordshire Local Plan 2011 and policy C5 of the Oxfordshire Minerals and Waste Local Plan – Part 1 Core Strategy.
- 8) It has not been demonstrated that the development would not increase flood risk elsewhere as required by paragraph 163 of the NPPF and contrary to draft policy EP4 of the South Oxfordshire Local Plan 2034
- 9) It has not been demonstrated that the development would not have an unacceptable impact on groundwater contrary to policies C4 of the Oxfordshire Minerals and Waste Local Plan – Part 1 Core Strategy and policy SP7 of the South Oxfordshire Local Plan 2011.
- 10) It has not been demonstrated that the development would not have an unacceptable impact on the enjoyment of existing recreational users of the river though additional water traffic generation and is contrary to policy R4 of the South Oxfordshire Local Plan 2011.

Schedule 2

Relevant Planning Policies

Oxfordshire Minerals and Waste Local Plan – Part 1 Core Strategy

- M2 – Provision for working aggregate minerals
- M3 – Principal locations for working aggregate minerals
- M8 - Safeguarding mineral resources
- C1 – Sustainable development
- C2 – Climate Change
- C3 – Flooding
- C4 – Water environment
- C5 – Local environment, amenity and economy
- C6 – Agricultural land and soils
- C7 – Biodiversity and Geodiversity
- C8 – Landscape
- C9 – Historic environment and archaeology
- C10 – Transport
- C11 – Rights of way

South Oxfordshire Local Plan 2011.

- G2 – Protection and enhancement of the environment
- G4 – Development in the countryside and on the edge of settlements
- C3 – The River Thames and its valley
- C6 - Biodiversity conservations
- C9 – Landscape features
- CON5 – The setting of listed buildings
- EP1 – Prevention of Polluting emissions
- EP2 – Noise and Vibrations
- EP3 – Light Pollution
- EP6 - Surface water protection
- EP7 - Ground water protection
- D1 - Good design and local distinctiveness
- D2 - Vehicle and bicycle parking
- D7 – Access for all
- R4 - Recreation in the Countryside
- R8 - Public Rights of Way
- R9 – River Thames
- E5 – General employment policies
- TSM1 - General approach to tourism
- TSM2 - Tourist attractions and facilities
- T1 – Transport requirements for new development
- T2 – Parking and Circulation space provision

South Oxfordshire Core Strategy 2012

- CS1 - Sustainable Development
- CSS1 – The Overall Strategy
- CSM1 - Transport
- CSEN1 - Landscape
- CSEN3 – Historic Environment
- CSQ2 – Sustainable Design and Construction
- CSQ3 - Design
- CSG1 – Green Infrastructure
- CSB1 – Conservation and improvement of Biodiversity
- CSEM1 – Supporting a Successful and Thriving Economy
- CSR2 – Employment in Rural Areas

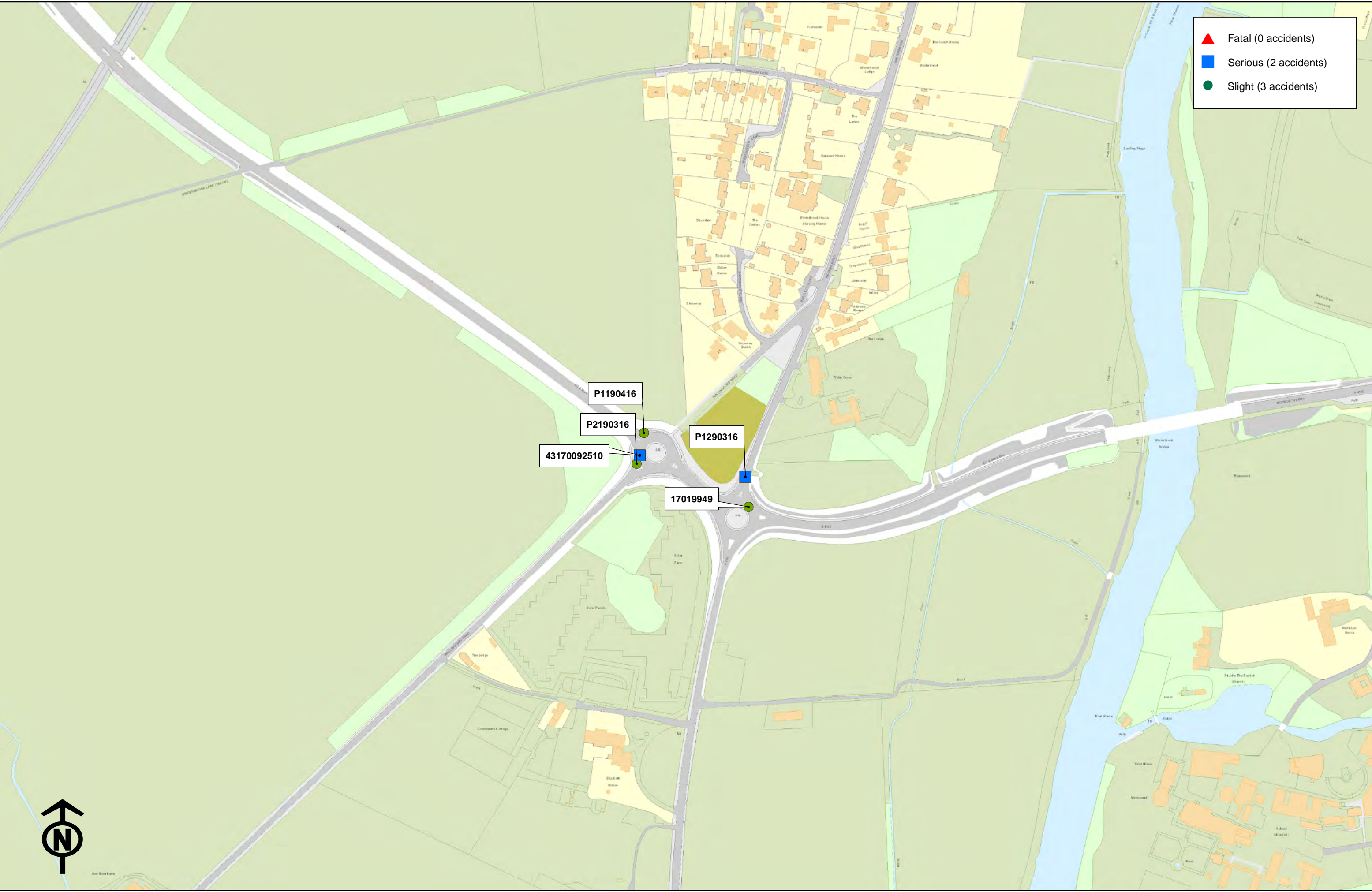
Emerging South Oxfordshire Local Plan 2034

- EMP11 – Development in the Countryside and Rural Areas
- EMP12 – Tourism
- TRANS2 – Promoting Sustainable transport and Accessibility
- INF4 – Water Resources
- ENV1 – Landscape and Countryside
- ENV3 - Biodiversity – Non- Designated Sites, Habitats and Species
- ENV4 - Water Courses
- ENV5 – Green Infrastructure in New Developments
- ENB6 - Historic Environment
- ENV7 – Listed Buildings
- ENV12 – Pollution - impact of development on Human Health, the Natural Environment and/or Local amenity
- EP4 - Flood Risk
- DES 1 – Delivering High Quality Development
- DES2 – Enhancing Local Character
- DES8 – Efficient Use of Resources
- CF3 – New Open Space, Sport and Recreation Facilities

Appendix C

Accident Data

▲ Fatal (0 accidents)
 ■ Serious (2 accidents)
 ● Slight (3 accidents)



Accidents between dates 01/01/2015 and 31/12/2019 (60) months

Selection: Notes:

Selected using Manual Selection

Saturday 12/03/2016 Time 1115 Serious at READING ROAD APPROX 15M N OF RBT J/W A4130 WALLINGFORD BYPASS WALLINGFORD

E: 460402 N: 188044 Junction Detail: 1 Control 1

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Car Moving from NE to S Going ahead other

Casualty Reference: 1 Age: 65 Female Driver/rider Severity: Serious Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to NE Going ahead other

Casualty Reference: 2 Age: 42 Male Driver/rider Severity: Slight Injured by vehicle: 2

Sunday 20/03/2016 Time 1500 Slight at WALLINGFORD ROAD RBT J/W A4130 WALLINGFORD BYPASS CHOLSEY - UNCERTAINTY AS TO E

E: 460296 N: 188057 Junction Detail: 1 Control 4

Fine without high winds Road surface Dry Daylight

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Moving from S to NE Going ahead but held up

Casualty Reference: 1 Age: 46 Male Driver/rider Severity: Slight Injured by vehicle: 1

Vehicle Reference 2 Car Moving from S to NE Going ahead other

Friday 15/04/2016 Time 0656 Slight at A4130 RBT J/W WALLINGFORD ROAD TO CHOLSEY WALLINGFORD

E: 460303 N: 188087 Junction Detail: 1 Control 4

Fine without high winds Road surface Wet/Damp Daylight

Vehicle Reference 1 Motorcycle over 500cc Moving from N to SE Going ahead other

Casualty Reference: 1 Age: 55 Male Driver/rider Severity: Slight Injured by vehicle: 1

Accidents between dates 01/01/2015 and 31/12/2019 (60) months

Selection: Notes:

Selected using Manual Selection

Monday 27/03/2017 Time 1750 Serious at A4130 WALLINGFORD BYPASS RBT J/W WALLINGFORD ROAD CHOLSEY
E: 460299 N: 188065 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from S to SE Turning right
Vehicle Reference 2 Motorcycle over 500cc Moving from SE to N Going ahead other
Casualty Reference: 1 Age: 21 Female Driver/rider Severity: Serious Injured by vehicle: 2

Sunday 25/06/2017 Time 0836 Slight at A4130 WALLINGFORD BYPASS RBT J/W READING ROAD WALLINGFORD
E: 460405 N: 188015 Junction Detail: 1 Control 4
Fine without high winds Road surface Dry Daylight
Vehicle Reference 1 Car Moving from NE to SE Turning left
Casualty Reference: 1 Age: 66 Female Driver/rider Severity: Slight Injured by vehicle: 1
Vehicle Reference 2 Car Moving from N to SE Going ahead other

Accidents between dates 01/01/2015 and 31/12/2019 (60) months

Selection:

Selected using Manual Selection

Notes:

Accidents involving:

| | Fatal | Serious | Slight | Total |
|--|----------|----------|----------|----------|
| Motor vehicles only (excluding 2-wheels) | 0 | 1 | 1 | 2 |
| 2-wheeled motor vehicles | 0 | 1 | 2 | 3 |
| Pedal cycles | 0 | 0 | 0 | 0 |
| Horses & other | 0 | 0 | 0 | 0 |
| Total | 0 | 2 | 3 | 5 |

Casualties:

| | Fatal | Serious | Slight | Total |
|------------------|----------|----------|----------|----------|
| Vehicle driver | 0 | 1 | 2 | 3 |
| Passenger | 0 | 0 | 0 | 0 |
| Motorcycle rider | 0 | 1 | 2 | 3 |
| Cyclist | 0 | 0 | 0 | 0 |
| Pedestrian | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 |
| Total | 0 | 2 | 4 | 6 |

Number of casualties meeting the criteria: 6

Appendix D

Traffic Survey Report

| 11038 WALLINGFORD | | | | | | | | | | |
|----------------------|--|--------------------|---------------|---------------|--------------------------|----------------|------------|------------|----------------------|--------------------|
| JANUARY 2022 | | | | | | | | | | |
| Site | Location | Direction | Start Date | End Date | Posted Speed Limit (PSL) | Total Vehicles | 5 Day Ave. | 7 Day Ave. | Average 85%ile Speed | Average Mean Speed |
| Site No: 11038001 | Site 1 - Nosworthy Way, Wallingford 51.587670, -1.127560 | Channel: Eastbound | Fri 21-Jan-22 | Thu 27-Jan-22 | NSL | 53057 | 8404 | 7580 | 42.7 | 37.3 |
| | | Channel: Westbound | Fri 21-Jan-22 | Thu 27-Jan-22 | | 52552 | 8330 | 7507 | 44.0 | 37.8 |

| 11038 WALLINGFORD | | | | | | | | | | |
|----------------------|---|---------------------|---------------|---------------|--------------------------|----------------|------------|------------|----------------------|--------------------|
| JANUARY 2022 | | | | | | | | | | |
| Site | Location | Direction | Start Date | End Date | Posted Speed Limit (PSL) | Total Vehicles | 5 Day Ave. | 7 Day Ave. | Average 85%ile Speed | Average Mean Speed |
| Site No: 11038002 | Site 2 - A329 Reading Rd, Wallingford 51.5868069, - 1.1299878 | Channel: Northbound | Fri 21-Jan-22 | Thu 27-Jan-22 | 50 | 27010 | 4289 | 3859 | 39.1 | 33.0 |
| | | Channel: Southbound | Fri 21-Jan-22 | Thu 27-Jan-22 | | 24753 | 3965 | 3536 | 40.4 | 35.6 |

| 20034 WALLINGFORD | | | | | | | | | | |
|----------------------|---|---------------------|---------------|---------------|--------------------------|----------------|------------|------------|----------------------|--------------------|
| MARCH 2016 | | | | | | | | | | |
| Site | Location | Direction | Start Date | End Date | Posted Speed Limit (PSL) | Total Vehicles | 5 Day Ave. | 7 Day Ave. | Average 85%ile Speed | Average Mean Speed |
| Site No: 20034001 | Site 1, Reading Road, Wallingford (Tree) SU 60371 87918 | Channel: Northbound | Tue 08-Mar-16 | Mon 14-Mar-16 | 50 | 27784 | 4435 | 3969 | 39.4 | 33.1 |
| | | Channel: Southbound | Tue 08-Mar-16 | Mon 14-Mar-16 | | 26768 | 4298 | 3824 | 39.9 | 34.9 |

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Tue 08-Mar-16 | | | | | | | | | | | |
| 00:00 | 5 | 0 | 0.0 | 4 | 80.0 | 1 | 20.0 | 0 | 0.0 | 0 | 0.0 |
| 01:00 | 5 | 0 | 0.0 | 4 | 80.0 | 0 | 0.0 | 1 | 20.0 | 0 | 0.0 |
| 02:00 | 3 | 0 | 0.0 | 2 | 66.7 | 1 | 33.3 | 0 | 0.0 | 0 | 0.0 |
| 03:00 | 4 | 0 | 0.0 | 1 | 25.0 | 1 | 25.0 | 2 | 50.0 | 0 | 0.0 |
| 04:00 | 13 | 0 | 0.0 | 11 | 84.6 | 1 | 7.7 | 1 | 7.7 | 0 | 0.0 |
| 05:00 | 34 | 1 | 2.9 | 28 | 82.4 | 5 | 14.7 | 0 | 0.0 | 0 | 0.0 |
| 06:00 | 135 | 2 | 1.5 | 119 | 88.2 | 12 | 8.9 | 2 | 1.5 | 0 | 0.0 |
| 07:00 | 467 | 1 | 0.2 | 417 | 89.3 | 46 | 9.9 | 1 | 0.2 | 2 | 0.4 |
| 08:00 | 694 | 3 | 0.4 | 650 | 93.7 | 30 | 4.3 | 11 | 1.6 | 0 | 0.0 |
| 09:00 | 314 | 1 | 0.3 | 277 | 88.2 | 30 | 9.6 | 6 | 1.9 | 0 | 0.0 |
| 10:00 | 224 | 1 | 0.5 | 197 | 88.0 | 22 | 9.8 | 4 | 1.8 | 0 | 0.0 |
| 11:00 | 202 | 1 | 0.5 | 173 | 85.6 | 26 | 12.9 | 1 | 0.5 | 1 | 0.5 |
| 12:00 | 184 | 0 | 0.0 | 157 | 85.3 | 25 | 13.6 | 2 | 1.1 | 0 | 0.0 |
| 13:00 | 205 | 0 | 0.0 | 175 | 85.4 | 27 | 13.2 | 2 | 1.0 | 1 | 0.5 |
| 14:00 | 203 | 2 | 1.0 | 183 | 90.2 | 12 | 5.9 | 4 | 2.0 | 2 | 1.0 |
| 15:00 | 253 | 2 | 0.8 | 233 | 92.1 | 14 | 5.5 | 4 | 1.6 | 0 | 0.0 |
| 16:00 | 368 | 1 | 0.3 | 334 | 90.8 | 27 | 7.3 | 4 | 1.1 | 2 | 0.5 |
| 17:00 | 437 | 1 | 0.2 | 410 | 93.8 | 21 | 4.8 | 4 | 0.9 | 1 | 0.2 |
| 18:00 | 295 | 1 | 0.3 | 281 | 95.3 | 12 | 4.1 | 0 | 0.0 | 1 | 0.3 |
| 19:00 | 142 | 2 | 1.4 | 131 | 92.3 | 9 | 6.3 | 0 | 0.0 | 0 | 0.0 |
| 20:00 | 76 | 0 | 0.0 | 73 | 96.1 | 2 | 2.6 | 1 | 1.3 | 0 | 0.0 |
| 21:00 | 96 | 1 | 1.0 | 94 | 97.9 | 1 | 1.0 | 0 | 0.0 | 0 | 0.0 |
| 22:00 | 29 | 0 | 0.0 | 26 | 89.7 | 2 | 6.9 | 1 | 3.5 | 0 | 0.0 |
| 23:00 | 18 | 0 | 0.0 | 17 | 94.4 | 0 | 0.0 | 1 | 5.6 | 0 | 0.0 |
| 12H,7-19 | 3846 | 14 | 0.4 | 3487 | 90.7 | 292 | 7.6 | 43 | 1.1 | 10 | 0.3 |
| 16H,6-22 | 4295 | 19 | 0.4 | 3904 | 90.9 | 316 | 7.4 | 46 | 1.1 | 10 | 0.2 |
| 18H,6-24 | 4342 | 19 | 0.4 | 3947 | 90.9 | 318 | 7.3 | 48 | 1.1 | 10 | 0.2 |
| 24H,0-24 | 4406 | 20 | 0.5 | 3997 | 90.7 | 327 | 7.4 | 52 | 1.2 | 10 | 0.2 |

20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Northbound

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Wed 09-Mar-16 | | | | | | | | | | | |
| 00:00 | 7 | 0 | 0.0 | 5 | 71.4 | 2 | 28.6 | 0 | 0.0 | 0 | 0.0 |
| 01:00 | 3 | 0 | 0.0 | 2 | 66.7 | 0 | 0.0 | 1 | 33.3 | 0 | 0.0 |
| 02:00 | 1 | 0 | 0.0 | 1 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 03:00 | 8 | 0 | 0.0 | 5 | 62.5 | 3 | 37.5 | 0 | 0.0 | 0 | 0.0 |
| 04:00 | 7 | 0 | 0.0 | 5 | 71.4 | 1 | 14.3 | 1 | 14.3 | 0 | 0.0 |
| 05:00 | 30 | 1 | 3.3 | 28 | 93.3 | 1 | 3.3 | 0 | 0.0 | 0 | 0.0 |
| 06:00 | 118 | 2 | 1.7 | 104 | 88.1 | 11 | 9.3 | 1 | 0.9 | 0 | 0.0 |
| 07:00 | 470 | 1 | 0.2 | 424 | 90.2 | 37 | 7.9 | 7 | 1.5 | 1 | 0.2 |
| 08:00 | 623 | 6 | 1.0 | 575 | 92.3 | 36 | 5.8 | 5 | 0.8 | 1 | 0.2 |
| 09:00 | 357 | 0 | 0.0 | 315 | 88.2 | 30 | 8.4 | 10 | 2.8 | 2 | 0.6 |
| 10:00 | 222 | 3 | 1.4 | 195 | 87.8 | 19 | 8.6 | 5 | 2.3 | 0 | 0.0 |
| 11:00 | 159 | 0 | 0.0 | 137 | 86.2 | 22 | 13.8 | 0 | 0.0 | 0 | 0.0 |
| 12:00 | 183 | 0 | 0.0 | 168 | 91.8 | 12 | 6.6 | 2 | 1.1 | 1 | 0.6 |
| 13:00 | 209 | 0 | 0.0 | 185 | 88.5 | 19 | 9.1 | 5 | 2.4 | 0 | 0.0 |
| 14:00 | 224 | 0 | 0.0 | 193 | 86.2 | 24 | 10.7 | 5 | 2.2 | 2 | 0.9 |
| 15:00 | 245 | 0 | 0.0 | 228 | 93.1 | 13 | 5.3 | 4 | 1.6 | 0 | 0.0 |
| 16:00 | 390 | 0 | 0.0 | 346 | 88.7 | 36 | 9.2 | 7 | 1.8 | 1 | 0.3 |
| 17:00 | 404 | 0 | 0.0 | 379 | 93.8 | 18 | 4.5 | 6 | 1.5 | 1 | 0.3 |
| 18:00 | 268 | 1 | 0.4 | 257 | 95.9 | 8 | 3.0 | 2 | 0.8 | 0 | 0.0 |
| 19:00 | 181 | 3 | 1.7 | 169 | 93.4 | 8 | 4.4 | 0 | 0.0 | 1 | 0.6 |
| 20:00 | 78 | 0 | 0.0 | 71 | 91.0 | 6 | 7.7 | 1 | 1.3 | 0 | 0.0 |
| 21:00 | 88 | 0 | 0.0 | 88 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 22:00 | 26 | 1 | 3.9 | 22 | 84.6 | 3 | 11.5 | 0 | 0.0 | 0 | 0.0 |
| 23:00 | 13 | 0 | 0.0 | 12 | 92.3 | 1 | 7.7 | 0 | 0.0 | 0 | 0.0 |
| 12H,7-19 | 3754 | 11 | 0.3 | 3402 | 90.6 | 274 | 7.3 | 58 | 1.6 | 9 | 0.2 |
| 16H,6-22 | 4219 | 16 | 0.4 | 3834 | 90.9 | 299 | 7.1 | 60 | 1.4 | 10 | 0.2 |
| 18H,6-24 | 4258 | 17 | 0.4 | 3868 | 90.8 | 303 | 7.1 | 60 | 1.4 | 10 | 0.2 |
| 24H,0-24 | 4314 | 18 | 0.4 | 3914 | 90.7 | 310 | 7.2 | 62 | 1.4 | 10 | 0.2 |

20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Northbound

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Thu 10-Mar-16 | | | | | | | | | | | |
| 00:00 | 5 | 0 | 0.0 | 5 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 01:00 | 5 | 0 | 0.0 | 4 | 80.0 | 1 | 20.0 | 0 | 0.0 | 0 | 0.0 |
| 02:00 | 2 | 0 | 0.0 | 2 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 03:00 | 4 | 0 | 0.0 | 3 | 75.0 | 1 | 25.0 | 0 | 0.0 | 0 | 0.0 |
| 04:00 | 13 | 0 | 0.0 | 10 | 76.9 | 3 | 23.1 | 0 | 0.0 | 0 | 0.0 |
| 05:00 | 30 | 1 | 3.3 | 24 | 80.0 | 5 | 16.7 | 0 | 0.0 | 0 | 0.0 |
| 06:00 | 129 | 2 | 1.6 | 120 | 93.0 | 7 | 5.4 | 0 | 0.0 | 0 | 0.0 |
| 07:00 | 452 | 2 | 0.4 | 391 | 86.5 | 52 | 11.5 | 6 | 1.3 | 1 | 0.2 |
| 08:00 | 647 | 2 | 0.3 | 596 | 92.1 | 34 | 5.3 | 15 | 2.3 | 0 | 0.0 |
| 09:00 | 335 | 2 | 0.6 | 301 | 89.9 | 30 | 9.0 | 1 | 0.3 | 1 | 0.3 |
| 10:00 | 259 | 0 | 0.0 | 230 | 88.8 | 26 | 10.0 | 3 | 1.2 | 0 | 0.0 |
| 11:00 | 248 | 2 | 0.8 | 213 | 85.9 | 30 | 12.1 | 3 | 1.2 | 0 | 0.0 |
| 12:00 | 220 | 2 | 0.9 | 196 | 89.1 | 16 | 7.3 | 5 | 2.3 | 1 | 0.5 |
| 13:00 | 232 | 1 | 0.4 | 196 | 84.5 | 27 | 11.6 | 8 | 3.5 | 0 | 0.0 |
| 14:00 | 233 | 5 | 2.2 | 196 | 84.1 | 29 | 12.5 | 3 | 1.3 | 0 | 0.0 |
| 15:00 | 268 | 2 | 0.8 | 238 | 88.8 | 22 | 8.2 | 6 | 2.2 | 0 | 0.0 |
| 16:00 | 330 | 1 | 0.3 | 302 | 91.5 | 21 | 6.4 | 3 | 0.9 | 3 | 0.9 |
| 17:00 | 467 | 1 | 0.2 | 443 | 94.9 | 18 | 3.9 | 5 | 1.1 | 0 | 0.0 |
| 18:00 | 306 | 2 | 0.7 | 286 | 93.5 | 13 | 4.3 | 4 | 1.3 | 1 | 0.3 |
| 19:00 | 163 | 1 | 0.6 | 153 | 93.9 | 9 | 5.5 | 0 | 0.0 | 0 | 0.0 |
| 20:00 | 91 | 1 | 1.1 | 83 | 91.2 | 7 | 7.7 | 0 | 0.0 | 0 | 0.0 |
| 21:00 | 55 | 1 | 1.8 | 52 | 94.6 | 2 | 3.6 | 0 | 0.0 | 0 | 0.0 |
| 22:00 | 42 | 1 | 2.4 | 40 | 95.2 | 1 | 2.4 | 0 | 0.0 | 0 | 0.0 |
| 23:00 | 16 | 0 | 0.0 | 12 | 75.0 | 4 | 25.0 | 0 | 0.0 | 0 | 0.0 |
| 12H,7-19 | 3997 | 22 | 0.6 | 3588 | 89.8 | 318 | 8.0 | 62 | 1.6 | 7 | 0.2 |
| 16H,6-22 | 4435 | 27 | 0.6 | 3996 | 90.1 | 343 | 7.7 | 62 | 1.4 | 7 | 0.2 |
| 18H,6-24 | 4493 | 28 | 0.6 | 4048 | 90.1 | 348 | 7.8 | 62 | 1.4 | 7 | 0.2 |
| 24H,0-24 | 4552 | 29 | 0.6 | 4096 | 90.0 | 358 | 7.9 | 62 | 1.4 | 7 | 0.2 |

20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Northbound

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Fri 11-Mar-16 | | | | | | | | | | | |
| 00:00 | 5 | 0 | 0.0 | 4 | 80.0 | 1 | 20.0 | 0 | 0.0 | 0 | 0.0 |
| 01:00 | 4 | 0 | 0.0 | 4 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 02:00 | 4 | 0 | 0.0 | 3 | 75.0 | 1 | 25.0 | 0 | 0.0 | 0 | 0.0 |
| 03:00 | 6 | 0 | 0.0 | 4 | 66.7 | 2 | 33.3 | 0 | 0.0 | 0 | 0.0 |
| 04:00 | 8 | 0 | 0.0 | 8 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 05:00 | 18 | 1 | 5.6 | 14 | 77.8 | 3 | 16.7 | 0 | 0.0 | 0 | 0.0 |
| 06:00 | 122 | 2 | 1.6 | 108 | 88.5 | 9 | 7.4 | 3 | 2.5 | 0 | 0.0 |
| 07:00 | 414 | 1 | 0.2 | 363 | 87.7 | 48 | 11.6 | 1 | 0.2 | 1 | 0.2 |
| 08:00 | 599 | 4 | 0.7 | 552 | 92.2 | 31 | 5.2 | 12 | 2.0 | 0 | 0.0 |
| 09:00 | 333 | 2 | 0.6 | 296 | 88.9 | 26 | 7.8 | 8 | 2.4 | 1 | 0.3 |
| 10:00 | 265 | 1 | 0.4 | 230 | 86.8 | 24 | 9.1 | 8 | 3.0 | 2 | 0.8 |
| 11:00 | 243 | 2 | 0.8 | 211 | 86.8 | 26 | 10.7 | 4 | 1.7 | 0 | 0.0 |
| 12:00 | 249 | 3 | 1.2 | 217 | 87.2 | 20 | 8.0 | 8 | 3.2 | 1 | 0.4 |
| 13:00 | 213 | 4 | 1.9 | 186 | 87.3 | 18 | 8.5 | 5 | 2.4 | 0 | 0.0 |
| 14:00 | 276 | 4 | 1.5 | 241 | 87.3 | 25 | 9.1 | 5 | 1.8 | 1 | 0.4 |
| 15:00 | 317 | 4 | 1.3 | 289 | 91.2 | 16 | 5.1 | 7 | 2.2 | 1 | 0.3 |
| 16:00 | 443 | 4 | 0.9 | 405 | 91.4 | 28 | 6.3 | 6 | 1.4 | 0 | 0.0 |
| 17:00 | 314 | 1 | 0.3 | 301 | 95.9 | 10 | 3.2 | 1 | 0.3 | 1 | 0.3 |
| 18:00 | 252 | 0 | 0.0 | 239 | 94.8 | 11 | 4.4 | 2 | 0.8 | 0 | 0.0 |
| 19:00 | 183 | 0 | 0.0 | 171 | 93.4 | 12 | 6.6 | 0 | 0.0 | 0 | 0.0 |
| 20:00 | 87 | 0 | 0.0 | 82 | 94.3 | 5 | 5.8 | 0 | 0.0 | 0 | 0.0 |
| 21:00 | 47 | 0 | 0.0 | 44 | 93.6 | 3 | 6.4 | 0 | 0.0 | 0 | 0.0 |
| 22:00 | 41 | 0 | 0.0 | 41 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 23:00 | 29 | 1 | 3.5 | 28 | 96.6 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 12H,7-19 | 3918 | 30 | 0.8 | 3530 | 90.1 | 283 | 7.2 | 67 | 1.7 | 8 | 0.2 |
| 16H,6-22 | 4357 | 32 | 0.7 | 3935 | 90.3 | 312 | 7.2 | 70 | 1.6 | 8 | 0.2 |
| 18H,6-24 | 4427 | 33 | 0.8 | 4004 | 90.5 | 312 | 7.1 | 70 | 1.6 | 8 | 0.2 |
| 24H,0-24 | 4472 | 34 | 0.8 | 4041 | 90.4 | 319 | 7.1 | 70 | 1.6 | 8 | 0.2 |

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Sat 12-Mar-16 | | | | | | | | | | | |
| 00:00 | 12 | 0 | 0.0 | 11 | 91.7 | 1 | 8.3 | 0 | 0.0 | 0 | 0.0 |
| 01:00 | 5 | 0 | 0.0 | 5 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 02:00 | 5 | 0 | 0.0 | 5 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 03:00 | 0 | 0 | - | 0 | - | 0 | - | 0 | - | 0 | - |
| 04:00 | 5 | 0 | 0.0 | 4 | 80.0 | 1 | 20.0 | 0 | 0.0 | 0 | 0.0 |
| 05:00 | 9 | 0 | 0.0 | 7 | 77.8 | 2 | 22.2 | 0 | 0.0 | 0 | 0.0 |
| 06:00 | 40 | 2 | 5.0 | 33 | 82.5 | 4 | 10.0 | 1 | 2.5 | 0 | 0.0 |
| 07:00 | 82 | 1 | 1.2 | 71 | 86.6 | 9 | 11.0 | 1 | 1.2 | 0 | 0.0 |
| 08:00 | 162 | 4 | 2.5 | 147 | 90.7 | 10 | 6.2 | 1 | 0.6 | 0 | 0.0 |
| 09:00 | 249 | 2 | 0.8 | 231 | 92.8 | 12 | 4.8 | 3 | 1.2 | 1 | 0.4 |
| 10:00 | 265 | 3 | 1.1 | 247 | 93.2 | 12 | 4.5 | 2 | 0.8 | 1 | 0.4 |
| 11:00 | 316 | 17 | 5.4 | 281 | 88.9 | 12 | 3.8 | 5 | 1.6 | 1 | 0.3 |
| 12:00 | 291 | 5 | 1.7 | 270 | 92.8 | 12 | 4.1 | 4 | 1.4 | 0 | 0.0 |
| 13:00 | 272 | 9 | 3.3 | 254 | 93.4 | 8 | 2.9 | 1 | 0.4 | 0 | 0.0 |
| 14:00 | 266 | 12 | 4.5 | 249 | 93.6 | 3 | 1.1 | 2 | 0.8 | 0 | 0.0 |
| 15:00 | 225 | 6 | 2.7 | 214 | 95.1 | 4 | 1.8 | 1 | 0.4 | 0 | 0.0 |
| 16:00 | 189 | 11 | 5.8 | 169 | 89.4 | 6 | 3.2 | 3 | 1.6 | 0 | 0.0 |
| 17:00 | 145 | 5 | 3.5 | 135 | 93.1 | 5 | 3.5 | 0 | 0.0 | 0 | 0.0 |
| 18:00 | 148 | 3 | 2.0 | 142 | 96.0 | 2 | 1.4 | 1 | 0.7 | 0 | 0.0 |
| 19:00 | 112 | 0 | 0.0 | 107 | 95.5 | 4 | 3.6 | 1 | 0.9 | 0 | 0.0 |
| 20:00 | 73 | 1 | 1.4 | 71 | 97.3 | 1 | 1.4 | 0 | 0.0 | 0 | 0.0 |
| 21:00 | 50 | 0 | 0.0 | 50 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 22:00 | 44 | 0 | 0.0 | 43 | 97.7 | 1 | 2.3 | 0 | 0.0 | 0 | 0.0 |
| 23:00 | 24 | 2 | 8.3 | 21 | 87.5 | 0 | 0.0 | 1 | 4.2 | 0 | 0.0 |
| 12H,7-19 | 2610 | 78 | 3.0 | 2410 | 92.3 | 95 | 3.6 | 24 | 0.9 | 3 | 0.1 |
| 16H,6-22 | 2885 | 81 | 2.8 | 2671 | 92.6 | 104 | 3.6 | 26 | 0.9 | 3 | 0.1 |
| 18H,6-24 | 2953 | 83 | 2.8 | 2735 | 92.6 | 105 | 3.6 | 27 | 0.9 | 3 | 0.1 |
| 24H,0-24 | 2989 | 83 | 2.8 | 2767 | 92.6 | 109 | 3.7 | 27 | 0.9 | 3 | 0.1 |

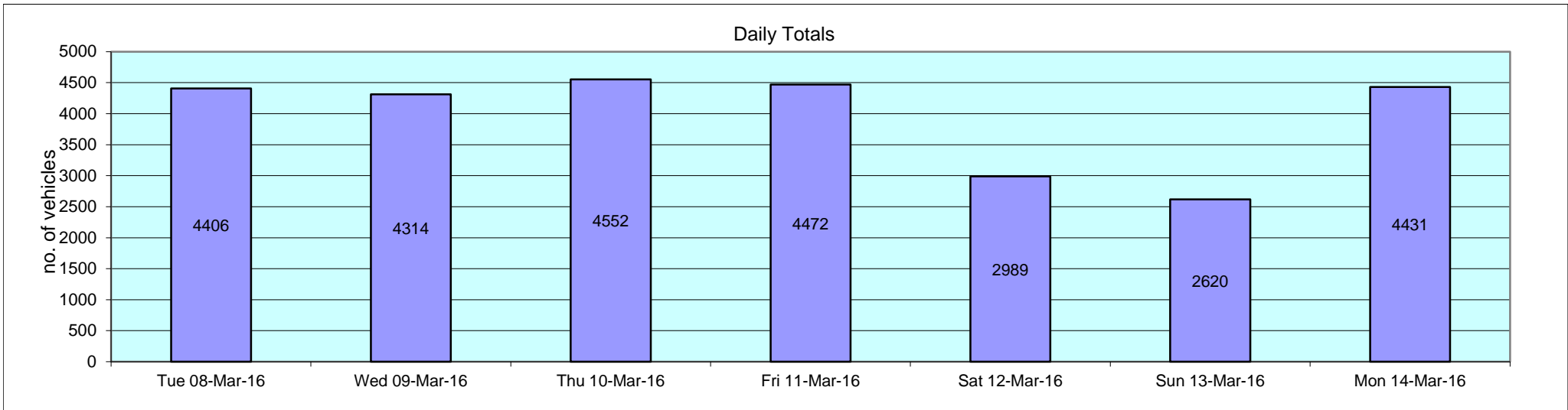
20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Northbound

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Sun 13-Mar-16 | | | | | | | | | | | |
| 00:00 | 17 | 0 | 0.0 | 15 | 88.2 | 0 | 0.0 | 2 | 11.8 | 0 | 0.0 |
| 01:00 | 11 | 0 | 0.0 | 11 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 02:00 | 3 | 0 | 0.0 | 3 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 03:00 | 4 | 0 | 0.0 | 2 | 50.0 | 2 | 50.0 | 0 | 0.0 | 0 | 0.0 |
| 04:00 | 4 | 0 | 0.0 | 4 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 05:00 | 14 | 0 | 0.0 | 13 | 92.9 | 1 | 7.1 | 0 | 0.0 | 0 | 0.0 |
| 06:00 | 21 | 0 | 0.0 | 18 | 85.7 | 2 | 9.5 | 1 | 4.8 | 0 | 0.0 |
| 07:00 | 52 | 1 | 1.9 | 47 | 90.4 | 3 | 5.8 | 1 | 1.9 | 0 | 0.0 |
| 08:00 | 93 | 8 | 8.6 | 81 | 87.1 | 4 | 4.3 | 0 | 0.0 | 0 | 0.0 |
| 09:00 | 167 | 2 | 1.2 | 157 | 94.0 | 7 | 4.2 | 1 | 0.6 | 0 | 0.0 |
| 10:00 | 247 | 4 | 1.6 | 238 | 96.4 | 4 | 1.6 | 1 | 0.4 | 0 | 0.0 |
| 11:00 | 247 | 3 | 1.2 | 236 | 95.6 | 6 | 2.4 | 1 | 0.4 | 1 | 0.4 |
| 12:00 | 271 | 2 | 0.7 | 261 | 96.3 | 7 | 2.6 | 1 | 0.4 | 0 | 0.0 |
| 13:00 | 218 | 7 | 3.2 | 202 | 92.7 | 9 | 4.1 | 0 | 0.0 | 0 | 0.0 |
| 14:00 | 228 | 10 | 4.4 | 213 | 93.4 | 1 | 0.4 | 4 | 1.8 | 0 | 0.0 |
| 15:00 | 207 | 7 | 3.4 | 191 | 92.3 | 8 | 3.9 | 1 | 0.5 | 0 | 0.0 |
| 16:00 | 201 | 3 | 1.5 | 191 | 95.0 | 6 | 3.0 | 1 | 0.5 | 0 | 0.0 |
| 17:00 | 203 | 2 | 1.0 | 189 | 93.1 | 7 | 3.5 | 5 | 2.5 | 0 | 0.0 |
| 18:00 | 158 | 2 | 1.3 | 153 | 96.8 | 3 | 1.9 | 0 | 0.0 | 0 | 0.0 |
| 19:00 | 90 | 0 | 0.0 | 84 | 93.3 | 4 | 4.4 | 2 | 2.2 | 0 | 0.0 |
| 20:00 | 74 | 0 | 0.0 | 73 | 98.7 | 1 | 1.4 | 0 | 0.0 | 0 | 0.0 |
| 21:00 | 50 | 1 | 2.0 | 47 | 94.0 | 2 | 4.0 | 0 | 0.0 | 0 | 0.0 |
| 22:00 | 23 | 1 | 4.4 | 21 | 91.3 | 1 | 4.4 | 0 | 0.0 | 0 | 0.0 |
| 23:00 | 17 | 0 | 0.0 | 16 | 94.1 | 0 | 0.0 | 1 | 5.9 | 0 | 0.0 |
| 12H,7-19 | 2292 | 51 | 2.2 | 2159 | 94.2 | 65 | 2.8 | 16 | 0.7 | 1 | 0.0 |
| 16H,6-22 | 2527 | 52 | 2.1 | 2381 | 94.2 | 74 | 2.9 | 19 | 0.8 | 1 | 0.0 |
| 18H,6-24 | 2567 | 53 | 2.1 | 2418 | 94.2 | 75 | 2.9 | 20 | 0.8 | 1 | 0.0 |
| 24H,0-24 | 2620 | 53 | 2.0 | 2466 | 94.1 | 78 | 3.0 | 22 | 0.8 | 1 | 0.0 |

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Mon 14-Mar-16 | | | | | | | | | | | |
| 00:00 | 11 | 0 | 0.0 | 10 | 90.9 | 1 | 9.1 | 0 | 0.0 | 0 | 0.0 |
| 01:00 | 4 | 0 | 0.0 | 4 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 02:00 | 1 | 0 | 0.0 | 0 | 0.0 | 1 | 100.0 | 0 | 0.0 | 0 | 0.0 |
| 03:00 | 9 | 0 | 0.0 | 7 | 77.8 | 2 | 22.2 | 0 | 0.0 | 0 | 0.0 |
| 04:00 | 9 | 0 | 0.0 | 8 | 88.9 | 1 | 11.1 | 0 | 0.0 | 0 | 0.0 |
| 05:00 | 35 | 1 | 2.9 | 33 | 94.3 | 1 | 2.9 | 0 | 0.0 | 0 | 0.0 |
| 06:00 | 135 | 2 | 1.5 | 124 | 91.9 | 9 | 6.7 | 0 | 0.0 | 0 | 0.0 |
| 07:00 | 466 | 5 | 1.1 | 412 | 88.4 | 45 | 9.7 | 4 | 0.9 | 0 | 0.0 |
| 08:00 | 669 | 2 | 0.3 | 625 | 93.4 | 33 | 4.9 | 9 | 1.4 | 0 | 0.0 |
| 09:00 | 318 | 3 | 0.9 | 285 | 89.6 | 23 | 7.2 | 5 | 1.6 | 2 | 0.6 |
| 10:00 | 223 | 1 | 0.5 | 193 | 86.6 | 27 | 12.1 | 2 | 0.9 | 0 | 0.0 |
| 11:00 | 197 | 0 | 0.0 | 171 | 86.8 | 23 | 11.7 | 3 | 1.5 | 0 | 0.0 |
| 12:00 | 217 | 5 | 2.3 | 192 | 88.5 | 18 | 8.3 | 2 | 0.9 | 0 | 0.0 |
| 13:00 | 223 | 3 | 1.4 | 200 | 89.7 | 19 | 8.5 | 0 | 0.0 | 1 | 0.5 |
| 14:00 | 247 | 3 | 1.2 | 215 | 87.0 | 24 | 9.7 | 4 | 1.6 | 1 | 0.4 |
| 15:00 | 237 | 0 | 0.0 | 213 | 89.9 | 19 | 8.0 | 5 | 2.1 | 0 | 0.0 |
| 16:00 | 377 | 4 | 1.1 | 337 | 89.4 | 31 | 8.2 | 5 | 1.3 | 0 | 0.0 |
| 17:00 | 406 | 4 | 1.0 | 388 | 95.6 | 9 | 2.2 | 5 | 1.2 | 0 | 0.0 |
| 18:00 | 293 | 1 | 0.3 | 278 | 94.9 | 9 | 3.1 | 5 | 1.7 | 0 | 0.0 |
| 19:00 | 155 | 1 | 0.7 | 147 | 94.8 | 6 | 3.9 | 1 | 0.7 | 0 | 0.0 |
| 20:00 | 112 | 0 | 0.0 | 109 | 97.3 | 3 | 2.7 | 0 | 0.0 | 0 | 0.0 |
| 21:00 | 55 | 0 | 0.0 | 54 | 98.2 | 1 | 1.8 | 0 | 0.0 | 0 | 0.0 |
| 22:00 | 19 | 0 | 0.0 | 19 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 23:00 | 13 | 0 | 0.0 | 12 | 92.3 | 1 | 7.7 | 0 | 0.0 | 0 | 0.0 |
| 12H,7-19 | 3873 | 31 | 0.8 | 3509 | 90.6 | 280 | 7.2 | 49 | 1.3 | 4 | 0.1 |
| 16H,6-22 | 4330 | 34 | 0.8 | 3943 | 91.1 | 299 | 6.9 | 50 | 1.2 | 4 | 0.1 |
| 18H,6-24 | 4362 | 34 | 0.8 | 3974 | 91.1 | 300 | 6.9 | 50 | 1.2 | 4 | 0.1 |
| 24H,0-24 | 4431 | 35 | 0.8 | 4036 | 91.1 | 306 | 6.9 | 50 | 1.1 | 4 | 0.1 |

20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Northbound

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|-----------------------|----------------|--------------|---------------|-------|--------|------|-------|-----|-------|-----|-------|
| Daily Totals | | | | | | | | | | | |
| Tue 08-Mar-16 | 4406 | 20 | 0.5 | 3997 | 90.7 | 327 | 7.4 | 52 | 1.2 | 10 | 0.2 |
| Wed 09-Mar-16 | 4314 | 18 | 0.4 | 3914 | 90.7 | 310 | 7.2 | 62 | 1.4 | 10 | 0.2 |
| Thu 10-Mar-16 | 4552 | 29 | 0.6 | 4096 | 90.0 | 358 | 7.9 | 62 | 1.4 | 7 | 0.2 |
| Fri 11-Mar-16 | 4472 | 34 | 0.8 | 4041 | 90.4 | 319 | 7.1 | 70 | 1.6 | 8 | 0.2 |
| Sat 12-Mar-16 | 2989 | 83 | 2.8 | 2767 | 92.6 | 109 | 3.7 | 27 | 0.9 | 3 | 0.1 |
| Sun 13-Mar-16 | 2620 | 53 | 2.0 | 2466 | 94.1 | 78 | 3.0 | 22 | 0.8 | 1 | 0.0 |
| Mon 14-Mar-16 | 4431 | 35 | 0.8 | 4036 | 91.1 | 306 | 6.9 | 50 | 1.1 | 4 | 0.1 |
| Total Vehicles | | | | | | | | | | | |
| [--] | 27784 | 272 | 1.1 | 25317 | 91.4 | 1807 | 6.2 | 345 | 1.2 | 43 | 0.1 |



20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Northbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Tue 08-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 5 | - | 41.5 | 4.7 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 5 | - | 38.5 | 6.3 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 3 | - | 34.3 | 7.3 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 4 | - | 42.3 | 4.9 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 13 | 44.2 | 37.9 | 6.4 | 0 | 0 | 1 | 5 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 34 | 43.8 | 38.5 | 5.8 | 0 | 0 | 2 | 8 | 14 | 8 | 1 | 1 | 0 | 0 | 0 | 0 |
| 06:00 | 135 | 42.5 | 37.4 | 5.4 | 0 | 0 | 12 | 32 | 63 | 25 | 2 | 1 | 0 | 0 | 0 | 0 |
| 07:00 | 467 | 39 | 33.1 | 5.8 | 0 | 4 | 127 | 192 | 122 | 20 | 2 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 694 | 34.9 | 26.4 | 8.3 | 32 | 130 | 302 | 159 | 64 | 6 | 1 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 314 | 38.7 | 32.7 | 6 | 0 | 6 | 88 | 133 | 72 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 224 | 40 | 35 | 5.2 | 0 | 0 | 33 | 95 | 78 | 15 | 3 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 202 | 39.7 | 34.4 | 5.6 | 0 | 1 | 39 | 80 | 69 | 11 | 2 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 184 | 40.3 | 35.9 | 4.8 | 0 | 0 | 17 | 70 | 80 | 16 | 1 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 205 | 39.9 | 34.3 | 5.4 | 0 | 0 | 38 | 97 | 50 | 19 | 1 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 203 | 39.8 | 34.8 | 5.5 | 0 | 1 | 28 | 100 | 57 | 12 | 4 | 1 | 0 | 0 | 0 | 0 |
| 15:00 | 253 | 39.9 | 33.6 | 7 | 2 | 12 | 42 | 100 | 76 | 19 | 2 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 368 | 37.8 | 31.8 | 6.2 | 0 | 16 | 105 | 162 | 80 | 4 | 1 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 437 | 36.4 | 30.3 | 6.6 | 7 | 19 | 167 | 173 | 69 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 295 | 38.9 | 33.4 | 5.4 | 0 | 0 | 72 | 136 | 72 | 13 | 2 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 142 | 40.4 | 35.7 | 5.3 | 0 | 0 | 18 | 53 | 56 | 12 | 3 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 76 | 40.6 | 36.6 | 4.8 | 0 | 0 | 4 | 30 | 33 | 8 | 0 | 1 | 0 | 0 | 0 | 0 |
| 21:00 | 96 | 38.5 | 33.6 | 5.8 | 0 | 0 | 22 | 49 | 20 | 3 | 0 | 2 | 0 | 0 | 0 | 0 |
| 22:00 | 29 | 40.2 | 35.8 | 5.3 | 0 | 0 | 3 | 12 | 11 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 18 | 40.5 | 36.4 | 7 | 0 | 0 | 3 | 5 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| 12H,7-19 | 3846 | 38.7 | 31.9 | 7 | 41 | 189 | 1058 | 1497 | 889 | 152 | 19 | 1 | 0 | 0 | 0 | 0 |
| 16H,6-22 | 4295 | 39 | 32.4 | 7 | 41 | 189 | 1114 | 1661 | 1061 | 200 | 24 | 5 | 0 | 0 | 0 | 0 |
| 18H,6-24 | 4342 | 39.1 | 32.4 | 7 | 41 | 189 | 1120 | 1678 | 1079 | 204 | 25 | 6 | 0 | 0 | 0 | 0 |
| 24H,0-24 | 4406 | 39.2 | 32.5 | 7 | 41 | 189 | 1124 | 1694 | 1101 | 221 | 29 | 7 | 0 | 0 | 0 | 0 |

20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Northbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Wed 09-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 7 | - | 37.1 | 4 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 3 | - | 32.7 | 6.3 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 1 | - | 33.5 | - | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 8 | - | 36.3 | 6 | 0 | 0 | 1 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 7 | - | 32.8 | 5.5 | 0 | 0 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 30 | 40.3 | 34.8 | 7.1 | 0 | 0 | 7 | 12 | 7 | 2 | 1 | 1 | 0 | 0 | 0 | 0 |
| 06:00 | 118 | 40.2 | 35.8 | 4.7 | 0 | 0 | 10 | 50 | 47 | 10 | 1 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 470 | 38 | 31.4 | 6.9 | 5 | 24 | 141 | 193 | 89 | 16 | 2 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 623 | 34.4 | 25.6 | 8.3 | 25 | 160 | 232 | 164 | 39 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 357 | 37.8 | 32 | 5.9 | 1 | 9 | 104 | 165 | 68 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 222 | 38.4 | 32.4 | 6 | 0 | 4 | 68 | 92 | 50 | 7 | 1 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 159 | 38.9 | 34.1 | 4.7 | 0 | 0 | 25 | 84 | 44 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 183 | 38.9 | 34.1 | 4.6 | 0 | 0 | 28 | 94 | 57 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 209 | 38.6 | 33.1 | 5.4 | 0 | 1 | 53 | 96 | 52 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 224 | 39.2 | 33.7 | 5.5 | 0 | 1 | 49 | 99 | 63 | 11 | 1 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 245 | 39 | 33.3 | 5.6 | 0 | 1 | 61 | 112 | 56 | 14 | 1 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 390 | 38.1 | 31.5 | 6.4 | 0 | 14 | 142 | 143 | 78 | 11 | 2 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 404 | 35.5 | 30.1 | 5.9 | 4 | 9 | 178 | 168 | 43 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 268 | 37.4 | 31.9 | 5.5 | 0 | 1 | 95 | 117 | 50 | 4 | 1 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 181 | 39.8 | 33.8 | 6.2 | 0 | 2 | 42 | 76 | 44 | 13 | 4 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 78 | 40.4 | 34.7 | 7 | 1 | 2 | 10 | 31 | 25 | 6 | 3 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 88 | 40.4 | 34.8 | 6.1 | 0 | 0 | 17 | 37 | 23 | 9 | 1 | 1 | 0 | 0 | 0 | 0 |
| 22:00 | 26 | 44.5 | 39.2 | 6.6 | 0 | 0 | 3 | 2 | 11 | 8 | 1 | 1 | 0 | 0 | 0 | 0 |
| 23:00 | 13 | 44.9 | 38.9 | 5.8 | 0 | 0 | 0 | 5 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | 0 |
| 12H,7-19 | 3754 | 37.7 | 31.1 | 6.9 | 35 | 224 | 1176 | 1527 | 689 | 95 | 8 | 0 | 0 | 0 | 0 | 0 |
| 16H,6-22 | 4219 | 38.1 | 31.5 | 6.9 | 36 | 228 | 1255 | 1721 | 828 | 133 | 17 | 1 | 0 | 0 | 0 | 0 |
| 18H,6-24 | 4258 | 38.2 | 31.5 | 6.9 | 36 | 228 | 1258 | 1728 | 843 | 143 | 20 | 2 | 0 | 0 | 0 | 0 |
| 24H,0-24 | 4314 | 38.2 | 31.6 | 6.9 | 36 | 228 | 1269 | 1751 | 858 | 148 | 21 | 3 | 0 | 0 | 0 | 0 |

20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Northbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Thu 10-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 5 | - | 40.5 | 3.1 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 5 | - | 39.5 | 6.6 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 2 | - | 26 | 3.5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 4 | - | 39.1 | 9.7 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 13 | 44.6 | 39.1 | 6.3 | 0 | 0 | 1 | 3 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 30 | 44.6 | 38.5 | 7 | 0 | 0 | 4 | 4 | 12 | 7 | 2 | 1 | 0 | 0 | 0 | 0 |
| 06:00 | 129 | 41.6 | 37.5 | 5 | 0 | 1 | 4 | 39 | 63 | 18 | 3 | 1 | 0 | 0 | 0 | 0 |
| 07:00 | 452 | 39.1 | 33.3 | 6 | 0 | 8 | 109 | 194 | 118 | 18 | 4 | 1 | 0 | 0 | 0 | 0 |
| 08:00 | 647 | 35.7 | 28.1 | 7.6 | 11 | 94 | 264 | 192 | 85 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 335 | 38 | 32.7 | 5.2 | 0 | 1 | 91 | 164 | 71 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 259 | 39.6 | 34.2 | 5.8 | 0 | 5 | 41 | 121 | 74 | 14 | 4 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 248 | 39.2 | 34.3 | 4.9 | 0 | 1 | 36 | 127 | 72 | 11 | 1 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 220 | 39.2 | 33.7 | 5.5 | 0 | 1 | 51 | 87 | 74 | 6 | 1 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 232 | 39.1 | 34 | 5 | 0 | 0 | 43 | 112 | 68 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 233 | 39 | 33.3 | 5.8 | 0 | 3 | 55 | 103 | 61 | 9 | 2 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 268 | 39.2 | 33.7 | 5.4 | 0 | 1 | 57 | 124 | 71 | 14 | 1 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 330 | 38.6 | 33.1 | 5.4 | 0 | 1 | 85 | 153 | 78 | 12 | 1 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 467 | 36.8 | 30 | 7.2 | 2 | 45 | 170 | 167 | 74 | 8 | 1 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 306 | 38.6 | 32.6 | 6.1 | 0 | 5 | 92 | 126 | 70 | 9 | 4 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 163 | 39.2 | 32.9 | 6.9 | 0 | 8 | 37 | 73 | 31 | 10 | 4 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 91 | 40.4 | 35.4 | 5.5 | 0 | 0 | 12 | 41 | 27 | 8 | 3 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 55 | 41.2 | 37 | 5.3 | 0 | 1 | 2 | 17 | 26 | 8 | 1 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 42 | 43.1 | 38.1 | 4.9 | 0 | 0 | 2 | 10 | 19 | 10 | 1 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 16 | 41.2 | 37.6 | 5.4 | 0 | 0 | 2 | 1 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12H,7-19 | 3997 | 38.5 | 32.2 | 6.5 | 13 | 165 | 1094 | 1670 | 916 | 119 | 19 | 1 | 0 | 0 | 0 | 0 |
| 16H,6-22 | 4435 | 38.8 | 32.5 | 6.5 | 13 | 175 | 1149 | 1840 | 1063 | 163 | 30 | 2 | 0 | 0 | 0 | 0 |
| 18H,6-24 | 4493 | 38.9 | 32.5 | 6.5 | 13 | 175 | 1153 | 1851 | 1092 | 176 | 31 | 2 | 0 | 0 | 0 | 0 |
| 24H,0-24 | 4552 | 39 | 32.6 | 6.6 | 13 | 175 | 1161 | 1860 | 1112 | 192 | 36 | 3 | 0 | 0 | 0 | 0 |

20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Northbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Fri 11-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 5 | - | 42.5 | 4.4 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 4 | - | 37.9 | 8.3 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 4 | - | 42.3 | 2.8 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 6 | - | 41.8 | 6.2 | 0 | 0 | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 8 | - | 41.6 | 4 | 0 | 0 | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 18 | 44.8 | 39.8 | 6.3 | 0 | 0 | 1 | 3 | 7 | 5 | 1 | 1 | 0 | 0 | 0 | 0 |
| 06:00 | 122 | 42.3 | 37.4 | 5.1 | 0 | 1 | 5 | 38 | 53 | 24 | 0 | 1 | 0 | 0 | 0 | 0 |
| 07:00 | 414 | 40.2 | 34.7 | 5.9 | 0 | 4 | 79 | 141 | 151 | 36 | 3 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 599 | 34.6 | 24.7 | 9 | 34 | 171 | 244 | 84 | 58 | 5 | 2 | 0 | 0 | 0 | 0 | 1 |
| 09:00 | 333 | 39.4 | 32.8 | 7.1 | 1 | 19 | 75 | 128 | 88 | 19 | 3 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 265 | 39 | 33.4 | 5.9 | 0 | 8 | 50 | 120 | 77 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 243 | 38.5 | 33.2 | 5.3 | 0 | 0 | 59 | 121 | 53 | 8 | 1 | 1 | 0 | 0 | 0 | 0 |
| 12:00 | 249 | 39.8 | 35.1 | 4.9 | 0 | 1 | 28 | 109 | 97 | 13 | 1 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 213 | 39.8 | 34.9 | 5.4 | 0 | 1 | 30 | 90 | 79 | 9 | 3 | 1 | 0 | 0 | 0 | 0 |
| 14:00 | 276 | 39.9 | 34.2 | 6.3 | 0 | 7 | 56 | 87 | 107 | 18 | 1 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 317 | 38.9 | 32.8 | 6.1 | 0 | 7 | 88 | 130 | 76 | 14 | 2 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 443 | 37.3 | 30.2 | 7.4 | 0 | 55 | 134 | 165 | 83 | 5 | 0 | 1 | 0 | 0 | 0 | 0 |
| 17:00 | 314 | 39.7 | 34.4 | 5.6 | 0 | 5 | 49 | 138 | 100 | 20 | 2 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 252 | 39.4 | 33.7 | 5.6 | 0 | 1 | 60 | 104 | 72 | 14 | 1 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 183 | 39.8 | 34.3 | 5.8 | 0 | 0 | 40 | 72 | 56 | 12 | 3 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 87 | 42.1 | 36.6 | 6.1 | 0 | 0 | 9 | 33 | 29 | 11 | 3 | 2 | 0 | 0 | 0 | 0 |
| 21:00 | 47 | 41.4 | 36.2 | 6.1 | 0 | 0 | 7 | 14 | 18 | 6 | 2 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 41 | 40.8 | 35.8 | 5.6 | 0 | 0 | 6 | 13 | 16 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 29 | 39.7 | 34.7 | 6.6 | 1 | 0 | 2 | 13 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12H,7-19 | 3918 | 39.1 | 32.1 | 7.5 | 35 | 279 | 952 | 1417 | 1041 | 171 | 19 | 3 | 0 | 0 | 0 | 1 |
| 16H,6-22 | 4357 | 39.3 | 32.5 | 7.4 | 35 | 280 | 1013 | 1574 | 1197 | 224 | 27 | 6 | 0 | 0 | 0 | 1 |
| 18H,6-24 | 4427 | 39.4 | 32.5 | 7.4 | 36 | 280 | 1021 | 1600 | 1224 | 232 | 27 | 6 | 0 | 0 | 0 | 1 |
| 24H,0-24 | 4472 | 39.5 | 32.6 | 7.4 | 36 | 280 | 1023 | 1604 | 1241 | 248 | 32 | 7 | 0 | 0 | 0 | 1 |

20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Northbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Sat 12-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 12 | 38.7 | 35 | 4 | 0 | 0 | 1 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 5 | - | 43.5 | 6.3 | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 5 | - | 37 | 10.3 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 03:00 | 0 | - | - | - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 5 | - | 37.5 | 4.4 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 9 | - | 40.7 | 4.6 | 0 | 0 | 0 | 1 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 40 | 45 | 40.6 | 6.2 | 0 | 0 | 1 | 6 | 16 | 13 | 1 | 2 | 1 | 0 | 0 | 0 |
| 07:00 | 82 | 43.7 | 37.9 | 6.7 | 0 | 2 | 4 | 21 | 33 | 17 | 2 | 3 | 0 | 0 | 0 | 0 |
| 08:00 | 162 | 40.9 | 36.3 | 5.6 | 0 | 3 | 12 | 52 | 71 | 23 | 1 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 249 | 39.1 | 33.6 | 5.5 | 0 | 2 | 53 | 115 | 66 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 265 | 39.3 | 34.1 | 5.5 | 0 | 3 | 45 | 124 | 80 | 10 | 3 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 316 | 38.3 | 31.4 | 7 | 0 | 23 | 95 | 124 | 58 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 291 | 39.4 | 33.4 | 6.3 | 0 | 8 | 68 | 109 | 90 | 14 | 2 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 272 | 40.1 | 35.2 | 5.3 | 0 | 1 | 38 | 103 | 107 | 21 | 2 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 266 | 40.2 | 35.1 | 5.4 | 0 | 1 | 41 | 99 | 101 | 23 | 1 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 225 | 40.1 | 34.5 | 6.1 | 0 | 6 | 33 | 92 | 72 | 21 | 1 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 189 | 40.4 | 34.9 | 6.5 | 0 | 8 | 21 | 70 | 69 | 18 | 3 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 145 | 40.9 | 36.3 | 5.3 | 0 | 0 | 16 | 47 | 61 | 19 | 2 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 148 | 40.2 | 34.7 | 5.9 | 0 | 2 | 25 | 57 | 49 | 14 | 1 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 112 | 40.9 | 36 | 5.4 | 0 | 0 | 10 | 51 | 34 | 13 | 4 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 73 | 40.8 | 35.7 | 5.5 | 0 | 0 | 8 | 34 | 20 | 9 | 2 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 50 | 43 | 36.8 | 5.7 | 0 | 0 | 4 | 21 | 13 | 10 | 2 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 44 | 39.8 | 35.1 | 5 | 0 | 0 | 4 | 26 | 9 | 4 | 1 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 24 | 42.1 | 33 | 10.1 | 1 | 2 | 5 | 5 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 |
| 12H,7-19 | 2610 | 40.1 | 34.4 | 6.1 | 0 | 59 | 451 | 1013 | 857 | 209 | 18 | 3 | 0 | 0 | 0 | 0 |
| 16H,6-22 | 2885 | 40.2 | 34.6 | 6.1 | 0 | 59 | 474 | 1125 | 940 | 254 | 27 | 5 | 1 | 0 | 0 | 0 |
| 18H,6-24 | 2953 | 40.2 | 34.6 | 6.2 | 1 | 61 | 483 | 1156 | 955 | 262 | 29 | 5 | 1 | 0 | 0 | 0 |
| 24H,0-24 | 2989 | 40.3 | 34.6 | 6.2 | 1 | 61 | 485 | 1168 | 967 | 268 | 32 | 6 | 1 | 0 | 0 | 0 |

20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Northbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Sun 13-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 17 | 43.4 | 38.5 | 5.2 | 0 | 0 | 0 | 6 | 7 | 2 | 2 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 11 | 44.1 | 38.5 | 5.6 | 0 | 0 | 0 | 5 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 3 | - | 37.7 | 10.2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 4 | - | 39.8 | 4.9 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 4 | - | 36.6 | 9.4 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 14 | 42 | 38.1 | 4.8 | 0 | 0 | 0 | 5 | 6 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 21 | 44.4 | 40.5 | 7.4 | 0 | 0 | 1 | 2 | 11 | 5 | 0 | 0 | 2 | 0 | 0 | 0 |
| 07:00 | 52 | 44.2 | 37.5 | 7.5 | 0 | 1 | 7 | 9 | 21 | 9 | 3 | 2 | 0 | 0 | 0 | 0 |
| 08:00 | 93 | 40.6 | 35.1 | 7.4 | 0 | 6 | 11 | 23 | 42 | 8 | 3 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 167 | 39.7 | 32.9 | 7.7 | 1 | 15 | 26 | 59 | 54 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 247 | 39.5 | 34 | 5.6 | 0 | 3 | 45 | 118 | 62 | 18 | 1 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 247 | 39.5 | 33.8 | 6.3 | 0 | 11 | 35 | 111 | 74 | 14 | 2 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 271 | 40.7 | 35.4 | 5.9 | 0 | 2 | 44 | 88 | 103 | 30 | 4 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 218 | 40.9 | 35.4 | 6.5 | 0 | 8 | 24 | 72 | 83 | 29 | 2 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 228 | 39.9 | 34.5 | 5.8 | 0 | 2 | 44 | 83 | 82 | 15 | 2 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 207 | 40.2 | 35.1 | 5.5 | 0 | 1 | 29 | 86 | 70 | 20 | 0 | 1 | 0 | 0 | 0 | 0 |
| 16:00 | 201 | 39.9 | 35 | 5.7 | 0 | 4 | 22 | 88 | 72 | 12 | 2 | 1 | 0 | 0 | 0 | 0 |
| 17:00 | 203 | 40.1 | 34.7 | 5.8 | 1 | 1 | 36 | 68 | 81 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 158 | 40.5 | 35.1 | 6 | 0 | 0 | 30 | 58 | 51 | 13 | 6 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 90 | 39.7 | 34.8 | 5.5 | 0 | 0 | 14 | 42 | 27 | 5 | 1 | 1 | 0 | 0 | 0 | 0 |
| 20:00 | 74 | 42.1 | 36.9 | 5.6 | 0 | 0 | 7 | 23 | 30 | 11 | 3 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 50 | 43 | 36.1 | 7.8 | 1 | 0 | 5 | 23 | 11 | 5 | 3 | 2 | 0 | 0 | 0 | 0 |
| 22:00 | 23 | 43.1 | 37.3 | 6.2 | 0 | 0 | 3 | 5 | 9 | 5 | 1 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 17 | 43.4 | 37.8 | 5.7 | 0 | 0 | 1 | 6 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 |
| 12H,7-19 | 2292 | 40.2 | 34.7 | 6.2 | 2 | 54 | 353 | 863 | 795 | 196 | 25 | 4 | 0 | 0 | 0 | 0 |
| 16H,6-22 | 2527 | 40.3 | 34.8 | 6.2 | 3 | 54 | 380 | 953 | 874 | 222 | 32 | 7 | 2 | 0 | 0 | 0 |
| 18H,6-24 | 2567 | 40.4 | 34.9 | 6.2 | 3 | 54 | 384 | 964 | 888 | 231 | 34 | 7 | 2 | 0 | 0 | 0 |
| 24H,0-24 | 2620 | 40.4 | 35 | 6.3 | 3 | 54 | 386 | 982 | 905 | 242 | 39 | 7 | 2 | 0 | 0 | 0 |

20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Northbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Mon 14-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 11 | 45.3 | 39.9 | 6.9 | 0 | 0 | 0 | 4 | 3 | 2 | 1 | 1 | 0 | 0 | 0 | 0 |
| 01:00 | 4 | - | 42.3 | 7.6 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 1 | - | 48.5 | - | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 9 | - | 39.1 | 8.2 | 0 | 0 | 2 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 9 | - | 42.9 | 7.4 | 0 | 0 | 0 | 1 | 3 | 3 | 1 | 0 | 1 | 0 | 0 | 0 |
| 05:00 | 35 | 42.9 | 38.3 | 5.3 | 0 | 0 | 1 | 10 | 16 | 6 | 1 | 1 | 0 | 0 | 0 | 0 |
| 06:00 | 135 | 42.9 | 37.8 | 5.2 | 0 | 1 | 4 | 41 | 59 | 24 | 6 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 466 | 38.7 | 32.3 | 6.7 | 1 | 23 | 120 | 190 | 113 | 16 | 2 | 1 | 0 | 0 | 0 | 0 |
| 08:00 | 669 | 35.5 | 27.7 | 8.2 | 38 | 74 | 278 | 200 | 74 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 318 | 39 | 33.2 | 6.2 | 0 | 13 | 57 | 149 | 85 | 12 | 2 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 223 | 39.5 | 34.1 | 5.4 | 0 | 1 | 44 | 95 | 70 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 197 | 39.9 | 35.3 | 4.7 | 0 | 0 | 21 | 89 | 73 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 217 | 40.2 | 35 | 5.9 | 0 | 4 | 31 | 79 | 83 | 18 | 2 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 223 | 40.4 | 34 | 7.9 | 1 | 22 | 19 | 72 | 85 | 23 | 1 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 247 | 39.6 | 34.7 | 5.2 | 0 | 1 | 34 | 115 | 82 | 13 | 1 | 1 | 0 | 0 | 0 | 0 |
| 15:00 | 237 | 39.8 | 34.8 | 5.4 | 0 | 1 | 37 | 97 | 86 | 13 | 3 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 377 | 38.7 | 32.8 | 6.2 | 3 | 9 | 88 | 167 | 98 | 10 | 2 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 406 | 38.4 | 32.4 | 6 | 1 | 8 | 119 | 173 | 91 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 293 | 38.5 | 31.9 | 6.9 | 3 | 13 | 81 | 120 | 62 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 155 | 39.8 | 34.3 | 6 | 0 | 1 | 29 | 75 | 35 | 11 | 3 | 0 | 1 | 0 | 0 | 0 |
| 20:00 | 112 | 42.2 | 36.6 | 5.6 | 0 | 0 | 12 | 37 | 41 | 19 | 3 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 55 | 43.4 | 37.6 | 6 | 0 | 0 | 6 | 12 | 24 | 9 | 4 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 19 | 41.8 | 35.1 | 6.4 | 0 | 0 | 4 | 7 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 13 | 41.9 | 38.3 | 4.8 | 0 | 0 | 1 | 1 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12H,7-19 | 3873 | 39 | 32.4 | 7 | 47 | 169 | 929 | 1546 | 1002 | 165 | 13 | 2 | 0 | 0 | 0 | 0 |
| 16H,6-22 | 4330 | 39.3 | 32.8 | 7 | 47 | 171 | 980 | 1711 | 1161 | 228 | 29 | 2 | 1 | 0 | 0 | 0 |
| 18H,6-24 | 4362 | 39.3 | 32.9 | 7 | 47 | 171 | 985 | 1719 | 1173 | 235 | 29 | 2 | 1 | 0 | 0 | 0 |
| 24H,0-24 | 4431 | 39.4 | 33 | 7 | 47 | 171 | 988 | 1735 | 1198 | 250 | 36 | 4 | 2 | 0 | 0 | 0 |

20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Northbound

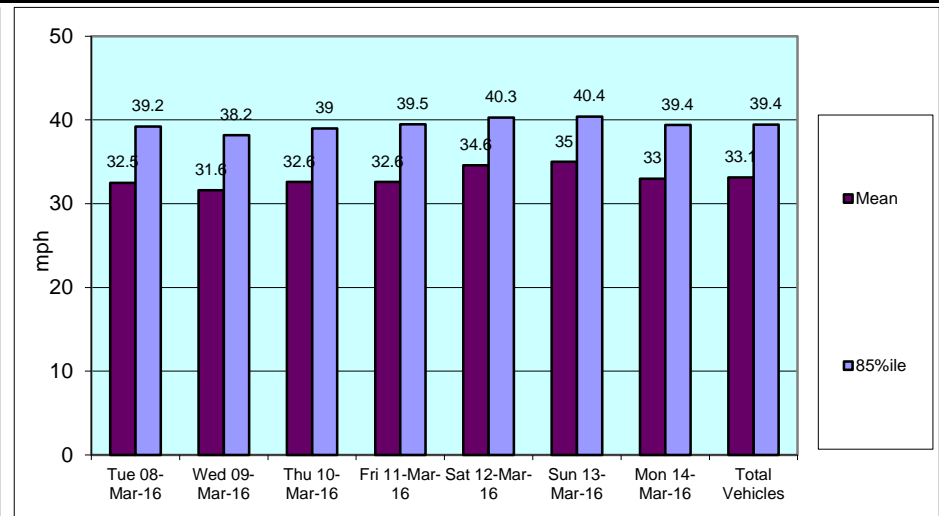
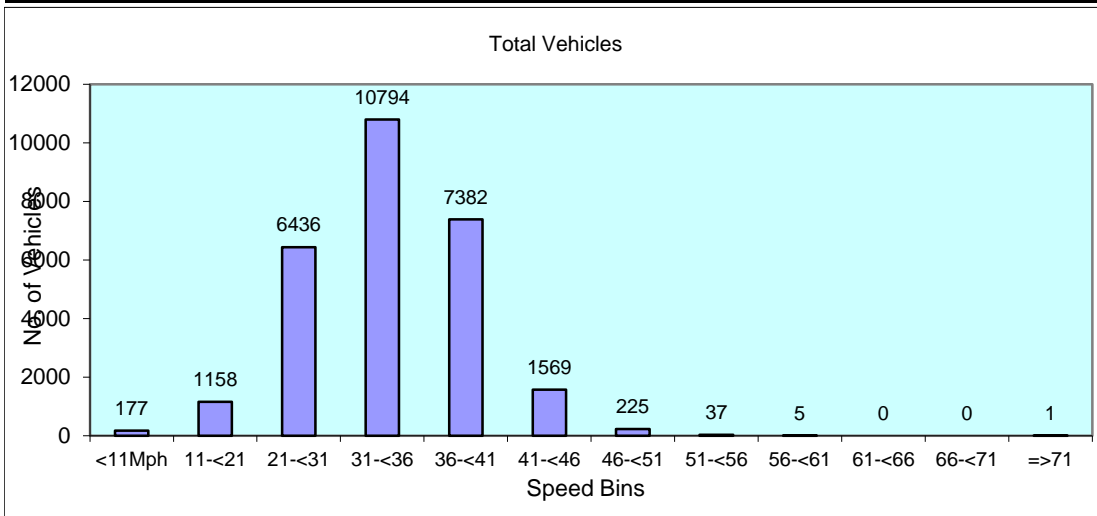
| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|-------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
|-------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|

Daily Totals

| | | | | | | | | | | | | | | | | |
|---------------|------|------|------|-----|----|-----|------|------|------|-----|----|---|---|---|---|---|
| Tue 08-Mar-16 | 4406 | 39.2 | 32.5 | 7 | 41 | 189 | 1124 | 1694 | 1101 | 221 | 29 | 7 | 0 | 0 | 0 | 0 |
| Wed 09-Mar-16 | 4314 | 38.2 | 31.6 | 6.9 | 36 | 228 | 1269 | 1751 | 858 | 148 | 21 | 3 | 0 | 0 | 0 | 0 |
| Thu 10-Mar-16 | 4552 | 39 | 32.6 | 6.6 | 13 | 175 | 1161 | 1860 | 1112 | 192 | 36 | 3 | 0 | 0 | 0 | 0 |
| Fri 11-Mar-16 | 4472 | 39.5 | 32.6 | 7.4 | 36 | 280 | 1023 | 1604 | 1241 | 248 | 32 | 7 | 0 | 0 | 0 | 1 |
| Sat 12-Mar-16 | 2989 | 40.3 | 34.6 | 6.2 | 1 | 61 | 485 | 1168 | 967 | 268 | 32 | 6 | 1 | 0 | 0 | 0 |
| Sun 13-Mar-16 | 2620 | 40.4 | 35 | 6.3 | 3 | 54 | 386 | 982 | 905 | 242 | 39 | 7 | 2 | 0 | 0 | 0 |
| Mon 14-Mar-16 | 4431 | 39.4 | 33 | 7 | 47 | 171 | 988 | 1735 | 1198 | 250 | 36 | 4 | 2 | 0 | 0 | 0 |

Total Vehicles

| | | | | | | | | | | | | | | | | |
|------|-------|------|------|-----|-----|------|------|-------|------|------|-----|----|---|---|---|---|
| [--] | 27784 | 39.4 | 33.1 | 6.8 | 177 | 1158 | 6436 | 10794 | 7382 | 1569 | 225 | 37 | 5 | 0 | 0 | 1 |
|------|-------|------|------|-----|-----|------|------|-------|------|------|-----|----|---|---|---|---|



| 20034 | WALLINGFORD | | Site No: 20034001 | | Location | | Site 1, Reading Road, Wallingford (Tree) | | |
|-----------------------|-----------------|-----------------|-------------------|-----------------|-----------------|-----------------|--|-------------|-------------|
| Channel: Northbound | | | | | | | | | |
| TIME PERIOD | Tue 08/03/16 | Wed 09/03/16 | Thu 10/03/16 | Fri 11/03/16 | Sat 12/03/16 | Sun 13/03/16 | Mon 14/03/16 | 5-Day Av | 7-Day Av |
| Week Begin: 08-Mar-16 | | | | | | | | | |
| 00:00 | 5 | 7 | 5 | 5 | 12 | 17 | 11 | 7 | 9 |
| 01:00 | 5 | 3 | 5 | 4 | 5 | 11 | 4 | 4 | 5 |
| 02:00 | 3 | 1 | 2 | 4 | 5 | 3 | 1 | 2 | 3 |
| 03:00 | 4 | 8 | 4 | 6 | 0 | 4 | 9 | 6 | 5 |
| 04:00 | 13 | 7 | 13 | 8 | 5 | 4 | 9 | 10 | 8 |
| 05:00 | 34 | 30 | 30 | 18 | 9 | 14 | 35 | 29 | 24 |
| 06:00 | 135 | 118 | 129 | 122 | 40 | 21 | 135 | 128 | 100 |
| 07:00 | 467 | 470 | 452 | 414 | 82 | 52 | 466 | 454 | 343 |
| 08:00 | 694 | 623 | 647 | 599 | 162 | 93 | 669 | 646 | 498 |
| 09:00 | 314 | 357 | 335 | 333 | 249 | 167 | 318 | 331 | 296 |
| 10:00 | 224 | 222 | 259 | 265 | 265 | 247 | 223 | 239 | 244 |
| 11:00 | 202 | 159 | 248 | 243 | 316 | 247 | 197 | 210 | 230 |
| 12:00 | 184 | 183 | 220 | 249 | 291 | 271 | 217 | 211 | 231 |
| 13:00 | 205 | 209 | 232 | 213 | 272 | 218 | 223 | 216 | 225 |
| 14:00 | 203 | 224 | 233 | 276 | 266 | 228 | 247 | 237 | 240 |
| 15:00 | 253 | 245 | 268 | 317 | 225 | 207 | 237 | 264 | 250 |
| 16:00 | 368 | 390 | 330 | 443 | 189 | 201 | 377 | 382 | 328 |
| 17:00 | 437 | 404 | 467 | 314 | 145 | 203 | 406 | 406 | 339 |
| 18:00 | 295 | 268 | 306 | 252 | 148 | 158 | 293 | 283 | 246 |
| 19:00 | 142 | 181 | 163 | 183 | 112 | 90 | 155 | 165 | 147 |
| 20:00 | 76 | 78 | 91 | 87 | 73 | 74 | 112 | 89 | 84 |
| 21:00 | 96 | 88 | 55 | 47 | 50 | 50 | 55 | 68 | 63 |
| 22:00 | 29 | 26 | 42 | 41 | 44 | 23 | 19 | 31 | 32 |
| 23:00 | 18 | 13 | 16 | 29 | 24 | 17 | 13 | 18 | 19 |
| 12H,7-19 | 3846 | 3754 | 3997 | 3918 | 2610 | 2292 | 3873 | 3878 | 3470 |
| 16H,6-22 | 4295 | 4219 | 4435 | 4357 | 2885 | 2527 | 4330 | 4327 | 3864 |
| 18H,6-24 | 4342 | 4258 | 4493 | 4427 | 2953 | 2567 | 4362 | 4376 | 3915 |
| 24H,0-24 | 4406 | 4314 | 4552 | 4472 | 2989 | 2620 | 4431 | 4435 | 3969 |
| Am | 08:00 | 08:00 | 08:00 | 08:00 | 11:00 | 11:00 | 08:00 | - | - |
| Peak | 694 | 623 | 647 | 599 | 316 | 247 | 669 | 646 | 542 |
| Pm | 17:00 | 17:00 | 17:00 | 16:00 | 12:00 | 12:00 | 17:00 | - | - |
| Peak | 437 | 404 | 467 | 443 | 291 | 271 | 406 | 431 | 388 |

20034

WALLINGFORD

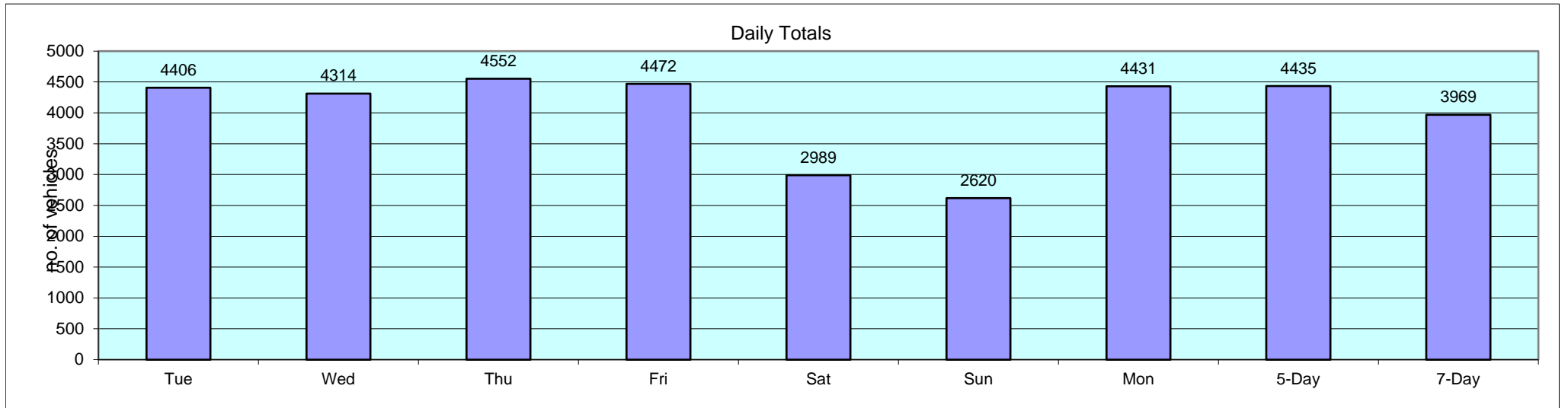
Site No: 20034001

Location

Site 1, Reading Road, Wallingford (Tree)

Channel: Northbound

| TIME PERIOD | Tue 08/03/16 | Wed 09/03/16 | Thu 10/03/16 | Fri 11/03/16 | Sat 12/03/16 | Sun 13/03/16 | Mon 14/03/16 | 5-Day Av | 7-Day Av |
|-------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------|-------------|
|-------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------|-------------|



20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Southbound

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Tue 08-Mar-16 | | | | | | | | | | | |
| 00:00 | 8 | 0 | 0.0 | 5 | 62.5 | 3 | 37.5 | 0 | 0.0 | 0 | 0.0 |
| 01:00 | 5 | 0 | 0.0 | 5 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 02:00 | 1 | 0 | 0.0 | 0 | 0.0 | 1 | 100.0 | 0 | 0.0 | 0 | 0.0 |
| 03:00 | 4 | 0 | 0.0 | 4 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 04:00 | 4 | 0 | 0.0 | 4 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 05:00 | 18 | 0 | 0.0 | 12 | 66.7 | 6 | 33.3 | 0 | 0.0 | 0 | 0.0 |
| 06:00 | 93 | 2 | 2.2 | 81 | 87.1 | 7 | 7.5 | 3 | 3.2 | 0 | 0.0 |
| 07:00 | 325 | 3 | 0.9 | 299 | 92.0 | 21 | 6.5 | 1 | 0.3 | 1 | 0.3 |
| 08:00 | 435 | 3 | 0.7 | 397 | 91.3 | 24 | 5.5 | 11 | 2.5 | 0 | 0.0 |
| 09:00 | 224 | 2 | 0.9 | 194 | 86.6 | 24 | 10.7 | 4 | 1.8 | 0 | 0.0 |
| 10:00 | 183 | 1 | 0.6 | 153 | 83.6 | 23 | 12.6 | 6 | 3.3 | 0 | 0.0 |
| 11:00 | 188 | 1 | 0.5 | 161 | 85.6 | 24 | 12.8 | 2 | 1.1 | 0 | 0.0 |
| 12:00 | 199 | 2 | 1.0 | 170 | 85.4 | 23 | 11.6 | 3 | 1.5 | 1 | 0.5 |
| 13:00 | 205 | 3 | 1.5 | 178 | 86.8 | 22 | 10.7 | 0 | 0.0 | 2 | 1.0 |
| 14:00 | 238 | 3 | 1.3 | 209 | 87.8 | 20 | 8.4 | 6 | 2.5 | 0 | 0.0 |
| 15:00 | 369 | 4 | 1.1 | 333 | 90.2 | 28 | 7.6 | 4 | 1.1 | 0 | 0.0 |
| 16:00 | 440 | 1 | 0.2 | 406 | 92.3 | 28 | 6.4 | 3 | 0.7 | 2 | 0.5 |
| 17:00 | 521 | 3 | 0.6 | 493 | 94.6 | 22 | 4.2 | 3 | 0.6 | 0 | 0.0 |
| 18:00 | 356 | 3 | 0.8 | 340 | 95.5 | 10 | 2.8 | 3 | 0.8 | 0 | 0.0 |
| 19:00 | 183 | 1 | 0.6 | 176 | 96.2 | 3 | 1.6 | 3 | 1.6 | 0 | 0.0 |
| 20:00 | 118 | 2 | 1.7 | 113 | 95.8 | 2 | 1.7 | 1 | 0.9 | 0 | 0.0 |
| 21:00 | 84 | 0 | 0.0 | 78 | 92.9 | 3 | 3.6 | 3 | 3.6 | 0 | 0.0 |
| 22:00 | 54 | 1 | 1.9 | 52 | 96.3 | 0 | 0.0 | 1 | 1.9 | 0 | 0.0 |
| 23:00 | 17 | 0 | 0.0 | 15 | 88.2 | 2 | 11.8 | 0 | 0.0 | 0 | 0.0 |
| 12H,7-19 | 3683 | 29 | 0.8 | 3333 | 90.5 | 269 | 7.3 | 46 | 1.3 | 6 | 0.2 |
| 16H,6-22 | 4161 | 34 | 0.8 | 3781 | 90.9 | 284 | 6.8 | 56 | 1.4 | 6 | 0.1 |
| 18H,6-24 | 4232 | 35 | 0.8 | 3848 | 90.9 | 286 | 6.8 | 57 | 1.4 | 6 | 0.1 |
| 24H,0-24 | 4272 | 35 | 0.8 | 3878 | 90.8 | 296 | 6.9 | 57 | 1.3 | 6 | 0.1 |

20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Southbound

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Wed 09-Mar-16 | | | | | | | | | | | |
| 00:00 | 9 | 0 | 0.0 | 9 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 01:00 | 3 | 0 | 0.0 | 3 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 02:00 | 3 | 0 | 0.0 | 1 | 33.3 | 2 | 66.7 | 0 | 0.0 | 0 | 0.0 |
| 03:00 | 2 | 0 | 0.0 | 1 | 50.0 | 1 | 50.0 | 0 | 0.0 | 0 | 0.0 |
| 04:00 | 3 | 0 | 0.0 | 1 | 33.3 | 2 | 66.7 | 0 | 0.0 | 0 | 0.0 |
| 05:00 | 19 | 0 | 0.0 | 16 | 84.2 | 3 | 15.8 | 0 | 0.0 | 0 | 0.0 |
| 06:00 | 83 | 0 | 0.0 | 69 | 83.1 | 11 | 13.3 | 1 | 1.2 | 2 | 2.4 |
| 07:00 | 300 | 0 | 0.0 | 264 | 88.0 | 30 | 10.0 | 6 | 2.0 | 0 | 0.0 |
| 08:00 | 438 | 2 | 0.5 | 403 | 92.0 | 24 | 5.5 | 7 | 1.6 | 2 | 0.5 |
| 09:00 | 228 | 0 | 0.0 | 206 | 90.4 | 20 | 8.8 | 2 | 0.9 | 0 | 0.0 |
| 10:00 | 148 | 1 | 0.7 | 133 | 89.9 | 12 | 8.1 | 2 | 1.4 | 0 | 0.0 |
| 11:00 | 163 | 0 | 0.0 | 146 | 89.6 | 13 | 8.0 | 3 | 1.8 | 1 | 0.6 |
| 12:00 | 207 | 1 | 0.5 | 186 | 89.9 | 16 | 7.7 | 4 | 1.9 | 0 | 0.0 |
| 13:00 | 217 | 0 | 0.0 | 190 | 87.6 | 23 | 10.6 | 4 | 1.8 | 0 | 0.0 |
| 14:00 | 251 | 0 | 0.0 | 224 | 89.2 | 20 | 8.0 | 5 | 2.0 | 2 | 0.8 |
| 15:00 | 328 | 2 | 0.6 | 300 | 91.5 | 20 | 6.1 | 6 | 1.8 | 0 | 0.0 |
| 16:00 | 492 | 0 | 0.0 | 459 | 93.3 | 29 | 5.9 | 4 | 0.8 | 0 | 0.0 |
| 17:00 | 511 | 2 | 0.4 | 486 | 95.1 | 18 | 3.5 | 5 | 1.0 | 0 | 0.0 |
| 18:00 | 299 | 4 | 1.3 | 282 | 94.3 | 12 | 4.0 | 1 | 0.3 | 0 | 0.0 |
| 19:00 | 145 | 1 | 0.7 | 140 | 96.6 | 4 | 2.8 | 0 | 0.0 | 0 | 0.0 |
| 20:00 | 149 | 1 | 0.7 | 142 | 95.3 | 3 | 2.0 | 3 | 2.0 | 0 | 0.0 |
| 21:00 | 106 | 1 | 0.9 | 101 | 95.3 | 4 | 3.8 | 0 | 0.0 | 0 | 0.0 |
| 22:00 | 58 | 0 | 0.0 | 56 | 96.6 | 2 | 3.5 | 0 | 0.0 | 0 | 0.0 |
| 23:00 | 24 | 0 | 0.0 | 23 | 95.8 | 1 | 4.2 | 0 | 0.0 | 0 | 0.0 |
| 12H,7-19 | 3582 | 12 | 0.3 | 3279 | 91.5 | 237 | 6.6 | 49 | 1.4 | 5 | 0.1 |
| 16H,6-22 | 4065 | 15 | 0.4 | 3731 | 91.8 | 259 | 6.4 | 53 | 1.3 | 7 | 0.2 |
| 18H,6-24 | 4147 | 15 | 0.4 | 3810 | 91.9 | 262 | 6.3 | 53 | 1.3 | 7 | 0.2 |
| 24H,0-24 | 4186 | 15 | 0.4 | 3841 | 91.8 | 270 | 6.5 | 53 | 1.3 | 7 | 0.2 |

20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Southbound

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Thu 10-Mar-16 | | | | | | | | | | | |
| 00:00 | 13 | 0 | 0.0 | 11 | 84.6 | 2 | 15.4 | 0 | 0.0 | 0 | 0.0 |
| 01:00 | 5 | 0 | 0.0 | 3 | 60.0 | 1 | 20.0 | 1 | 20.0 | 0 | 0.0 |
| 02:00 | 3 | 0 | 0.0 | 3 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 03:00 | 2 | 0 | 0.0 | 1 | 50.0 | 1 | 50.0 | 0 | 0.0 | 0 | 0.0 |
| 04:00 | 3 | 0 | 0.0 | 2 | 66.7 | 0 | 0.0 | 1 | 33.3 | 0 | 0.0 |
| 05:00 | 16 | 0 | 0.0 | 13 | 81.3 | 2 | 12.5 | 1 | 6.3 | 0 | 0.0 |
| 06:00 | 90 | 2 | 2.2 | 72 | 80.0 | 13 | 14.4 | 3 | 3.3 | 0 | 0.0 |
| 07:00 | 292 | 3 | 1.0 | 257 | 88.0 | 27 | 9.3 | 5 | 1.7 | 0 | 0.0 |
| 08:00 | 472 | 4 | 0.9 | 441 | 93.4 | 22 | 4.7 | 4 | 0.9 | 1 | 0.2 |
| 09:00 | 221 | 1 | 0.5 | 191 | 86.4 | 26 | 11.8 | 3 | 1.4 | 0 | 0.0 |
| 10:00 | 200 | 5 | 2.5 | 173 | 86.5 | 18 | 9.0 | 4 | 2.0 | 0 | 0.0 |
| 11:00 | 176 | 2 | 1.1 | 150 | 85.2 | 20 | 11.4 | 4 | 2.3 | 0 | 0.0 |
| 12:00 | 240 | 1 | 0.4 | 212 | 88.3 | 23 | 9.6 | 4 | 1.7 | 0 | 0.0 |
| 13:00 | 269 | 2 | 0.7 | 246 | 91.5 | 17 | 6.3 | 4 | 1.5 | 0 | 0.0 |
| 14:00 | 240 | 0 | 0.0 | 209 | 87.1 | 27 | 11.3 | 3 | 1.3 | 1 | 0.4 |
| 15:00 | 334 | 0 | 0.0 | 301 | 90.1 | 31 | 9.3 | 1 | 0.3 | 1 | 0.3 |
| 16:00 | 460 | 5 | 1.1 | 426 | 92.6 | 29 | 6.3 | 0 | 0.0 | 0 | 0.0 |
| 17:00 | 538 | 2 | 0.4 | 500 | 92.9 | 27 | 5.0 | 8 | 1.5 | 1 | 0.2 |
| 18:00 | 312 | 0 | 0.0 | 299 | 95.8 | 12 | 3.9 | 1 | 0.3 | 0 | 0.0 |
| 19:00 | 203 | 3 | 1.5 | 193 | 95.1 | 7 | 3.5 | 0 | 0.0 | 0 | 0.0 |
| 20:00 | 120 | 0 | 0.0 | 109 | 90.8 | 11 | 9.2 | 0 | 0.0 | 0 | 0.0 |
| 21:00 | 88 | 1 | 1.1 | 84 | 95.5 | 3 | 3.4 | 0 | 0.0 | 0 | 0.0 |
| 22:00 | 55 | 0 | 0.0 | 53 | 96.4 | 2 | 3.6 | 0 | 0.0 | 0 | 0.0 |
| 23:00 | 33 | 0 | 0.0 | 33 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 12H,7-19 | 3754 | 25 | 0.7 | 3405 | 90.7 | 279 | 7.4 | 41 | 1.1 | 4 | 0.1 |
| 16H,6-22 | 4255 | 31 | 0.7 | 3863 | 90.8 | 313 | 7.4 | 44 | 1.0 | 4 | 0.1 |
| 18H,6-24 | 4343 | 31 | 0.7 | 3949 | 90.9 | 315 | 7.3 | 44 | 1.0 | 4 | 0.1 |
| 24H,0-24 | 4385 | 31 | 0.7 | 3982 | 90.8 | 321 | 7.3 | 47 | 1.1 | 4 | 0.1 |

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Fri 11-Mar-16 | | | | | | | | | | | |
| 00:00 | 11 | 0 | 0.0 | 10 | 90.9 | 1 | 9.1 | 0 | 0.0 | 0 | 0.0 |
| 01:00 | 4 | 1 | 25.0 | 3 | 75.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 02:00 | 2 | 0 | 0.0 | 1 | 50.0 | 1 | 50.0 | 0 | 0.0 | 0 | 0.0 |
| 03:00 | 3 | 0 | 0.0 | 2 | 66.7 | 1 | 33.3 | 0 | 0.0 | 0 | 0.0 |
| 04:00 | 5 | 0 | 0.0 | 4 | 80.0 | 1 | 20.0 | 0 | 0.0 | 0 | 0.0 |
| 05:00 | 16 | 0 | 0.0 | 12 | 75.0 | 4 | 25.0 | 0 | 0.0 | 0 | 0.0 |
| 06:00 | 76 | 0 | 0.0 | 61 | 80.3 | 14 | 18.4 | 1 | 1.3 | 0 | 0.0 |
| 07:00 | 269 | 3 | 1.1 | 235 | 87.4 | 27 | 10.0 | 4 | 1.5 | 0 | 0.0 |
| 08:00 | 413 | 4 | 1.0 | 376 | 91.0 | 28 | 6.8 | 5 | 1.2 | 0 | 0.0 |
| 09:00 | 211 | 2 | 1.0 | 182 | 86.3 | 21 | 10.0 | 6 | 2.8 | 0 | 0.0 |
| 10:00 | 206 | 1 | 0.5 | 180 | 87.4 | 23 | 11.2 | 2 | 1.0 | 0 | 0.0 |
| 11:00 | 233 | 1 | 0.4 | 205 | 88.0 | 21 | 9.0 | 6 | 2.6 | 0 | 0.0 |
| 12:00 | 249 | 1 | 0.4 | 225 | 90.4 | 20 | 8.0 | 3 | 1.2 | 0 | 0.0 |
| 13:00 | 284 | 6 | 2.1 | 253 | 89.1 | 24 | 8.5 | 1 | 0.4 | 0 | 0.0 |
| 14:00 | 286 | 3 | 1.1 | 258 | 90.2 | 23 | 8.0 | 2 | 0.7 | 0 | 0.0 |
| 15:00 | 420 | 5 | 1.2 | 391 | 93.1 | 18 | 4.3 | 6 | 1.4 | 0 | 0.0 |
| 16:00 | 503 | 5 | 1.0 | 453 | 90.1 | 40 | 8.0 | 5 | 1.0 | 0 | 0.0 |
| 17:00 | 465 | 5 | 1.1 | 443 | 95.3 | 16 | 3.4 | 0 | 0.0 | 1 | 0.2 |
| 18:00 | 274 | 1 | 0.4 | 254 | 92.7 | 16 | 5.8 | 3 | 1.1 | 0 | 0.0 |
| 19:00 | 173 | 0 | 0.0 | 162 | 93.6 | 9 | 5.2 | 2 | 1.2 | 0 | 0.0 |
| 20:00 | 101 | 0 | 0.0 | 97 | 96.0 | 3 | 3.0 | 1 | 1.0 | 0 | 0.0 |
| 21:00 | 80 | 1 | 1.3 | 77 | 96.3 | 2 | 2.5 | 0 | 0.0 | 0 | 0.0 |
| 22:00 | 61 | 0 | 0.0 | 61 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 23:00 | 48 | 1 | 2.1 | 46 | 95.8 | 1 | 2.1 | 0 | 0.0 | 0 | 0.0 |
| 12H,7-19 | 3813 | 37 | 1.0 | 3455 | 90.6 | 277 | 7.3 | 43 | 1.1 | 1 | 0.0 |
| 16H,6-22 | 4243 | 38 | 0.9 | 3852 | 90.8 | 305 | 7.2 | 47 | 1.1 | 1 | 0.0 |
| 18H,6-24 | 4352 | 39 | 0.9 | 3959 | 91.0 | 306 | 7.0 | 47 | 1.1 | 1 | 0.0 |
| 24H,0-24 | 4393 | 40 | 0.9 | 3991 | 90.9 | 314 | 7.2 | 47 | 1.1 | 1 | 0.0 |

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Sat 12-Mar-16 | | | | | | | | | | | |
| 00:00 | 14 | 0 | 0.0 | 12 | 85.7 | 2 | 14.3 | 0 | 0.0 | 0 | 0.0 |
| 01:00 | 13 | 1 | 7.7 | 12 | 92.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 02:00 | 7 | 0 | 0.0 | 7 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 03:00 | 3 | 0 | 0.0 | 1 | 33.3 | 2 | 66.7 | 0 | 0.0 | 0 | 0.0 |
| 04:00 | 5 | 0 | 0.0 | 5 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 05:00 | 12 | 0 | 0.0 | 9 | 75.0 | 3 | 25.0 | 0 | 0.0 | 0 | 0.0 |
| 06:00 | 28 | 2 | 7.1 | 21 | 75.0 | 4 | 14.3 | 1 | 3.6 | 0 | 0.0 |
| 07:00 | 82 | 0 | 0.0 | 69 | 84.2 | 12 | 14.6 | 1 | 1.2 | 0 | 0.0 |
| 08:00 | 123 | 2 | 1.6 | 107 | 87.0 | 10 | 8.1 | 3 | 2.4 | 1 | 0.8 |
| 09:00 | 188 | 3 | 1.6 | 175 | 93.1 | 6 | 3.2 | 4 | 2.1 | 0 | 0.0 |
| 10:00 | 222 | 5 | 2.3 | 210 | 94.6 | 7 | 3.2 | 0 | 0.0 | 0 | 0.0 |
| 11:00 | 224 | 5 | 2.2 | 202 | 90.2 | 15 | 6.7 | 2 | 0.9 | 0 | 0.0 |
| 12:00 | 250 | 4 | 1.6 | 236 | 94.4 | 6 | 2.4 | 4 | 1.6 | 0 | 0.0 |
| 13:00 | 226 | 10 | 4.4 | 207 | 91.6 | 5 | 2.2 | 4 | 1.8 | 0 | 0.0 |
| 14:00 | 229 | 4 | 1.8 | 215 | 93.9 | 10 | 4.4 | 0 | 0.0 | 0 | 0.0 |
| 15:00 | 238 | 11 | 4.6 | 215 | 90.3 | 9 | 3.8 | 3 | 1.3 | 0 | 0.0 |
| 16:00 | 264 | 8 | 3.0 | 240 | 90.9 | 13 | 4.9 | 3 | 1.1 | 0 | 0.0 |
| 17:00 | 175 | 3 | 1.7 | 164 | 93.7 | 6 | 3.4 | 2 | 1.1 | 0 | 0.0 |
| 18:00 | 157 | 1 | 0.6 | 152 | 96.8 | 4 | 2.6 | 0 | 0.0 | 0 | 0.0 |
| 19:00 | 142 | 2 | 1.4 | 138 | 97.2 | 1 | 0.7 | 1 | 0.7 | 0 | 0.0 |
| 20:00 | 89 | 1 | 1.1 | 88 | 98.9 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 21:00 | 53 | 0 | 0.0 | 49 | 92.5 | 3 | 5.7 | 1 | 1.9 | 0 | 0.0 |
| 22:00 | 16 | 0 | 0.0 | 15 | 93.8 | 1 | 6.3 | 0 | 0.0 | 0 | 0.0 |
| 23:00 | 31 | 0 | 0.0 | 23 | 74.2 | 3 | 9.7 | 5 | 16.1 | 0 | 0.0 |
| 12H,7-19 | 2378 | 56 | 2.4 | 2192 | 92.2 | 103 | 4.3 | 26 | 1.1 | 1 | 0.0 |
| 16H,6-22 | 2690 | 61 | 2.3 | 2488 | 92.5 | 111 | 4.1 | 29 | 1.1 | 1 | 0.0 |
| 18H,6-24 | 2737 | 61 | 2.2 | 2526 | 92.3 | 115 | 4.2 | 34 | 1.2 | 1 | 0.0 |
| 24H,0-24 | 2791 | 62 | 2.2 | 2572 | 92.2 | 122 | 4.4 | 34 | 1.2 | 1 | 0.0 |

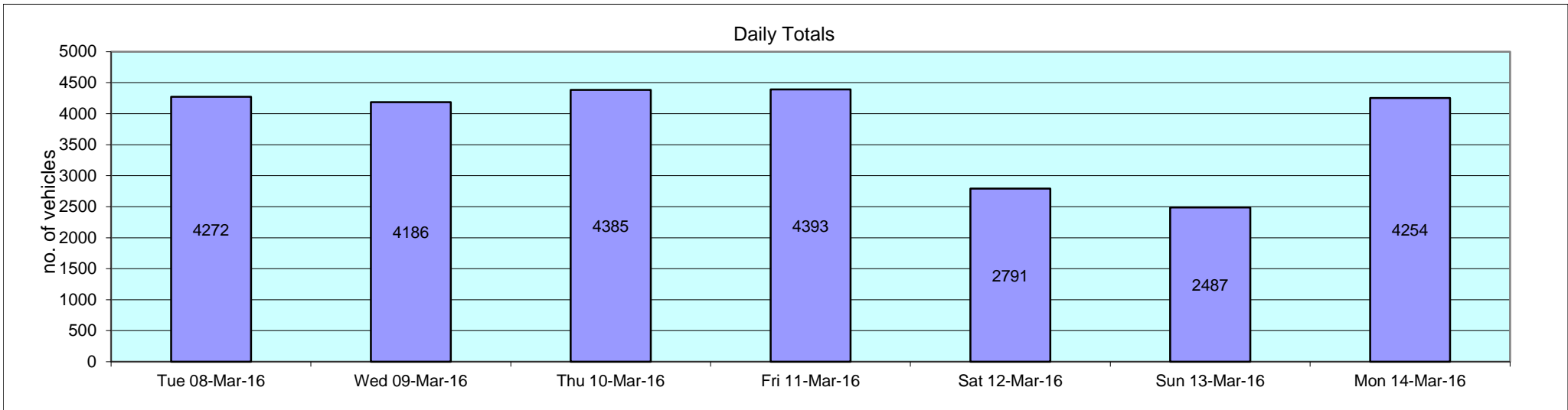
20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Southbound

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Sun 13-Mar-16 | | | | | | | | | | | |
| 00:00 | 14 | 0 | 0.0 | 13 | 92.9 | 1 | 7.1 | 0 | 0.0 | 0 | 0.0 |
| 01:00 | 10 | 0 | 0.0 | 10 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 02:00 | 5 | 1 | 20.0 | 4 | 80.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 03:00 | 5 | 1 | 20.0 | 4 | 80.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 04:00 | 3 | 0 | 0.0 | 3 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 05:00 | 1 | 0 | 0.0 | 0 | 0.0 | 1 | 100.0 | 0 | 0.0 | 0 | 0.0 |
| 06:00 | 9 | 0 | 0.0 | 9 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 07:00 | 62 | 1 | 1.6 | 52 | 83.9 | 8 | 12.9 | 1 | 1.6 | 0 | 0.0 |
| 08:00 | 66 | 4 | 6.1 | 61 | 92.4 | 1 | 1.5 | 0 | 0.0 | 0 | 0.0 |
| 09:00 | 140 | 3 | 2.1 | 122 | 87.1 | 13 | 9.3 | 2 | 1.4 | 0 | 0.0 |
| 10:00 | 177 | 3 | 1.7 | 165 | 93.2 | 3 | 1.7 | 6 | 3.4 | 0 | 0.0 |
| 11:00 | 203 | 6 | 3.0 | 191 | 94.1 | 5 | 2.5 | 1 | 0.5 | 0 | 0.0 |
| 12:00 | 263 | 8 | 3.0 | 247 | 93.9 | 7 | 2.7 | 1 | 0.4 | 0 | 0.0 |
| 13:00 | 249 | 9 | 3.6 | 236 | 94.8 | 3 | 1.2 | 1 | 0.4 | 0 | 0.0 |
| 14:00 | 220 | 17 | 7.7 | 193 | 87.7 | 5 | 2.3 | 5 | 2.3 | 0 | 0.0 |
| 15:00 | 234 | 14 | 6.0 | 216 | 92.3 | 3 | 1.3 | 0 | 0.0 | 1 | 0.4 |
| 16:00 | 257 | 5 | 2.0 | 248 | 96.5 | 3 | 1.2 | 1 | 0.4 | 0 | 0.0 |
| 17:00 | 184 | 3 | 1.6 | 177 | 96.2 | 3 | 1.6 | 1 | 0.5 | 0 | 0.0 |
| 18:00 | 121 | 3 | 2.5 | 115 | 95.0 | 1 | 0.8 | 2 | 1.7 | 0 | 0.0 |
| 19:00 | 98 | 0 | 0.0 | 94 | 95.9 | 2 | 2.0 | 2 | 2.0 | 0 | 0.0 |
| 20:00 | 79 | 0 | 0.0 | 77 | 97.5 | 2 | 2.5 | 0 | 0.0 | 0 | 0.0 |
| 21:00 | 39 | 0 | 0.0 | 38 | 97.4 | 0 | 0.0 | 1 | 2.6 | 0 | 0.0 |
| 22:00 | 32 | 0 | 0.0 | 30 | 93.8 | 1 | 3.1 | 1 | 3.1 | 0 | 0.0 |
| 23:00 | 16 | 2 | 12.5 | 14 | 87.5 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 12H,7-19 | 2176 | 76 | 3.5 | 2023 | 93.0 | 55 | 2.5 | 21 | 1.0 | 1 | 0.1 |
| 16H,6-22 | 2401 | 76 | 3.2 | 2241 | 93.3 | 59 | 2.5 | 24 | 1.0 | 1 | 0.0 |
| 18H,6-24 | 2449 | 78 | 3.2 | 2285 | 93.3 | 60 | 2.5 | 25 | 1.0 | 1 | 0.0 |
| 24H,0-24 | 2487 | 80 | 3.2 | 2319 | 93.2 | 62 | 2.5 | 25 | 1.0 | 1 | 0.0 |

20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Southbound

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Mon 14-Mar-16 | | | | | | | | | | | |
| 00:00 | 6 | 0 | 0.0 | 6 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 01:00 | 1 | 0 | 0.0 | 1 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 02:00 | 3 | 0 | 0.0 | 3 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 03:00 | 1 | 0 | 0.0 | 0 | 0.0 | 1 | 100.0 | 0 | 0.0 | 0 | 0.0 |
| 04:00 | 3 | 0 | 0.0 | 2 | 66.7 | 1 | 33.3 | 0 | 0.0 | 0 | 0.0 |
| 05:00 | 20 | 0 | 0.0 | 16 | 80.0 | 4 | 20.0 | 0 | 0.0 | 0 | 0.0 |
| 06:00 | 100 | 1 | 1.0 | 93 | 93.0 | 6 | 6.0 | 0 | 0.0 | 0 | 0.0 |
| 07:00 | 330 | 1 | 0.3 | 304 | 92.1 | 22 | 6.7 | 3 | 0.9 | 0 | 0.0 |
| 08:00 | 455 | 2 | 0.4 | 422 | 92.8 | 23 | 5.1 | 6 | 1.3 | 2 | 0.4 |
| 09:00 | 185 | 2 | 1.1 | 163 | 88.1 | 16 | 8.7 | 3 | 1.6 | 1 | 0.5 |
| 10:00 | 173 | 1 | 0.6 | 156 | 90.2 | 12 | 6.9 | 4 | 2.3 | 0 | 0.0 |
| 11:00 | 196 | 1 | 0.5 | 163 | 83.2 | 28 | 14.3 | 3 | 1.5 | 1 | 0.5 |
| 12:00 | 218 | 1 | 0.5 | 190 | 87.2 | 23 | 10.6 | 3 | 1.4 | 1 | 0.5 |
| 13:00 | 213 | 2 | 0.9 | 184 | 86.4 | 21 | 9.9 | 6 | 2.8 | 0 | 0.0 |
| 14:00 | 206 | 5 | 2.4 | 177 | 85.9 | 21 | 10.2 | 2 | 1.0 | 1 | 0.5 |
| 15:00 | 365 | 4 | 1.1 | 334 | 91.5 | 21 | 5.8 | 6 | 1.6 | 0 | 0.0 |
| 16:00 | 453 | 5 | 1.1 | 405 | 89.4 | 38 | 8.4 | 5 | 1.1 | 0 | 0.0 |
| 17:00 | 553 | 8 | 1.5 | 518 | 93.7 | 23 | 4.2 | 4 | 0.7 | 0 | 0.0 |
| 18:00 | 316 | 2 | 0.6 | 302 | 95.6 | 11 | 3.5 | 1 | 0.3 | 0 | 0.0 |
| 19:00 | 193 | 5 | 2.6 | 178 | 92.2 | 6 | 3.1 | 4 | 2.1 | 0 | 0.0 |
| 20:00 | 104 | 0 | 0.0 | 101 | 97.1 | 2 | 1.9 | 1 | 1.0 | 0 | 0.0 |
| 21:00 | 78 | 1 | 1.3 | 75 | 96.2 | 0 | 0.0 | 2 | 2.6 | 0 | 0.0 |
| 22:00 | 66 | 1 | 1.5 | 64 | 97.0 | 0 | 0.0 | 1 | 1.5 | 0 | 0.0 |
| 23:00 | 16 | 0 | 0.0 | 16 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 12H,7-19 | 3663 | 34 | 0.9 | 3318 | 90.6 | 259 | 7.1 | 46 | 1.3 | 6 | 0.2 |
| 16H,6-22 | 4138 | 41 | 1.0 | 3765 | 91.0 | 273 | 6.6 | 53 | 1.3 | 6 | 0.1 |
| 18H,6-24 | 4220 | 42 | 1.0 | 3845 | 91.1 | 273 | 6.5 | 54 | 1.3 | 6 | 0.1 |
| 24H,0-24 | 4254 | 42 | 1.0 | 3873 | 91.0 | 279 | 6.6 | 54 | 1.3 | 6 | 0.1 |

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|-----------------------|----------------|--------------|---------------|-------|--------|------|-------|-----|-------|-----|-------|
| Daily Totals | | | | | | | | | | | |
| Tue 08-Mar-16 | 4272 | 35 | 0.8 | 3878 | 90.8 | 296 | 6.9 | 57 | 1.3 | 6 | 0.1 |
| Wed 09-Mar-16 | 4186 | 15 | 0.4 | 3841 | 91.8 | 270 | 6.5 | 53 | 1.3 | 7 | 0.2 |
| Thu 10-Mar-16 | 4385 | 31 | 0.7 | 3982 | 90.8 | 321 | 7.3 | 47 | 1.1 | 4 | 0.1 |
| Fri 11-Mar-16 | 4393 | 40 | 0.9 | 3991 | 90.9 | 314 | 7.2 | 47 | 1.1 | 1 | 0.0 |
| Sat 12-Mar-16 | 2791 | 62 | 2.2 | 2572 | 92.2 | 122 | 4.4 | 34 | 1.2 | 1 | 0.0 |
| Sun 13-Mar-16 | 2487 | 80 | 3.2 | 2319 | 93.2 | 62 | 2.5 | 25 | 1.0 | 1 | 0.0 |
| Mon 14-Mar-16 | 4254 | 42 | 1.0 | 3873 | 91.0 | 279 | 6.6 | 54 | 1.3 | 6 | 0.1 |
| Total Vehicles | | | | | | | | | | | |
| [--] | 26768 | 305 | 1.3 | 24456 | 91.5 | 1664 | 5.9 | 317 | 1.2 | 26 | 0.1 |



20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Southbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|-------------|------------|----------|-----------|------------|-------------|-------------|------------|-----------|----------|----------|----------|----------|----------|
| Tue 08-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 8 | - | 35.1 | 4.6 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 5 | - | 40.5 | 4.7 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 1 | - | 33.5 | - | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 4 | - | 38.5 | 1.6 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 4 | - | 32.9 | 5.3 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 18 | 42.8 | 37.1 | 5.8 | 0 | 0 | 2 | 5 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 93 | 42.5 | 37.1 | 5.6 | 0 | 2 | 2 | 34 | 35 | 18 | 2 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 325 | 39.4 | 34.6 | 4.9 | 0 | 2 | 39 | 163 | 107 | 10 | 4 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 435 | 38.4 | 33.4 | 5 | 1 | 2 | 81 | 235 | 106 | 9 | 1 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 224 | 39.3 | 34.3 | 5.1 | 0 | 1 | 35 | 110 | 66 | 10 | 2 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 183 | 38.8 | 33.4 | 5.7 | 0 | 0 | 47 | 83 | 44 | 7 | 1 | 0 | 1 | 0 | 0 | 0 |
| 11:00 | 188 | 39.7 | 34.9 | 5 | 0 | 0 | 25 | 84 | 68 | 9 | 2 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 199 | 39.5 | 34.7 | 4.9 | 0 | 1 | 22 | 105 | 58 | 12 | 1 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 205 | 40.2 | 35 | 5.8 | 0 | 2 | 32 | 78 | 73 | 17 | 3 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 238 | 40 | 34.8 | 5.7 | 1 | 1 | 33 | 107 | 74 | 18 | 4 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 369 | 39.3 | 34.3 | 5.2 | 0 | 2 | 56 | 185 | 105 | 19 | 0 | 2 | 0 | 0 | 0 | 0 |
| 16:00 | 440 | 39 | 34.3 | 4.7 | 0 | 2 | 56 | 234 | 136 | 10 | 2 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 521 | 38.9 | 33.7 | 5.5 | 0 | 9 | 90 | 268 | 131 | 19 | 2 | 2 | 0 | 0 | 0 | 0 |
| 18:00 | 356 | 40.1 | 35.5 | 5.1 | 0 | 0 | 35 | 169 | 119 | 26 | 5 | 1 | 1 | 0 | 0 | 0 |
| 19:00 | 183 | 40.3 | 35.4 | 5.6 | 0 | 1 | 23 | 77 | 63 | 13 | 6 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 118 | 40.9 | 36.3 | 5.4 | 0 | 0 | 10 | 50 | 40 | 14 | 3 | 1 | 0 | 0 | 0 | 0 |
| 21:00 | 84 | 40.1 | 35.4 | 5.5 | 0 | 0 | 11 | 36 | 29 | 6 | 1 | 1 | 0 | 0 | 0 | 0 |
| 22:00 | 54 | 41.3 | 36.6 | 6.6 | 0 | 0 | 6 | 21 | 18 | 6 | 1 | 1 | 1 | 0 | 0 | 0 |
| 23:00 | 17 | 43.4 | 38.5 | 4.9 | 0 | 0 | 0 | 6 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 |
| 12H,7-19 | 3683 | 39.4 | 34.3 | 5.2 | 2 | 22 | 551 | 1821 | 1087 | 166 | 27 | 5 | 2 | 0 | 0 | 0 |
| 16H,6-22 | 4161 | 39.6 | 34.5 | 5.3 | 2 | 25 | 597 | 2018 | 1254 | 217 | 39 | 7 | 2 | 0 | 0 | 0 |
| 18H,6-24 | 4232 | 39.6 | 34.6 | 5.3 | 2 | 25 | 603 | 2045 | 1278 | 227 | 41 | 8 | 3 | 0 | 0 | 0 |
| 24H,0-24 | 4272 | 39.6 | 34.6 | 5.3 | 2 | 25 | 607 | 2056 | 1297 | 232 | 42 | 8 | 3 | 0 | 0 | 0 |

20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Southbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Wed 09-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 9 | - | 38.8 | 8.3 | 0 | 0 | 1 | 3 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 3 | - | 41.8 | 5.9 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 3 | - | 33.5 | 1.7 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 2 | - | 29.8 | 5.3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 3 | - | 35.2 | 3.1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 19 | 40.1 | 37.4 | 4.5 | 0 | 0 | 0 | 8 | 8 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 83 | 40.7 | 36.9 | 4.7 | 0 | 0 | 4 | 30 | 38 | 9 | 2 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 300 | 39 | 34.5 | 4.4 | 0 | 1 | 30 | 170 | 88 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 438 | 38.2 | 33.5 | 4.9 | 1 | 1 | 77 | 254 | 90 | 13 | 2 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 228 | 38.9 | 34.4 | 4.5 | 0 | 0 | 27 | 129 | 65 | 4 | 3 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 148 | 40 | 35.3 | 5.4 | 0 | 0 | 18 | 69 | 48 | 10 | 2 | 0 | 1 | 0 | 0 | 0 |
| 11:00 | 163 | 39.7 | 34.8 | 5.4 | 0 | 0 | 24 | 80 | 46 | 8 | 5 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 207 | 39 | 34 | 4.9 | 0 | 0 | 35 | 110 | 51 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 217 | 39.7 | 34.6 | 5 | 0 | 0 | 31 | 106 | 64 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 251 | 39.1 | 34.4 | 4.6 | 0 | 0 | 31 | 141 | 66 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 328 | 38.9 | 34.1 | 4.8 | 0 | 0 | 51 | 178 | 84 | 14 | 1 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 492 | 39.1 | 34.5 | 4.5 | 0 | 0 | 58 | 271 | 145 | 17 | 1 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 511 | 39.4 | 34.6 | 4.8 | 0 | 0 | 66 | 267 | 150 | 24 | 4 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 299 | 40 | 35.3 | 4.8 | 0 | 1 | 28 | 142 | 104 | 22 | 2 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 145 | 40.8 | 37.4 | 4.3 | 0 | 0 | 2 | 52 | 72 | 15 | 3 | 1 | 0 | 0 | 0 | 0 |
| 20:00 | 149 | 40.8 | 36.6 | 5.1 | 0 | 0 | 8 | 66 | 54 | 16 | 3 | 2 | 0 | 0 | 0 | 0 |
| 21:00 | 106 | 42.2 | 36.5 | 5.6 | 0 | 0 | 8 | 48 | 30 | 15 | 4 | 1 | 0 | 0 | 0 | 0 |
| 22:00 | 58 | 40.5 | 36 | 5.3 | 0 | 0 | 7 | 20 | 24 | 6 | 1 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 24 | 42.9 | 36.7 | 6.2 | 0 | 0 | 3 | 8 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 |
| 12H,7-19 | 3582 | 39.2 | 34.4 | 4.8 | 1 | 3 | 476 | 1917 | 1001 | 163 | 20 | 0 | 1 | 0 | 0 | 0 |
| 16H,6-22 | 4065 | 39.5 | 34.7 | 4.9 | 1 | 3 | 498 | 2113 | 1195 | 218 | 32 | 4 | 1 | 0 | 0 | 0 |
| 18H,6-24 | 4147 | 39.6 | 34.7 | 4.9 | 1 | 3 | 508 | 2141 | 1226 | 229 | 34 | 4 | 1 | 0 | 0 | 0 |
| 24H,0-24 | 4186 | 39.6 | 34.8 | 4.9 | 1 | 3 | 510 | 2158 | 1239 | 231 | 39 | 4 | 1 | 0 | 0 | 0 |

20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Southbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Thu 10-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 13 | 43.6 | 39.3 | 4.3 | 0 | 0 | 0 | 3 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 5 | - | 36 | 6.7 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 3 | - | 43.5 | 5 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 2 | - | 33.5 | 1.8 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 3 | - | 38.5 | 5 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 16 | 42.8 | 38 | 5.5 | 0 | 0 | 1 | 4 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 90 | 41.4 | 36.6 | 5.3 | 0 | 0 | 8 | 31 | 36 | 13 | 2 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 292 | 39.7 | 34.6 | 5.5 | 1 | 2 | 43 | 127 | 101 | 17 | 1 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 472 | 38.5 | 32.7 | 6.1 | 1 | 17 | 102 | 227 | 106 | 17 | 2 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 221 | 38.8 | 33.7 | 5 | 0 | 1 | 41 | 111 | 61 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 200 | 39.1 | 34 | 5.8 | 1 | 3 | 31 | 94 | 65 | 5 | 0 | 0 | 1 | 0 | 0 | 0 |
| 11:00 | 176 | 39.2 | 34.3 | 5 | 0 | 1 | 25 | 89 | 54 | 6 | 1 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 240 | 39.2 | 34.2 | 5.1 | 0 | 1 | 39 | 119 | 69 | 11 | 1 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 269 | 39 | 34.1 | 4.9 | 0 | 0 | 42 | 146 | 68 | 10 | 3 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 240 | 39.8 | 34.9 | 5.2 | 0 | 0 | 33 | 113 | 76 | 14 | 3 | 1 | 0 | 0 | 0 | 0 |
| 15:00 | 334 | 39.4 | 34.5 | 5.1 | 0 | 0 | 48 | 171 | 94 | 17 | 2 | 2 | 0 | 0 | 0 | 0 |
| 16:00 | 460 | 39.9 | 35.3 | 4.8 | 0 | 3 | 40 | 221 | 161 | 33 | 2 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 538 | 39.2 | 34.1 | 5.4 | 0 | 1 | 98 | 276 | 128 | 28 | 3 | 3 | 1 | 0 | 0 | 0 |
| 18:00 | 312 | 40.3 | 35.9 | 4.9 | 0 | 0 | 25 | 142 | 114 | 23 | 7 | 1 | 0 | 0 | 0 | 0 |
| 19:00 | 203 | 40.2 | 35.7 | 5.4 | 0 | 0 | 21 | 87 | 77 | 14 | 1 | 1 | 2 | 0 | 0 | 0 |
| 20:00 | 120 | 40.7 | 36.1 | 5.6 | 0 | 0 | 14 | 43 | 47 | 11 | 5 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 88 | 40 | 35.3 | 5.4 | 0 | 1 | 9 | 39 | 32 | 6 | 0 | 1 | 0 | 0 | 0 | 0 |
| 22:00 | 55 | 40.8 | 36.9 | 6.1 | 0 | 0 | 4 | 21 | 22 | 6 | 1 | 0 | 0 | 1 | 0 | 0 |
| 23:00 | 33 | 42.6 | 37 | 5.6 | 0 | 0 | 2 | 14 | 10 | 5 | 2 | 0 | 0 | 0 | 0 | 0 |
| 12H,7-19 | 3754 | 39.4 | 34.3 | 5.4 | 3 | 29 | 567 | 1836 | 1097 | 188 | 25 | 7 | 2 | 0 | 0 | 0 |
| 16H,6-22 | 4255 | 39.6 | 34.5 | 5.4 | 3 | 30 | 619 | 2036 | 1289 | 232 | 33 | 9 | 4 | 0 | 0 | 0 |
| 18H,6-24 | 4343 | 39.6 | 34.6 | 5.4 | 3 | 30 | 625 | 2071 | 1321 | 243 | 36 | 9 | 4 | 1 | 0 | 0 |
| 24H,0-24 | 4385 | 39.7 | 34.6 | 5.4 | 3 | 30 | 627 | 2082 | 1337 | 254 | 38 | 9 | 4 | 1 | 0 | 0 |

20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Southbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Fri 11-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 11 | 43.1 | 38.5 | 5.2 | 0 | 0 | 0 | 4 | 4 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 4 | - | 31 | 13.7 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 2 | - | 38.5 | 1.8 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 3 | - | 36.8 | 5.9 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 5 | - | 38.5 | 3.7 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 16 | 42.4 | 36.6 | 4.7 | 0 | 0 | 0 | 10 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 76 | 41.8 | 37.1 | 4.8 | 0 | 0 | 4 | 26 | 32 | 13 | 1 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 269 | 39.5 | 33.8 | 6.6 | 1 | 16 | 29 | 118 | 91 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 413 | 38 | 33.1 | 5.1 | 1 | 3 | 84 | 229 | 86 | 9 | 1 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 211 | 39.4 | 34 | 5.8 | 0 | 7 | 29 | 94 | 72 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 206 | 39.3 | 34.2 | 5.4 | 0 | 0 | 38 | 96 | 62 | 7 | 2 | 0 | 1 | 0 | 0 | 0 |
| 11:00 | 233 | 39.5 | 34.3 | 5.1 | 0 | 0 | 39 | 112 | 67 | 14 | 1 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 249 | 39.7 | 35.2 | 5.1 | 0 | 0 | 28 | 120 | 85 | 10 | 5 | 0 | 1 | 0 | 0 | 0 |
| 13:00 | 284 | 40.4 | 35.4 | 5.7 | 0 | 2 | 33 | 125 | 92 | 26 | 4 | 1 | 1 | 0 | 0 | 0 |
| 14:00 | 286 | 39.8 | 35 | 5 | 0 | 0 | 38 | 126 | 103 | 17 | 1 | 1 | 0 | 0 | 0 | 0 |
| 15:00 | 420 | 40.1 | 35.2 | 5.1 | 0 | 1 | 48 | 195 | 137 | 34 | 5 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 503 | 40 | 35.1 | 5 | 0 | 2 | 51 | 255 | 150 | 40 | 4 | 1 | 0 | 0 | 0 | 0 |
| 17:00 | 465 | 39.9 | 34.9 | 5.6 | 1 | 6 | 50 | 221 | 150 | 30 | 6 | 0 | 1 | 0 | 0 | 0 |
| 18:00 | 274 | 40.3 | 35.6 | 4.9 | 0 | 0 | 23 | 137 | 84 | 25 | 4 | 1 | 0 | 0 | 0 | 0 |
| 19:00 | 173 | 40.9 | 35.9 | 5.3 | 0 | 0 | 16 | 80 | 52 | 23 | 1 | 0 | 1 | 0 | 0 | 0 |
| 20:00 | 101 | 41.6 | 36.6 | 5.9 | 0 | 0 | 9 | 40 | 35 | 12 | 2 | 3 | 0 | 0 | 0 | 0 |
| 21:00 | 80 | 40.3 | 36.1 | 5.4 | 0 | 0 | 8 | 31 | 33 | 4 | 4 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 61 | 39.9 | 35.4 | 4.7 | 0 | 0 | 6 | 28 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 48 | 39.8 | 35.6 | 5 | 0 | 0 | 6 | 16 | 24 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 12H,7-19 | 3813 | 39.7 | 34.7 | 5.4 | 3 | 37 | 490 | 1828 | 1179 | 235 | 33 | 4 | 4 | 0 | 0 | 0 |
| 16H,6-22 | 4243 | 39.9 | 34.9 | 5.4 | 3 | 37 | 527 | 2005 | 1331 | 287 | 41 | 7 | 5 | 0 | 0 | 0 |
| 18H,6-24 | 4352 | 39.9 | 34.9 | 5.4 | 3 | 37 | 539 | 2049 | 1377 | 293 | 42 | 7 | 5 | 0 | 0 | 0 |
| 24H,0-24 | 4393 | 39.9 | 34.9 | 5.4 | 3 | 38 | 540 | 2067 | 1388 | 301 | 44 | 7 | 5 | 0 | 0 | 0 |

20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Southbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Sat 12-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 14 | 40.6 | 37.8 | 3.6 | 0 | 0 | 0 | 4 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 13 | 44.2 | 38.1 | 10.3 | 1 | 0 | 0 | 2 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 |
| 02:00 | 7 | - | 37.4 | 6.8 | 0 | 0 | 1 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 3 | - | 35.2 | 3.1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 5 | - | 37 | 6.6 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 12 | 40.3 | 36.6 | 5.1 | 0 | 0 | 1 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 28 | 40.3 | 35.5 | 6.6 | 0 | 2 | 0 | 11 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 82 | 40.3 | 36.5 | 4.1 | 0 | 0 | 2 | 37 | 35 | 7 | 1 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 123 | 41.3 | 35.1 | 6.7 | 0 | 2 | 24 | 38 | 39 | 17 | 3 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 188 | 40.1 | 35.2 | 5.2 | 0 | 1 | 23 | 79 | 69 | 14 | 2 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 222 | 40.2 | 35.3 | 6 | 0 | 3 | 27 | 93 | 77 | 15 | 5 | 1 | 1 | 0 | 0 | 0 |
| 11:00 | 224 | 38.9 | 33.3 | 5.9 | 0 | 5 | 47 | 103 | 60 | 6 | 3 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 250 | 39.1 | 34 | 5.4 | 0 | 3 | 40 | 123 | 75 | 7 | 0 | 2 | 0 | 0 | 0 | 0 |
| 13:00 | 226 | 39.7 | 34.4 | 6.1 | 1 | 3 | 34 | 107 | 63 | 12 | 4 | 2 | 0 | 0 | 0 | 0 |
| 14:00 | 229 | 40.4 | 35.4 | 5.8 | 1 | 3 | 22 | 97 | 80 | 23 | 3 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 238 | 39.9 | 34.9 | 5.9 | 0 | 5 | 29 | 98 | 89 | 13 | 3 | 0 | 1 | 0 | 0 | 0 |
| 16:00 | 264 | 40.5 | 35.5 | 5.4 | 0 | 1 | 29 | 123 | 78 | 26 | 7 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 175 | 40.7 | 35.8 | 5.7 | 0 | 1 | 21 | 66 | 64 | 18 | 5 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 157 | 40 | 35.1 | 5.3 | 0 | 0 | 19 | 80 | 42 | 11 | 5 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 142 | 40.5 | 35.5 | 6.1 | 0 | 1 | 18 | 63 | 42 | 13 | 3 | 1 | 1 | 0 | 0 | 0 |
| 20:00 | 89 | 40.7 | 36.7 | 4.4 | 0 | 0 | 3 | 38 | 36 | 11 | 1 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 53 | 39.4 | 34.8 | 4.9 | 0 | 0 | 6 | 29 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 16 | 39.5 | 33.8 | 6.1 | 0 | 0 | 4 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 31 | 33.9 | 27.9 | 6 | 0 | 3 | 17 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12H,7-19 | 2378 | 40.1 | 34.9 | 5.7 | 2 | 27 | 317 | 1044 | 771 | 169 | 41 | 5 | 2 | 0 | 0 | 0 |
| 16H,6-22 | 2690 | 40.1 | 35 | 5.7 | 2 | 30 | 344 | 1185 | 875 | 199 | 46 | 6 | 3 | 0 | 0 | 0 |
| 18H,6-24 | 2737 | 40.1 | 34.9 | 5.8 | 2 | 33 | 365 | 1202 | 879 | 201 | 46 | 6 | 3 | 0 | 0 | 0 |
| 24H,0-24 | 2791 | 40.2 | 35 | 5.8 | 3 | 33 | 368 | 1215 | 905 | 210 | 47 | 7 | 3 | 0 | 0 | 0 |

20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Southbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Sun 13-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 14 | 39 | 33 | 6.4 | 0 | 0 | 5 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 10 | 39 | 33 | 6.6 | 0 | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 5 | - | 28.5 | 7.8 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 5 | - | 34 | 5.3 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 3 | - | 36.8 | 5.9 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 1 | - | 26 | - | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 9 | - | 37.1 | 6.1 | 0 | 0 | 1 | 2 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 62 | 39.5 | 34.1 | 5.9 | 0 | 1 | 11 | 27 | 19 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 66 | 41.9 | 35.9 | 7.4 | 0 | 4 | 4 | 22 | 24 | 9 | 2 | 1 | 0 | 0 | 0 | 0 |
| 09:00 | 140 | 39.9 | 34.5 | 6.2 | 0 | 4 | 16 | 72 | 34 | 9 | 5 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 177 | 38.9 | 33.9 | 5.6 | 0 | 4 | 25 | 95 | 45 | 5 | 3 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 203 | 40.4 | 35.1 | 6.2 | 0 | 5 | 24 | 88 | 62 | 17 | 7 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 263 | 40.2 | 34.2 | 6.6 | 2 | 5 | 50 | 98 | 81 | 23 | 4 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 249 | 40.7 | 35.6 | 6.4 | 0 | 2 | 33 | 104 | 77 | 23 | 4 | 4 | 2 | 0 | 0 | 0 |
| 14:00 | 220 | 40.8 | 35.4 | 6.8 | 0 | 8 | 17 | 107 | 57 | 20 | 8 | 2 | 0 | 1 | 0 | 0 |
| 15:00 | 234 | 42.4 | 37 | 6 | 0 | 3 | 12 | 91 | 84 | 31 | 10 | 1 | 2 | 0 | 0 | 0 |
| 16:00 | 257 | 40.5 | 35.8 | 5.8 | 0 | 2 | 31 | 90 | 106 | 19 | 8 | 1 | 0 | 0 | 0 | 0 |
| 17:00 | 184 | 41.3 | 37.3 | 5.5 | 0 | 0 | 10 | 63 | 82 | 18 | 7 | 3 | 1 | 0 | 0 | 0 |
| 18:00 | 121 | 40.7 | 35.8 | 6 | 0 | 0 | 19 | 40 | 46 | 11 | 4 | 1 | 0 | 0 | 0 | 0 |
| 19:00 | 98 | 40.7 | 36.4 | 4.5 | 0 | 0 | 3 | 49 | 33 | 12 | 0 | 1 | 0 | 0 | 0 | 0 |
| 20:00 | 79 | 43 | 37.4 | 5.6 | 0 | 0 | 3 | 34 | 26 | 9 | 6 | 1 | 0 | 0 | 0 | 0 |
| 21:00 | 39 | 42.2 | 36.9 | 5.4 | 0 | 0 | 3 | 14 | 14 | 7 | 1 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 32 | 40.3 | 35.9 | 5.8 | 0 | 0 | 3 | 16 | 9 | 1 | 3 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 16 | 42.8 | 37.3 | 6.3 | 0 | 0 | 2 | 4 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| 12H,7-19 | 2176 | 40.6 | 35.4 | 6.3 | 2 | 38 | 252 | 897 | 717 | 188 | 63 | 13 | 5 | 1 | 0 | 0 |
| 16H,6-22 | 2401 | 40.7 | 35.6 | 6.2 | 2 | 38 | 262 | 996 | 795 | 216 | 71 | 15 | 5 | 1 | 0 | 0 |
| 18H,6-24 | 2449 | 40.7 | 35.6 | 6.2 | 2 | 38 | 267 | 1016 | 810 | 220 | 75 | 15 | 5 | 1 | 0 | 0 |
| 24H,0-24 | 2487 | 40.7 | 35.5 | 6.2 | 2 | 39 | 279 | 1028 | 821 | 222 | 75 | 15 | 5 | 1 | 0 | 0 |

20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Southbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Mon 14-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 6 | - | 36.8 | 4.3 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 1 | - | 33.5 | - | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 3 | - | 36.8 | 3.1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 1 | - | 33.5 | - | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 3 | - | 43.5 | 5 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 20 | 41.6 | 36.1 | 5.9 | 0 | 0 | 3 | 6 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 06:00 | 100 | 40.5 | 36.7 | 5 | 0 | 1 | 4 | 36 | 48 | 8 | 3 | 0 | 0 | 0 | 0 | 0 |
| 07:00 | 330 | 39.3 | 34.8 | 4.5 | 0 | 1 | 34 | 166 | 118 | 10 | 1 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 455 | 37.9 | 33.4 | 4.6 | 0 | 0 | 83 | 270 | 89 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 185 | 39.9 | 35.2 | 4.9 | 0 | 0 | 20 | 88 | 62 | 13 | 2 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 173 | 39.6 | 34.8 | 5.4 | 1 | 0 | 23 | 77 | 63 | 7 | 1 | 1 | 0 | 0 | 0 | 0 |
| 11:00 | 196 | 39.3 | 34.2 | 5.8 | 0 | 4 | 28 | 96 | 58 | 6 | 2 | 2 | 0 | 0 | 0 | 0 |
| 12:00 | 218 | 39.7 | 34.6 | 5.5 | 0 | 2 | 33 | 96 | 73 | 10 | 4 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 213 | 39.6 | 34.7 | 5.2 | 0 | 1 | 31 | 96 | 72 | 12 | 1 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 206 | 39.2 | 34 | 5.5 | 0 | 5 | 26 | 108 | 55 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 365 | 40 | 35.4 | 4.8 | 0 | 2 | 30 | 171 | 135 | 25 | 1 | 1 | 0 | 0 | 0 | 0 |
| 16:00 | 453 | 39.5 | 34.8 | 4.9 | 0 | 5 | 41 | 235 | 147 | 22 | 2 | 1 | 0 | 0 | 0 | 0 |
| 17:00 | 553 | 39.7 | 34.9 | 5 | 0 | 3 | 60 | 280 | 171 | 33 | 5 | 0 | 1 | 0 | 0 | 0 |
| 18:00 | 316 | 40.4 | 35.9 | 5.6 | 0 | 0 | 34 | 131 | 116 | 23 | 10 | 1 | 0 | 1 | 0 | 0 |
| 19:00 | 193 | 41.1 | 36.5 | 6.3 | 0 | 1 | 18 | 73 | 71 | 21 | 6 | 0 | 2 | 0 | 1 | 0 |
| 20:00 | 104 | 40.5 | 36.2 | 4.7 | 0 | 0 | 7 | 44 | 41 | 11 | 1 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 78 | 40.9 | 36.5 | 6.1 | 0 | 1 | 6 | 30 | 29 | 7 | 4 | 1 | 0 | 0 | 0 | 0 |
| 22:00 | 66 | 40.3 | 36.1 | 5 | 0 | 0 | 4 | 32 | 23 | 4 | 3 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 16 | 44.1 | 38.5 | 6.5 | 0 | 0 | 2 | 2 | 6 | 5 | 1 | 0 | 0 | 0 | 0 | 0 |
| 12H,7-19 | 3663 | 39.6 | 34.7 | 5.1 | 1 | 23 | 443 | 1814 | 1159 | 186 | 29 | 6 | 1 | 1 | 0 | 0 |
| 16H,6-22 | 4138 | 39.8 | 34.9 | 5.2 | 1 | 26 | 478 | 1997 | 1348 | 233 | 43 | 7 | 3 | 1 | 1 | 0 |
| 18H,6-24 | 4220 | 39.8 | 35 | 5.2 | 1 | 26 | 484 | 2031 | 1377 | 242 | 47 | 7 | 3 | 1 | 1 | 0 |
| 24H,0-24 | 4254 | 39.8 | 35 | 5.2 | 1 | 26 | 487 | 2043 | 1389 | 248 | 48 | 7 | 3 | 1 | 1 | 0 |

20034 WALLINGFORD Site No: 20034001 Location Site 1, Reading Road, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Southbound

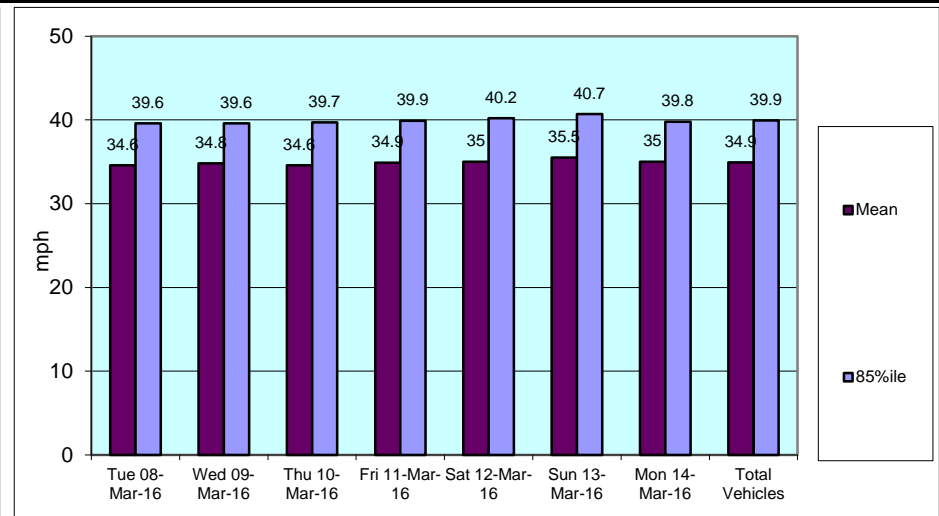
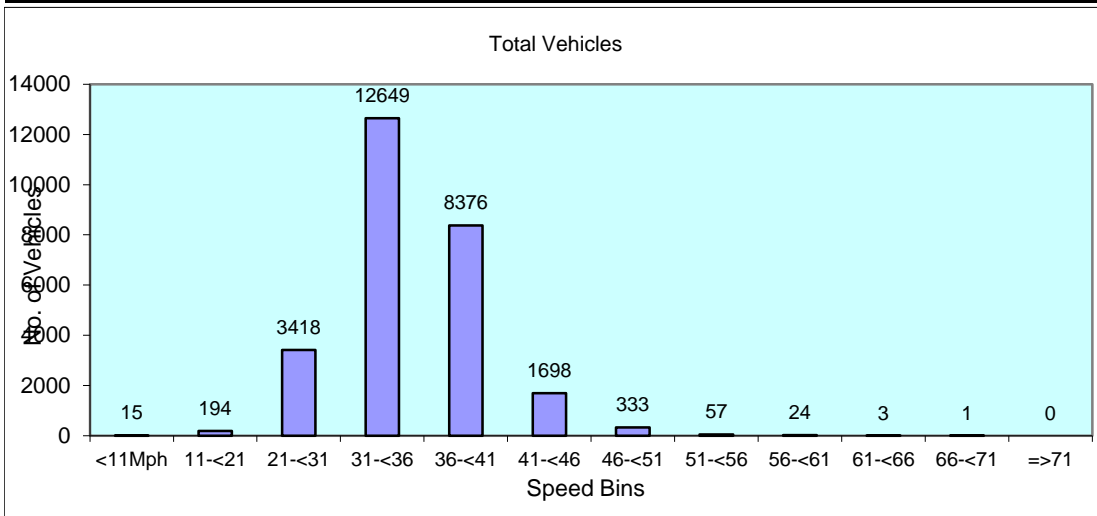
| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|-------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
|-------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|

Daily Totals

| | | | | | | | | | | | | | | | | |
|---------------|-------------|------|------|-----|---|----|-----|------|------|-----|----|----|---|---|---|---|
| Tue 08-Mar-16 | 4272 | 39.6 | 34.6 | 5.3 | 2 | 25 | 607 | 2056 | 1297 | 232 | 42 | 8 | 3 | 0 | 0 | 0 |
| Wed 09-Mar-16 | 4186 | 39.6 | 34.8 | 4.9 | 1 | 3 | 510 | 2158 | 1239 | 231 | 39 | 4 | 1 | 0 | 0 | 0 |
| Thu 10-Mar-16 | 4385 | 39.7 | 34.6 | 5.4 | 3 | 30 | 627 | 2082 | 1337 | 254 | 38 | 9 | 4 | 1 | 0 | 0 |
| Fri 11-Mar-16 | 4393 | 39.9 | 34.9 | 5.4 | 3 | 38 | 540 | 2067 | 1388 | 301 | 44 | 7 | 5 | 0 | 0 | 0 |
| Sat 12-Mar-16 | 2791 | 40.2 | 35 | 5.8 | 3 | 33 | 368 | 1215 | 905 | 210 | 47 | 7 | 3 | 0 | 0 | 0 |
| Sun 13-Mar-16 | 2487 | 40.7 | 35.5 | 6.2 | 2 | 39 | 279 | 1028 | 821 | 222 | 75 | 15 | 5 | 1 | 0 | 0 |
| Mon 14-Mar-16 | 4254 | 39.8 | 35 | 5.2 | 1 | 26 | 487 | 2043 | 1389 | 248 | 48 | 7 | 3 | 1 | 1 | 0 |

Total Vehicles

| | | | | | | | | | | | | | | | | |
|------|--------------|------|------|-----|----|-----|------|-------|------|------|-----|----|----|---|---|---|
| [--] | 26768 | 39.9 | 34.9 | 5.5 | 15 | 194 | 3418 | 12649 | 8376 | 1698 | 333 | 57 | 24 | 3 | 1 | 0 |
|------|--------------|------|------|-----|----|-----|------|-------|------|------|-----|----|----|---|---|---|



| TIME PERIOD | Tue 08/03/16 | Wed 09/03/16 | Thu 10/03/16 | Fri 11/03/16 | Sat 12/03/16 | Sun 13/03/16 | Mon 14/03/16 | 5-Day Av | 7-Day Av |
|------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------|-------------|
| Week Begin: 08-Mar-16 | | | | | | | | | |
| 00:00 | 8 | 9 | 13 | 11 | 14 | 14 | 6 | 9 | 11 |
| 01:00 | 5 | 3 | 5 | 4 | 13 | 10 | 1 | 4 | 6 |
| 02:00 | 1 | 3 | 3 | 2 | 7 | 5 | 3 | 2 | 3 |
| 03:00 | 4 | 2 | 2 | 3 | 3 | 5 | 1 | 2 | 3 |
| 04:00 | 4 | 3 | 3 | 5 | 5 | 3 | 3 | 4 | 4 |
| 05:00 | 18 | 19 | 16 | 16 | 12 | 1 | 20 | 18 | 15 |
| 06:00 | 93 | 83 | 90 | 76 | 28 | 9 | 100 | 88 | 68 |
| 07:00 | 325 | 300 | 292 | 269 | 82 | 62 | 330 | 303 | 237 |
| 08:00 | 435 | 438 | 472 | 413 | 123 | 66 | 455 | 443 | 343 |
| 09:00 | 224 | 228 | 221 | 211 | 188 | 140 | 185 | 214 | 200 |
| 10:00 | 183 | 148 | 200 | 206 | 222 | 177 | 173 | 182 | 187 |
| 11:00 | 188 | 163 | 176 | 233 | 224 | 203 | 196 | 191 | 198 |
| 12:00 | 199 | 207 | 240 | 249 | 250 | 263 | 218 | 223 | 232 |
| 13:00 | 205 | 217 | 269 | 284 | 226 | 249 | 213 | 238 | 238 |
| 14:00 | 238 | 251 | 240 | 286 | 229 | 220 | 206 | 244 | 239 |
| 15:00 | 369 | 328 | 334 | 420 | 238 | 234 | 365 | 363 | 327 |
| 16:00 | 440 | 492 | 460 | 503 | 264 | 257 | 453 | 470 | 410 |
| 17:00 | 521 | 511 | 538 | 465 | 175 | 184 | 553 | 518 | 421 |
| 18:00 | 356 | 299 | 312 | 274 | 157 | 121 | 316 | 311 | 262 |
| 19:00 | 183 | 145 | 203 | 173 | 142 | 98 | 193 | 179 | 162 |
| 20:00 | 118 | 149 | 120 | 101 | 89 | 79 | 104 | 118 | 109 |
| 21:00 | 84 | 106 | 88 | 80 | 53 | 39 | 78 | 87 | 75 |
| 22:00 | 54 | 58 | 55 | 61 | 16 | 32 | 66 | 59 | 49 |
| 23:00 | 17 | 24 | 33 | 48 | 31 | 16 | 16 | 28 | 26 |
| 12H,7-19 | 3683 | 3582 | 3754 | 3813 | 2378 | 2176 | 3663 | 3699 | 3293 |
| 16H,6-22 | 4161 | 4065 | 4255 | 4243 | 2690 | 2401 | 4138 | 4172 | 3708 |
| 18H,6-24 | 4232 | 4147 | 4343 | 4352 | 2737 | 2449 | 4220 | 4259 | 3783 |
| 24H,0-24 | 4272 | 4186 | 4385 | 4393 | 2791 | 2487 | 4254 | 4298 | 3824 |
| Am | 08:00 | 08:00 | 08:00 | 08:00 | 11:00 | 11:00 | 08:00 | - | - |
| Peak | 435 | 438 | 472 | 413 | 224 | 203 | 455 | 443 | 377 |
| Pm | 17:00 | 17:00 | 17:00 | 16:00 | 16:00 | 12:00 | 17:00 | - | - |
| Peak | 521 | 511 | 538 | 503 | 264 | 263 | 553 | 525 | 450 |

20034

WALLINGFORD

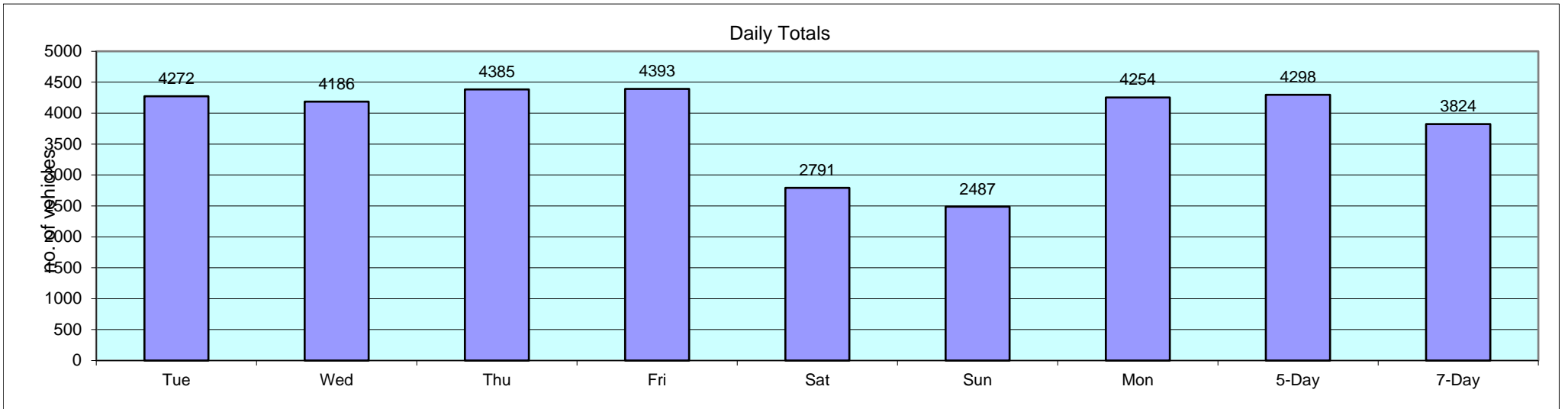
Site No: 20034001

Location

Site 1, Reading Road, Wallingford (Tree)

Channel: Southbound

| TIME PERIOD | Tue 08/03/16 | Wed 09/03/16 | Thu 10/03/16 | Fri 11/03/16 | Sat 12/03/16 | Sun 13/03/16 | Mon 14/03/16 | 5-Day Av | 7-Day Av |
|-------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------|-------------|
|-------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------|-------------|



| 20034 WALLINGFORD | | | | | | | | | | |
|----------------------|--|--------------------|---------------|---------------|--------------------------|----------------|------------|------------|----------------------|--------------------|
| MARCH 2016 | | | | | | | | | | |
| Site | Location | Direction | Start Date | End Date | Posted Speed Limit (PSL) | Total Vehicles | 5 Day Ave. | 7 Day Ave. | Average 85%ile Speed | Average Mean Speed |
| Site No: 20034002 | Site 2, Nosworthy Way, Wallingford (Tree) SU 60528 88011 | Channel: Eastbound | Tue 08-Mar-16 | Mon 14-Mar-16 | 50 | 57999 | 9234 | 8286 | 43.6 | 38.0 |
| | | Channel: Westbound | Tue 08-Mar-16 | Mon 14-Mar-16 | | 57087 | 9055 | 8155 | 46.5 | 40.4 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Eastbound

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Tue 08-Mar-16 | | | | | | | | | | | |
| 00:00 | 27 | 0 | 0.0 | 20 | 74.1 | 5 | 18.5 | 2 | 7.4 | 0 | 0.0 |
| 01:00 | 9 | 0 | 0.0 | 6 | 66.7 | 1 | 11.1 | 2 | 22.2 | 0 | 0.0 |
| 02:00 | 11 | 0 | 0.0 | 6 | 54.6 | 0 | 0.0 | 5 | 45.5 | 0 | 0.0 |
| 03:00 | 13 | 0 | 0.0 | 11 | 84.6 | 0 | 0.0 | 2 | 15.4 | 0 | 0.0 |
| 04:00 | 51 | 0 | 0.0 | 37 | 72.6 | 4 | 7.8 | 8 | 15.7 | 2 | 3.9 |
| 05:00 | 91 | 1 | 1.1 | 79 | 86.8 | 8 | 8.8 | 3 | 3.3 | 0 | 0.0 |
| 06:00 | 379 | 3 | 0.8 | 323 | 85.2 | 30 | 7.9 | 19 | 5.0 | 4 | 1.1 |
| 07:00 | 978 | 2 | 0.2 | 881 | 90.1 | 73 | 7.5 | 20 | 2.0 | 2 | 0.2 |
| 08:00 | 1199 | 6 | 0.5 | 1111 | 92.7 | 45 | 3.8 | 32 | 2.7 | 5 | 0.4 |
| 09:00 | 638 | 3 | 0.5 | 569 | 89.2 | 38 | 6.0 | 27 | 4.2 | 1 | 0.2 |
| 10:00 | 493 | 0 | 0.0 | 411 | 83.4 | 52 | 10.6 | 30 | 6.1 | 0 | 0.0 |
| 11:00 | 434 | 1 | 0.2 | 369 | 85.0 | 36 | 8.3 | 27 | 6.2 | 1 | 0.2 |
| 12:00 | 442 | 1 | 0.2 | 373 | 84.4 | 39 | 8.8 | 28 | 6.3 | 1 | 0.2 |
| 13:00 | 449 | 2 | 0.5 | 393 | 87.5 | 34 | 7.6 | 20 | 4.5 | 0 | 0.0 |
| 14:00 | 472 | 1 | 0.2 | 399 | 84.5 | 46 | 9.8 | 26 | 5.5 | 0 | 0.0 |
| 15:00 | 528 | 2 | 0.4 | 475 | 90.0 | 29 | 5.5 | 20 | 3.8 | 2 | 0.4 |
| 16:00 | 703 | 3 | 0.4 | 644 | 91.6 | 36 | 5.1 | 19 | 2.7 | 1 | 0.1 |
| 17:00 | 861 | 3 | 0.4 | 807 | 93.7 | 31 | 3.6 | 17 | 2.0 | 3 | 0.4 |
| 18:00 | 540 | 1 | 0.2 | 517 | 95.7 | 12 | 2.2 | 9 | 1.7 | 1 | 0.2 |
| 19:00 | 294 | 0 | 0.0 | 279 | 94.9 | 11 | 3.7 | 4 | 1.4 | 0 | 0.0 |
| 20:00 | 171 | 1 | 0.6 | 164 | 95.9 | 6 | 3.5 | 0 | 0.0 | 0 | 0.0 |
| 21:00 | 183 | 0 | 0.0 | 171 | 93.4 | 4 | 2.2 | 6 | 3.3 | 2 | 1.1 |
| 22:00 | 92 | 0 | 0.0 | 85 | 92.4 | 3 | 3.3 | 4 | 4.4 | 0 | 0.0 |
| 23:00 | 43 | 0 | 0.0 | 41 | 95.4 | 1 | 2.3 | 1 | 2.3 | 0 | 0.0 |
| 12H,7-19 | 7737 | 25 | 0.3 | 6949 | 89.8 | 471 | 6.1 | 275 | 3.6 | 17 | 0.2 |
| 16H,6-22 | 8764 | 29 | 0.3 | 7886 | 90.0 | 522 | 6.0 | 304 | 3.5 | 23 | 0.3 |
| 18H,6-24 | 8899 | 29 | 0.3 | 8012 | 90.0 | 526 | 5.9 | 309 | 3.5 | 23 | 0.3 |
| 24H,0-24 | 9101 | 30 | 0.3 | 8171 | 89.8 | 544 | 6.0 | 331 | 3.6 | 25 | 0.3 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Eastbound

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Wed 09-Mar-16 | | | | | | | | | | | |
| 00:00 | 21 | 0 | 0.0 | 15 | 71.4 | 3 | 14.3 | 3 | 14.3 | 0 | 0.0 |
| 01:00 | 5 | 0 | 0.0 | 4 | 80.0 | 1 | 20.0 | 0 | 0.0 | 0 | 0.0 |
| 02:00 | 9 | 0 | 0.0 | 7 | 77.8 | 0 | 0.0 | 2 | 22.2 | 0 | 0.0 |
| 03:00 | 21 | 0 | 0.0 | 13 | 61.9 | 2 | 9.5 | 5 | 23.8 | 1 | 4.8 |
| 04:00 | 48 | 0 | 0.0 | 36 | 75.0 | 3 | 6.3 | 8 | 16.7 | 1 | 2.1 |
| 05:00 | 85 | 1 | 1.2 | 77 | 90.6 | 5 | 5.9 | 1 | 1.2 | 1 | 1.2 |
| 06:00 | 358 | 2 | 0.6 | 317 | 88.6 | 24 | 6.7 | 14 | 3.9 | 1 | 0.3 |
| 07:00 | 1022 | 3 | 0.3 | 915 | 89.5 | 63 | 6.2 | 38 | 3.7 | 3 | 0.3 |
| 08:00 | 1063 | 6 | 0.6 | 959 | 90.2 | 60 | 5.6 | 34 | 3.2 | 4 | 0.4 |
| 09:00 | 654 | 2 | 0.3 | 572 | 87.5 | 49 | 7.5 | 29 | 4.4 | 2 | 0.3 |
| 10:00 | 412 | 1 | 0.2 | 349 | 84.7 | 32 | 7.8 | 29 | 7.0 | 1 | 0.2 |
| 11:00 | 419 | 2 | 0.5 | 350 | 83.5 | 46 | 11.0 | 20 | 4.8 | 1 | 0.2 |
| 12:00 | 453 | 1 | 0.2 | 401 | 88.5 | 25 | 5.5 | 25 | 5.5 | 1 | 0.2 |
| 13:00 | 469 | 1 | 0.2 | 396 | 84.4 | 43 | 9.2 | 29 | 6.2 | 0 | 0.0 |
| 14:00 | 480 | 0 | 0.0 | 416 | 86.7 | 41 | 8.5 | 22 | 4.6 | 1 | 0.2 |
| 15:00 | 532 | 1 | 0.2 | 471 | 88.5 | 37 | 7.0 | 23 | 4.3 | 0 | 0.0 |
| 16:00 | 783 | 0 | 0.0 | 711 | 90.8 | 56 | 7.2 | 15 | 1.9 | 1 | 0.1 |
| 17:00 | 799 | 2 | 0.3 | 752 | 94.1 | 31 | 3.9 | 14 | 1.8 | 0 | 0.0 |
| 18:00 | 544 | 1 | 0.2 | 523 | 96.1 | 10 | 1.8 | 10 | 1.8 | 0 | 0.0 |
| 19:00 | 300 | 2 | 0.7 | 284 | 94.7 | 10 | 3.3 | 3 | 1.0 | 1 | 0.3 |
| 20:00 | 199 | 0 | 0.0 | 178 | 89.5 | 12 | 6.0 | 9 | 4.5 | 0 | 0.0 |
| 21:00 | 188 | 0 | 0.0 | 180 | 95.7 | 4 | 2.1 | 4 | 2.1 | 0 | 0.0 |
| 22:00 | 90 | 0 | 0.0 | 82 | 91.1 | 6 | 6.7 | 2 | 2.2 | 0 | 0.0 |
| 23:00 | 38 | 1 | 2.6 | 34 | 89.5 | 1 | 2.6 | 2 | 5.3 | 0 | 0.0 |
| 12H,7-19 | 7630 | 20 | 0.3 | 6815 | 89.3 | 493 | 6.5 | 288 | 3.8 | 14 | 0.2 |
| 16H,6-22 | 8675 | 24 | 0.3 | 7774 | 89.6 | 543 | 6.3 | 318 | 3.7 | 16 | 0.2 |
| 18H,6-24 | 8803 | 25 | 0.3 | 7890 | 89.6 | 550 | 6.3 | 322 | 3.7 | 16 | 0.2 |
| 24H,0-24 | 8992 | 26 | 0.3 | 8042 | 89.4 | 564 | 6.3 | 341 | 3.8 | 19 | 0.2 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Eastbound

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Thu 10-Mar-16 | | | | | | | | | | | |
| 00:00 | 17 | 0 | 0.0 | 13 | 76.5 | 3 | 17.7 | 1 | 5.9 | 0 | 0.0 |
| 01:00 | 10 | 0 | 0.0 | 9 | 90.0 | 1 | 10.0 | 0 | 0.0 | 0 | 0.0 |
| 02:00 | 9 | 0 | 0.0 | 5 | 55.6 | 0 | 0.0 | 4 | 44.4 | 0 | 0.0 |
| 03:00 | 21 | 0 | 0.0 | 13 | 61.9 | 2 | 9.5 | 4 | 19.1 | 2 | 9.5 |
| 04:00 | 52 | 0 | 0.0 | 39 | 75.0 | 5 | 9.6 | 8 | 15.4 | 0 | 0.0 |
| 05:00 | 90 | 1 | 1.1 | 75 | 83.3 | 9 | 10.0 | 4 | 4.4 | 1 | 1.1 |
| 06:00 | 357 | 1 | 0.3 | 315 | 88.2 | 26 | 7.3 | 14 | 3.9 | 1 | 0.3 |
| 07:00 | 1046 | 5 | 0.5 | 919 | 87.9 | 94 | 9.0 | 24 | 2.3 | 4 | 0.4 |
| 08:00 | 1061 | 3 | 0.3 | 991 | 93.4 | 47 | 4.4 | 20 | 1.9 | 0 | 0.0 |
| 09:00 | 713 | 3 | 0.4 | 635 | 89.1 | 45 | 6.3 | 28 | 3.9 | 2 | 0.3 |
| 10:00 | 529 | 0 | 0.0 | 461 | 87.2 | 42 | 7.9 | 25 | 4.7 | 1 | 0.2 |
| 11:00 | 492 | 2 | 0.4 | 428 | 87.0 | 40 | 8.1 | 22 | 4.5 | 0 | 0.0 |
| 12:00 | 526 | 1 | 0.2 | 453 | 86.1 | 41 | 7.8 | 30 | 5.7 | 1 | 0.2 |
| 13:00 | 482 | 1 | 0.2 | 424 | 88.0 | 40 | 8.3 | 17 | 3.5 | 0 | 0.0 |
| 14:00 | 481 | 3 | 0.6 | 412 | 85.7 | 47 | 9.8 | 19 | 4.0 | 0 | 0.0 |
| 15:00 | 585 | 4 | 0.7 | 505 | 86.3 | 49 | 8.4 | 24 | 4.1 | 3 | 0.5 |
| 16:00 | 657 | 2 | 0.3 | 600 | 91.3 | 36 | 5.5 | 18 | 2.7 | 1 | 0.2 |
| 17:00 | 861 | 3 | 0.4 | 820 | 95.2 | 30 | 3.5 | 8 | 0.9 | 0 | 0.0 |
| 18:00 | 614 | 4 | 0.7 | 580 | 94.5 | 21 | 3.4 | 6 | 1.0 | 3 | 0.5 |
| 19:00 | 311 | 1 | 0.3 | 297 | 95.5 | 9 | 2.9 | 3 | 1.0 | 1 | 0.3 |
| 20:00 | 211 | 1 | 0.5 | 198 | 93.8 | 5 | 2.4 | 6 | 2.8 | 1 | 0.5 |
| 21:00 | 166 | 0 | 0.0 | 158 | 95.2 | 2 | 1.2 | 4 | 2.4 | 2 | 1.2 |
| 22:00 | 112 | 0 | 0.0 | 104 | 92.9 | 4 | 3.6 | 4 | 3.6 | 0 | 0.0 |
| 23:00 | 44 | 1 | 2.3 | 41 | 93.2 | 2 | 4.6 | 0 | 0.0 | 0 | 0.0 |
| 12H,7-19 | 8047 | 31 | 0.4 | 7228 | 89.8 | 532 | 6.6 | 241 | 3.0 | 15 | 0.2 |
| 16H,6-22 | 9092 | 34 | 0.4 | 8196 | 90.2 | 574 | 6.3 | 268 | 3.0 | 20 | 0.2 |
| 18H,6-24 | 9248 | 35 | 0.4 | 8341 | 90.2 | 580 | 6.3 | 272 | 2.9 | 20 | 0.2 |
| 24H,0-24 | 9447 | 36 | 0.4 | 8495 | 89.9 | 600 | 6.4 | 293 | 3.1 | 23 | 0.2 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Eastbound

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Fri 11-Mar-16 | | | | | | | | | | | |
| 00:00 | 16 | 0 | 0.0 | 12 | 75.0 | 3 | 18.8 | 1 | 6.3 | 0 | 0.0 |
| 01:00 | 8 | 0 | 0.0 | 8 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 02:00 | 13 | 0 | 0.0 | 9 | 69.2 | 2 | 15.4 | 2 | 15.4 | 0 | 0.0 |
| 03:00 | 24 | 0 | 0.0 | 17 | 70.8 | 3 | 12.5 | 4 | 16.7 | 0 | 0.0 |
| 04:00 | 45 | 0 | 0.0 | 35 | 77.8 | 2 | 4.4 | 5 | 11.1 | 3 | 6.7 |
| 05:00 | 85 | 1 | 1.2 | 69 | 81.2 | 7 | 8.2 | 5 | 5.9 | 3 | 3.5 |
| 06:00 | 334 | 2 | 0.6 | 291 | 87.1 | 26 | 7.8 | 13 | 3.9 | 2 | 0.6 |
| 07:00 | 969 | 2 | 0.2 | 856 | 88.3 | 84 | 8.7 | 25 | 2.6 | 2 | 0.2 |
| 08:00 | 1051 | 4 | 0.4 | 964 | 91.7 | 52 | 5.0 | 30 | 2.9 | 1 | 0.1 |
| 09:00 | 643 | 2 | 0.3 | 565 | 87.9 | 41 | 6.4 | 35 | 5.4 | 0 | 0.0 |
| 10:00 | 519 | 0 | 0.0 | 440 | 84.8 | 50 | 9.6 | 25 | 4.8 | 4 | 0.8 |
| 11:00 | 512 | 2 | 0.4 | 439 | 85.7 | 49 | 9.6 | 20 | 3.9 | 2 | 0.4 |
| 12:00 | 567 | 3 | 0.5 | 494 | 87.1 | 46 | 8.1 | 22 | 3.9 | 2 | 0.4 |
| 13:00 | 510 | 4 | 0.8 | 452 | 88.6 | 31 | 6.1 | 23 | 4.5 | 0 | 0.0 |
| 14:00 | 595 | 6 | 1.0 | 516 | 86.7 | 48 | 8.1 | 25 | 4.2 | 0 | 0.0 |
| 15:00 | 635 | 4 | 0.6 | 572 | 90.1 | 39 | 6.1 | 17 | 2.7 | 3 | 0.5 |
| 16:00 | 828 | 2 | 0.2 | 761 | 91.9 | 46 | 5.6 | 17 | 2.1 | 2 | 0.2 |
| 17:00 | 748 | 2 | 0.3 | 712 | 95.2 | 22 | 2.9 | 11 | 1.5 | 1 | 0.1 |
| 18:00 | 525 | 2 | 0.4 | 506 | 96.4 | 11 | 2.1 | 6 | 1.1 | 0 | 0.0 |
| 19:00 | 331 | 1 | 0.3 | 314 | 94.9 | 10 | 3.0 | 6 | 1.8 | 0 | 0.0 |
| 20:00 | 207 | 1 | 0.5 | 196 | 94.7 | 8 | 3.9 | 2 | 1.0 | 0 | 0.0 |
| 21:00 | 112 | 0 | 0.0 | 104 | 92.9 | 2 | 1.8 | 6 | 5.4 | 0 | 0.0 |
| 22:00 | 109 | 0 | 0.0 | 102 | 93.6 | 5 | 4.6 | 2 | 1.8 | 0 | 0.0 |
| 23:00 | 60 | 0 | 0.0 | 58 | 96.7 | 1 | 1.7 | 1 | 1.7 | 0 | 0.0 |
| 12H,7-19 | 8102 | 33 | 0.4 | 7277 | 89.8 | 519 | 6.4 | 256 | 3.2 | 17 | 0.2 |
| 16H,6-22 | 9086 | 37 | 0.4 | 8182 | 90.1 | 565 | 6.2 | 283 | 3.1 | 19 | 0.2 |
| 18H,6-24 | 9255 | 37 | 0.4 | 8342 | 90.1 | 571 | 6.2 | 286 | 3.1 | 19 | 0.2 |
| 24H,0-24 | 9446 | 38 | 0.4 | 8492 | 89.9 | 588 | 6.2 | 303 | 3.2 | 25 | 0.3 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Eastbound

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Sat 12-Mar-16 | | | | | | | | | | | |
| 00:00 | 31 | 0 | 0.0 | 28 | 90.3 | 3 | 9.7 | 0 | 0.0 | 0 | 0.0 |
| 01:00 | 18 | 0 | 0.0 | 15 | 83.3 | 0 | 0.0 | 3 | 16.7 | 0 | 0.0 |
| 02:00 | 13 | 0 | 0.0 | 10 | 76.9 | 0 | 0.0 | 3 | 23.1 | 0 | 0.0 |
| 03:00 | 18 | 0 | 0.0 | 15 | 83.3 | 2 | 11.1 | 1 | 5.6 | 0 | 0.0 |
| 04:00 | 28 | 0 | 0.0 | 23 | 82.1 | 2 | 7.1 | 3 | 10.7 | 0 | 0.0 |
| 05:00 | 32 | 0 | 0.0 | 23 | 71.9 | 3 | 9.4 | 4 | 12.5 | 2 | 6.3 |
| 06:00 | 102 | 1 | 1.0 | 92 | 90.2 | 6 | 5.9 | 3 | 2.9 | 0 | 0.0 |
| 07:00 | 254 | 0 | 0.0 | 220 | 86.6 | 26 | 10.2 | 8 | 3.2 | 0 | 0.0 |
| 08:00 | 338 | 1 | 0.3 | 302 | 89.4 | 19 | 5.6 | 16 | 4.7 | 0 | 0.0 |
| 09:00 | 500 | 2 | 0.4 | 456 | 91.2 | 30 | 6.0 | 12 | 2.4 | 0 | 0.0 |
| 10:00 | 551 | 3 | 0.5 | 521 | 94.6 | 16 | 2.9 | 11 | 2.0 | 0 | 0.0 |
| 11:00 | 590 | 18 | 3.1 | 545 | 92.4 | 18 | 3.1 | 9 | 1.5 | 0 | 0.0 |
| 12:00 | 587 | 8 | 1.4 | 545 | 92.8 | 22 | 3.8 | 11 | 1.9 | 1 | 0.2 |
| 13:00 | 597 | 7 | 1.2 | 556 | 93.1 | 20 | 3.4 | 13 | 2.2 | 1 | 0.2 |
| 14:00 | 536 | 10 | 1.9 | 496 | 92.5 | 19 | 3.5 | 11 | 2.1 | 0 | 0.0 |
| 15:00 | 495 | 1 | 0.2 | 472 | 95.4 | 12 | 2.4 | 10 | 2.0 | 0 | 0.0 |
| 16:00 | 402 | 10 | 2.5 | 376 | 93.5 | 9 | 2.2 | 7 | 1.7 | 0 | 0.0 |
| 17:00 | 345 | 7 | 2.0 | 323 | 93.6 | 9 | 2.6 | 6 | 1.7 | 0 | 0.0 |
| 18:00 | 310 | 1 | 0.3 | 300 | 96.8 | 6 | 1.9 | 3 | 1.0 | 0 | 0.0 |
| 19:00 | 224 | 1 | 0.5 | 214 | 95.5 | 5 | 2.2 | 4 | 1.8 | 0 | 0.0 |
| 20:00 | 158 | 1 | 0.6 | 148 | 93.7 | 5 | 3.2 | 4 | 2.5 | 0 | 0.0 |
| 21:00 | 106 | 3 | 2.8 | 98 | 92.5 | 3 | 2.8 | 2 | 1.9 | 0 | 0.0 |
| 22:00 | 91 | 1 | 1.1 | 85 | 93.4 | 2 | 2.2 | 3 | 3.3 | 0 | 0.0 |
| 23:00 | 78 | 0 | 0.0 | 74 | 94.9 | 2 | 2.6 | 2 | 2.6 | 0 | 0.0 |
| 12H,7-19 | 5505 | 68 | 1.2 | 5112 | 92.9 | 206 | 3.7 | 117 | 2.1 | 2 | 0.0 |
| 16H,6-22 | 6095 | 74 | 1.2 | 5664 | 92.9 | 225 | 3.7 | 130 | 2.1 | 2 | 0.0 |
| 18H,6-24 | 6264 | 75 | 1.2 | 5823 | 93.0 | 229 | 3.7 | 135 | 2.2 | 2 | 0.0 |
| 24H,0-24 | 6404 | 75 | 1.2 | 5937 | 92.7 | 239 | 3.7 | 149 | 2.3 | 4 | 0.1 |

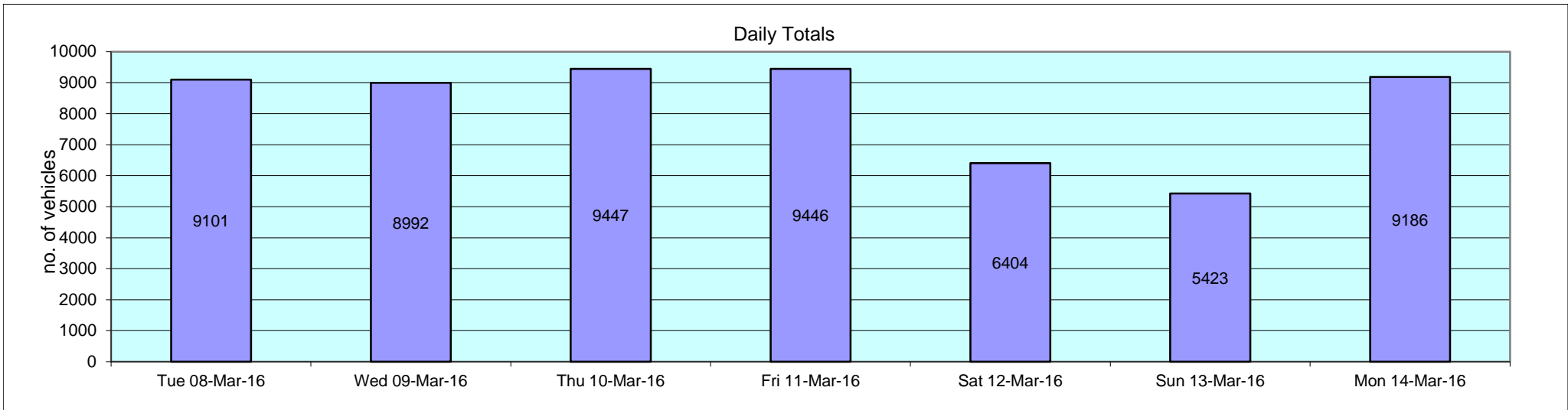
| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|-------------|-------------|------------|------------|------------|------------|-----------|------------|
| Sun 13-Mar-16 | | | | | | | | | | | |
| 00:00 | 52 | 2 | 3.9 | 45 | 86.5 | 1 | 1.9 | 4 | 7.7 | 0 | 0.0 |
| 01:00 | 21 | 0 | 0.0 | 19 | 90.5 | 0 | 0.0 | 2 | 9.5 | 0 | 0.0 |
| 02:00 | 17 | 1 | 5.9 | 14 | 82.4 | 0 | 0.0 | 2 | 11.8 | 0 | 0.0 |
| 03:00 | 15 | 0 | 0.0 | 10 | 66.7 | 4 | 26.7 | 1 | 6.7 | 0 | 0.0 |
| 04:00 | 24 | 0 | 0.0 | 21 | 87.5 | 1 | 4.2 | 2 | 8.3 | 0 | 0.0 |
| 05:00 | 21 | 0 | 0.0 | 19 | 90.5 | 2 | 9.5 | 0 | 0.0 | 0 | 0.0 |
| 06:00 | 59 | 0 | 0.0 | 52 | 88.1 | 3 | 5.1 | 3 | 5.1 | 1 | 1.7 |
| 07:00 | 130 | 2 | 1.5 | 114 | 87.7 | 12 | 9.2 | 1 | 0.8 | 1 | 0.8 |
| 08:00 | 193 | 4 | 2.1 | 179 | 92.8 | 5 | 2.6 | 5 | 2.6 | 0 | 0.0 |
| 09:00 | 307 | 6 | 2.0 | 277 | 90.2 | 14 | 4.6 | 10 | 3.3 | 0 | 0.0 |
| 10:00 | 443 | 5 | 1.1 | 421 | 95.0 | 10 | 2.3 | 6 | 1.4 | 1 | 0.2 |
| 11:00 | 522 | 9 | 1.7 | 492 | 94.3 | 10 | 1.9 | 10 | 1.9 | 1 | 0.2 |
| 12:00 | 600 | 6 | 1.0 | 577 | 96.2 | 6 | 1.0 | 9 | 1.5 | 2 | 0.3 |
| 13:00 | 528 | 10 | 1.9 | 495 | 93.8 | 12 | 2.3 | 11 | 2.1 | 0 | 0.0 |
| 14:00 | 508 | 7 | 1.4 | 478 | 94.1 | 11 | 2.2 | 12 | 2.4 | 0 | 0.0 |
| 15:00 | 428 | 8 | 1.9 | 390 | 91.1 | 17 | 4.0 | 11 | 2.6 | 2 | 0.5 |
| 16:00 | 422 | 3 | 0.7 | 400 | 94.8 | 8 | 1.9 | 11 | 2.6 | 0 | 0.0 |
| 17:00 | 342 | 9 | 2.6 | 315 | 92.1 | 12 | 3.5 | 5 | 1.5 | 1 | 0.3 |
| 18:00 | 281 | 2 | 0.7 | 262 | 93.2 | 10 | 3.6 | 6 | 2.1 | 1 | 0.4 |
| 19:00 | 169 | 0 | 0.0 | 155 | 91.7 | 6 | 3.6 | 6 | 3.6 | 2 | 1.2 |
| 20:00 | 150 | 0 | 0.0 | 144 | 96.0 | 2 | 1.3 | 4 | 2.7 | 0 | 0.0 |
| 21:00 | 97 | 0 | 0.0 | 87 | 89.7 | 3 | 3.1 | 6 | 6.2 | 1 | 1.0 |
| 22:00 | 57 | 2 | 3.5 | 50 | 87.7 | 0 | 0.0 | 4 | 7.0 | 1 | 1.8 |
| 23:00 | 37 | 0 | 0.0 | 36 | 97.3 | 0 | 0.0 | 1 | 2.7 | 0 | 0.0 |
| 12H,7-19 | 4704 | 71 | 1.5 | 4400 | 93.5 | 127 | 2.7 | 97 | 2.1 | 9 | 0.2 |
| 16H,6-22 | 5179 | 71 | 1.4 | 4838 | 93.4 | 141 | 2.7 | 116 | 2.2 | 13 | 0.3 |
| 18H,6-24 | 5273 | 73 | 1.4 | 4924 | 93.4 | 141 | 2.7 | 121 | 2.3 | 14 | 0.3 |
| 24H,0-24 | 5423 | 76 | 1.4 | 5052 | 93.2 | 149 | 2.8 | 132 | 2.4 | 14 | 0.3 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Eastbound

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Mon 14-Mar-16 | | | | | | | | | | | |
| 00:00 | 20 | 0 | 0.0 | 16 | 80.0 | 1 | 5.0 | 2 | 10.0 | 1 | 5.0 |
| 01:00 | 10 | 0 | 0.0 | 6 | 60.0 | 3 | 30.0 | 1 | 10.0 | 0 | 0.0 |
| 02:00 | 13 | 0 | 0.0 | 8 | 61.5 | 1 | 7.7 | 4 | 30.8 | 0 | 0.0 |
| 03:00 | 28 | 0 | 0.0 | 24 | 85.7 | 1 | 3.6 | 3 | 10.7 | 0 | 0.0 |
| 04:00 | 32 | 0 | 0.0 | 25 | 78.1 | 0 | 0.0 | 3 | 9.4 | 4 | 12.5 |
| 05:00 | 101 | 1 | 1.0 | 91 | 90.1 | 5 | 5.0 | 4 | 4.0 | 0 | 0.0 |
| 06:00 | 373 | 3 | 0.8 | 334 | 89.5 | 24 | 6.4 | 12 | 3.2 | 0 | 0.0 |
| 07:00 | 1051 | 5 | 0.5 | 942 | 89.6 | 77 | 7.3 | 26 | 2.5 | 1 | 0.1 |
| 08:00 | 1113 | 4 | 0.4 | 1032 | 92.7 | 42 | 3.8 | 33 | 3.0 | 2 | 0.2 |
| 09:00 | 670 | 5 | 0.8 | 578 | 86.3 | 51 | 7.6 | 32 | 4.8 | 4 | 0.6 |
| 10:00 | 488 | 4 | 0.8 | 414 | 84.8 | 40 | 8.2 | 28 | 5.7 | 2 | 0.4 |
| 11:00 | 437 | 0 | 0.0 | 365 | 83.5 | 40 | 9.2 | 32 | 7.3 | 0 | 0.0 |
| 12:00 | 496 | 5 | 1.0 | 436 | 87.9 | 33 | 6.7 | 22 | 4.4 | 0 | 0.0 |
| 13:00 | 473 | 0 | 0.0 | 408 | 86.3 | 42 | 8.9 | 23 | 4.9 | 0 | 0.0 |
| 14:00 | 521 | 6 | 1.2 | 458 | 87.9 | 37 | 7.1 | 19 | 3.7 | 1 | 0.2 |
| 15:00 | 573 | 3 | 0.5 | 506 | 88.3 | 41 | 7.2 | 21 | 3.7 | 2 | 0.4 |
| 16:00 | 689 | 4 | 0.6 | 619 | 89.8 | 47 | 6.8 | 18 | 2.6 | 1 | 0.2 |
| 17:00 | 779 | 4 | 0.5 | 748 | 96.0 | 17 | 2.2 | 9 | 1.2 | 1 | 0.1 |
| 18:00 | 547 | 3 | 0.6 | 521 | 95.3 | 12 | 2.2 | 11 | 2.0 | 0 | 0.0 |
| 19:00 | 334 | 1 | 0.3 | 315 | 94.3 | 12 | 3.6 | 6 | 1.8 | 0 | 0.0 |
| 20:00 | 211 | 1 | 0.5 | 198 | 93.8 | 4 | 1.9 | 7 | 3.3 | 1 | 0.5 |
| 21:00 | 110 | 1 | 0.9 | 104 | 94.6 | 3 | 2.7 | 2 | 1.8 | 0 | 0.0 |
| 22:00 | 86 | 0 | 0.0 | 82 | 95.4 | 1 | 1.2 | 3 | 3.5 | 0 | 0.0 |
| 23:00 | 31 | 0 | 0.0 | 25 | 80.7 | 0 | 0.0 | 6 | 19.4 | 0 | 0.0 |
| 12H,7-19 | 7837 | 43 | 0.6 | 7027 | 89.7 | 479 | 6.1 | 274 | 3.5 | 14 | 0.2 |
| 16H,6-22 | 8865 | 49 | 0.6 | 7978 | 90.0 | 522 | 5.9 | 301 | 3.4 | 15 | 0.2 |
| 18H,6-24 | 8982 | 49 | 0.6 | 8085 | 90.0 | 523 | 5.8 | 310 | 3.5 | 15 | 0.2 |
| 24H,0-24 | 9186 | 50 | 0.5 | 8255 | 89.9 | 534 | 5.8 | 327 | 3.6 | 20 | 0.2 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Eastbound

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|-----------------------|----------------|--------------|---------------|-------|--------|------|-------|------|-------|-----|-------|
| Daily Totals | | | | | | | | | | | |
| Tue 08-Mar-16 | 9101 | 30 | 0.3 | 8171 | 89.8 | 544 | 6.0 | 331 | 3.6 | 25 | 0.3 |
| Wed 09-Mar-16 | 8992 | 26 | 0.3 | 8042 | 89.4 | 564 | 6.3 | 341 | 3.8 | 19 | 0.2 |
| Thu 10-Mar-16 | 9447 | 36 | 0.4 | 8495 | 89.9 | 600 | 6.4 | 293 | 3.1 | 23 | 0.2 |
| Fri 11-Mar-16 | 9446 | 38 | 0.4 | 8492 | 89.9 | 588 | 6.2 | 303 | 3.2 | 25 | 0.3 |
| Sat 12-Mar-16 | 6404 | 75 | 1.2 | 5937 | 92.7 | 239 | 3.7 | 149 | 2.3 | 4 | 0.1 |
| Sun 13-Mar-16 | 5423 | 76 | 1.4 | 5052 | 93.2 | 149 | 2.8 | 132 | 2.4 | 14 | 0.3 |
| Mon 14-Mar-16 | 9186 | 50 | 0.5 | 8255 | 89.9 | 534 | 5.8 | 327 | 3.6 | 20 | 0.2 |
| Total Vehicles | | | | | | | | | | | |
| [--] | 57999 | 331 | 0.6 | 52444 | 90.7 | 3218 | 5.3 | 1876 | 3.2 | 130 | 0.2 |



20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Eastbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Tue 08-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 27 | 45.2 | 38.8 | 7 | 0 | 0 | 3 | 7 | 4 | 10 | 3 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 9 | - | 38.5 | 9.1 | 0 | 0 | 2 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 0 |
| 02:00 | 11 | 40.6 | 37.6 | 4 | 0 | 0 | 0 | 4 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 13 | 47.4 | 42 | 5.7 | 0 | 0 | 0 | 1 | 6 | 3 | 2 | 1 | 0 | 0 | 0 | 0 |
| 04:00 | 51 | 47.9 | 41.4 | 6 | 0 | 0 | 0 | 12 | 11 | 16 | 10 | 2 | 0 | 0 | 0 | 0 |
| 05:00 | 91 | 51.9 | 44 | 7.3 | 0 | 0 | 1 | 8 | 26 | 25 | 15 | 10 | 5 | 1 | 0 | 0 |
| 06:00 | 379 | 46.1 | 39.8 | 6.4 | 0 | 0 | 21 | 64 | 153 | 83 | 43 | 13 | 2 | 0 | 0 | 0 |
| 07:00 | 978 | 41.4 | 37.4 | 4.5 | 0 | 0 | 35 | 307 | 477 | 146 | 10 | 3 | 0 | 0 | 0 | 0 |
| 08:00 | 1199 | 38.3 | 25.6 | 11.6 | 175 | 352 | 96 | 279 | 251 | 41 | 5 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 638 | 41.9 | 37 | 5.4 | 0 | 1 | 55 | 183 | 285 | 95 | 14 | 5 | 0 | 0 | 0 | 0 |
| 10:00 | 493 | 42.3 | 37.1 | 5.2 | 0 | 0 | 34 | 163 | 200 | 82 | 11 | 3 | 0 | 0 | 0 | 0 |
| 11:00 | 434 | 43 | 37.8 | 5.1 | 0 | 0 | 20 | 130 | 189 | 73 | 20 | 2 | 0 | 0 | 0 | 0 |
| 12:00 | 442 | 42.6 | 37.8 | 5.4 | 0 | 0 | 26 | 116 | 215 | 56 | 25 | 3 | 1 | 0 | 0 | 0 |
| 13:00 | 449 | 43.6 | 38.2 | 5.3 | 0 | 0 | 17 | 126 | 194 | 86 | 21 | 3 | 1 | 1 | 0 | 0 |
| 14:00 | 472 | 43.3 | 38.1 | 5.2 | 0 | 0 | 24 | 115 | 221 | 89 | 18 | 5 | 0 | 0 | 0 | 0 |
| 15:00 | 528 | 42.9 | 37.8 | 5 | 0 | 1 | 25 | 145 | 241 | 97 | 19 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 703 | 41.3 | 37.6 | 4.7 | 0 | 0 | 23 | 211 | 357 | 90 | 18 | 3 | 0 | 1 | 0 | 0 |
| 17:00 | 861 | 41 | 36.8 | 5.2 | 2 | 0 | 61 | 276 | 392 | 110 | 16 | 4 | 0 | 0 | 0 | 0 |
| 18:00 | 540 | 42.8 | 37.9 | 5 | 0 | 0 | 27 | 138 | 255 | 105 | 11 | 4 | 0 | 0 | 0 | 0 |
| 19:00 | 294 | 44.8 | 39.4 | 5.8 | 0 | 0 | 11 | 52 | 136 | 67 | 21 | 4 | 1 | 2 | 0 | 0 |
| 20:00 | 171 | 46.5 | 41.4 | 6 | 0 | 0 | 2 | 19 | 71 | 51 | 18 | 6 | 2 | 2 | 0 | 0 |
| 21:00 | 183 | 44.9 | 39.4 | 5.8 | 0 | 0 | 5 | 39 | 80 | 40 | 13 | 5 | 0 | 1 | 0 | 0 |
| 22:00 | 92 | 46.3 | 40.6 | 6.7 | 0 | 0 | 6 | 13 | 27 | 31 | 11 | 3 | 1 | 0 | 0 | 0 |
| 23:00 | 43 | 49.8 | 41.9 | 6.5 | 0 | 0 | 0 | 7 | 16 | 10 | 4 | 6 | 0 | 0 | 0 | 0 |
| 12H,7-19 | 7737 | 41.6 | 35.7 | 7.8 | 177 | 354 | 443 | 2189 | 3277 | 1070 | 188 | 35 | 2 | 2 | 0 | 0 |
| 16H,6-22 | 8764 | 42.4 | 36.2 | 7.7 | 177 | 354 | 482 | 2363 | 3717 | 1311 | 283 | 63 | 7 | 7 | 0 | 0 |
| 18H,6-24 | 8899 | 42.5 | 36.2 | 7.8 | 177 | 354 | 488 | 2383 | 3760 | 1352 | 298 | 72 | 8 | 7 | 0 | 0 |
| 24H,0-24 | 9101 | 42.7 | 36.4 | 7.8 | 177 | 354 | 494 | 2416 | 3814 | 1411 | 328 | 86 | 13 | 8 | 0 | 0 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Eastbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Wed 09-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 21 | 48.3 | 39.7 | 8.2 | 0 | 0 | 2 | 6 | 4 | 4 | 3 | 2 | 0 | 0 | 0 | 0 |
| 01:00 | 5 | - | 43.5 | 3.7 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 9 | - | 37.9 | 4.2 | 0 | 0 | 0 | 3 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 21 | 43.9 | 39.2 | 6.9 | 0 | 0 | 2 | 2 | 11 | 4 | 0 | 2 | 0 | 0 | 0 | 0 |
| 04:00 | 48 | 48.4 | 40.9 | 6.9 | 0 | 0 | 1 | 11 | 15 | 10 | 7 | 3 | 1 | 0 | 0 | 0 |
| 05:00 | 85 | 50.2 | 43.3 | 6.9 | 0 | 0 | 0 | 8 | 30 | 22 | 14 | 6 | 4 | 1 | 0 | 0 |
| 06:00 | 358 | 44.9 | 40 | 5.2 | 0 | 0 | 6 | 57 | 162 | 100 | 23 | 9 | 1 | 0 | 0 | 0 |
| 07:00 | 1022 | 40.1 | 31.8 | 9.9 | 46 | 151 | 92 | 297 | 342 | 77 | 16 | 1 | 0 | 0 | 0 | 0 |
| 08:00 | 1063 | 40.1 | 34.9 | 6.2 | 1 | 41 | 109 | 395 | 433 | 78 | 6 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 654 | 41.6 | 37.3 | 4.6 | 0 | 0 | 24 | 217 | 303 | 99 | 9 | 2 | 0 | 0 | 0 | 0 |
| 10:00 | 412 | 42.1 | 36.9 | 5.9 | 0 | 2 | 39 | 126 | 170 | 58 | 12 | 3 | 2 | 0 | 0 | 0 |
| 11:00 | 419 | 42.8 | 37.7 | 5.3 | 0 | 2 | 19 | 122 | 187 | 73 | 14 | 1 | 1 | 0 | 0 | 0 |
| 12:00 | 453 | 41.5 | 37.7 | 4.5 | 0 | 0 | 12 | 135 | 231 | 61 | 11 | 3 | 0 | 0 | 0 | 0 |
| 13:00 | 469 | 41.9 | 37.4 | 5 | 0 | 0 | 27 | 134 | 225 | 68 | 14 | 1 | 0 | 0 | 0 | 0 |
| 14:00 | 480 | 42.1 | 37.4 | 5 | 0 | 0 | 26 | 146 | 220 | 70 | 16 | 2 | 0 | 0 | 0 | 0 |
| 15:00 | 532 | 41.7 | 37.1 | 4.7 | 0 | 0 | 27 | 181 | 232 | 86 | 6 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 783 | 40.7 | 36.9 | 4.6 | 0 | 0 | 41 | 258 | 393 | 76 | 13 | 2 | 0 | 0 | 0 | 0 |
| 17:00 | 799 | 40.9 | 37.4 | 4.5 | 0 | 0 | 29 | 240 | 419 | 90 | 19 | 2 | 0 | 0 | 0 | 0 |
| 18:00 | 544 | 42.8 | 38.2 | 4.6 | 0 | 0 | 13 | 143 | 269 | 101 | 15 | 3 | 0 | 0 | 0 | 0 |
| 19:00 | 300 | 44.1 | 39.2 | 5 | 0 | 0 | 6 | 61 | 143 | 71 | 15 | 2 | 2 | 0 | 0 | 0 |
| 20:00 | 199 | 46.7 | 40.5 | 7.4 | 0 | 0 | 15 | 29 | 64 | 58 | 19 | 8 | 4 | 2 | 0 | 0 |
| 21:00 | 188 | 44.6 | 39.4 | 6.1 | 0 | 0 | 9 | 34 | 82 | 47 | 10 | 4 | 0 | 2 | 0 | 0 |
| 22:00 | 90 | 50.1 | 43.5 | 6.4 | 0 | 0 | 1 | 7 | 23 | 32 | 16 | 8 | 3 | 0 | 0 | 0 |
| 23:00 | 38 | 48 | 42.7 | 5.1 | 0 | 0 | 0 | 2 | 13 | 14 | 7 | 2 | 0 | 0 | 0 | 0 |
| 12H,7-19 | 7630 | 41 | 36.3 | 6.3 | 47 | 196 | 458 | 2394 | 3424 | 937 | 151 | 20 | 3 | 0 | 0 | 0 |
| 16H,6-22 | 8675 | 41.8 | 36.7 | 6.3 | 47 | 196 | 494 | 2575 | 3875 | 1213 | 218 | 43 | 10 | 4 | 0 | 0 |
| 18H,6-24 | 8803 | 42 | 36.8 | 6.3 | 47 | 196 | 495 | 2584 | 3911 | 1259 | 241 | 53 | 13 | 4 | 0 | 0 |
| 24H,0-24 | 8992 | 42.2 | 36.9 | 6.4 | 47 | 196 | 500 | 2614 | 3976 | 1304 | 266 | 66 | 18 | 5 | 0 | 0 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Eastbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Thu 10-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 17 | 49.3 | 41.9 | 7.5 | 0 | 0 | 1 | 2 | 5 | 4 | 3 | 2 | 0 | 0 | 0 | 0 |
| 01:00 | 10 | 48.5 | 44 | 5.2 | 0 | 0 | 0 | 0 | 3 | 4 | 2 | 1 | 0 | 0 | 0 | 0 |
| 02:00 | 9 | - | 40.4 | 10.8 | 0 | 0 | 1 | 2 | 3 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |
| 03:00 | 21 | 48.3 | 39.6 | 7.4 | 0 | 0 | 1 | 6 | 8 | 1 | 3 | 2 | 0 | 0 | 0 | 0 |
| 04:00 | 52 | 45.8 | 39.8 | 6.6 | 0 | 0 | 2 | 16 | 10 | 16 | 7 | 0 | 1 | 0 | 0 | 0 |
| 05:00 | 90 | 53.7 | 45 | 7.9 | 0 | 0 | 1 | 9 | 19 | 26 | 13 | 15 | 4 | 3 | 0 | 0 |
| 06:00 | 357 | 46.5 | 40.9 | 5.9 | 0 | 0 | 8 | 55 | 121 | 114 | 47 | 9 | 1 | 2 | 0 | 0 |
| 07:00 | 1046 | 40.9 | 37.3 | 4.5 | 0 | 1 | 34 | 346 | 514 | 132 | 16 | 2 | 1 | 0 | 0 | 0 |
| 08:00 | 1061 | 40.7 | 36.8 | 4.8 | 0 | 0 | 72 | 336 | 525 | 112 | 12 | 2 | 2 | 0 | 0 | 0 |
| 09:00 | 713 | 40.9 | 36.5 | 5.3 | 0 | 3 | 63 | 238 | 306 | 89 | 11 | 3 | 0 | 0 | 0 | 0 |
| 10:00 | 529 | 42.5 | 37.2 | 5.5 | 0 | 0 | 51 | 135 | 236 | 91 | 14 | 2 | 0 | 0 | 0 | 0 |
| 11:00 | 492 | 43.2 | 38 | 4.9 | 0 | 0 | 16 | 146 | 210 | 103 | 15 | 2 | 0 | 0 | 0 | 0 |
| 12:00 | 526 | 42.5 | 37.5 | 5.6 | 0 | 0 | 44 | 135 | 245 | 76 | 20 | 5 | 1 | 0 | 0 | 0 |
| 13:00 | 482 | 42.8 | 37.6 | 5.4 | 0 | 0 | 34 | 130 | 216 | 83 | 16 | 2 | 1 | 0 | 0 | 0 |
| 14:00 | 481 | 42.3 | 37.8 | 4.7 | 0 | 0 | 20 | 127 | 240 | 81 | 11 | 2 | 0 | 0 | 0 | 0 |
| 15:00 | 585 | 42.8 | 37.9 | 4.9 | 0 | 0 | 18 | 178 | 261 | 108 | 16 | 3 | 1 | 0 | 0 | 0 |
| 16:00 | 657 | 43.3 | 37.7 | 5.7 | 0 | 1 | 50 | 173 | 273 | 135 | 18 | 4 | 3 | 0 | 0 | 0 |
| 17:00 | 861 | 41.7 | 37.6 | 4.8 | 1 | 0 | 39 | 223 | 451 | 129 | 15 | 2 | 1 | 0 | 0 | 0 |
| 18:00 | 614 | 43.8 | 38.8 | 4.8 | 0 | 0 | 16 | 129 | 294 | 148 | 21 | 5 | 1 | 0 | 0 | 0 |
| 19:00 | 311 | 44.6 | 39.3 | 5.1 | 0 | 0 | 6 | 70 | 127 | 84 | 20 | 4 | 0 | 0 | 0 | 0 |
| 20:00 | 211 | 46.4 | 40.7 | 6.3 | 0 | 0 | 5 | 36 | 79 | 57 | 22 | 8 | 3 | 1 | 0 | 0 |
| 21:00 | 166 | 45.4 | 40.4 | 5.8 | 0 | 0 | 4 | 32 | 50 | 62 | 12 | 4 | 2 | 0 | 0 | 0 |
| 22:00 | 112 | 45.9 | 40.5 | 6.3 | 0 | 0 | 1 | 27 | 35 | 32 | 12 | 2 | 2 | 1 | 0 | 0 |
| 23:00 | 44 | 48.7 | 42 | 6.5 | 0 | 0 | 2 | 4 | 13 | 12 | 11 | 2 | 0 | 0 | 0 | 0 |
| 12H,7-19 | 8047 | 42.2 | 37.5 | 5.1 | 1 | 5 | 457 | 2296 | 3771 | 1287 | 185 | 34 | 11 | 0 | 0 | 0 |
| 16H,6-22 | 9092 | 42.9 | 37.8 | 5.2 | 1 | 5 | 480 | 2489 | 4148 | 1604 | 286 | 59 | 17 | 3 | 0 | 0 |
| 18H,6-24 | 9248 | 43 | 37.8 | 5.3 | 1 | 5 | 483 | 2520 | 4196 | 1648 | 309 | 63 | 19 | 4 | 0 | 0 |
| 24H,0-24 | 9447 | 43.2 | 37.9 | 5.4 | 1 | 5 | 489 | 2555 | 4244 | 1700 | 338 | 83 | 24 | 8 | 0 | 0 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Eastbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Fri 11-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 16 | 49.1 | 43.5 | 6.2 | 0 | 0 | 0 | 3 | 1 | 6 | 5 | 1 | 0 | 0 | 0 | 0 |
| 01:00 | 8 | - | 43.5 | 5.5 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 |
| 02:00 | 13 | 47.4 | 42.2 | 6.8 | 0 | 0 | 1 | 0 | 4 | 5 | 2 | 1 | 0 | 0 | 0 | 0 |
| 03:00 | 24 | 48.1 | 40.4 | 7.2 | 0 | 0 | 2 | 4 | 7 | 4 | 7 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 45 | 49.2 | 43 | 6.5 | 0 | 0 | 1 | 5 | 9 | 17 | 9 | 3 | 1 | 0 | 0 | 0 |
| 05:00 | 85 | 51.4 | 43.4 | 8 | 0 | 0 | 4 | 8 | 20 | 24 | 15 | 10 | 2 | 2 | 0 | 0 |
| 06:00 | 334 | 46.3 | 40.7 | 5.6 | 0 | 0 | 9 | 47 | 122 | 102 | 49 | 5 | 0 | 0 | 0 | 0 |
| 07:00 | 969 | 41.5 | 37.7 | 4.5 | 0 | 0 | 45 | 231 | 531 | 147 | 13 | 2 | 0 | 0 | 0 | 0 |
| 08:00 | 1051 | 40.6 | 36.7 | 4.5 | 0 | 0 | 47 | 400 | 487 | 100 | 12 | 4 | 1 | 0 | 0 | 0 |
| 09:00 | 643 | 42.9 | 37.7 | 5 | 0 | 0 | 33 | 181 | 286 | 124 | 16 | 3 | 0 | 0 | 0 | 0 |
| 10:00 | 519 | 43.5 | 38.2 | 5.1 | 0 | 0 | 14 | 165 | 207 | 108 | 21 | 2 | 2 | 0 | 0 | 0 |
| 11:00 | 512 | 42.6 | 37.5 | 5.1 | 0 | 0 | 26 | 163 | 218 | 87 | 15 | 3 | 0 | 0 | 0 | 0 |
| 12:00 | 567 | 43.6 | 38 | 5.6 | 0 | 0 | 39 | 138 | 242 | 120 | 21 | 6 | 1 | 0 | 0 | 0 |
| 13:00 | 510 | 44 | 38.6 | 5.6 | 0 | 2 | 21 | 117 | 229 | 106 | 27 | 5 | 3 | 0 | 0 | 0 |
| 14:00 | 595 | 43.4 | 38.1 | 5.2 | 0 | 0 | 28 | 157 | 262 | 119 | 24 | 5 | 0 | 0 | 0 | 0 |
| 15:00 | 635 | 43.8 | 38.9 | 5.1 | 0 | 0 | 15 | 139 | 313 | 131 | 27 | 6 | 1 | 3 | 0 | 0 |
| 16:00 | 828 | 42.7 | 37.8 | 4.8 | 0 | 0 | 32 | 233 | 387 | 153 | 19 | 3 | 1 | 0 | 0 | 0 |
| 17:00 | 748 | 43.9 | 39.2 | 4.4 | 0 | 0 | 10 | 121 | 398 | 184 | 32 | 3 | 0 | 0 | 0 | 0 |
| 18:00 | 525 | 43.7 | 39.1 | 4.7 | 0 | 0 | 3 | 110 | 276 | 106 | 23 | 4 | 2 | 1 | 0 | 0 |
| 19:00 | 331 | 44.9 | 39.7 | 5.3 | 0 | 0 | 11 | 46 | 157 | 86 | 25 | 5 | 1 | 0 | 0 | 0 |
| 20:00 | 207 | 45.6 | 41 | 5.6 | 0 | 0 | 4 | 25 | 75 | 77 | 19 | 5 | 0 | 2 | 0 | 0 |
| 21:00 | 112 | 45.9 | 40.5 | 6.2 | 0 | 0 | 3 | 20 | 42 | 30 | 11 | 4 | 2 | 0 | 0 | 0 |
| 22:00 | 109 | 45.9 | 41 | 5.8 | 0 | 0 | 3 | 11 | 44 | 35 | 12 | 3 | 0 | 1 | 0 | 0 |
| 23:00 | 60 | 45.6 | 41.1 | 5 | 0 | 0 | 0 | 7 | 25 | 20 | 7 | 0 | 1 | 0 | 0 | 0 |
| 12H,7-19 | 8102 | 43 | 38 | 5 | 0 | 2 | 313 | 2155 | 3836 | 1485 | 250 | 46 | 11 | 4 | 0 | 0 |
| 16H,6-22 | 9086 | 43.4 | 38.3 | 5.1 | 0 | 2 | 340 | 2293 | 4232 | 1780 | 354 | 65 | 14 | 6 | 0 | 0 |
| 18H,6-24 | 9255 | 43.5 | 38.3 | 5.1 | 0 | 2 | 343 | 2311 | 4301 | 1835 | 373 | 68 | 15 | 7 | 0 | 0 |
| 24H,0-24 | 9446 | 43.6 | 38.4 | 5.2 | 0 | 2 | 351 | 2331 | 4345 | 1894 | 412 | 84 | 18 | 9 | 0 | 0 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Eastbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Sat 12-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 31 | 47.3 | 41.6 | 5.7 | 0 | 0 | 1 | 3 | 9 | 11 | 7 | 0 | 0 | 0 | 0 | 0 |
| 01:00 | 18 | 49 | 41.3 | 7.1 | 0 | 0 | 0 | 5 | 5 | 3 | 3 | 2 | 0 | 0 | 0 | 0 |
| 02:00 | 13 | 44.9 | 38.5 | 7.5 | 0 | 0 | 2 | 2 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 18 | 48.3 | 42.9 | 5.3 | 0 | 0 | 0 | 1 | 6 | 6 | 4 | 1 | 0 | 0 | 0 | 0 |
| 04:00 | 28 | 49.3 | 42.3 | 7.2 | 0 | 0 | 0 | 7 | 6 | 5 | 8 | 1 | 1 | 0 | 0 | 0 |
| 05:00 | 32 | 49.1 | 40.8 | 8.5 | 0 | 0 | 4 | 4 | 8 | 7 | 6 | 2 | 1 | 0 | 0 | 0 |
| 06:00 | 102 | 49.5 | 43 | 6.3 | 0 | 0 | 1 | 13 | 23 | 33 | 23 | 8 | 1 | 0 | 0 | 0 |
| 07:00 | 254 | 45.8 | 40.7 | 6 | 0 | 0 | 6 | 36 | 99 | 78 | 25 | 6 | 2 | 1 | 1 | 0 |
| 08:00 | 338 | 45.3 | 40.4 | 5.1 | 0 | 0 | 6 | 43 | 147 | 105 | 34 | 1 | 2 | 0 | 0 | 0 |
| 09:00 | 500 | 44.2 | 38.8 | 5.4 | 0 | 1 | 22 | 99 | 224 | 122 | 26 | 6 | 0 | 0 | 0 | 0 |
| 10:00 | 551 | 44 | 39.1 | 4.7 | 0 | 0 | 5 | 113 | 284 | 111 | 31 | 5 | 2 | 0 | 0 | 0 |
| 11:00 | 590 | 41.1 | 37.3 | 4.9 | 0 | 0 | 34 | 168 | 297 | 74 | 15 | 1 | 1 | 0 | 0 | 0 |
| 12:00 | 587 | 41.7 | 37.3 | 5.4 | 0 | 4 | 26 | 189 | 269 | 76 | 16 | 4 | 3 | 0 | 0 | 0 |
| 13:00 | 597 | 43.9 | 38.7 | 5.4 | 0 | 0 | 25 | 128 | 276 | 136 | 24 | 6 | 1 | 0 | 0 | 1 |
| 14:00 | 536 | 44 | 39.1 | 5.4 | 0 | 0 | 14 | 107 | 268 | 110 | 24 | 6 | 5 | 2 | 0 | 0 |
| 15:00 | 495 | 44.3 | 38.9 | 5.6 | 0 | 1 | 19 | 107 | 214 | 120 | 24 | 6 | 4 | 0 | 0 | 0 |
| 16:00 | 402 | 44.9 | 39.6 | 5.4 | 0 | 0 | 4 | 91 | 171 | 97 | 30 | 4 | 5 | 0 | 0 | 0 |
| 17:00 | 345 | 45.5 | 40.5 | 5.9 | 0 | 0 | 9 | 45 | 153 | 95 | 29 | 7 | 5 | 2 | 0 | 0 |
| 18:00 | 310 | 45.2 | 39.8 | 5.6 | 0 | 0 | 12 | 47 | 133 | 84 | 31 | 2 | 0 | 1 | 0 | 0 |
| 19:00 | 224 | 46.2 | 41.3 | 6 | 0 | 0 | 2 | 28 | 91 | 68 | 20 | 10 | 4 | 0 | 1 | 0 |
| 20:00 | 158 | 45.2 | 39.8 | 5.8 | 0 | 0 | 7 | 21 | 73 | 39 | 13 | 4 | 1 | 0 | 0 | 0 |
| 21:00 | 106 | 45.8 | 40.8 | 5.9 | 0 | 0 | 3 | 16 | 34 | 37 | 13 | 2 | 1 | 0 | 0 | 0 |
| 22:00 | 91 | 48 | 40.8 | 6.7 | 0 | 0 | 2 | 20 | 29 | 20 | 15 | 4 | 0 | 1 | 0 | 0 |
| 23:00 | 78 | 46.9 | 40.1 | 6.9 | 0 | 0 | 7 | 8 | 30 | 19 | 10 | 4 | 0 | 0 | 0 | 0 |
| 12H,7-19 | 5505 | 44.2 | 39 | 5.4 | 0 | 6 | 182 | 1173 | 2535 | 1208 | 309 | 54 | 30 | 6 | 1 | 1 |
| 16H,6-22 | 6095 | 44.5 | 39.2 | 5.5 | 0 | 6 | 195 | 1251 | 2756 | 1385 | 378 | 78 | 37 | 6 | 2 | 1 |
| 18H,6-24 | 6264 | 44.6 | 39.2 | 5.6 | 0 | 6 | 204 | 1279 | 2815 | 1424 | 403 | 86 | 37 | 7 | 2 | 1 |
| 24H,0-24 | 6404 | 44.7 | 39.2 | 5.6 | 0 | 6 | 211 | 1301 | 2853 | 1459 | 433 | 92 | 39 | 7 | 2 | 1 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Eastbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Sun 13-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 52 | 47.7 | 40.5 | 6.7 | 0 | 0 | 2 | 9 | 21 | 9 | 8 | 2 | 1 | 0 | 0 | 0 |
| 01:00 | 21 | 44.6 | 39.1 | 6.4 | 0 | 0 | 1 | 6 | 6 | 6 | 1 | 1 | 0 | 0 | 0 | 0 |
| 02:00 | 17 | 50.9 | 42.8 | 8.8 | 0 | 0 | 1 | 2 | 4 | 6 | 1 | 2 | 0 | 1 | 0 | 0 |
| 03:00 | 15 | 48.1 | 41.2 | 6.7 | 0 | 0 | 0 | 4 | 4 | 3 | 3 | 1 | 0 | 0 | 0 | 0 |
| 04:00 | 24 | 43.9 | 38.7 | 5 | 0 | 0 | 0 | 8 | 9 | 5 | 2 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 21 | 44.6 | 40 | 6.4 | 0 | 0 | 1 | 3 | 9 | 6 | 0 | 2 | 0 | 0 | 0 | 0 |
| 06:00 | 59 | 45.7 | 39.9 | 7 | 0 | 0 | 6 | 8 | 16 | 21 | 5 | 3 | 0 | 0 | 0 | 0 |
| 07:00 | 130 | 45.1 | 38.8 | 6 | 0 | 1 | 5 | 30 | 56 | 22 | 14 | 2 | 0 | 0 | 0 | 0 |
| 08:00 | 193 | 47.8 | 41.3 | 6.6 | 0 | 2 | 1 | 28 | 70 | 52 | 29 | 8 | 1 | 2 | 0 | 0 |
| 09:00 | 307 | 45.1 | 39.4 | 6.4 | 0 | 6 | 9 | 50 | 131 | 79 | 24 | 7 | 1 | 0 | 0 | 0 |
| 10:00 | 443 | 44.1 | 38.7 | 5.8 | 0 | 6 | 14 | 83 | 212 | 98 | 24 | 4 | 2 | 0 | 0 | 0 |
| 11:00 | 522 | 43.9 | 38.9 | 5.5 | 1 | 3 | 14 | 95 | 257 | 125 | 19 | 4 | 3 | 1 | 0 | 0 |
| 12:00 | 600 | 44 | 39.2 | 4.6 | 0 | 1 | 8 | 113 | 289 | 162 | 24 | 3 | 0 | 0 | 0 | 0 |
| 13:00 | 528 | 45.1 | 39.8 | 5.6 | 0 | 4 | 8 | 94 | 222 | 147 | 41 | 10 | 2 | 0 | 0 | 0 |
| 14:00 | 508 | 44.9 | 39.4 | 5.5 | 0 | 0 | 8 | 127 | 202 | 121 | 40 | 6 | 3 | 0 | 1 | 0 |
| 15:00 | 428 | 44.9 | 39.8 | 5.8 | 0 | 0 | 7 | 83 | 201 | 93 | 28 | 7 | 7 | 2 | 0 | 0 |
| 16:00 | 422 | 44.4 | 39 | 5.4 | 0 | 1 | 17 | 76 | 193 | 106 | 24 | 5 | 0 | 0 | 0 | 0 |
| 17:00 | 342 | 45 | 39.8 | 5.7 | 0 | 2 | 4 | 59 | 161 | 81 | 22 | 10 | 2 | 1 | 0 | 0 |
| 18:00 | 281 | 45.9 | 40.8 | 6.2 | 0 | 0 | 5 | 41 | 119 | 75 | 23 | 11 | 5 | 2 | 0 | 0 |
| 19:00 | 169 | 45.8 | 40.4 | 6.3 | 0 | 0 | 6 | 30 | 58 | 51 | 18 | 5 | 0 | 0 | 1 | 0 |
| 20:00 | 150 | 45.7 | 41.4 | 5.2 | 0 | 0 | 0 | 13 | 67 | 50 | 15 | 2 | 2 | 1 | 0 | 0 |
| 21:00 | 97 | 46.4 | 40.4 | 6.9 | 0 | 0 | 1 | 24 | 35 | 21 | 11 | 2 | 1 | 1 | 1 | 0 |
| 22:00 | 57 | 46 | 41.2 | 5.1 | 0 | 0 | 0 | 9 | 18 | 21 | 8 | 1 | 0 | 0 | 0 | 0 |
| 23:00 | 37 | 51 | 43.8 | 7.6 | 0 | 0 | 2 | 2 | 9 | 9 | 9 | 5 | 1 | 0 | 0 | 0 |
| 12H,7-19 | 4704 | 44.8 | 39.5 | 5.7 | 1 | 26 | 100 | 879 | 2113 | 1161 | 312 | 77 | 26 | 8 | 1 | 0 |
| 16H,6-22 | 5179 | 44.9 | 39.6 | 5.7 | 1 | 26 | 113 | 954 | 2289 | 1304 | 361 | 89 | 29 | 10 | 3 | 0 |
| 18H,6-24 | 5273 | 45 | 39.6 | 5.8 | 1 | 26 | 115 | 965 | 2316 | 1334 | 378 | 95 | 30 | 10 | 3 | 0 |
| 24H,0-24 | 5423 | 45 | 39.6 | 5.8 | 1 | 26 | 120 | 997 | 2369 | 1369 | 393 | 103 | 31 | 11 | 3 | 0 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Eastbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Mon 14-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 20 | 47.9 | 41.4 | 7.2 | 0 | 0 | 1 | 2 | 8 | 4 | 4 | 0 | 1 | 0 | 0 | 0 |
| 01:00 | 10 | 46 | 40.5 | 6 | 0 | 0 | 0 | 3 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 13 | 48.6 | 41.6 | 6.8 | 0 | 0 | 0 | 3 | 4 | 2 | 3 | 1 | 0 | 0 | 0 | 0 |
| 03:00 | 28 | 47.6 | 42.2 | 6 | 0 | 0 | 1 | 4 | 3 | 13 | 7 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 32 | 50.1 | 42 | 8.5 | 0 | 0 | 3 | 5 | 5 | 8 | 7 | 3 | 1 | 0 | 0 | 0 |
| 05:00 | 101 | 52.3 | 45.4 | 6.8 | 0 | 0 | 0 | 9 | 16 | 29 | 28 | 13 | 5 | 1 | 0 | 0 |
| 06:00 | 373 | 45.9 | 41.1 | 6.1 | 0 | 0 | 13 | 35 | 143 | 127 | 40 | 10 | 3 | 1 | 0 | 1 |
| 07:00 | 1051 | 41 | 34.6 | 8.8 | 35 | 79 | 65 | 278 | 435 | 136 | 21 | 2 | 0 | 0 | 0 | 0 |
| 08:00 | 1113 | 40.2 | 36 | 4.8 | 3 | 0 | 79 | 448 | 496 | 74 | 7 | 6 | 0 | 0 | 0 | 0 |
| 09:00 | 670 | 42.7 | 37.5 | 5.4 | 0 | 0 | 53 | 168 | 310 | 111 | 24 | 4 | 0 | 0 | 0 | 0 |
| 10:00 | 488 | 43.4 | 38.3 | 5.1 | 0 | 0 | 14 | 140 | 217 | 89 | 21 | 7 | 0 | 0 | 0 | 0 |
| 11:00 | 437 | 43.3 | 38.1 | 5.3 | 0 | 0 | 27 | 98 | 202 | 96 | 11 | 1 | 2 | 0 | 0 | 0 |
| 12:00 | 496 | 43.8 | 37.9 | 6.1 | 0 | 6 | 29 | 131 | 195 | 107 | 22 | 4 | 1 | 1 | 0 | 0 |
| 13:00 | 473 | 43.5 | 38.3 | 4.9 | 0 | 0 | 16 | 124 | 208 | 108 | 15 | 2 | 0 | 0 | 0 | 0 |
| 14:00 | 521 | 43.6 | 38.2 | 5.6 | 0 | 0 | 28 | 138 | 216 | 117 | 14 | 5 | 0 | 3 | 0 | 0 |
| 15:00 | 573 | 43.4 | 38.2 | 5.5 | 0 | 0 | 28 | 145 | 260 | 110 | 23 | 5 | 0 | 1 | 1 | 0 |
| 16:00 | 689 | 42.9 | 37.7 | 5.4 | 0 | 3 | 35 | 200 | 300 | 121 | 26 | 2 | 2 | 0 | 0 | 0 |
| 17:00 | 779 | 42.8 | 38.3 | 4.7 | 0 | 0 | 18 | 191 | 410 | 120 | 33 | 6 | 1 | 0 | 0 | 0 |
| 18:00 | 547 | 44 | 38.9 | 5.1 | 0 | 0 | 17 | 117 | 258 | 120 | 29 | 4 | 2 | 0 | 0 | 0 |
| 19:00 | 334 | 44.6 | 39.5 | 5.7 | 0 | 0 | 10 | 61 | 156 | 78 | 20 | 4 | 4 | 0 | 1 | 0 |
| 20:00 | 211 | 46.8 | 40.6 | 6.4 | 0 | 0 | 5 | 37 | 84 | 49 | 24 | 7 | 4 | 1 | 0 | 0 |
| 21:00 | 110 | 45.5 | 40.6 | 6.2 | 0 | 0 | 4 | 18 | 33 | 42 | 10 | 1 | 1 | 1 | 0 | 0 |
| 22:00 | 86 | 46.8 | 42 | 5.3 | 0 | 0 | 0 | 8 | 30 | 33 | 10 | 4 | 1 | 0 | 0 | 0 |
| 23:00 | 31 | 45.4 | 40.9 | 5 | 0 | 0 | 0 | 4 | 13 | 10 | 3 | 1 | 0 | 0 | 0 | 0 |
| 12H,7-19 | 7837 | 42.7 | 37.3 | 6 | 38 | 88 | 409 | 2178 | 3507 | 1309 | 246 | 48 | 8 | 5 | 1 | 0 |
| 16H,6-22 | 8865 | 43.2 | 37.7 | 6.1 | 38 | 88 | 441 | 2329 | 3923 | 1605 | 340 | 70 | 20 | 8 | 2 | 1 |
| 18H,6-24 | 8982 | 43.3 | 37.8 | 6.1 | 38 | 88 | 441 | 2341 | 3966 | 1648 | 353 | 75 | 21 | 8 | 2 | 1 |
| 24H,0-24 | 9186 | 43.5 | 37.9 | 6.2 | 38 | 88 | 446 | 2367 | 4004 | 1707 | 404 | 92 | 28 | 9 | 2 | 1 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Eastbound

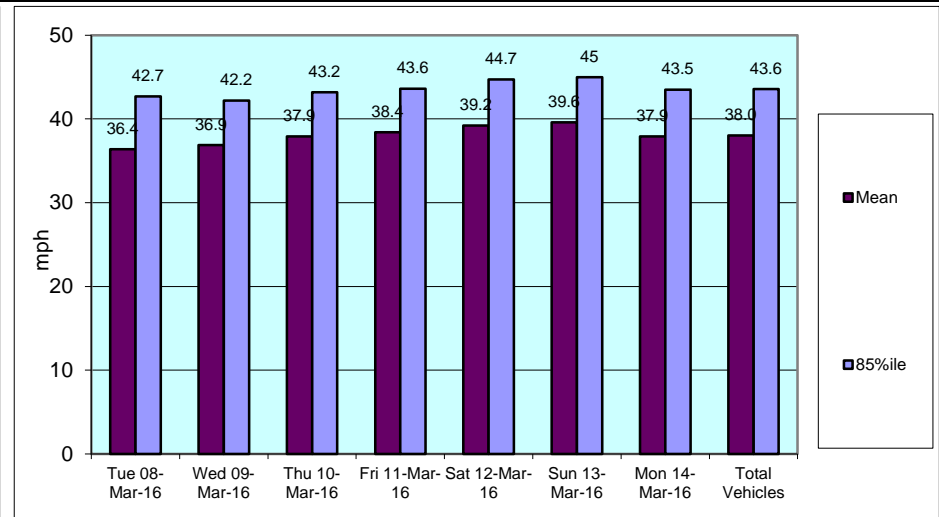
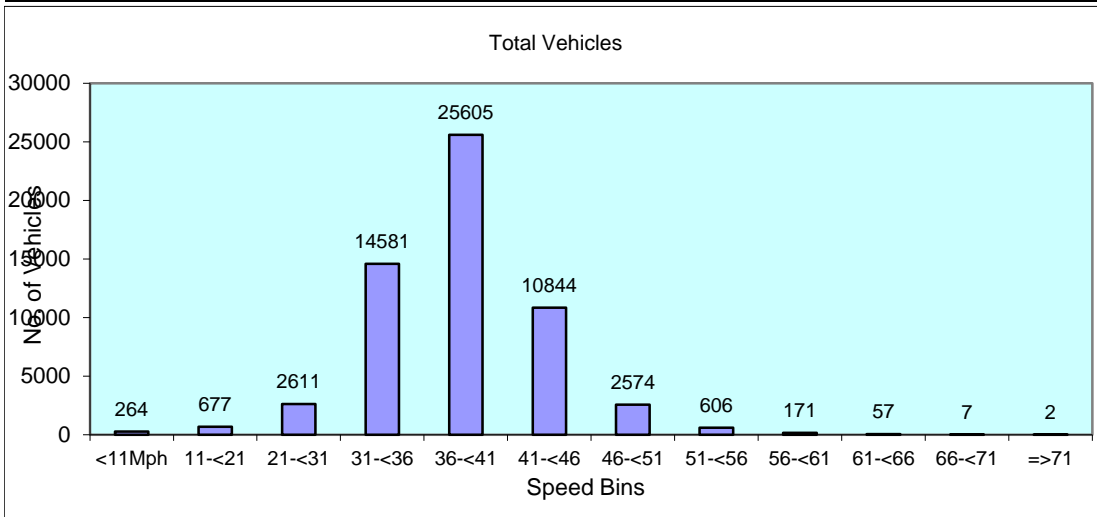
| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|-------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
|-------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|

Daily Totals

| | | | | | | | | | | | | | | | | |
|---------------|------|------|------|-----|-----|-----|-----|------|------|------|-----|-----|----|----|---|---|
| Tue 08-Mar-16 | 9101 | 42.7 | 36.4 | 7.8 | 177 | 354 | 494 | 2416 | 3814 | 1411 | 328 | 86 | 13 | 8 | 0 | 0 |
| Wed 09-Mar-16 | 8992 | 42.2 | 36.9 | 6.4 | 47 | 196 | 500 | 2614 | 3976 | 1304 | 266 | 66 | 18 | 5 | 0 | 0 |
| Thu 10-Mar-16 | 9447 | 43.2 | 37.9 | 5.4 | 1 | 5 | 489 | 2555 | 4244 | 1700 | 338 | 83 | 24 | 8 | 0 | 0 |
| Fri 11-Mar-16 | 9446 | 43.6 | 38.4 | 5.2 | 0 | 2 | 351 | 2331 | 4345 | 1894 | 412 | 84 | 18 | 9 | 0 | 0 |
| Sat 12-Mar-16 | 6404 | 44.7 | 39.2 | 5.6 | 0 | 6 | 211 | 1301 | 2853 | 1459 | 433 | 92 | 39 | 7 | 2 | 1 |
| Sun 13-Mar-16 | 5423 | 45 | 39.6 | 5.8 | 1 | 26 | 120 | 997 | 2369 | 1369 | 393 | 103 | 31 | 11 | 3 | 0 |
| Mon 14-Mar-16 | 9186 | 43.5 | 37.9 | 6.2 | 38 | 88 | 446 | 2367 | 4004 | 1707 | 404 | 92 | 28 | 9 | 2 | 1 |

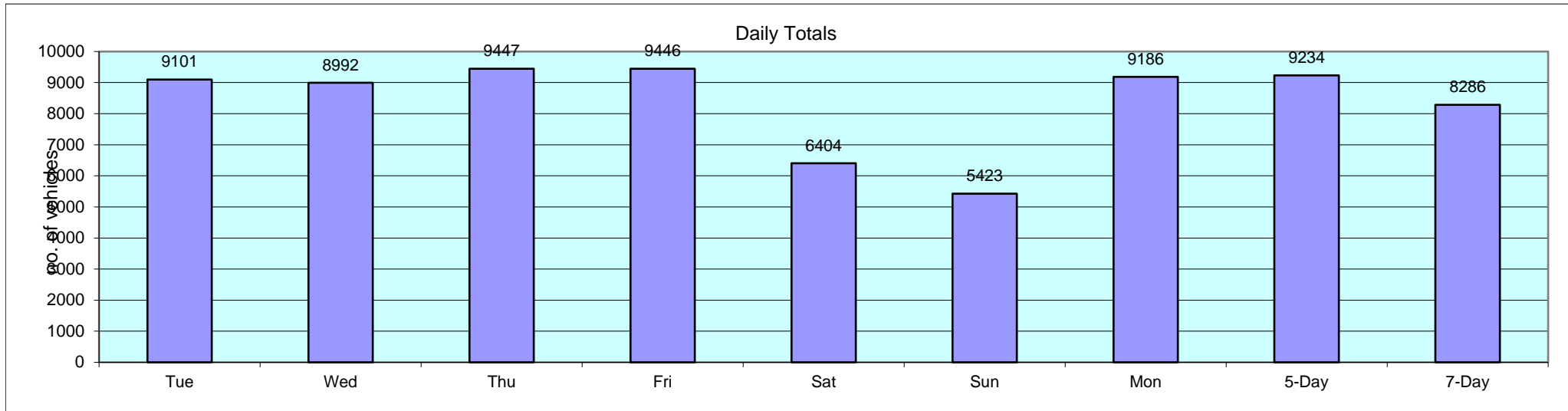
Total Vehicles

| | | | | | | | | | | | | | | | | |
|------|-------|------|------|-----|-----|-----|------|-------|-------|-------|------|-----|-----|----|---|---|
| [--] | 57999 | 43.6 | 38.0 | 6.1 | 264 | 677 | 2611 | 14581 | 25605 | 10844 | 2574 | 606 | 171 | 57 | 7 | 2 |
|------|-------|------|------|-----|-----|-----|------|-------|-------|-------|------|-----|-----|----|---|---|



| 20034 | WALLINGFORD | | Site No: 20034002 | | Location | | Site 2, Nosworthy Way, Wallingford (Tree) | | |
|------------------------------|--------------------|-----------------|-------------------|-----------------|-----------------|-----------------|---|-------------|-------------|
| | Channel: Eastbound | | | | | | | | |
| TIME PERIOD | Tue 08/03/16 | Wed 09/03/16 | Thu 10/03/16 | Fri 11/03/16 | Sat 12/03/16 | Sun 13/03/16 | Mon 14/03/16 | 5-Day Av | 7-Day Av |
| Week Begin: 08-Mar-16 | | | | | | | | | |
| 00:00 | 27 | 21 | 17 | 16 | 31 | 52 | 20 | 20 | 26 |
| 01:00 | 9 | 5 | 10 | 8 | 18 | 21 | 10 | 8 | 12 |
| 02:00 | 11 | 9 | 9 | 13 | 13 | 17 | 13 | 11 | 12 |
| 03:00 | 13 | 21 | 21 | 24 | 18 | 15 | 28 | 21 | 20 |
| 04:00 | 51 | 48 | 52 | 45 | 28 | 24 | 32 | 46 | 40 |
| 05:00 | 91 | 85 | 90 | 85 | 32 | 21 | 101 | 90 | 72 |
| 06:00 | 379 | 358 | 357 | 334 | 102 | 59 | 373 | 360 | 280 |
| 07:00 | 978 | 1022 | 1046 | 969 | 254 | 130 | 1051 | 1013 | 779 |
| 08:00 | 1199 | 1063 | 1061 | 1051 | 338 | 193 | 1113 | 1097 | 860 |
| 09:00 | 638 | 654 | 713 | 643 | 500 | 307 | 670 | 664 | 589 |
| 10:00 | 493 | 412 | 529 | 519 | 551 | 443 | 488 | 488 | 491 |
| 11:00 | 434 | 419 | 492 | 512 | 590 | 522 | 437 | 459 | 487 |
| 12:00 | 442 | 453 | 526 | 567 | 587 | 600 | 496 | 497 | 524 |
| 13:00 | 449 | 469 | 482 | 510 | 597 | 528 | 473 | 477 | 501 |
| 14:00 | 472 | 480 | 481 | 595 | 536 | 508 | 521 | 510 | 513 |
| 15:00 | 528 | 532 | 585 | 635 | 495 | 428 | 573 | 571 | 539 |
| 16:00 | 703 | 783 | 657 | 828 | 402 | 422 | 689 | 732 | 641 |
| 17:00 | 861 | 799 | 861 | 748 | 345 | 342 | 779 | 810 | 676 |
| 18:00 | 540 | 544 | 614 | 525 | 310 | 281 | 547 | 554 | 480 |
| 19:00 | 294 | 300 | 311 | 331 | 224 | 169 | 334 | 314 | 280 |
| 20:00 | 171 | 199 | 211 | 207 | 158 | 150 | 211 | 200 | 187 |
| 21:00 | 183 | 188 | 166 | 112 | 106 | 97 | 110 | 152 | 137 |
| 22:00 | 92 | 90 | 112 | 109 | 91 | 57 | 86 | 98 | 91 |
| 23:00 | 43 | 38 | 44 | 60 | 78 | 37 | 31 | 43 | 47 |
| 12H,7-19 | 7737 | 7630 | 8047 | 8102 | 5505 | 4704 | 7837 | 7871 | 7080 |
| 16H,6-22 | 8764 | 8675 | 9092 | 9086 | 6095 | 5179 | 8865 | 8896 | 7965 |
| 18H,6-24 | 8899 | 8803 | 9248 | 9255 | 6264 | 5273 | 8982 | 9037 | 8103 |
| 24H,0-24 | 9101 | 8992 | 9447 | 9446 | 6404 | 5423 | 9186 | 9234 | 8286 |
| Am | 08:00 | 08:00 | 08:00 | 08:00 | 11:00 | 11:00 | 08:00 | - | - |
| Peak | 1199 | 1063 | 1061 | 1051 | 590 | 522 | 1113 | 1097 | 943 |
| Pm | 17:00 | 17:00 | 17:00 | 16:00 | 13:00 | 12:00 | 17:00 | - | - |
| Peak | 861 | 799 | 861 | 828 | 597 | 600 | 779 | 826 | 761 |

| TIME PERIOD | Tue 08/03/16 | Wed 09/03/16 | Thu 10/03/16 | Fri 11/03/16 | Sat 12/03/16 | Sun 13/03/16 | Mon 14/03/16 | 5-Day Av | 7-Day Av |
|-------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------|-------------|
|-------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------|-------------|



| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Tue 08-Mar-16 | | | | | | | | | | | |
| 00:00 | 24 | 0 | 0.0 | 18 | 75.0 | 5 | 20.8 | 1 | 4.2 | 0 | 0.0 |
| 01:00 | 12 | 1 | 8.3 | 9 | 75.0 | 0 | 0.0 | 1 | 8.3 | 1 | 8.3 |
| 02:00 | 8 | 0 | 0.0 | 4 | 50.0 | 2 | 25.0 | 1 | 12.5 | 1 | 12.5 |
| 03:00 | 18 | 0 | 0.0 | 10 | 55.6 | 3 | 16.7 | 4 | 22.2 | 1 | 5.6 |
| 04:00 | 14 | 0 | 0.0 | 10 | 71.4 | 0 | 0.0 | 3 | 21.4 | 1 | 7.1 |
| 05:00 | 77 | 0 | 0.0 | 65 | 84.4 | 9 | 11.7 | 3 | 3.9 | 0 | 0.0 |
| 06:00 | 181 | 2 | 1.1 | 148 | 81.8 | 20 | 11.1 | 8 | 4.4 | 3 | 1.7 |
| 07:00 | 618 | 1 | 0.2 | 536 | 86.7 | 55 | 8.9 | 22 | 3.6 | 4 | 0.7 |
| 08:00 | 873 | 4 | 0.5 | 800 | 91.6 | 43 | 4.9 | 26 | 3.0 | 0 | 0.0 |
| 09:00 | 589 | 0 | 0.0 | 499 | 84.7 | 58 | 9.9 | 31 | 5.3 | 1 | 0.2 |
| 10:00 | 415 | 5 | 1.2 | 328 | 79.0 | 54 | 13.0 | 23 | 5.5 | 5 | 1.2 |
| 11:00 | 396 | 4 | 1.0 | 322 | 81.3 | 44 | 11.1 | 25 | 6.3 | 1 | 0.3 |
| 12:00 | 441 | 5 | 1.1 | 362 | 82.1 | 52 | 11.8 | 18 | 4.1 | 4 | 0.9 |
| 13:00 | 518 | 5 | 1.0 | 419 | 80.9 | 58 | 11.2 | 34 | 6.6 | 2 | 0.4 |
| 14:00 | 495 | 2 | 0.4 | 417 | 84.2 | 48 | 9.7 | 22 | 4.4 | 6 | 1.2 |
| 15:00 | 650 | 2 | 0.3 | 556 | 85.5 | 70 | 10.8 | 22 | 3.4 | 0 | 0.0 |
| 16:00 | 856 | 3 | 0.4 | 756 | 88.3 | 72 | 8.4 | 16 | 1.9 | 9 | 1.1 |
| 17:00 | 981 | 5 | 0.5 | 902 | 92.0 | 43 | 4.4 | 27 | 2.8 | 4 | 0.4 |
| 18:00 | 787 | 3 | 0.4 | 743 | 94.4 | 25 | 3.2 | 13 | 1.7 | 3 | 0.4 |
| 19:00 | 433 | 3 | 0.7 | 406 | 93.8 | 22 | 5.1 | 2 | 0.5 | 0 | 0.0 |
| 20:00 | 187 | 0 | 0.0 | 173 | 92.5 | 9 | 4.8 | 5 | 2.7 | 0 | 0.0 |
| 21:00 | 171 | 1 | 0.6 | 160 | 93.6 | 8 | 4.7 | 2 | 1.2 | 0 | 0.0 |
| 22:00 | 109 | 1 | 0.9 | 100 | 91.7 | 4 | 3.7 | 4 | 3.7 | 0 | 0.0 |
| 23:00 | 41 | 0 | 0.0 | 38 | 92.7 | 2 | 4.9 | 1 | 2.4 | 0 | 0.0 |
| 12H,7-19 | 7619 | 39 | 0.5 | 6640 | 87.2 | 622 | 8.2 | 279 | 3.7 | 39 | 0.5 |
| 16H,6-22 | 8591 | 45 | 0.5 | 7527 | 87.6 | 681 | 7.9 | 296 | 3.5 | 42 | 0.5 |
| 18H,6-24 | 8741 | 46 | 0.5 | 7665 | 87.7 | 687 | 7.9 | 301 | 3.4 | 42 | 0.5 |
| 24H,0-24 | 8894 | 47 | 0.5 | 7781 | 87.5 | 706 | 7.9 | 314 | 3.5 | 46 | 0.5 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Westbound

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Wed 09-Mar-16 | | | | | | | | | | | |
| 00:00 | 26 | 0 | 0.0 | 20 | 76.9 | 4 | 15.4 | 2 | 7.7 | 0 | 0.0 |
| 01:00 | 15 | 0 | 0.0 | 12 | 80.0 | 1 | 6.7 | 0 | 0.0 | 2 | 13.3 |
| 02:00 | 13 | 0 | 0.0 | 9 | 69.2 | 1 | 7.7 | 2 | 15.4 | 1 | 7.7 |
| 03:00 | 12 | 0 | 0.0 | 10 | 83.3 | 0 | 0.0 | 1 | 8.3 | 1 | 8.3 |
| 04:00 | 8 | 0 | 0.0 | 7 | 87.5 | 0 | 0.0 | 0 | 0.0 | 1 | 12.5 |
| 05:00 | 81 | 1 | 1.2 | 68 | 84.0 | 5 | 6.2 | 6 | 7.4 | 1 | 1.2 |
| 06:00 | 210 | 0 | 0.0 | 172 | 81.9 | 24 | 11.4 | 12 | 5.7 | 2 | 1.0 |
| 07:00 | 546 | 5 | 0.9 | 472 | 86.5 | 48 | 8.8 | 17 | 3.1 | 4 | 0.7 |
| 08:00 | 921 | 6 | 0.7 | 827 | 89.8 | 58 | 6.3 | 26 | 2.8 | 4 | 0.4 |
| 09:00 | 608 | 2 | 0.3 | 520 | 85.5 | 54 | 8.9 | 29 | 4.8 | 3 | 0.5 |
| 10:00 | 413 | 2 | 0.5 | 351 | 85.0 | 40 | 9.7 | 17 | 4.1 | 3 | 0.7 |
| 11:00 | 363 | 3 | 0.8 | 276 | 76.0 | 57 | 15.7 | 24 | 6.6 | 3 | 0.8 |
| 12:00 | 422 | 2 | 0.5 | 333 | 78.9 | 52 | 12.3 | 34 | 8.1 | 1 | 0.2 |
| 13:00 | 459 | 0 | 0.0 | 379 | 82.6 | 50 | 10.9 | 27 | 5.9 | 3 | 0.7 |
| 14:00 | 558 | 1 | 0.2 | 477 | 85.5 | 47 | 8.4 | 29 | 5.2 | 4 | 0.7 |
| 15:00 | 682 | 1 | 0.2 | 579 | 84.9 | 81 | 11.9 | 17 | 2.5 | 4 | 0.6 |
| 16:00 | 892 | 7 | 0.8 | 795 | 89.1 | 73 | 8.2 | 13 | 1.5 | 4 | 0.5 |
| 17:00 | 973 | 4 | 0.4 | 895 | 92.0 | 58 | 6.0 | 13 | 1.3 | 3 | 0.3 |
| 18:00 | 693 | 2 | 0.3 | 655 | 94.5 | 23 | 3.3 | 12 | 1.7 | 1 | 0.1 |
| 19:00 | 415 | 1 | 0.2 | 388 | 93.5 | 21 | 5.1 | 4 | 1.0 | 1 | 0.2 |
| 20:00 | 220 | 1 | 0.5 | 206 | 93.6 | 8 | 3.6 | 4 | 1.8 | 1 | 0.5 |
| 21:00 | 184 | 3 | 1.6 | 172 | 93.5 | 9 | 4.9 | 0 | 0.0 | 0 | 0.0 |
| 22:00 | 116 | 1 | 0.9 | 110 | 94.8 | 3 | 2.6 | 2 | 1.7 | 0 | 0.0 |
| 23:00 | 47 | 0 | 0.0 | 42 | 89.4 | 4 | 8.5 | 1 | 2.1 | 0 | 0.0 |
| 12H,7-19 | 7530 | 35 | 0.5 | 6559 | 87.1 | 641 | 8.5 | 258 | 3.4 | 37 | 0.5 |
| 16H,6-22 | 8559 | 40 | 0.5 | 7497 | 87.6 | 703 | 8.2 | 278 | 3.3 | 41 | 0.5 |
| 18H,6-24 | 8722 | 41 | 0.5 | 7649 | 87.7 | 710 | 8.1 | 281 | 3.2 | 41 | 0.5 |
| 24H,0-24 | 8877 | 42 | 0.5 | 7775 | 87.6 | 721 | 8.1 | 292 | 3.3 | 47 | 0.5 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Westbound

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Thu 10-Mar-16 | | | | | | | | | | | |
| 00:00 | 28 | 0 | 0.0 | 21 | 75.0 | 4 | 14.3 | 3 | 10.7 | 0 | 0.0 |
| 01:00 | 15 | 0 | 0.0 | 11 | 73.3 | 1 | 6.7 | 3 | 20.0 | 0 | 0.0 |
| 02:00 | 16 | 0 | 0.0 | 12 | 75.0 | 2 | 12.5 | 1 | 6.3 | 1 | 6.3 |
| 03:00 | 19 | 0 | 0.0 | 12 | 63.2 | 5 | 26.3 | 1 | 5.3 | 1 | 5.3 |
| 04:00 | 15 | 0 | 0.0 | 12 | 80.0 | 0 | 0.0 | 3 | 20.0 | 0 | 0.0 |
| 05:00 | 78 | 0 | 0.0 | 64 | 82.1 | 7 | 9.0 | 7 | 9.0 | 0 | 0.0 |
| 06:00 | 197 | 1 | 0.5 | 159 | 80.7 | 25 | 12.7 | 10 | 5.1 | 2 | 1.0 |
| 07:00 | 591 | 3 | 0.5 | 499 | 84.4 | 58 | 9.8 | 28 | 4.7 | 3 | 0.5 |
| 08:00 | 985 | 4 | 0.4 | 902 | 91.6 | 53 | 5.4 | 24 | 2.4 | 2 | 0.2 |
| 09:00 | 603 | 4 | 0.7 | 515 | 85.4 | 58 | 9.6 | 23 | 3.8 | 3 | 0.5 |
| 10:00 | 431 | 0 | 0.0 | 351 | 81.4 | 46 | 10.7 | 33 | 7.7 | 1 | 0.2 |
| 11:00 | 438 | 4 | 0.9 | 367 | 83.8 | 42 | 9.6 | 21 | 4.8 | 4 | 0.9 |
| 12:00 | 461 | 2 | 0.4 | 378 | 82.0 | 52 | 11.3 | 27 | 5.9 | 2 | 0.4 |
| 13:00 | 563 | 2 | 0.4 | 469 | 83.3 | 65 | 11.6 | 23 | 4.1 | 4 | 0.7 |
| 14:00 | 554 | 0 | 0.0 | 463 | 83.6 | 61 | 11.0 | 25 | 4.5 | 5 | 0.9 |
| 15:00 | 610 | 3 | 0.5 | 528 | 86.6 | 56 | 9.2 | 21 | 3.4 | 2 | 0.3 |
| 16:00 | 952 | 3 | 0.3 | 834 | 87.6 | 92 | 9.7 | 17 | 1.8 | 6 | 0.6 |
| 17:00 | 1030 | 8 | 0.8 | 941 | 91.4 | 51 | 5.0 | 24 | 2.3 | 6 | 0.6 |
| 18:00 | 708 | 4 | 0.6 | 670 | 94.6 | 23 | 3.3 | 10 | 1.4 | 1 | 0.1 |
| 19:00 | 477 | 2 | 0.4 | 448 | 93.9 | 19 | 4.0 | 7 | 1.5 | 1 | 0.2 |
| 20:00 | 250 | 1 | 0.4 | 234 | 93.6 | 9 | 3.6 | 6 | 2.4 | 0 | 0.0 |
| 21:00 | 178 | 0 | 0.0 | 170 | 95.5 | 7 | 3.9 | 1 | 0.6 | 0 | 0.0 |
| 22:00 | 131 | 1 | 0.8 | 117 | 89.3 | 9 | 6.9 | 4 | 3.1 | 0 | 0.0 |
| 23:00 | 57 | 1 | 1.8 | 49 | 86.0 | 2 | 3.5 | 5 | 8.8 | 0 | 0.0 |
| 12H,7-19 | 7926 | 37 | 0.5 | 6917 | 87.3 | 657 | 8.3 | 276 | 3.5 | 39 | 0.5 |
| 16H,6-22 | 9028 | 41 | 0.5 | 7928 | 87.8 | 717 | 7.9 | 300 | 3.3 | 42 | 0.5 |
| 18H,6-24 | 9216 | 43 | 0.5 | 8094 | 87.8 | 728 | 7.9 | 309 | 3.4 | 42 | 0.5 |
| 24H,0-24 | 9387 | 43 | 0.5 | 8226 | 87.6 | 747 | 8.0 | 327 | 3.5 | 44 | 0.5 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Westbound

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Fri 11-Mar-16 | | | | | | | | | | | |
| 00:00 | 20 | 0 | 0.0 | 18 | 90.0 | 2 | 10.0 | 0 | 0.0 | 0 | 0.0 |
| 01:00 | 19 | 0 | 0.0 | 12 | 63.2 | 4 | 21.1 | 3 | 15.8 | 0 | 0.0 |
| 02:00 | 11 | 0 | 0.0 | 7 | 63.6 | 3 | 27.3 | 1 | 9.1 | 0 | 0.0 |
| 03:00 | 17 | 0 | 0.0 | 13 | 76.5 | 1 | 5.9 | 0 | 0.0 | 3 | 17.7 |
| 04:00 | 13 | 0 | 0.0 | 10 | 76.9 | 1 | 7.7 | 2 | 15.4 | 0 | 0.0 |
| 05:00 | 75 | 1 | 1.3 | 61 | 81.3 | 8 | 10.7 | 4 | 5.3 | 1 | 1.3 |
| 06:00 | 180 | 1 | 0.6 | 147 | 81.7 | 21 | 11.7 | 10 | 5.6 | 1 | 0.6 |
| 07:00 | 536 | 5 | 0.9 | 467 | 87.1 | 42 | 7.8 | 18 | 3.4 | 4 | 0.8 |
| 08:00 | 859 | 2 | 0.2 | 769 | 89.5 | 62 | 7.2 | 22 | 2.6 | 4 | 0.5 |
| 09:00 | 572 | 2 | 0.4 | 495 | 86.5 | 45 | 7.9 | 28 | 4.9 | 2 | 0.4 |
| 10:00 | 441 | 3 | 0.7 | 368 | 83.5 | 43 | 9.8 | 24 | 5.4 | 3 | 0.7 |
| 11:00 | 502 | 1 | 0.2 | 422 | 84.1 | 49 | 9.8 | 29 | 5.8 | 1 | 0.2 |
| 12:00 | 527 | 6 | 1.1 | 452 | 85.8 | 45 | 8.5 | 18 | 3.4 | 6 | 1.1 |
| 13:00 | 569 | 9 | 1.6 | 449 | 78.9 | 80 | 14.1 | 27 | 4.8 | 4 | 0.7 |
| 14:00 | 604 | 6 | 1.0 | 522 | 86.4 | 55 | 9.1 | 17 | 2.8 | 4 | 0.7 |
| 15:00 | 766 | 9 | 1.2 | 680 | 88.8 | 51 | 6.7 | 22 | 2.9 | 4 | 0.5 |
| 16:00 | 908 | 4 | 0.4 | 787 | 86.7 | 96 | 10.6 | 18 | 2.0 | 3 | 0.3 |
| 17:00 | 892 | 6 | 0.7 | 832 | 93.3 | 41 | 4.6 | 9 | 1.0 | 4 | 0.5 |
| 18:00 | 652 | 5 | 0.8 | 601 | 92.2 | 32 | 4.9 | 14 | 2.2 | 0 | 0.0 |
| 19:00 | 361 | 1 | 0.3 | 338 | 93.6 | 19 | 5.3 | 2 | 0.6 | 1 | 0.3 |
| 20:00 | 205 | 0 | 0.0 | 191 | 93.2 | 10 | 4.9 | 3 | 1.5 | 1 | 0.5 |
| 21:00 | 147 | 0 | 0.0 | 133 | 90.5 | 10 | 6.8 | 4 | 2.7 | 0 | 0.0 |
| 22:00 | 178 | 0 | 0.0 | 171 | 96.1 | 4 | 2.3 | 2 | 1.1 | 1 | 0.6 |
| 23:00 | 105 | 1 | 1.0 | 98 | 93.3 | 3 | 2.9 | 3 | 2.9 | 0 | 0.0 |
| 12H,7-19 | 7828 | 58 | 0.7 | 6844 | 87.4 | 641 | 8.2 | 246 | 3.1 | 39 | 0.5 |
| 16H,6-22 | 8721 | 60 | 0.7 | 7653 | 87.8 | 701 | 8.0 | 265 | 3.0 | 42 | 0.5 |
| 18H,6-24 | 9004 | 61 | 0.7 | 7922 | 88.0 | 708 | 7.9 | 270 | 3.0 | 43 | 0.5 |
| 24H,0-24 | 9159 | 62 | 0.7 | 8043 | 87.8 | 727 | 7.9 | 280 | 3.1 | 47 | 0.5 |

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Sat 12-Mar-16 | | | | | | | | | | | |
| 00:00 | 44 | 0 | 0.0 | 37 | 84.1 | 5 | 11.4 | 2 | 4.6 | 0 | 0.0 |
| 01:00 | 22 | 1 | 4.6 | 20 | 90.9 | 1 | 4.6 | 0 | 0.0 | 0 | 0.0 |
| 02:00 | 25 | 0 | 0.0 | 22 | 88.0 | 1 | 4.0 | 2 | 8.0 | 0 | 0.0 |
| 03:00 | 20 | 0 | 0.0 | 14 | 70.0 | 2 | 10.0 | 2 | 10.0 | 2 | 10.0 |
| 04:00 | 18 | 0 | 0.0 | 16 | 88.9 | 1 | 5.6 | 0 | 0.0 | 1 | 5.6 |
| 05:00 | 47 | 0 | 0.0 | 39 | 83.0 | 5 | 10.6 | 2 | 4.3 | 1 | 2.1 |
| 06:00 | 74 | 2 | 2.7 | 60 | 81.1 | 6 | 8.1 | 6 | 8.1 | 0 | 0.0 |
| 07:00 | 193 | 0 | 0.0 | 166 | 86.0 | 21 | 10.9 | 5 | 2.6 | 1 | 0.5 |
| 08:00 | 283 | 2 | 0.7 | 237 | 83.8 | 36 | 12.7 | 6 | 2.1 | 2 | 0.7 |
| 09:00 | 479 | 2 | 0.4 | 438 | 91.4 | 25 | 5.2 | 14 | 2.9 | 0 | 0.0 |
| 10:00 | 520 | 7 | 1.4 | 470 | 90.4 | 29 | 5.6 | 13 | 2.5 | 1 | 0.2 |
| 11:00 | 583 | 5 | 0.9 | 526 | 90.2 | 32 | 5.5 | 17 | 2.9 | 3 | 0.5 |
| 12:00 | 553 | 9 | 1.6 | 509 | 92.0 | 28 | 5.1 | 7 | 1.3 | 0 | 0.0 |
| 13:00 | 540 | 5 | 0.9 | 515 | 95.4 | 16 | 3.0 | 4 | 0.7 | 0 | 0.0 |
| 14:00 | 487 | 5 | 1.0 | 447 | 91.8 | 28 | 5.8 | 5 | 1.0 | 2 | 0.4 |
| 15:00 | 490 | 11 | 2.2 | 455 | 92.9 | 15 | 3.1 | 8 | 1.6 | 1 | 0.2 |
| 16:00 | 468 | 8 | 1.7 | 425 | 90.8 | 25 | 5.3 | 9 | 1.9 | 1 | 0.2 |
| 17:00 | 376 | 5 | 1.3 | 349 | 92.8 | 17 | 4.5 | 3 | 0.8 | 2 | 0.5 |
| 18:00 | 355 | 2 | 0.6 | 335 | 94.4 | 13 | 3.7 | 4 | 1.1 | 1 | 0.3 |
| 19:00 | 230 | 4 | 1.7 | 218 | 94.8 | 4 | 1.7 | 4 | 1.7 | 0 | 0.0 |
| 20:00 | 165 | 0 | 0.0 | 157 | 95.2 | 6 | 3.6 | 2 | 1.2 | 0 | 0.0 |
| 21:00 | 142 | 0 | 0.0 | 131 | 92.3 | 10 | 7.0 | 1 | 0.7 | 0 | 0.0 |
| 22:00 | 99 | 0 | 0.0 | 91 | 91.9 | 4 | 4.0 | 3 | 3.0 | 1 | 1.0 |
| 23:00 | 100 | 2 | 2.0 | 88 | 88.0 | 4 | 4.0 | 6 | 6.0 | 0 | 0.0 |
| 12H,7-19 | 5327 | 61 | 1.2 | 4872 | 91.5 | 285 | 5.4 | 95 | 1.8 | 14 | 0.3 |
| 16H,6-22 | 5938 | 67 | 1.1 | 5438 | 91.6 | 311 | 5.2 | 108 | 1.8 | 14 | 0.2 |
| 18H,6-24 | 6137 | 69 | 1.1 | 5617 | 91.5 | 319 | 5.2 | 117 | 1.9 | 15 | 0.2 |
| 24H,0-24 | 6313 | 70 | 1.1 | 5765 | 91.3 | 334 | 5.3 | 125 | 2.0 | 19 | 0.3 |

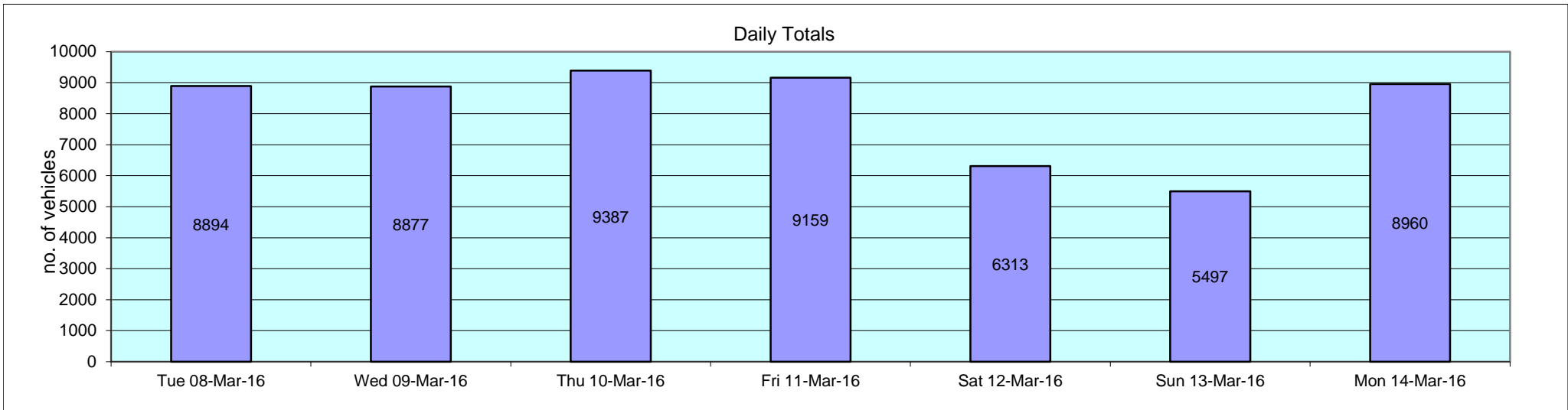
| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Sun 13-Mar-16 | | | | | | | | | | | |
| 00:00 | 66 | 3 | 4.6 | 58 | 87.9 | 5 | 7.6 | 0 | 0.0 | 0 | 0.0 |
| 01:00 | 29 | 0 | 0.0 | 29 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 02:00 | 20 | 0 | 0.0 | 17 | 85.0 | 0 | 0.0 | 3 | 15.0 | 0 | 0.0 |
| 03:00 | 24 | 1 | 4.2 | 19 | 79.2 | 2 | 8.3 | 2 | 8.3 | 0 | 0.0 |
| 04:00 | 15 | 0 | 0.0 | 14 | 93.3 | 1 | 6.7 | 0 | 0.0 | 0 | 0.0 |
| 05:00 | 25 | 0 | 0.0 | 20 | 80.0 | 4 | 16.0 | 1 | 4.0 | 0 | 0.0 |
| 06:00 | 48 | 0 | 0.0 | 43 | 89.6 | 4 | 8.3 | 1 | 2.1 | 0 | 0.0 |
| 07:00 | 115 | 2 | 1.7 | 98 | 85.2 | 10 | 8.7 | 4 | 3.5 | 1 | 0.9 |
| 08:00 | 139 | 2 | 1.4 | 125 | 89.9 | 7 | 5.0 | 4 | 2.9 | 1 | 0.7 |
| 09:00 | 361 | 1 | 0.3 | 330 | 91.4 | 21 | 5.8 | 5 | 1.4 | 4 | 1.1 |
| 10:00 | 522 | 5 | 1.0 | 491 | 94.1 | 17 | 3.3 | 8 | 1.5 | 1 | 0.2 |
| 11:00 | 402 | 8 | 2.0 | 369 | 91.8 | 18 | 4.5 | 4 | 1.0 | 3 | 0.8 |
| 12:00 | 497 | 10 | 2.0 | 454 | 91.4 | 20 | 4.0 | 11 | 2.2 | 2 | 0.4 |
| 13:00 | 521 | 9 | 1.7 | 486 | 93.3 | 18 | 3.5 | 5 | 1.0 | 3 | 0.6 |
| 14:00 | 398 | 20 | 5.0 | 358 | 90.0 | 15 | 3.8 | 2 | 0.5 | 3 | 0.8 |
| 15:00 | 438 | 14 | 3.2 | 403 | 92.0 | 15 | 3.4 | 4 | 0.9 | 2 | 0.5 |
| 16:00 | 461 | 11 | 2.4 | 436 | 94.6 | 9 | 2.0 | 3 | 0.7 | 2 | 0.4 |
| 17:00 | 401 | 6 | 1.5 | 370 | 92.3 | 18 | 4.5 | 3 | 0.8 | 4 | 1.0 |
| 18:00 | 319 | 4 | 1.3 | 293 | 91.9 | 15 | 4.7 | 5 | 1.6 | 2 | 0.6 |
| 19:00 | 248 | 0 | 0.0 | 228 | 91.9 | 14 | 5.7 | 2 | 0.8 | 4 | 1.6 |
| 20:00 | 170 | 0 | 0.0 | 157 | 92.4 | 9 | 5.3 | 3 | 1.8 | 1 | 0.6 |
| 21:00 | 131 | 1 | 0.8 | 114 | 87.0 | 8 | 6.1 | 4 | 3.1 | 4 | 3.1 |
| 22:00 | 97 | 0 | 0.0 | 87 | 89.7 | 4 | 4.1 | 6 | 6.2 | 0 | 0.0 |
| 23:00 | 50 | 2 | 4.0 | 39 | 78.0 | 4 | 8.0 | 3 | 6.0 | 2 | 4.0 |
| 12H,7-19 | 4574 | 92 | 2.0 | 4213 | 92.1 | 183 | 4.0 | 58 | 1.3 | 28 | 0.6 |
| 16H,6-22 | 5171 | 93 | 1.8 | 4755 | 92.0 | 218 | 4.2 | 68 | 1.3 | 37 | 0.7 |
| 18H,6-24 | 5318 | 95 | 1.8 | 4881 | 91.8 | 226 | 4.3 | 77 | 1.5 | 39 | 0.7 |
| 24H,0-24 | 5497 | 99 | 1.8 | 5038 | 91.7 | 238 | 4.3 | 83 | 1.5 | 39 | 0.7 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Westbound

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|----------------------|----------------|--------------|---------------|------|--------|-----|-------|-----|-------|-----|-------|
| Mon 14-Mar-16 | | | | | | | | | | | |
| 00:00 | 21 | 0 | 0.0 | 13 | 61.9 | 3 | 14.3 | 4 | 19.1 | 1 | 4.8 |
| 01:00 | 15 | 0 | 0.0 | 10 | 66.7 | 3 | 20.0 | 1 | 6.7 | 1 | 6.7 |
| 02:00 | 5 | 0 | 0.0 | 5 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| 03:00 | 16 | 0 | 0.0 | 9 | 56.3 | 0 | 0.0 | 4 | 25.0 | 3 | 18.8 |
| 04:00 | 17 | 0 | 0.0 | 11 | 64.7 | 3 | 17.7 | 2 | 11.8 | 1 | 5.9 |
| 05:00 | 87 | 1 | 1.2 | 69 | 79.3 | 9 | 10.3 | 8 | 9.2 | 0 | 0.0 |
| 06:00 | 224 | 1 | 0.5 | 188 | 83.9 | 25 | 11.2 | 10 | 4.5 | 0 | 0.0 |
| 07:00 | 576 | 3 | 0.5 | 497 | 86.3 | 58 | 10.1 | 14 | 2.4 | 4 | 0.7 |
| 08:00 | 971 | 4 | 0.4 | 885 | 91.1 | 51 | 5.3 | 28 | 2.9 | 3 | 0.3 |
| 09:00 | 523 | 3 | 0.6 | 455 | 87.0 | 49 | 9.4 | 14 | 2.7 | 2 | 0.4 |
| 10:00 | 413 | 3 | 0.7 | 339 | 82.1 | 39 | 9.4 | 31 | 7.5 | 1 | 0.2 |
| 11:00 | 371 | 0 | 0.0 | 282 | 76.0 | 60 | 16.2 | 26 | 7.0 | 3 | 0.8 |
| 12:00 | 443 | 4 | 0.9 | 375 | 84.7 | 39 | 8.8 | 21 | 4.7 | 4 | 0.9 |
| 13:00 | 526 | 5 | 1.0 | 429 | 81.6 | 59 | 11.2 | 30 | 5.7 | 3 | 0.6 |
| 14:00 | 490 | 5 | 1.0 | 413 | 84.3 | 47 | 9.6 | 21 | 4.3 | 4 | 0.8 |
| 15:00 | 658 | 3 | 0.5 | 575 | 87.4 | 64 | 9.7 | 14 | 2.1 | 2 | 0.3 |
| 16:00 | 900 | 7 | 0.8 | 786 | 87.3 | 85 | 9.4 | 20 | 2.2 | 2 | 0.2 |
| 17:00 | 1068 | 9 | 0.8 | 977 | 91.5 | 55 | 5.2 | 27 | 2.5 | 0 | 0.0 |
| 18:00 | 732 | 9 | 1.2 | 675 | 92.2 | 31 | 4.2 | 15 | 2.1 | 2 | 0.3 |
| 19:00 | 395 | 2 | 0.5 | 372 | 94.2 | 13 | 3.3 | 7 | 1.8 | 1 | 0.3 |
| 20:00 | 202 | 1 | 0.5 | 186 | 92.1 | 10 | 5.0 | 5 | 2.5 | 0 | 0.0 |
| 21:00 | 139 | 0 | 0.0 | 132 | 95.0 | 6 | 4.3 | 1 | 0.7 | 0 | 0.0 |
| 22:00 | 117 | 1 | 0.9 | 111 | 94.9 | 2 | 1.7 | 3 | 2.6 | 0 | 0.0 |
| 23:00 | 51 | 0 | 0.0 | 47 | 92.2 | 1 | 2.0 | 3 | 5.9 | 0 | 0.0 |
| 12H,7-19 | 7671 | 55 | 0.7 | 6688 | 87.2 | 637 | 8.3 | 261 | 3.4 | 30 | 0.4 |
| 16H,6-22 | 8631 | 59 | 0.7 | 7566 | 87.7 | 691 | 8.0 | 284 | 3.3 | 31 | 0.4 |
| 18H,6-24 | 8799 | 60 | 0.7 | 7724 | 87.8 | 694 | 7.9 | 290 | 3.3 | 31 | 0.4 |
| 24H,0-24 | 8960 | 61 | 0.7 | 7841 | 87.5 | 712 | 8.0 | 309 | 3.5 | 37 | 0.4 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Westbound

| TIME PERIOD | TOTAL VEHICLES | MOTOR-CYCLES | MOTOR-CYCLES% | CARS | CARS % | LGV | LGV % | HGV | HGV % | BUS | BUS % |
|-----------------------|----------------|--------------|---------------|-------|--------|------|-------|------|-------|-----|-------|
| Daily Totals | | | | | | | | | | | |
| Tue 08-Mar-16 | 8894 | 47 | 0.5 | 7781 | 87.5 | 706 | 7.9 | 314 | 3.5 | 46 | 0.5 |
| Wed 09-Mar-16 | 8877 | 42 | 0.5 | 7775 | 87.6 | 721 | 8.1 | 292 | 3.3 | 47 | 0.5 |
| Thu 10-Mar-16 | 9387 | 43 | 0.5 | 8226 | 87.6 | 747 | 8.0 | 327 | 3.5 | 44 | 0.5 |
| Fri 11-Mar-16 | 9159 | 62 | 0.7 | 8043 | 87.8 | 727 | 7.9 | 280 | 3.1 | 47 | 0.5 |
| Sat 12-Mar-16 | 6313 | 70 | 1.1 | 5765 | 91.3 | 334 | 5.3 | 125 | 2.0 | 19 | 0.3 |
| Sun 13-Mar-16 | 5497 | 99 | 1.8 | 5038 | 91.7 | 238 | 4.3 | 83 | 1.5 | 39 | 0.7 |
| Mon 14-Mar-16 | 8960 | 61 | 0.7 | 7841 | 87.5 | 712 | 8.0 | 309 | 3.5 | 37 | 0.4 |
| Total Vehicles | | | | | | | | | | | |
| [--] | 57087 | 424 | 0.8 | 50469 | 88.7 | 4185 | 7.1 | 1730 | 2.9 | 279 | 0.5 |



20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Westbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Tue 08-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 24 | 48.8 | 42.6 | 7.1 | 0 | 0 | 1 | 3 | 5 | 7 | 7 | 0 | 1 | 0 | 0 | 0 |
| 01:00 | 12 | 49.4 | 43.9 | 7.3 | 0 | 0 | 0 | 2 | 2 | 3 | 4 | 0 | 1 | 0 | 0 | 0 |
| 02:00 | 8 | - | 41.6 | 6.6 | 0 | 0 | 0 | 1 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| 03:00 | 18 | 45.7 | 41.7 | 5.7 | 0 | 0 | 1 | 1 | 4 | 9 | 3 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 14 | 50.4 | 44.6 | 6.7 | 0 | 0 | 0 | 2 | 2 | 3 | 5 | 2 | 0 | 0 | 0 | 0 |
| 05:00 | 77 | 50.3 | 44.8 | 5.8 | 0 | 0 | 0 | 5 | 12 | 29 | 22 | 7 | 2 | 0 | 0 | 0 |
| 06:00 | 181 | 50.3 | 44.4 | 6 | 0 | 1 | 0 | 8 | 38 | 66 | 47 | 18 | 2 | 1 | 0 | 0 |
| 07:00 | 618 | 45.7 | 41.3 | 4.9 | 1 | 0 | 6 | 46 | 233 | 255 | 69 | 7 | 1 | 0 | 0 | 0 |
| 08:00 | 873 | 42.8 | 35.7 | 8 | 15 | 43 | 92 | 184 | 342 | 183 | 14 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 589 | 45.1 | 40.1 | 5 | 0 | 0 | 16 | 70 | 268 | 177 | 53 | 5 | 0 | 0 | 0 | 0 |
| 10:00 | 415 | 45.3 | 39.9 | 5.6 | 0 | 1 | 13 | 73 | 157 | 127 | 36 | 8 | 0 | 0 | 0 | 0 |
| 11:00 | 396 | 45.8 | 40.3 | 6.3 | 1 | 0 | 25 | 39 | 146 | 129 | 46 | 9 | 1 | 0 | 0 | 0 |
| 12:00 | 441 | 46.6 | 41.4 | 5.6 | 0 | 1 | 10 | 38 | 160 | 158 | 60 | 13 | 1 | 0 | 0 | 0 |
| 13:00 | 518 | 45 | 40.2 | 5.5 | 0 | 3 | 15 | 53 | 225 | 178 | 33 | 8 | 3 | 0 | 0 | 0 |
| 14:00 | 495 | 46 | 40.4 | 6 | 0 | 1 | 17 | 74 | 188 | 140 | 64 | 8 | 1 | 2 | 0 | 0 |
| 15:00 | 650 | 45.4 | 40.1 | 5.2 | 0 | 1 | 12 | 103 | 271 | 187 | 69 | 7 | 0 | 0 | 0 | 0 |
| 16:00 | 856 | 43.7 | 37.8 | 5.8 | 0 | 4 | 73 | 191 | 348 | 209 | 26 | 5 | 0 | 0 | 0 | 0 |
| 17:00 | 981 | 43 | 33.4 | 10.4 | 24 | 150 | 123 | 131 | 337 | 173 | 41 | 2 | 0 | 0 | 0 | 0 |
| 18:00 | 787 | 42.6 | 36.5 | 6.2 | 0 | 8 | 104 | 211 | 301 | 142 | 19 | 2 | 0 | 0 | 0 | 0 |
| 19:00 | 433 | 44.9 | 39.5 | 5.4 | 0 | 0 | 19 | 73 | 169 | 138 | 29 | 5 | 0 | 0 | 0 | 0 |
| 20:00 | 187 | 46.3 | 40.8 | 5.7 | 0 | 0 | 7 | 20 | 69 | 61 | 27 | 2 | 1 | 0 | 0 | 0 |
| 21:00 | 171 | 46.7 | 41 | 6.3 | 0 | 0 | 3 | 33 | 51 | 55 | 21 | 5 | 2 | 1 | 0 | 0 |
| 22:00 | 109 | 48.3 | 41.8 | 6.3 | 0 | 0 | 2 | 14 | 36 | 35 | 11 | 10 | 1 | 0 | 0 | 0 |
| 23:00 | 41 | 49.8 | 43.1 | 6.4 | 0 | 0 | 0 | 5 | 11 | 13 | 7 | 4 | 1 | 0 | 0 | 0 |
| 12H,7-19 | 7619 | 44.7 | 38.3 | 7.2 | 41 | 212 | 506 | 1213 | 2976 | 2058 | 530 | 74 | 7 | 2 | 0 | 0 |
| 16H,6-22 | 8591 | 44.9 | 38.6 | 7.1 | 41 | 213 | 535 | 1347 | 3303 | 2378 | 654 | 104 | 12 | 4 | 0 | 0 |
| 18H,6-24 | 8741 | 45 | 38.7 | 7.1 | 41 | 213 | 537 | 1366 | 3350 | 2426 | 672 | 118 | 14 | 4 | 0 | 0 |
| 24H,0-24 | 8894 | 45.1 | 38.8 | 7.2 | 41 | 213 | 539 | 1380 | 3379 | 2478 | 714 | 128 | 18 | 4 | 0 | 0 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Westbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Wed 09-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 26 | 48.9 | 43.3 | 5.4 | 0 | 0 | 0 | 2 | 7 | 8 | 8 | 1 | 0 | 0 | 0 | 0 |
| 01:00 | 15 | 47.6 | 41.5 | 5.5 | 0 | 0 | 0 | 2 | 6 | 3 | 4 | 0 | 0 | 0 | 0 | 0 |
| 02:00 | 13 | 42.4 | 39.1 | 5.2 | 0 | 0 | 1 | 0 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| 03:00 | 12 | 50.3 | 42.7 | 6.8 | 0 | 0 | 0 | 2 | 3 | 4 | 1 | 2 | 0 | 0 | 0 | 0 |
| 04:00 | 8 | - | 42.3 | 5.3 | 0 | 0 | 0 | 1 | 2 | 3 | 2 | 0 | 0 | 0 | 0 | 0 |
| 05:00 | 81 | 48.7 | 42.9 | 5.8 | 0 | 1 | 0 | 4 | 24 | 27 | 23 | 2 | 0 | 0 | 0 | 0 |
| 06:00 | 210 | 49.3 | 43.9 | 5.2 | 0 | 0 | 1 | 13 | 40 | 79 | 68 | 9 | 0 | 0 | 0 | 0 |
| 07:00 | 546 | 46 | 41.3 | 5.7 | 2 | 0 | 14 | 45 | 189 | 213 | 70 | 12 | 1 | 0 | 0 | 0 |
| 08:00 | 921 | 42.9 | 37.7 | 5.2 | 1 | 2 | 54 | 225 | 433 | 181 | 23 | 2 | 0 | 0 | 0 | 0 |
| 09:00 | 608 | 45.1 | 39.7 | 5.2 | 0 | 0 | 9 | 133 | 237 | 169 | 51 | 8 | 1 | 0 | 0 | 0 |
| 10:00 | 413 | 45.8 | 40.4 | 6 | 0 | 0 | 21 | 57 | 138 | 141 | 44 | 11 | 1 | 0 | 0 | 0 |
| 11:00 | 363 | 46.7 | 41.1 | 6.2 | 1 | 3 | 9 | 35 | 121 | 132 | 50 | 11 | 1 | 0 | 0 | 0 |
| 12:00 | 422 | 45.8 | 41.1 | 5.3 | 0 | 2 | 7 | 40 | 155 | 159 | 52 | 7 | 0 | 0 | 0 | 0 |
| 13:00 | 459 | 45.6 | 39.4 | 7.7 | 0 | 25 | 17 | 43 | 151 | 167 | 53 | 3 | 0 | 0 | 0 | 0 |
| 14:00 | 558 | 45.3 | 39.7 | 6.1 | 0 | 6 | 28 | 72 | 220 | 171 | 55 | 6 | 0 | 0 | 0 | 0 |
| 15:00 | 682 | 44.4 | 38.8 | 6.6 | 2 | 16 | 26 | 102 | 308 | 183 | 37 | 5 | 0 | 3 | 0 | 0 |
| 16:00 | 892 | 44.1 | 38.8 | 5.2 | 1 | 5 | 25 | 172 | 413 | 230 | 46 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 973 | 42.8 | 35.8 | 8.2 | 4 | 86 | 65 | 190 | 413 | 190 | 21 | 4 | 0 | 0 | 0 | 0 |
| 18:00 | 693 | 43.5 | 37.9 | 5.4 | 0 | 0 | 51 | 161 | 295 | 163 | 22 | 1 | 0 | 0 | 0 | 0 |
| 19:00 | 415 | 44.8 | 39.7 | 5.1 | 0 | 0 | 13 | 65 | 176 | 129 | 28 | 4 | 0 | 0 | 0 | 0 |
| 20:00 | 220 | 46.3 | 41.3 | 5.5 | 0 | 0 | 3 | 31 | 69 | 82 | 28 | 6 | 1 | 0 | 0 | 0 |
| 21:00 | 184 | 46 | 40.9 | 5.8 | 0 | 2 | 0 | 32 | 52 | 70 | 25 | 3 | 0 | 0 | 0 | 0 |
| 22:00 | 116 | 49.5 | 43.9 | 5 | 0 | 0 | 0 | 2 | 35 | 38 | 33 | 8 | 0 | 0 | 0 | 0 |
| 23:00 | 47 | 47.8 | 42.4 | 6.1 | 0 | 0 | 1 | 5 | 11 | 20 | 7 | 2 | 1 | 0 | 0 | 0 |
| 12H,7-19 | 7530 | 44.7 | 38.9 | 6.4 | 11 | 145 | 326 | 1275 | 3073 | 2099 | 524 | 70 | 4 | 3 | 0 | 0 |
| 16H,6-22 | 8559 | 45 | 39.2 | 6.3 | 11 | 147 | 343 | 1416 | 3410 | 2459 | 673 | 92 | 5 | 3 | 0 | 0 |
| 18H,6-24 | 8722 | 45 | 39.2 | 6.3 | 11 | 147 | 344 | 1423 | 3456 | 2517 | 713 | 102 | 6 | 3 | 0 | 0 |
| 24H,0-24 | 8877 | 45.1 | 39.3 | 6.4 | 11 | 148 | 345 | 1434 | 3507 | 2564 | 752 | 107 | 6 | 3 | 0 | 0 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Westbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Thu 10-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 28 | 50.1 | 43.7 | 5.9 | 0 | 0 | 0 | 2 | 7 | 11 | 4 | 4 | 0 | 0 | 0 | 0 |
| 01:00 | 15 | 50.3 | 43.3 | 7.8 | 0 | 0 | 1 | 1 | 4 | 2 | 5 | 2 | 0 | 0 | 0 | 0 |
| 02:00 | 16 | 51.3 | 46.9 | 5.6 | 0 | 0 | 0 | 0 | 2 | 5 | 6 | 2 | 1 | 0 | 0 | 0 |
| 03:00 | 19 | 50 | 44.6 | 6.7 | 0 | 0 | 0 | 2 | 4 | 4 | 7 | 1 | 1 | 0 | 0 | 0 |
| 04:00 | 15 | 48.8 | 44.2 | 5.1 | 0 | 0 | 0 | 1 | 2 | 7 | 4 | 1 | 0 | 0 | 0 | 0 |
| 05:00 | 78 | 50.6 | 45.4 | 5.8 | 0 | 0 | 0 | 5 | 10 | 26 | 27 | 8 | 2 | 0 | 0 | 0 |
| 06:00 | 197 | 49.7 | 42.9 | 7.3 | 0 | 1 | 12 | 9 | 42 | 73 | 40 | 16 | 3 | 1 | 0 | 0 |
| 07:00 | 591 | 45.9 | 40.8 | 5.5 | 1 | 1 | 7 | 90 | 194 | 212 | 76 | 9 | 1 | 0 | 0 | 0 |
| 08:00 | 985 | 43.6 | 35.9 | 8.8 | 14 | 78 | 94 | 161 | 357 | 251 | 29 | 1 | 0 | 0 | 0 | 0 |
| 09:00 | 603 | 44.7 | 39 | 5.9 | 0 | 2 | 46 | 88 | 241 | 185 | 37 | 3 | 1 | 0 | 0 | 0 |
| 10:00 | 431 | 45 | 39.8 | 5.4 | 0 | 1 | 13 | 67 | 182 | 130 | 30 | 7 | 1 | 0 | 0 | 0 |
| 11:00 | 438 | 45.3 | 40.1 | 5.6 | 0 | 0 | 15 | 72 | 160 | 144 | 39 | 7 | 1 | 0 | 0 | 0 |
| 12:00 | 461 | 46.2 | 40.6 | 6.3 | 0 | 2 | 25 | 54 | 142 | 166 | 61 | 10 | 1 | 0 | 0 | 0 |
| 13:00 | 563 | 45.9 | 40.6 | 5.3 | 0 | 0 | 10 | 88 | 203 | 180 | 75 | 7 | 0 | 0 | 0 | 0 |
| 14:00 | 554 | 45.4 | 40.1 | 5.4 | 0 | 0 | 16 | 97 | 200 | 178 | 57 | 6 | 0 | 0 | 0 | 0 |
| 15:00 | 610 | 46 | 41.1 | 5.7 | 0 | 1 | 23 | 59 | 191 | 246 | 80 | 9 | 1 | 0 | 0 | 0 |
| 16:00 | 952 | 43.7 | 36 | 8 | 1 | 46 | 136 | 235 | 285 | 196 | 44 | 7 | 2 | 0 | 0 | 0 |
| 17:00 | 1030 | 43 | 34.4 | 9.2 | 17 | 103 | 125 | 231 | 320 | 201 | 31 | 2 | 0 | 0 | 0 | 0 |
| 18:00 | 708 | 44.7 | 39.3 | 5.6 | 1 | 0 | 39 | 108 | 285 | 226 | 45 | 4 | 0 | 0 | 0 | 0 |
| 19:00 | 477 | 45.6 | 40.5 | 5.3 | 0 | 0 | 11 | 60 | 197 | 148 | 51 | 9 | 1 | 0 | 0 | 0 |
| 20:00 | 250 | 47.7 | 41.9 | 5.5 | 0 | 0 | 2 | 30 | 74 | 91 | 45 | 7 | 1 | 0 | 0 | 0 |
| 21:00 | 178 | 49.2 | 43.5 | 5.4 | 0 | 0 | 0 | 11 | 45 | 72 | 36 | 13 | 0 | 1 | 0 | 0 |
| 22:00 | 131 | 50 | 43.2 | 6.6 | 0 | 0 | 1 | 13 | 37 | 43 | 21 | 12 | 3 | 1 | 0 | 0 |
| 23:00 | 57 | 51.5 | 44.9 | 5.8 | 0 | 0 | 0 | 2 | 14 | 17 | 14 | 10 | 0 | 0 | 0 | 0 |
| 12H,7-19 | 7926 | 44.9 | 38.4 | 7.3 | 34 | 234 | 549 | 1350 | 2760 | 2315 | 604 | 72 | 8 | 0 | 0 | 0 |
| 16H,6-22 | 9028 | 45.2 | 38.8 | 7.3 | 34 | 235 | 574 | 1460 | 3118 | 2699 | 776 | 117 | 13 | 2 | 0 | 0 |
| 18H,6-24 | 9216 | 45.2 | 38.9 | 7.3 | 34 | 235 | 575 | 1475 | 3169 | 2759 | 811 | 139 | 16 | 3 | 0 | 0 |
| 24H,0-24 | 9387 | 45.4 | 39 | 7.3 | 34 | 235 | 576 | 1486 | 3198 | 2814 | 864 | 157 | 20 | 3 | 0 | 0 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Westbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Fri 11-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 20 | 56.8 | 47.5 | 8.2 | 0 | 0 | 0 | 1 | 3 | 6 | 4 | 2 | 3 | 1 | 0 | 0 |
| 01:00 | 19 | 48.8 | 43.2 | 5.6 | 0 | 0 | 0 | 1 | 6 | 7 | 3 | 2 | 0 | 0 | 0 | 0 |
| 02:00 | 11 | 50.3 | 45.8 | 5.8 | 0 | 0 | 0 | 0 | 1 | 7 | 1 | 1 | 1 | 0 | 0 | 0 |
| 03:00 | 17 | 52.2 | 44.2 | 8 | 0 | 0 | 1 | 1 | 4 | 3 | 4 | 4 | 0 | 0 | 0 | 0 |
| 04:00 | 13 | 49.2 | 43.1 | 6.1 | 0 | 0 | 0 | 1 | 5 | 2 | 4 | 1 | 0 | 0 | 0 | 0 |
| 05:00 | 75 | 51.7 | 45.3 | 6.9 | 0 | 1 | 0 | 1 | 17 | 22 | 21 | 9 | 4 | 0 | 0 | 0 |
| 06:00 | 180 | 50 | 43.5 | 7.1 | 0 | 0 | 11 | 11 | 30 | 56 | 55 | 15 | 2 | 0 | 0 | 0 |
| 07:00 | 536 | 48.8 | 43 | 5.4 | 0 | 0 | 5 | 30 | 151 | 203 | 120 | 25 | 1 | 1 | 0 | 0 |
| 08:00 | 859 | 44.5 | 38.7 | 6.7 | 6 | 23 | 29 | 117 | 376 | 255 | 46 | 7 | 0 | 0 | 0 | 0 |
| 09:00 | 572 | 47.3 | 41.1 | 6.1 | 0 | 1 | 23 | 65 | 181 | 191 | 96 | 14 | 1 | 0 | 0 | 0 |
| 10:00 | 441 | 45.7 | 40.9 | 5.4 | 0 | 1 | 9 | 43 | 179 | 152 | 45 | 11 | 1 | 0 | 0 | 0 |
| 11:00 | 502 | 45.9 | 40.6 | 6.4 | 2 | 1 | 26 | 55 | 150 | 195 | 65 | 6 | 1 | 1 | 0 | 0 |
| 12:00 | 527 | 47.4 | 41.5 | 6.6 | 0 | 1 | 25 | 28 | 203 | 167 | 83 | 14 | 2 | 0 | 0 | 4 |
| 13:00 | 569 | 47.5 | 41.3 | 6.3 | 0 | 2 | 23 | 62 | 172 | 199 | 84 | 25 | 2 | 0 | 0 | 0 |
| 14:00 | 604 | 47 | 41.6 | 5.8 | 0 | 6 | 9 | 53 | 184 | 241 | 98 | 12 | 0 | 1 | 0 | 0 |
| 15:00 | 766 | 46 | 39.9 | 7 | 1 | 16 | 36 | 96 | 279 | 223 | 101 | 10 | 3 | 1 | 0 | 0 |
| 16:00 | 908 | 45.1 | 39.1 | 6.9 | 1 | 25 | 58 | 97 | 340 | 307 | 77 | 3 | 0 | 0 | 0 | 0 |
| 17:00 | 892 | 44.9 | 38.6 | 7.4 | 13 | 16 | 49 | 140 | 332 | 269 | 67 | 4 | 1 | 1 | 0 | 0 |
| 18:00 | 652 | 44.5 | 39.2 | 5 | 0 | 0 | 16 | 144 | 270 | 178 | 42 | 1 | 1 | 0 | 0 | 0 |
| 19:00 | 361 | 47.2 | 41.7 | 5.5 | 0 | 1 | 3 | 27 | 144 | 120 | 48 | 17 | 1 | 0 | 0 | 0 |
| 20:00 | 205 | 46.5 | 40.6 | 6.2 | 0 | 0 | 11 | 23 | 76 | 61 | 26 | 8 | 0 | 0 | 0 | 0 |
| 21:00 | 147 | 48.8 | 42.8 | 5.6 | 0 | 0 | 1 | 11 | 45 | 52 | 28 | 9 | 1 | 0 | 0 | 0 |
| 22:00 | 178 | 47.8 | 42.4 | 5.2 | 0 | 0 | 1 | 12 | 59 | 67 | 32 | 6 | 1 | 0 | 0 | 0 |
| 23:00 | 105 | 46.6 | 42.6 | 4.6 | 0 | 0 | 0 | 5 | 30 | 52 | 15 | 2 | 1 | 0 | 0 | 0 |
| 12H,7-19 | 7828 | 45.8 | 40.2 | 6.5 | 23 | 92 | 308 | 930 | 2817 | 2580 | 924 | 132 | 13 | 5 | 0 | 4 |
| 16H,6-22 | 8721 | 46 | 40.4 | 6.5 | 23 | 93 | 334 | 1002 | 3112 | 2869 | 1081 | 181 | 17 | 5 | 0 | 4 |
| 18H,6-24 | 9004 | 46 | 40.5 | 6.5 | 23 | 93 | 335 | 1019 | 3201 | 2988 | 1128 | 189 | 19 | 5 | 0 | 4 |
| 24H,0-24 | 9159 | 46.2 | 40.5 | 6.5 | 23 | 94 | 336 | 1024 | 3237 | 3035 | 1165 | 208 | 27 | 6 | 0 | 4 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Westbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Sat 12-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 44 | 50 | 43.7 | 6 | 0 | 0 | 0 | 4 | 11 | 13 | 11 | 5 | 0 | 0 | 0 | 0 |
| 01:00 | 22 | 53.2 | 44.1 | 8.1 | 0 | 0 | 1 | 1 | 7 | 5 | 2 | 5 | 1 | 0 | 0 | 0 |
| 02:00 | 25 | 45.6 | 41.9 | 4.7 | 0 | 0 | 0 | 1 | 11 | 9 | 3 | 1 | 0 | 0 | 0 | 0 |
| 03:00 | 20 | 53.5 | 47 | 6.9 | 0 | 0 | 0 | 0 | 4 | 6 | 4 | 5 | 0 | 1 | 0 | 0 |
| 04:00 | 18 | 50 | 44.1 | 6.7 | 0 | 0 | 0 | 1 | 7 | 2 | 6 | 1 | 1 | 0 | 0 | 0 |
| 05:00 | 47 | 50.4 | 44.9 | 6.6 | 0 | 0 | 2 | 3 | 4 | 13 | 20 | 5 | 0 | 0 | 0 | 0 |
| 06:00 | 74 | 51.3 | 45.7 | 6.8 | 0 | 1 | 0 | 3 | 9 | 24 | 25 | 8 | 4 | 0 | 0 | 0 |
| 07:00 | 193 | 49.8 | 44.4 | 5.9 | 0 | 0 | 5 | 5 | 32 | 77 | 59 | 11 | 4 | 0 | 0 | 0 |
| 08:00 | 283 | 50.1 | 44.2 | 6.1 | 0 | 1 | 0 | 23 | 54 | 96 | 80 | 23 | 6 | 0 | 0 | 0 |
| 09:00 | 479 | 47.7 | 41.8 | 6 | 0 | 0 | 17 | 40 | 146 | 175 | 82 | 15 | 3 | 0 | 1 | 0 |
| 10:00 | 520 | 46.4 | 41.1 | 6 | 0 | 3 | 20 | 45 | 173 | 195 | 72 | 11 | 1 | 0 | 0 | 0 |
| 11:00 | 583 | 45.4 | 39.7 | 7 | 0 | 19 | 18 | 75 | 205 | 204 | 50 | 10 | 1 | 0 | 1 | 0 |
| 12:00 | 553 | 45.8 | 40.6 | 6.7 | 6 | 2 | 23 | 52 | 180 | 214 | 60 | 16 | 0 | 0 | 0 | 0 |
| 13:00 | 540 | 47.8 | 42.1 | 5.3 | 0 | 1 | 8 | 32 | 184 | 197 | 101 | 17 | 0 | 0 | 0 | 0 |
| 14:00 | 487 | 48.4 | 43.3 | 4.8 | 0 | 0 | 2 | 13 | 137 | 212 | 103 | 17 | 3 | 0 | 0 | 0 |
| 15:00 | 490 | 47.5 | 42.1 | 5.7 | 0 | 1 | 8 | 46 | 139 | 203 | 62 | 30 | 1 | 0 | 0 | 0 |
| 16:00 | 468 | 48.9 | 43.7 | 5.1 | 0 | 2 | 2 | 10 | 101 | 223 | 102 | 25 | 3 | 0 | 0 | 0 |
| 17:00 | 376 | 48.8 | 43.4 | 5.3 | 0 | 2 | 1 | 17 | 86 | 167 | 83 | 19 | 1 | 0 | 0 | 0 |
| 18:00 | 355 | 47.9 | 41.8 | 6.1 | 0 | 0 | 13 | 27 | 118 | 122 | 57 | 13 | 5 | 0 | 0 | 0 |
| 19:00 | 230 | 47.3 | 41.8 | 6.3 | 1 | 0 | 1 | 30 | 69 | 86 | 31 | 6 | 4 | 2 | 0 | 0 |
| 20:00 | 165 | 48.1 | 41.9 | 6.1 | 0 | 0 | 5 | 16 | 49 | 57 | 31 | 5 | 2 | 0 | 0 | 0 |
| 21:00 | 142 | 48.1 | 42.9 | 4.9 | 0 | 0 | 0 | 8 | 40 | 61 | 27 | 6 | 0 | 0 | 0 | 0 |
| 22:00 | 99 | 49 | 41.6 | 7.5 | 0 | 0 | 5 | 19 | 21 | 28 | 18 | 4 | 4 | 0 | 0 | 0 |
| 23:00 | 100 | 47.2 | 41.1 | 6.2 | 0 | 0 | 3 | 12 | 38 | 28 | 15 | 2 | 2 | 0 | 0 | 0 |
| 12H,7-19 | 5327 | 47.9 | 42.1 | 6.1 | 6 | 31 | 117 | 385 | 1555 | 2085 | 911 | 207 | 28 | 0 | 2 | 0 |
| 16H,6-22 | 5938 | 48 | 42.1 | 6.1 | 7 | 32 | 123 | 442 | 1722 | 2313 | 1025 | 232 | 38 | 2 | 2 | 0 |
| 18H,6-24 | 6137 | 48 | 42.1 | 6.1 | 7 | 32 | 131 | 473 | 1781 | 2369 | 1058 | 238 | 44 | 2 | 2 | 0 |
| 24H,0-24 | 6313 | 48.1 | 42.2 | 6.1 | 7 | 32 | 134 | 483 | 1825 | 2417 | 1104 | 260 | 46 | 3 | 2 | 0 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Westbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Sun 13-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 66 | 49.8 | 42.7 | 7.4 | 0 | 0 | 4 | 4 | 21 | 12 | 19 | 4 | 2 | 0 | 0 | 0 |
| 01:00 | 29 | 53.6 | 47.5 | 6.6 | 0 | 0 | 0 | 1 | 3 | 8 | 9 | 6 | 1 | 1 | 0 | 0 |
| 02:00 | 20 | 49.8 | 43.3 | 6.3 | 0 | 0 | 0 | 2 | 7 | 3 | 6 | 2 | 0 | 0 | 0 | 0 |
| 03:00 | 24 | 49.3 | 42.5 | 7.3 | 0 | 0 | 2 | 1 | 6 | 7 | 6 | 2 | 0 | 0 | 0 | 0 |
| 04:00 | 15 | 49.8 | 42.5 | 7.3 | 0 | 0 | 0 | 4 | 2 | 4 | 3 | 2 | 0 | 0 | 0 | 0 |
| 05:00 | 25 | 49.6 | 44.3 | 5.3 | 0 | 0 | 0 | 1 | 6 | 8 | 8 | 2 | 0 | 0 | 0 | 0 |
| 06:00 | 48 | 51.9 | 45.5 | 7.5 | 0 | 0 | 3 | 0 | 5 | 17 | 14 | 7 | 1 | 1 | 0 | 0 |
| 07:00 | 115 | 51.4 | 43.7 | 8.4 | 0 | 2 | 6 | 6 | 24 | 27 | 31 | 16 | 2 | 1 | 0 | 0 |
| 08:00 | 139 | 51.5 | 45.9 | 6.4 | 0 | 1 | 0 | 5 | 18 | 46 | 46 | 17 | 5 | 1 | 0 | 0 |
| 09:00 | 361 | 48.9 | 43.4 | 5.8 | 0 | 1 | 2 | 23 | 78 | 162 | 70 | 16 | 8 | 1 | 0 | 0 |
| 10:00 | 522 | 47.5 | 41.5 | 6.8 | 0 | 17 | 0 | 37 | 167 | 196 | 89 | 14 | 2 | 0 | 0 | 0 |
| 11:00 | 402 | 48.8 | 42.7 | 6.7 | 1 | 5 | 14 | 8 | 99 | 166 | 85 | 21 | 3 | 0 | 0 | 0 |
| 12:00 | 497 | 47.1 | 41.1 | 6.7 | 0 | 3 | 37 | 33 | 133 | 200 | 73 | 17 | 1 | 0 | 0 | 0 |
| 13:00 | 521 | 48.5 | 43 | 5.2 | 0 | 1 | 2 | 24 | 146 | 213 | 115 | 17 | 2 | 1 | 0 | 0 |
| 14:00 | 398 | 49.3 | 43.2 | 6.2 | 0 | 4 | 2 | 25 | 99 | 145 | 94 | 24 | 4 | 1 | 0 | 0 |
| 15:00 | 438 | 49.1 | 43.6 | 5.8 | 0 | 4 | 3 | 14 | 96 | 190 | 103 | 25 | 2 | 1 | 0 | 0 |
| 16:00 | 461 | 49.6 | 44.2 | 5.9 | 0 | 2 | 6 | 19 | 75 | 187 | 142 | 22 | 6 | 1 | 1 | 0 |
| 17:00 | 401 | 48.8 | 42.9 | 5.8 | 1 | 0 | 3 | 22 | 119 | 156 | 70 | 24 | 6 | 0 | 0 | 0 |
| 18:00 | 319 | 48.8 | 43 | 5.7 | 0 | 0 | 8 | 13 | 85 | 128 | 66 | 17 | 2 | 0 | 0 | 0 |
| 19:00 | 248 | 48.1 | 41.8 | 5.6 | 0 | 0 | 4 | 21 | 96 | 70 | 47 | 9 | 1 | 0 | 0 | 0 |
| 20:00 | 170 | 48.8 | 42.7 | 6.2 | 0 | 0 | 3 | 19 | 38 | 65 | 34 | 9 | 1 | 1 | 0 | 0 |
| 21:00 | 131 | 50.4 | 44.2 | 6.6 | 0 | 1 | 1 | 3 | 35 | 47 | 27 | 10 | 7 | 0 | 0 | 0 |
| 22:00 | 97 | 50.3 | 44.4 | 6.4 | 0 | 0 | 0 | 8 | 23 | 24 | 31 | 8 | 2 | 1 | 0 | 0 |
| 23:00 | 50 | 49.3 | 41.5 | 7.3 | 0 | 0 | 2 | 8 | 17 | 9 | 9 | 4 | 1 | 0 | 0 | 0 |
| 12H,7-19 | 4574 | 48.9 | 42.9 | 6.3 | 2 | 40 | 83 | 229 | 1139 | 1816 | 984 | 230 | 43 | 7 | 1 | 0 |
| 16H,6-22 | 5171 | 49 | 42.9 | 6.3 | 2 | 41 | 94 | 272 | 1313 | 2015 | 1106 | 265 | 53 | 9 | 1 | 0 |
| 18H,6-24 | 5318 | 49 | 42.9 | 6.3 | 2 | 41 | 96 | 288 | 1353 | 2048 | 1146 | 277 | 56 | 10 | 1 | 0 |
| 24H,0-24 | 5497 | 49.1 | 43 | 6.3 | 2 | 41 | 102 | 301 | 1398 | 2090 | 1197 | 295 | 59 | 11 | 1 | 0 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Westbound

| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|----------------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
| Mon 14-Mar-16 | | | | | | | | | | | | | | | | |
| 00:00 | 21 | 47.7 | 42.4 | 6.1 | 0 | 0 | 1 | 1 | 5 | 9 | 4 | 1 | 0 | 0 | 0 | 0 |
| 01:00 | 15 | 52.6 | 45.5 | 5.8 | 0 | 0 | 0 | 0 | 3 | 7 | 1 | 4 | 0 | 0 | 0 | 0 |
| 02:00 | 5 | - | 47.5 | 7.5 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 |
| 03:00 | 16 | 46.5 | 43.5 | 6.7 | 0 | 0 | 0 | 0 | 7 | 6 | 1 | 0 | 2 | 0 | 0 | 0 |
| 04:00 | 17 | 50.8 | 45 | 8.3 | 0 | 0 | 0 | 1 | 7 | 1 | 5 | 1 | 1 | 1 | 0 | 0 |
| 05:00 | 87 | 50.2 | 44.3 | 7 | 0 | 1 | 0 | 5 | 20 | 25 | 27 | 6 | 1 | 2 | 0 | 0 |
| 06:00 | 224 | 50.7 | 44.2 | 7.2 | 0 | 0 | 5 | 17 | 51 | 64 | 56 | 25 | 1 | 2 | 3 | 0 |
| 07:00 | 576 | 47.3 | 41.2 | 7 | 3 | 11 | 19 | 38 | 165 | 228 | 98 | 12 | 2 | 0 | 0 | 0 |
| 08:00 | 971 | 44.3 | 34.7 | 10.2 | 12 | 125 | 130 | 150 | 270 | 212 | 60 | 11 | 1 | 0 | 0 | 0 |
| 09:00 | 523 | 46.4 | 41.3 | 5.7 | 0 | 1 | 19 | 48 | 161 | 209 | 73 | 11 | 1 | 0 | 0 | 0 |
| 10:00 | 413 | 47.3 | 41.1 | 6.7 | 0 | 1 | 34 | 23 | 121 | 155 | 66 | 11 | 1 | 1 | 0 | 0 |
| 11:00 | 371 | 47.7 | 42.2 | 6.3 | 0 | 5 | 10 | 16 | 97 | 166 | 60 | 15 | 2 | 0 | 0 | 0 |
| 12:00 | 443 | 48.2 | 41.9 | 7 | 2 | 2 | 26 | 19 | 115 | 177 | 78 | 21 | 3 | 0 | 0 | 0 |
| 13:00 | 526 | 47.9 | 42.3 | 5.5 | 0 | 1 | 8 | 28 | 180 | 195 | 92 | 18 | 4 | 0 | 0 | 0 |
| 14:00 | 490 | 48.2 | 41.3 | 7.2 | 2 | 8 | 16 | 46 | 143 | 159 | 96 | 18 | 2 | 0 | 0 | 0 |
| 15:00 | 658 | 45.5 | 40.5 | 5.7 | 1 | 2 | 22 | 77 | 230 | 250 | 69 | 6 | 1 | 0 | 0 | 0 |
| 16:00 | 900 | 45.1 | 38.6 | 7.6 | 5 | 33 | 59 | 121 | 316 | 283 | 75 | 8 | 0 | 0 | 0 | 0 |
| 17:00 | 1068 | 42.8 | 35 | 8.6 | 10 | 95 | 120 | 235 | 368 | 216 | 22 | 2 | 0 | 0 | 0 | 0 |
| 18:00 | 732 | 45.4 | 40 | 5.8 | 0 | 2 | 33 | 99 | 283 | 234 | 68 | 12 | 1 | 0 | 0 | 0 |
| 19:00 | 395 | 45.9 | 40.5 | 5.8 | 0 | 0 | 17 | 43 | 158 | 119 | 47 | 10 | 1 | 0 | 0 | 0 |
| 20:00 | 202 | 48.4 | 42.5 | 5.5 | 0 | 0 | 2 | 17 | 59 | 75 | 38 | 11 | 0 | 0 | 0 | 0 |
| 21:00 | 139 | 49.9 | 44.4 | 5.8 | 0 | 0 | 0 | 8 | 28 | 49 | 42 | 11 | 0 | 0 | 0 | 1 |
| 22:00 | 117 | 50.2 | 44.3 | 5.9 | 0 | 0 | 0 | 8 | 27 | 34 | 36 | 10 | 2 | 0 | 0 | 0 |
| 23:00 | 51 | 51.7 | 45.3 | 6.8 | 0 | 0 | 1 | 1 | 12 | 13 | 15 | 6 | 3 | 0 | 0 | 0 |
| 12H,7-19 | 7671 | 45.7 | 39.2 | 7.9 | 35 | 286 | 496 | 900 | 2449 | 2484 | 857 | 145 | 18 | 1 | 0 | 0 |
| 16H,6-22 | 8631 | 46 | 39.6 | 7.8 | 35 | 286 | 520 | 985 | 2745 | 2791 | 1040 | 202 | 20 | 3 | 3 | 1 |
| 18H,6-24 | 8799 | 46.1 | 39.6 | 7.8 | 35 | 286 | 521 | 994 | 2784 | 2838 | 1091 | 218 | 25 | 3 | 3 | 1 |
| 24H,0-24 | 8960 | 46.2 | 39.7 | 7.8 | 35 | 287 | 522 | 1001 | 2827 | 2887 | 1131 | 230 | 30 | 6 | 3 | 1 |

20034 WALLINGFORD Site No: 20034002 Location Site 2, Nosworthy Way, Wallingford (Tree)
 Tue 08-Mar-16 to Mon 14-Mar-16 Channel: Westbound

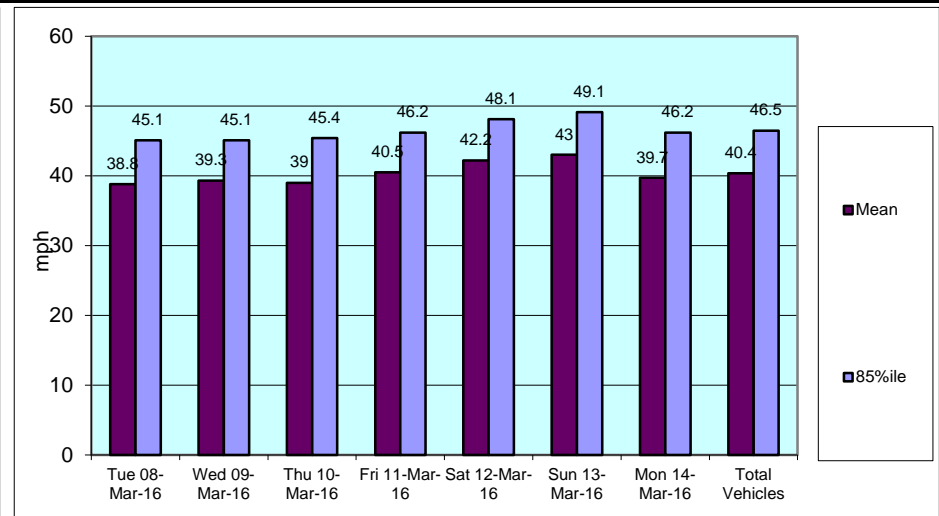
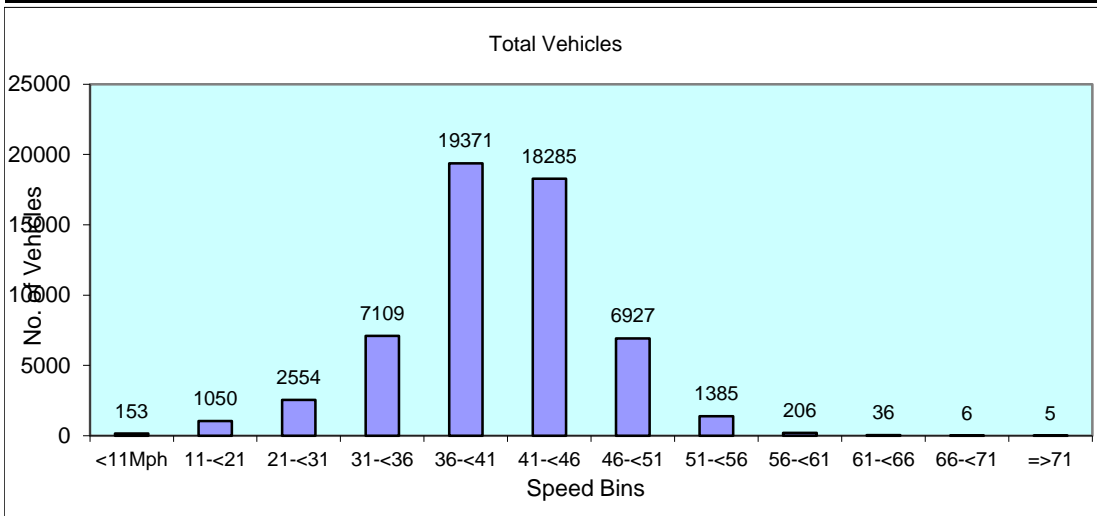
| Time Period | Total Vehicles | 85%ile Speed | Mean Speed | Stand Dev. | <11Mph | 11-<21 | 21-<31 | 31-<36 | 36-<41 | 41-<46 | 46-<51 | 51-<56 | 56-<61 | 61-<66 | 66-<71 | =>71 |
|-------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|
|-------------|----------------|--------------|------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------|

Daily Totals

| | | | | | | | | | | | | | | | | |
|---------------|-------------|------|------|-----|----|-----|-----|------|------|------|------|-----|----|----|---|---|
| Tue 08-Mar-16 | 8894 | 45.1 | 38.8 | 7.2 | 41 | 213 | 539 | 1380 | 3379 | 2478 | 714 | 128 | 18 | 4 | 0 | 0 |
| Wed 09-Mar-16 | 8877 | 45.1 | 39.3 | 6.4 | 11 | 148 | 345 | 1434 | 3507 | 2564 | 752 | 107 | 6 | 3 | 0 | 0 |
| Thu 10-Mar-16 | 9387 | 45.4 | 39 | 7.3 | 34 | 235 | 576 | 1486 | 3198 | 2814 | 864 | 157 | 20 | 3 | 0 | 0 |
| Fri 11-Mar-16 | 9159 | 46.2 | 40.5 | 6.5 | 23 | 94 | 336 | 1024 | 3237 | 3035 | 1165 | 208 | 27 | 6 | 0 | 4 |
| Sat 12-Mar-16 | 6313 | 48.1 | 42.2 | 6.1 | 7 | 32 | 134 | 483 | 1825 | 2417 | 1104 | 260 | 46 | 3 | 2 | 0 |
| Sun 13-Mar-16 | 5497 | 49.1 | 43 | 6.3 | 2 | 41 | 102 | 301 | 1398 | 2090 | 1197 | 295 | 59 | 11 | 1 | 0 |
| Mon 14-Mar-16 | 8960 | 46.2 | 39.7 | 7.8 | 35 | 287 | 522 | 1001 | 2827 | 2887 | 1131 | 230 | 30 | 6 | 3 | 1 |

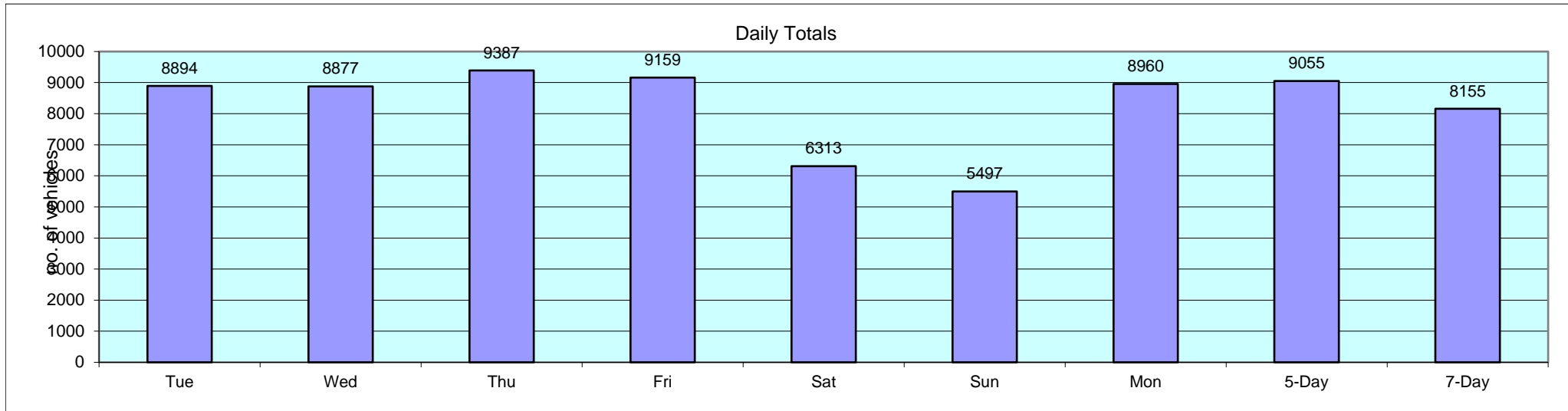
Total Vehicles

| | | | | | | | | | | | | | | | | |
|------|--------------|------|------|-----|-----|------|------|------|-------|-------|------|------|-----|----|---|---|
| [--] | 57087 | 46.5 | 40.4 | 6.8 | 153 | 1050 | 2554 | 7109 | 19371 | 18285 | 6927 | 1385 | 206 | 36 | 6 | 5 |
|------|--------------|------|------|-----|-----|------|------|------|-------|-------|------|------|-----|----|---|---|



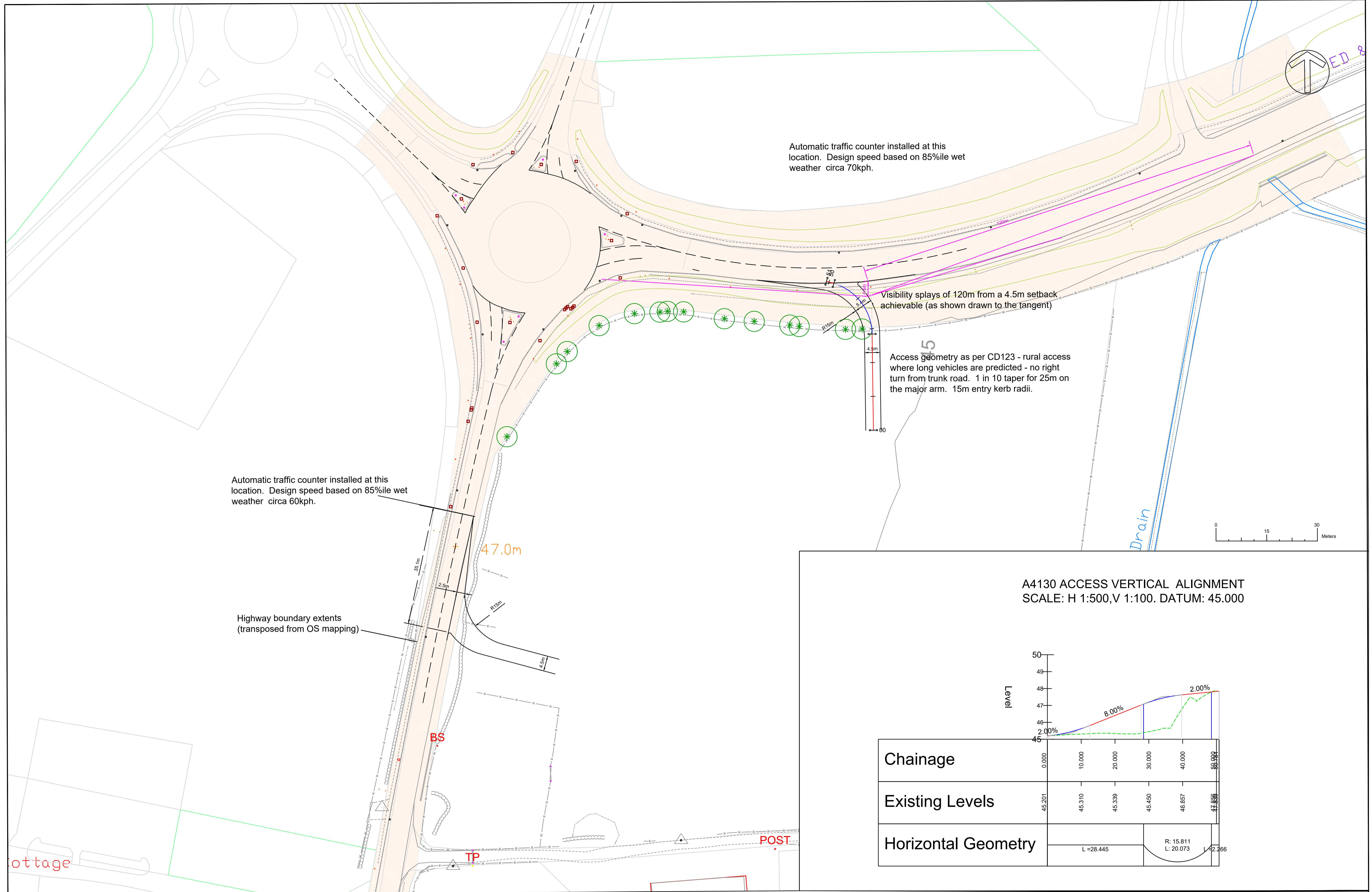
| TIME PERIOD | Tue 08/03/16 | Wed 09/03/16 | Thu 10/03/16 | Fri 11/03/16 | Sat 12/03/16 | Sun 13/03/16 | Mon 14/03/16 | 5-Day Av | 7-Day Av |
|------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------|-------------|
| Week Begin: 08-Mar-16 | | | | | | | | | |
| 00:00 | 24 | 26 | 28 | 20 | 44 | 66 | 21 | 24 | 33 |
| 01:00 | 12 | 15 | 15 | 19 | 22 | 29 | 15 | 15 | 18 |
| 02:00 | 8 | 13 | 16 | 11 | 25 | 20 | 5 | 11 | 14 |
| 03:00 | 18 | 12 | 19 | 17 | 20 | 24 | 16 | 16 | 18 |
| 04:00 | 14 | 8 | 15 | 13 | 18 | 15 | 17 | 13 | 14 |
| 05:00 | 77 | 81 | 78 | 75 | 47 | 25 | 87 | 80 | 67 |
| 06:00 | 181 | 210 | 197 | 180 | 74 | 48 | 224 | 198 | 159 |
| 07:00 | 618 | 546 | 591 | 536 | 193 | 115 | 576 | 573 | 454 |
| 08:00 | 873 | 921 | 985 | 859 | 283 | 139 | 971 | 922 | 719 |
| 09:00 | 589 | 608 | 603 | 572 | 479 | 361 | 523 | 579 | 534 |
| 10:00 | 415 | 413 | 431 | 441 | 520 | 522 | 413 | 423 | 451 |
| 11:00 | 396 | 363 | 438 | 502 | 583 | 402 | 371 | 414 | 436 |
| 12:00 | 441 | 422 | 461 | 527 | 553 | 497 | 443 | 459 | 478 |
| 13:00 | 518 | 459 | 563 | 569 | 540 | 521 | 526 | 527 | 528 |
| 14:00 | 495 | 558 | 554 | 604 | 487 | 398 | 490 | 540 | 512 |
| 15:00 | 650 | 682 | 610 | 766 | 490 | 438 | 658 | 673 | 613 |
| 16:00 | 856 | 892 | 952 | 908 | 468 | 461 | 900 | 902 | 777 |
| 17:00 | 981 | 973 | 1030 | 892 | 376 | 401 | 1068 | 989 | 817 |
| 18:00 | 787 | 693 | 708 | 652 | 355 | 319 | 732 | 714 | 607 |
| 19:00 | 433 | 415 | 477 | 361 | 230 | 248 | 395 | 416 | 366 |
| 20:00 | 187 | 220 | 250 | 205 | 165 | 170 | 202 | 213 | 200 |
| 21:00 | 171 | 184 | 178 | 147 | 142 | 131 | 139 | 164 | 156 |
| 22:00 | 109 | 116 | 131 | 178 | 99 | 97 | 117 | 130 | 121 |
| 23:00 | 41 | 47 | 57 | 105 | 100 | 50 | 51 | 60 | 64 |
| 12H,7-19 | 7619 | 7530 | 7926 | 7828 | 5327 | 4574 | 7671 | 7715 | 6925 |
| 16H,6-22 | 8591 | 8559 | 9028 | 8721 | 5938 | 5171 | 8631 | 8706 | 7806 |
| 18H,6-24 | 8741 | 8722 | 9216 | 9004 | 6137 | 5318 | 8799 | 8896 | 7991 |
| 24H,0-24 | 8894 | 8877 | 9387 | 9159 | 6313 | 5497 | 8960 | 9055 | 8155 |
| Am | 08:00 | 08:00 | 08:00 | 08:00 | 11:00 | 10:00 | 08:00 | - | - |
| Peak | 873 | 921 | 985 | 859 | 583 | 522 | 971 | 922 | 816 |
| Pm | 17:00 | 17:00 | 17:00 | 16:00 | 12:00 | 13:00 | 17:00 | - | - |
| Peak | 981 | 973 | 1030 | 908 | 553 | 521 | 1068 | 992 | 862 |

| TIME PERIOD | Tue 08/03/16 | Wed 09/03/16 | Thu 10/03/16 | Fri 11/03/16 | Sat 12/03/16 | Sun 13/03/16 | Mon 14/03/16 | 5-Day Av | 7-Day Av |
|-------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------|-------------|
|-------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------|-------------|

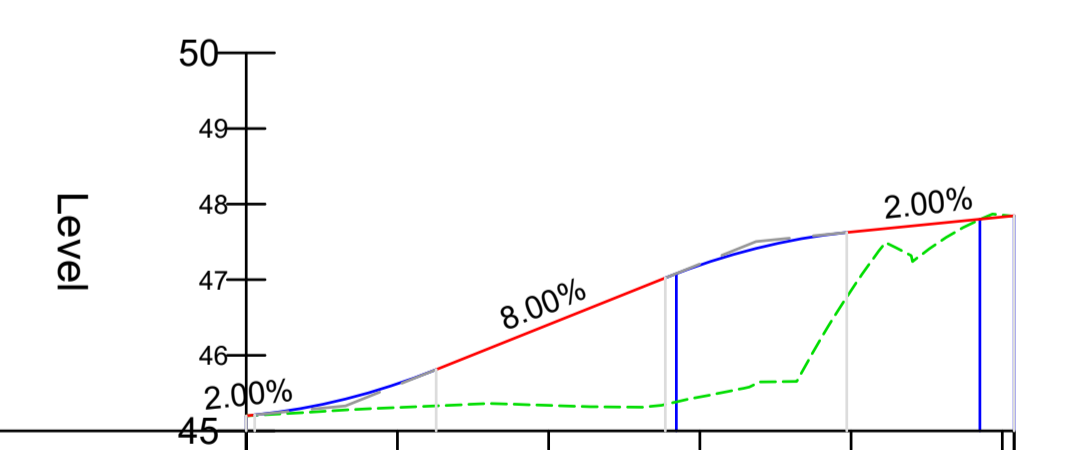


Appendix E

Site Access Plans



A4130 ACCESS VERTICAL ALIGNMENT
 SCALE: H 1:500, V 1:100. DATUM: 45.000



| | | | | | | |
|---------------------|----------|--------|------------------------|--------|---------|--------|
| Chainage | 0.000 | 10.000 | 20.000 | 30.000 | 40.000 | 50.000 |
| Existing Levels | 45.201 | 45.310 | 45.339 | 45.450 | 46.857 | 47.856 |
| Horizontal Geometry | L=28.445 | | R: 15.811 L: 20.073 | | L=2.266 | |

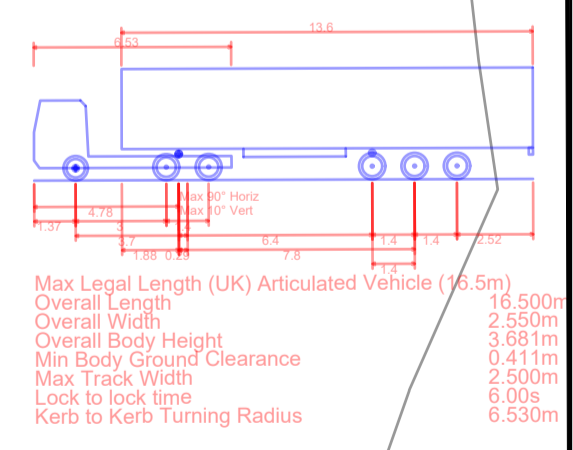
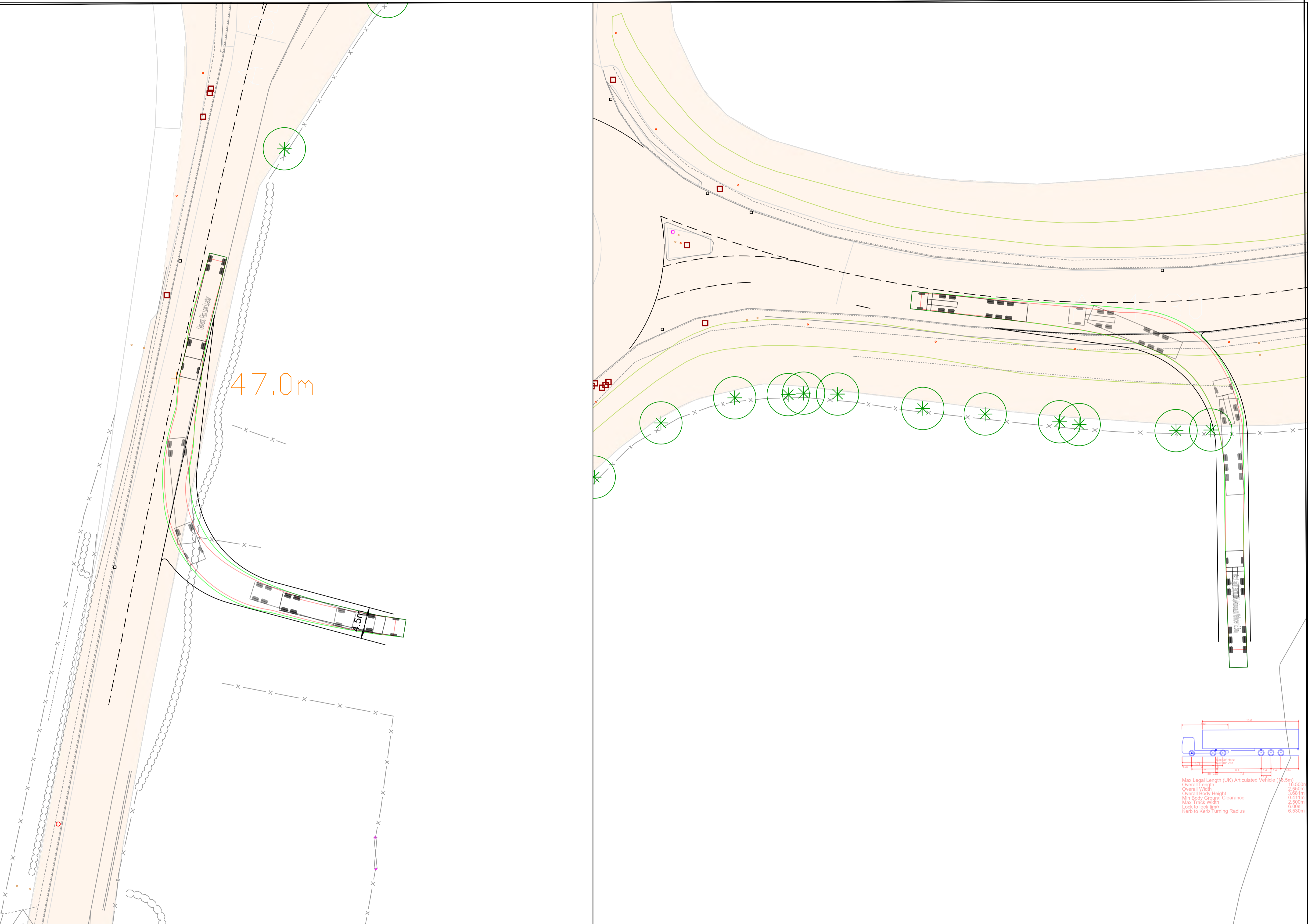
Based upon the ORDNANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE,
 © Crown Copyright AL 100030412
 © David Tucker Associates

| REV | DESCRIPTION | DRAWN | INITIALS | DATE | DRAWING STATUS | CHECKED BY | DATE |
|-----|-------------|-------|----------|------|----------------|------------|------|
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 Fax: +44(0)1564 793983
 www.dtatransportation.co.uk

| | | | |
|---------------|---------------------|------------|----------------|
| JOB TITLE | WHITE CROSS FARM | CLIENT | GREENFIELD ASS |
| DRAWING TITLE | GENERAL ARRANGEMENT | | |
| SCALE | 1:500@A1 | DRAWN BY | RM |
| DATE | 10/03/22 | DRAWING No | 17309-07-GA |
| REVISION | A | | |



Max Legal Length (UK) Articulated Vehicle (17.5m)
 Overall Length 16.50m
 Overall Width 2.550m
 Overall Body Height 3.851m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.520m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m

Based upon the ORDINANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE,
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 © David Tucker Associates

| REV | DESCRIPTION | DRAWN | INITIALS | DATE | DRAWING STATUS | CHECKED BY | DATE |
|-----|-------------|-------|----------|------|----------------|------------|------|
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| | | | |
|---------------|------------------|----------|----------------|
| JOB TITLE | WHITE CROSS FARM | CLIENT | GREENFIELD ASS |
| DRAWING TITLE | VEHICLE TRACKING | | |
| SCALE | DRAWN BY | DATE | DRAWING No |
| 1:250@A1 | RM | 10/03/22 | 17309-07-TRK |
| REVISION | A | | |

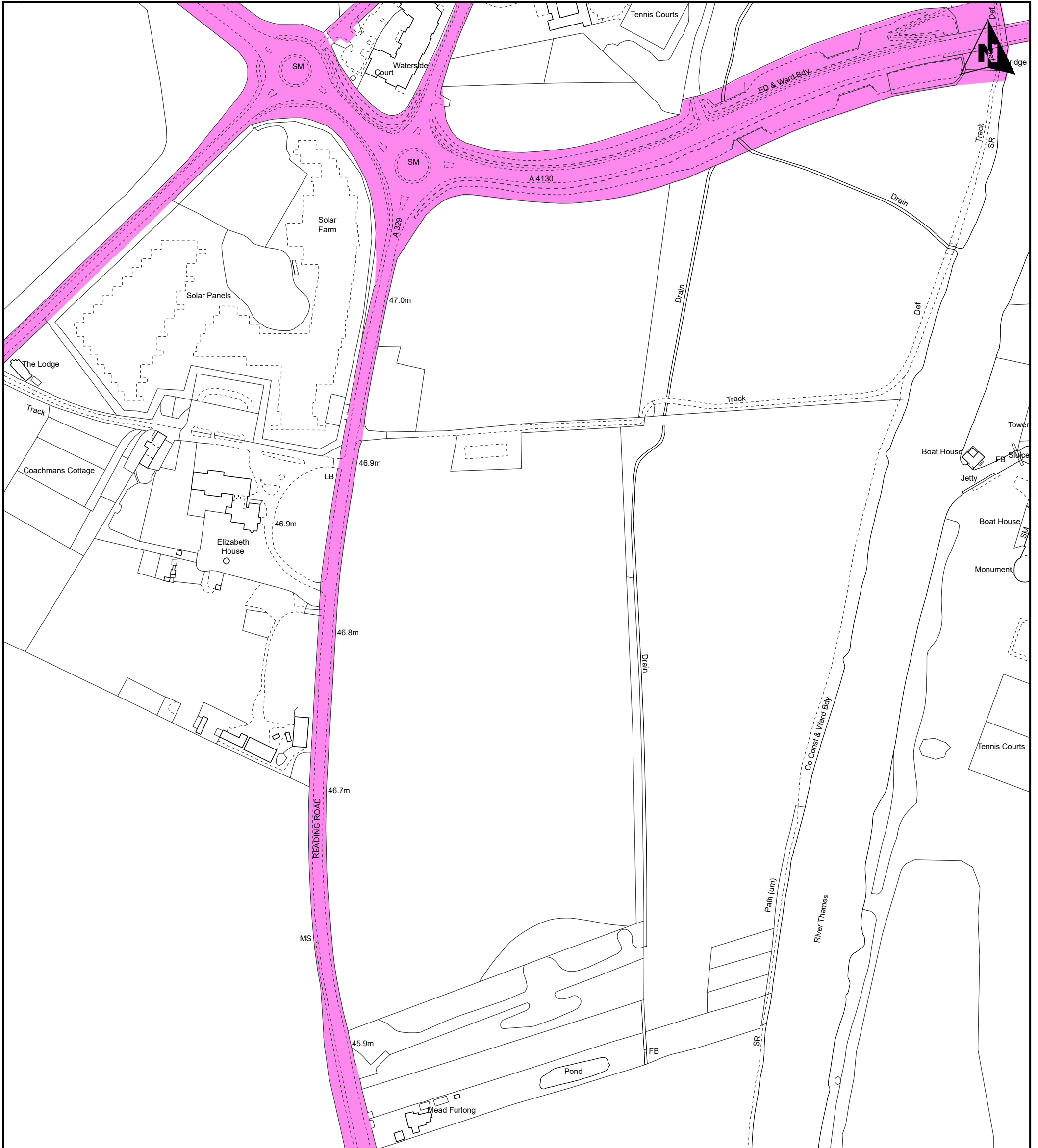
Appendix F

Highway Extents

1. This extract of the highway record plan is derived from a variety of sources of differing quality/accuracy, which to a large extent is inevitable given the piecemeal development of the highway. The colouring indicates the general boundaries of the highway (not an exact line), except where there is a roadside ditch the highway boundary is usually the roadside edge of the ditch.

2. It is presented on an Ordnance Survey base and such maps are drawn by them according to their prescribed practices. They are not topographic surveys and should not be considered as such. We may also hold historic background papers and are able to provide these, there may be an additional charge for these documents.

Cholsey: Reading Road / Nosworthy Way - Highway Enquiry



KEY

- Oxfordshire Maintained Highway
- Highways England Maintained Highway
- Oxfordshire Maintained Surfaced Right of Way

1:2,500

460,464 187,726

Plot Date: 10/02/2022

**Oxfordshire County Council
Highway Records**

Appendix G

Road Safety Audit



White Cross Farm Wallingford

Road Safety Audit
Stage 1

24 March 2022

Mott MacDonald
10 Temple Back
Bristol BS1 6FL
United Kingdom

T +44 (0)117 906 9500
mottmac.com

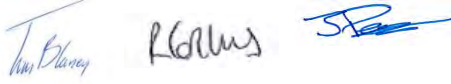
David Tucker Associates
Forester House
Doctors Lane
Henley in Arden
Warwickshire
B95 5AW

White Cross Farm Wallingford

**Road Safety Audit
Stage 1**

24 March 2022

Issue and Revision Record

| Revision | Date | Originator | Checker | Approver | Description |
|---|------------|------------|-------------|-------------|-------------|
| A | 13/01/2022 | T J Blaney | R J Collins | J T Pearson | First Issue |
| B | 24/03/2022 | T J Blaney | R J Collins | J T Pearson | First Issue |
|  | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

Document reference: 100414124 | TPN | ITD | 061 | B

Information class: Standard

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Contents

| | | |
|----|---|---|
| 1 | Introduction | 1 |
| 2 | Items Raised at this Stage 1 Audit | 3 |
| 3 | Audit Team Statement | 4 |
| | Appendices | 5 |
| A. | List of Drawings & Documents Examined | 6 |
| B. | Location Plan – White Cross Farm, Wallingford | 7 |

1 Introduction

This report describes a Stage 1 Road Safety Audit carried out on the proposed access arrangements for a mineral extraction plant at White Cross Farm, Wallingford.

The audit was carried out at the request of David Tucker Associates.

The audit took place at the Bristol office of Mott MacDonald and consisted of a detailed examination of the submitted documentation and drawings listed in **Appendix A**.

It is confirmed that this is a Stage 1 Road Safety Audit and that the audit was undertaken upon completion of the preliminary design work.

The Road Safety Audit Team, as approved by the David Tucker Associates' Project Sponsor, Richard McCulloch, consisted of:

Tim Blaney BSc (Hons), CMLT, MCIHT, MSoRSA
(Certificate of Competency in Road Safety Audit, July 2012)
Audit Team Leader, Mott MacDonald

Rachael Collins BA (Hons), MSc, MCIHT
(Certificate of Competency in Road Safety Audit, July 2016)
Audit Team Member, Mott MacDonald

A visit to the site was completed on Thursday 06th January 2022 at 11:00 hrs. During this visit the weather was overcast with a heavy frost, and the road surface was dry. Traffic conditions were moderate and free flowing. Some pedestrians were observed on the footway on the northern side of Nosworthy Way, but no cycle activity was observed.

This Road Safety Audit was carried out in accordance with National Highways' Departmental Standard GG119. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

A Transport Assessment containing traffic flow information, Personal Injury Collision data, and design drawings has been provided to, and reviewed by, the Audit Team.

The comments and suggestions for road safety improvements made in this report seek to address matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme. Consequently, the auditors accept no responsibility for the design or construction of the scheme.

All the issues raised in this report are considered to be required for action. The comments contained in the report are based on safety related concerns and, as such, the design engineer will need to consider carefully how to respond to each of the issues. The Audit Response Report should be completed by the Design Team and kept on file for future reference.

A Location Plan indicating the location of any identified safety related issues is provided in **Appendix B**.

A previous Stage 1 Road Safety Audit was undertaken by Mott MacDonald on similar access arrangements for a proposed Marina on land at White Cross Farm (*Document Ref: 369269-TPN-ITD-045-A*) in September 2016. This audit identified one road safety related issue associated with a proposed pedestrian crossing point on Reading Road at its junction with Nosworthy Road. This pedestrian crossing point has been omitted from the current proposals.

Scheme Description

It is proposed that two new access points will be provided with an exit access on Nosworthy Way (left turn – egress only) and an entry access on Reading Road (left turn – entry only). The egress onto Nosworthy Way will be as per DMRB CD123 with a 1 in 10 taper for 25m and a 15m entry radius. Visibility splays to the approaching traffic will be 120m from a 4.5m set back.

This Stage 1 Road Safety Audit was initially issued in January 2022 (*Doc. Ref: 100414124/TPN/ITD/061/A*). The proposed junction design has subsequently been subject to some minor modifications that include changes to the entry access geometry on Reading Road to constrain the prohibited right turn in movement. The other change involves the egress onto Nosworthy Way being slightly repositioned to avoid an existing lamp column. As a result, it has been considered appropriate to re-issue the audit as a new revision (*Doc. Ref: 100414124/TPN/ITD/061/B*).

2 Items Raised at this Stage 1 Audit

This section describes road safety related issues identified by the Audit Team during the Stage 1 Road Safety Audit.

The Audit Team did not identify any road safety related issues associated with the scheme as presented in **Appendix A**.

3 Audit Team Statement

We certify that this audit has been carried out in accordance with National Highways' Departmental Standard GG119.

Road Safety Audit Team Leader

T J Blaney BSc (Hons), CMILT, MCIHT, MSoRSA
(Certificate of Competency in Road Safety Audit, July 2012)

Signed:



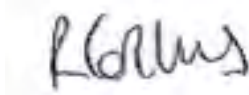
Date: 24th March 2022

Principal Road Safety Engineer
Mott MacDonald
10 Temple Back
Bristol
BS1 6FL

Road Safety Audit Team Member

R J Collins BA (Hons), MSc, MCIHT
(Certificate of Competency in Road Safety Audit, July 2016)

Signed:



Date: 24th March 2022

Senior Road Safety Engineer
Mott MacDonald
9 Portland Street
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M1 3BE

Appendices

| | | |
|----|--|---|
| A. | List of Drawings & Documents Examined | 6 |
| B. | Location Plan – White Cross Fam, Wallingford | 7 |

A. List of Drawings & Documents Examined

Table 3.1: Drawings

| Drawing Number | Revision | Drawing Title |
|----------------|----------|------------------------------|
| 17039-03 | A | Proposed Access Arrangements |
| 17039-07-TRK | A | Vehicle Tracking |

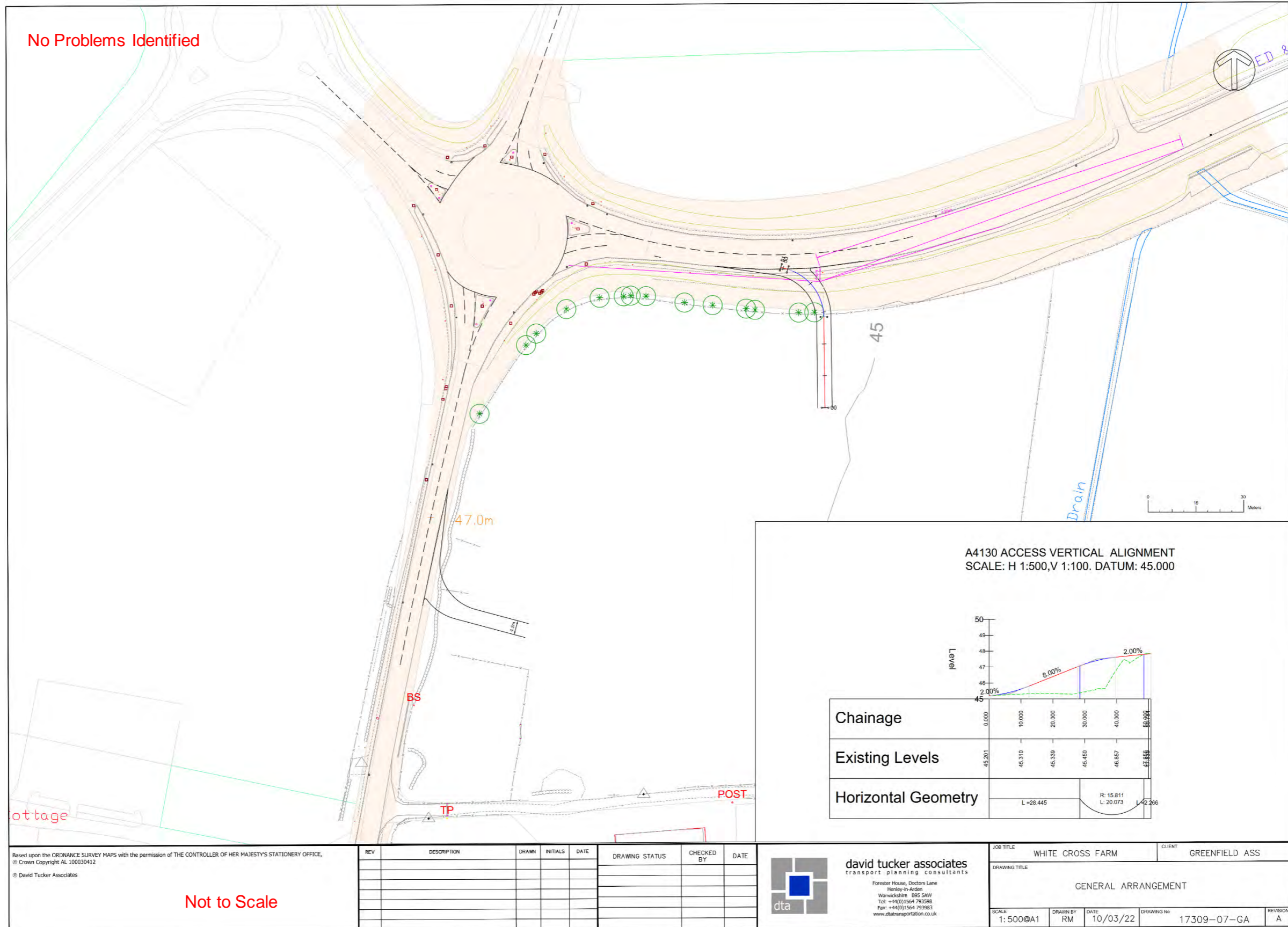
Source: David Tucker Associates

Table 3.2: Documents


| Document Number | Revision | Document Title |
|-----------------|----------|----------------------|
| 17039-05 | A | Transport Assessment |

Source: David Tucker Associates

B. Location Plan – White Cross Farm, Wallingford







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