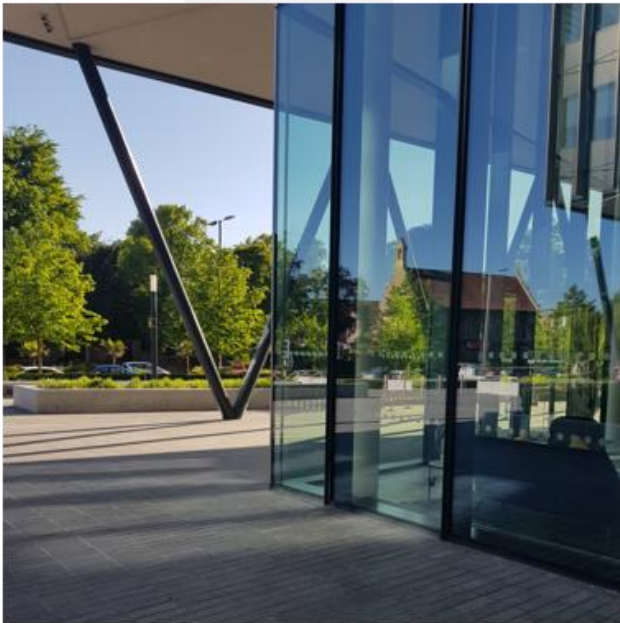




HALSTEAD CLOSE, WOKINGHAM
TRANSPORT WRITTEN REPRESENTATIONS
01 October 2025



HALSTEAD CLOSE, WOKINGHAM

TRANSPORT WRITTEN REPRESENTATIONS

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1.1. Introduction

- 1.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by the Appellant (Mr Haseeb Mahmood) to produce Transport Written Representations to support an Appeal in relation to a recently refused planning application (Ref: 251470) for the proposed subdivision of the site and erection of a first floor side extension to form 1 no. three bedroom dwelling with associated parking and amenity space (“the proposed development”) at 1 Halstead Close, Woodley, Wokingham, RG5 4LD (“the appeal site”).
- 1.1.2. The appeal site is located on a on the corner of Halstead Close, a cul-de-sac which connects to Headley Road. The appeal site is bordered by Halstead Close to the north and east, a residential dwelling to the west and gardens to the south. The Appeal Site location is shown below at **Figure 1**:

Figure 1 – Site Location



Source: Google Maps

1.2. Planning Application

- 1.2.1. A planning application (ref:251470) was originally refused (14th August 2025) for the proposed subdivision of the site and erection of a first floor side extension to form 1 no. three bedroom dwelling with associated parking and amenity space. The proposed access plan is attached at **Appendix A**. The following highways related reasons were given for the refusal;

➤ *“By reason of the unacceptable position of the proposed dropped crossing, the proposal would fail to meet satisfactory visibility splays and would not provide a safe or suitable vehicular access for the proposed dwelling. This would create unacceptable impact on highway safety for future occupiers and other users of the highway and footway contrary to policies CP6 of the Core Strategy (2010) and CC07 of the Managing Development Delivery Local Plan (2014) and paragraphs 115 & 116 of the National Planning Policy Framework (2024).”*

1.2.2. The Decision Notice and officers report is attached at **Appendix B**.

1.3. Purpose of Report

1.3.1. The purpose of these Written Representations is to respond to the reason for refusal, in doing so it demonstrates that this proposed access is suitable for the single dwelling.

1.3.2. This statement deals with the specific concern that WBC have regarding their reason for refusal which relates to highway safety. There are considered to be no other highway or transport matters in dispute.

1.3.3. This statement includes an assessment of the proposed access, its highway safety benefits, commentary on the existing safety record of the street and an assessment of the suitability of the visibility achievable from the access.

1.3.4. In this statement, we will demonstrate that the objections raised by WBC, relating to highway safety are overstated and the proposals will not result in a severe impact as described in paragraph 116 of the National Planning Policy Framework (NPPF), nor will it be in direct conflict with Policy CP6 of the adopted Wokingham Core Strategy or CC07 of the Managing Development Delivery Local Plan.

1.3.5. The structure of this statement is set out below:

- **Relevant Policy Context** – review of relevant local and national transport policy;
- **Appeal Site and Local Conditions** – analysis of the site, its access, local transport infrastructure and most recent speed and accident data;
- **Appeal Proposals** – an assessment of the proposed access arrangements and the available junction visibility;
- **Relevant Appeal Decisions** – summary of similar schemes at a local and national level;
- **Conclusions.**

2. Relevant Transport Policy Context

- 2.1.1. This chapter considers the national and local transport policy and guidance and related documents that are relevant to the appeal and the decision notice. It is noted that other policy documents exist, however these are concerned with items not in dispute and are not considered further. As such the policy outlined is solely with relation to the items of dispute, Highway Safety and Visibility Splays.

2.2. National Planning Policy Framework (NPPF)

- 2.2.1. In December 2024 the revised National Planning Policy Framework (NPPF) was published, setting out a number of transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a wider choice about how they travel.

- 2.2.2. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that (Paragraph 115):

- sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- safe and suitable access to the site can be achieved for all users;
- 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 48; and
- 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 through a vision-led approach.

- 2.2.3. The NPPF states that development should only be 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’. Within this context, applications for development should (Paragraph 117):

- 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;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- 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;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.3. Manual for Streets (MfS March 2007) and Manual for Streets 2 (MfS2 September 2010)

- 2.3.1. Manual for Streets was published in March 2007 and it explains how to design, construct, adopt and maintain new and existing residential streets. Manual for Streets 2 was published in 2010 and it expands on the design advice in MfS1 to include how to plan and improve busy urban and rural streets.

- 2.3.2. These are guidance documents for planning and designing new residential streets and to existing residential streets. They aim to increase the quality of life through good design which creates more people-orientated streets, whilst ensuring that road safety is maintained. The key recommendation of MfS / MfS2 is that increased consideration should be given to the ‘place’ function of streets. This

function is essentially what distinguishes a street from a road, where the main purpose is to facilitate movement. As every site and situation is likely to be different.

2.3.3. MfS provides detailed advice regarding visibility requirements at junctions. When referring to vehicle exits at the back edge of the footway, Paragraph 7.8.3 states that:

- The absence of wide visibility splays at private driveways will encourage drivers to emerge more cautiously. Consideration should be given to whether this will be appropriate, taking into account the following:
 - The frequency of vehicle movements;
 - The amount of pedestrian activity; and
 - The width of the footway.

2.3.4. The visibility requirements are outlined in Table 7.1 of MfS which has been reproduced below in Table 1

Table 1 – Table 7.1 of MfS

Derived SSD for Streets												
Speed	Kilometres per hour (kph)	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour (mph)	10	12	15	16	19	20	25	28	30	31	37
Stopping Sight Distance (SSD)		9	12	15	16	20	22	31	36	40	43	56
SSD Adjusted for Bonnet Length		11	14	17	18	23	25	33	39	43	45	59

2.3.5. MfS2 states in paragraph 10.4.2 that:

- “It has often been assumed that a failure to provide visibility at priority junctions in accordance with the values recommended in MfS1 or DMRB (as appropriate) will result in an increased risk of injury collisions. Research carried out by TMS Consultancy for MfS2 has found no evidence of this.”

2.3.6. In Paragraph 10.5.9 of MfS2, it is stated that:

- “The Y distance should be based on the recommended SSD values. However, based on the research referred to above, unless there is local evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem.”

2.3.7. It is evident that MfS explicitly states that the document **“comprises technical guidance and does not set out any new policy or legal requirements.”** Further to this MfS2 states at Paragraph that **“unless there is local evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem”** (Evoke emphasis).

2.3.8. MfS and MfS2 encourage designers and engineers to think about the individual site or situation and make an informed decision based on the evidence in front of them and assessing the risks in a balanced manner, not simply consider recommending refusal of proposals which do not achieve the values shown in the documents, unless there is clear evidence of negative impacts.

2.4. Wokingham Core Strategy

- 2.4.1. The Core Strategy is a development plan document which sets out the overall planning strategy to 2026. Policy CP6 states:

CP6 - Managing Travel Demand Planning permission will be granted for schemes that:

- Provide for sustainable forms of transport to allow choice;
- Are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel;
- Improve the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users;
- Provide appropriate vehicular parking, having regard to car ownership;
- Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;
- Enhance road safety; and
- Do not cause highway problems or lead to traffic related environmental problems.

2.5. Wokingham Managing Development Delivery Local Plan (2014)

- 2.5.1. The Wokingham Managing Development Delivery Plan will guide the scale, type and location of new development in the Borough. Policy CC07 states that:

Policy CC07: Parking 1. Planning permission will only be granted where the proposal demonstrates the following:

- How the proposed parking provision meets the standards set out in Appendix 2 of the MDD
- That the new scheme retains an appropriate overall level of off-street parking.

2.6. Policy Conformity

- 2.6.1. This statement considers the Appeal proposals in light of the policy context listed above. A summary of how the Appeal Scheme does not conflict with the transport policy identified by WBC in its Decision Notice, is detailed below with further evidence provided throughout this report.

- **The unacceptable position of the proposed dropped crossing** – The refusal reason references policies CP6 and CC07. Policy CC07 relates to parking with no reference to dropped crossings. Similarly, policy CP6 makes no direct reference to dropped crossings. Within WBCs dropped kerb guidance there is no reference to visibility.
- **fail to meet satisfactory visibility splays** - The proposed access point does not achieve the guidelines prescribed in MfS, however in accordance with MfS vehicles will emerge cautiously. There has been no record of any personal injury accidents occurring in the immediate vicinity of the site within the last 5 years. A reduction in visibility below recommended levels will not necessarily lead to a significant problem unless there is local evidence to the contrary (MfS2 para 10.5.9).
- **This would create unacceptable impact on highway safety for future occupiers and other users of the highway and footway** - MfS states that the frequency of vehicle movements, the amount of pedestrian activity and the width of the footway are key considerations when assessing visibility below guidance. The frequency of movements at the proposed access will be limited to a maximum of circa 5-6 vehicle movements per day (associated with a single residential property). Halstead Close is a cul-de-sac with a pedestrian connection to Woodley Park and as such it is considered that limited pedestrian movements will use the footway fronting the proposed dwelling. Nonetheless the proposed access can achieve pedestrian visibility splays of

2m x 2m. The existing arrangement for the driveway (current dropped kerb) results in vehicles exiting the access at a 45 degree angle away from traffic turning around the corner, as a result it can be seen that the proposed dropped kerb offers increased visibility compared to use of the existing dropped kerb. Furthermore, the parking spaces are currently in-situ associated with the single dwelling there and therefore the proposals do not introduce new parking spaces at the site, it just proposes the split of the four parking spaces to provide two spaces per dwelling rather than four spaces for a single dwelling.

3. Appeal Site and Local Context

3.1. Planning History

- 3.1.1. On the 20th October 2020 a planning application for the proposed erection of a single storey side extension at the appeal site was approved by WBC (Ref: 202520). Throughout the officers report no concern was raised to the impact the side extension would have on either the visibility provision of the site access or the visibility for vehicles on Halstead Close.

3.2. Existing Conditions

- 3.2.1. The site currently comprises a single dwelling with a driveway capable of accommodating 4 vehicles, served by a single dropped crossing shared with the neighbouring property. The driveway measures a width of 13.5m and a depth of 6.5m. The existing dropped kerb can be seen at **Figure 2** below:

Figure 2 – Existing Dropped Kerb



- 3.2.2. Halstead Close is a cul-de-sac measuring a width of 5.5m in the vicinity of the appeal site. Halstead Close is provided with a pedestrian footway on both sides of the carriageway. The pedestrian footway fronting the site measures a width of 1.8m with the pedestrian footway to the side of the existing extension measuring a width of 2m.

- 3.2.3. Halstead Close is provided with street lighting along its course and has a 30 miles per hour speed limit. From the side of the appeal site down to the junction between Halstead Close and Headley Road double yellow lines are located preventing parking at all times. The section of Halstead Close fronting the site to the end of the cul-de-sac has no parking restrictions and an extensive dropped kerb on the opposite side of the carriageway to the appeal site.

3.3. Highway Safety Review

- 3.3.1. A review of the most recently available five years of injury accident data has been undertaken using data supplied by the Department for Transport (DfT). Over the most recent available five-year period (up to end of December 2023) there has been no collisions recorded on the entirety of Halstead Close.
- 3.3.2. The side extension was erected in 2022 and as such it can be seen that for the years of 2022 and 2023 when the side extension was erected that there was no increase in recorded collisions. A plan showing that no collisions have recorded in the vicinity of the appeal site can be viewed below In **Figure 3**.

Figure 3 - PIC Analysis



- 3.3.3. It is therefore considered that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of the proposed application.

3.4. Automatic Traffic Counter

- 3.4.1. An Automatic Traffic Counter (ATC) was installed on Halstead Close to the east of the appeal site between Thursday 18th September 2025 to Wednesday 24th September 2025 to determine the vehicular speed of traffic on Halstead Close in the vicinity of the appeal site and the corner of Halstead Close. The ATC results can be viewed at **Appendix C** and are summarised in **Table 2** below:

Table 2 – ATC Results Summary

Date	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily		
	North bound	South bound	Two Way	North bound	South bound	Two Way	North bound	South bound	Two Way
18/09/2025	1	9	10	3	1	4	59	59	118
19/09/2025	3	2	5	4	3	7	72	70	142
20/09/2025	3	5	8	2	3	5	53	53	106
21/09/2025	0	1	1	7	8	15	56	57	113
22/09/2025	1	3	4	7	6	13	57	56	113
23/09/2025	2	7	9	2	3	5	65	65	130
24/09/2025	0	2	2	4	6	10	55	54	109
5 Day Average	1	5	6	4	4	8	62	61	123
Average Day	2	4	6	4	4	8	60	59	119
Average Mean Speed							12.2	12.0	12.1
85 th Percentile Speeds							15.9	15.3	15.6

3.4.2. The ATC shows an average speed of 12.1 mph on Halstead Close with an 85th percentile speed of 15.6 mph. in terms of traffic flows the ATC shows that Halstead Close is lightly trafficked, as you would expect for residential cul-de-sac with 6 two way vehicle movements in the AM peak hour, 8 two way vehicle movements in the PM peak hour and 119 two way vehicle movements per day.

3.4.3. To determine visibility to the east of the appeal site in the direction of the corner, the northbound vehicle movements have been used.

3.4.4. Manul for Streets sets out the calculation to determine the Stopping Sight Distance (SSD). The calculation is:

- $SSD = vt + v^2 / 2d$
 - where: v = speed (m/s)
 - t = driver perception–reaction time (seconds)
 - d = deceleration (m/s²)

3.4.5. Paragraph 7.5.7 states that:

- “The SSD values used in MfS are based on a perception–reaction time of 1.5 seconds and a deceleration rate of 0.45g (4.41 m/s²).”

3.4.6. When using these values and the recorded speeds the following SSDs (adjusted for bonnet length) are required for visibility in accordance with the recorded speed:

- 85th Percentile = 19m
- Mean Speed = 14m

4. Appeal Proposal

- 4.1.1. The proposals seek to provide a new dropped kerb access for the proposed dwelling to provide access for two car parking spaces. This dropped kerb access would be located off Halstead Close to the east of the existing dropped kerb access currently serving the site. The proposed dropped kerb would measure a width of 3.6m. The proposed access and driveway design is shown in **Appendix A**. Notably, as outlined in Figure 2, the hardstanding and car parking spaces are already in place serving the single dwelling at the site and therefore the only change is to provide a new dropped kerb to provide an enhanced access to these bays which currently have to drive over a raised kerb.

Dropped Kerb

- 4.1.2. Wokingham Borough Council have a website which details the requirements for a dropped kerb to be accepted (<https://www.wokingham.gov.uk/roads/apply-dropped-kerb/restrictions-and-planning-permission>). WBC state the following:

- “The property being accessed must have hardstanding (ground surfaced with hard material) on which a vehicle may park without overhanging the highway.
- The dropped kerb must be located at least 10 metres from the nearest road junction.
- A dropped kerb is not normally appropriate where a property is intensively accessed by vehicles, when a new access road is likely to be more suitable.
- You may not apply via this webpage if the property in question doesn't lie on an adopted highway”

- 4.1.3. The appeal site:

- Has an existing driveway formed of hardstanding;
- Is not located within 10m of a junction
- Will not be intensively used, being utilised for access to one dwelling only; and
- Is located off an adopted highway

- 4.1.4. Nowhere within WBC’s dropped kerb restrictions does it reference visibility.

- 4.1.5. Within the officer’s report for the planning application it is accepted that the existing dwelling has four off street car parking spaces served by the existing dropped kerb. A vehicle parked on the two eastern most parking spaces would be required to exist the dropped kerb at a 45 degree angle to the carriageway, having to look over their shoulder to see the eastern visibility. By the time the driver looks back a vehicle could reasonably have come around the corner.

- 4.1.6. It is therefore concluded that the provision of a separate dropped kerbed access, which vehicles would exit at a 90 degree angle would offer a highways safety improvement compared to the existing situation as a driver waiting to exit the access could see in both directions clearly.

Visibility

- 4.1.7. The Refusal Reason states:

- “... the proposal would fail to meet satisfactory visibility splays and would not provide a safe or suitable vehicular access for the proposed dwelling. ...”

- 4.1.8. Halstead Close has a speed limit of 30mph and therefore in accordance with Table 7.1 of MfS visibility of 2.4m by 43m should be provided. The applicant instructed a speed survey, the results of which are detailed in Section 3 of these written representations. The speed survey was installed to determine the actual speed of vehicles on Halstead Close so that visibility in accordance with the recorded speeds

could be demonstrated. Based on the recorded speeds the following visibility provision is required for northbound vehicles:

- 85th Percentile = 19m
- Mean Speed = 14m

4.1.9. The proposed dropped kerb access can provide visibility of 2.4m by 13m to the east of the access (drawn to the kerblines). This falls below the requirements stated above, however of particular note is Appeal decision reference APP/N4205/W/24/3351229. This appeal relates to the development of existing vacant land to comprise 2no. family houses each separately accessed from Tarbet Road via existing private driveways at land adjacent Electricity Sub Station, Tarbet Road, Bolton BL2 6LT, dated 10th December 2024. The Appeal Decision concluded the following:

- *“Mfs1 advises that the Y distance should be based on values for Stopping Sight Distance (SSD) set out in Table 7.1 – in this case for a speed of 20 miles per hour. The Council have adjusted this figure (from 22m to 25m) to account for the bonnet length of a vehicle, but have been provided no detailed explanation for this adjustment. I concur with the appellant that this adjustment is applicable only to forward visibility splays where it would be reasonable to take account of the position of the driver (relative to the vehicle length), as opposed to at a junction where a vehicle will typically be in a stationary position and perpendicular to the road it is entering.”*

4.1.10. As vehicles exiting the site will be stationary and forward visibility is not being shown, instead visibility is, it is concluded that the adjustment for bonnet length is not required. This reduces the visibility requirement as follows:

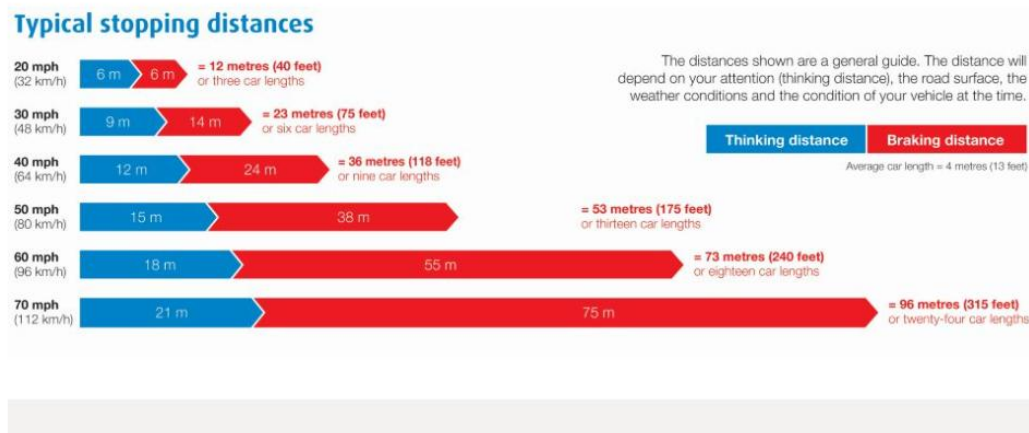
- 85th Percentile = 17m
- Mean Speed = 12m

4.1.11. Based on the above visibility in excess of the mean speed of vehicles recorded travelling northbound on Halstead Close can be provided from the proposed site access. A drawing demonstrating this can be seen at **Appendix D**.

4.1.12. Rule 126 of the Highway Code displays an image of typical stopping distances by speed. Rule 126 shows a stopping distance of 12m for a vehicle travelling at 20mph. This can be seen below at **Figure 4**:

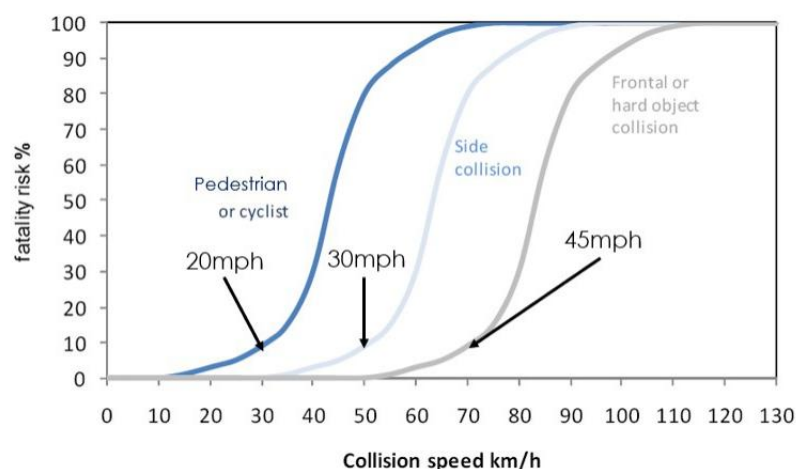
Figure 4 – Rule 126 of the Highway Code

Rule 126



- 4.1.13. The recorded vehicular speeds fall below 20mph and as such it is likely that the stopping distance is also below the 12m stated at rule 126. Nonetheless the proposed dropped kerb access would provide sufficient visibility for a vehicle on Halstead Close to stop if a vehicle at the access pulled out. This is reinforced by no collisions happening on Halstead Close over the previous 5 years, demonstrating that vehicles have sufficient visibility to stop.
- 4.1.14. The Reason for refusal states:
- “... This would create unacceptable impact on highway safety for future occupiers and other users of the highway and footway”
- 4.1.15. The proposed dropped kerb can provide pedestrian visibility splays of 2m x 2m in accordance with WBC’s “A Highways Guide for Developers in Wokingham”. This can be seen at **Appendix E**. It is therefore concluded that there would be no unacceptable impact on highways safety for users of the footway. This is demonstrated by the accident records for the road, with the driveway having been in-situ since 2022.
- 4.1.16. As detailed throughout section 4 of these written representations the proposed dropped kerb access can:
- Achieve visibility in accordance with the mean speed of vehicles (12.2mph) travelling northbound on Halstead Close
 - Vehicles travelling northbound on Halstead Close would have sufficient time and space to stop should a vehicle pull out of the proposed access (supported by Rule 126 of the highway code)
- 4.1.17. The reason for refusal refers to an unacceptable impact on highways safety. The existing extension has been in place since 2022 with no record of a resulting increase in collisions on Halstead Close. Figure 1 of the Chartered Institute of Highways and Transport (CIHT) “Speed management: a need for greater consistency” report shows the risk of fatality as a function of the speed of vehicles. This Figure can be seen below at **Figure 5**:

Figure 5 - Figure 1 of CIHT Speed management: a need for greater consistency report
Figure 1: Risk of fatality as a function of speed



- 4.1.18. It can be seen that a speed of 12.2mph (19.6kph) or 15.9mph (25.6kph) would result in a 0% chance of fatality for a side collision such a would be likely with a vehicle pulling out of the proposed access. Given that there is no existing highways safety concern and that the risk of fatality is likely to be 0% it is concluded that the proposal would not result in an unacceptable impact on highways safety for users of the highway in accordance with paragraph 116 of the NPPF.

5. Relevant Appeal Cases

- 5.1.1. A review of relevant Appeal Decisions has been undertaken to identify sites of a similar size and nature.

[Bray Cottage, Compton \(Appeal Ref: APP/W0340/W/16/3154951\)](#)

- 5.1.2. A planning application (Ref 15/03431/FULD) was submitted to West Berkshire Council (WBC) in December 2015 for the construction of a new dwelling within the rear garden of an existing dwelling with access to the dwelling shared with the existing dwelling. The application was refused in April 2016 by WBC due to an intensification of a substandard access. The decision was successfully Appealed, the Appeal Decision is attached at **Appendix F**, with the Inspector concluding that;

- I drove through the access, turned around and went out again. The current visibility is poor, but using caution and common-sense, there is a very low risk of a conflict with either vehicles or pedestrians. The proposed dwelling would generate additional car movements in and out of the access, but these would still be relatively low and would not be comparable to a junction.
- Accesses onto many historic streets such as this one would fail the standard tests of visibility, but they tend to function reasonably well because driver behaviour is modified. Given the low speeds and the low volumes of vehicles and taking into account that the visibility would be improved by the proposals, I conclude that it is appropriate in this case to allow a lesser visibility than is the normal standard required for junctions in MfS. MfS 2 followed and builds on MfS 1 and also emphasises the importance of the sense of place as a factor in street design. This publication also advises that a more flexible approach can be taken if the conditions are appropriate, which I find is the case.
- I therefore conclude that the proposed access would not have a severe adverse impact on the safety of highway users, including pedestrians, riders and other drivers.
- I therefore conclude that the proposed dwelling would not lead to a severe cumulative impact on the safety of highway users and it would not impede the free flow of traffic. For the reasons given above I conclude that the appeal should be allowed.

[Fair View, Stoke St Michael, Shepton Mallet \(Appeal Ref: APP/Q3305/W/19/3242457\)](#)

- 5.1.3. A planning application (Ref: 2019/0652/OTS) was submitted to Mendip District Council (MDC) in March 2019 for the construction of a new dwelling within the garden of an existing property accessed off Stoke Hill. The application was refused in June 2019 by MDC due to an intensification of a substandard access. The decision was successfully Appealed, the Appeal Decision is attached at **Appendix F**, with the Inspector concluding that;

- There are no recorded accidents in the vicinity of the appeal site. Consequently, whilst there may be a reduced visibility in a western direction, traffic in the area generally travels at a speed which reflects the nature of the road. On this basis, whilst the slightly constrained visibility demands that users pay a greater degree of care and attention whilst positioning vehicles at the junction, the increased use of the junction to serve one additional dwelling would be unlikely to significantly affect highway safety. In making this assessment, I note that the Council's Highways Development Officer has not expressed any concerns in relation to this aspect of the proposal as such, referring only to standing advice
- I therefore conclude that the proposal would not have a significant effect upon highway safety and, in this regard, complies with Policy DP9 of the Mendip District Local Plan 2006 – 2029 which, amongst other things, seeks to ensure that proposals make safe and satisfactory provision for access by all means of travel.

- 5.1.4. A planning application (Ref: 2018/1913/OTA) was submitted to MDC in July 2018 for the construction of a new dwelling within the garden of an existing property accessed off Stoke Hill. The application was refused in December 2018 by MDC due to an intensification of a substandard access. The decision was successfully Appealed, the Appeal Decision is attached at **Appendix F**, with the Inspector concluding that;

- Whilst the slightly constrained visibility demands that users pay a greater degree of care and attention whilst positioning vehicles at the junction, I do not consider that the increased use of the junction to serve one additional dwelling would lead to prejudicial impacts on highway safety.
- I acknowledge that existing residents have had more experience of navigating the junction and local road network more generally, but there does not appear to be any recorded accidents in the vicinity of the appeal site in relation thereto. I also note that the Council's Highways Development Officer did not raise any concerns in relation to this aspect of the proposal.
- In view of this main issue, the proposal would not lead to prejudicial effects on highway safety and therefore complies with Policy DP9 of the Mendip District Local Plan 2006 – 2029 (Local Plan), which, amongst other things, seeks to ensure that proposals make safe and satisfactory provision for access by all means of travel.

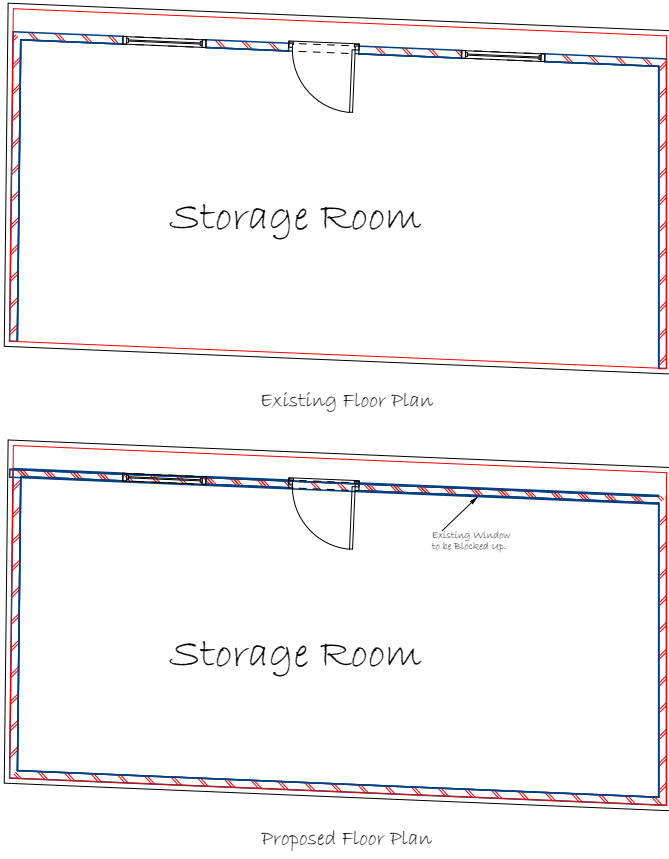
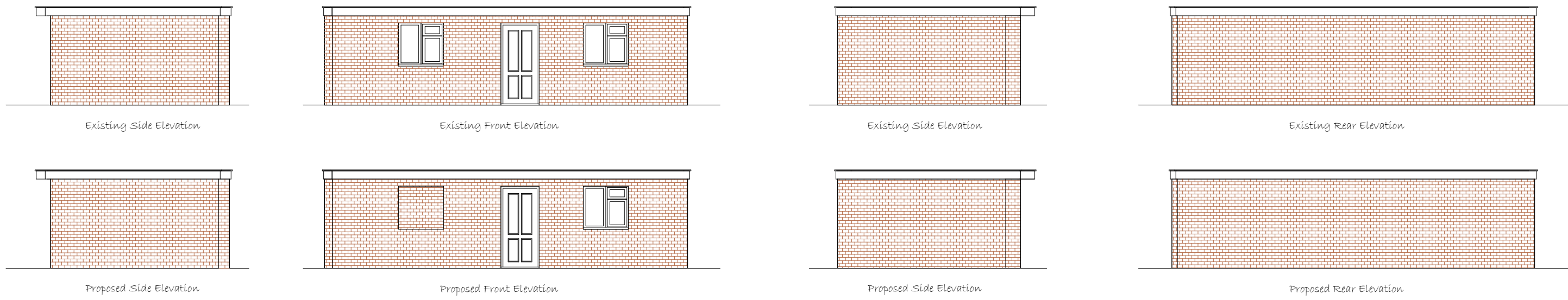
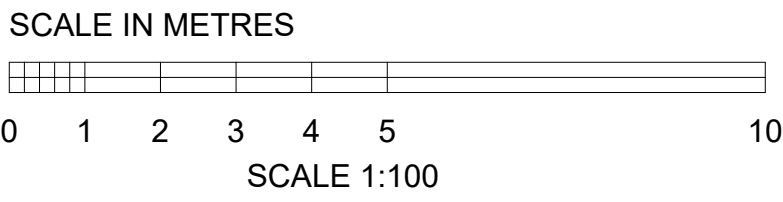
5.2. Summary

- 5.2.1. It is evident from the above Appeal Decisions that a substandard visibility splay at a single dwelling is unlikely to result in an unacceptable impact on highway safety. It is considered that in assessing planning proposals to make 'highway' recommendations, the highway authority should apply visibility guidance based on the local context and not adhere rigidly to what they may regard as "the standards" or an exaggerated perception of risk. Up-to-date guidance in MfS and MfS2 encourages engineers to use professional judgement based on the specific site conditions and the situation and not recommend refusal unless there is clear evidence of negative influences and risks to users of the street.
- 5.2.2. Notably MfS2 explicitly states at 10.5.9 that "unless there is local evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem" evidently there have been no injury accidents in the immediate vicinity of the proposed access.

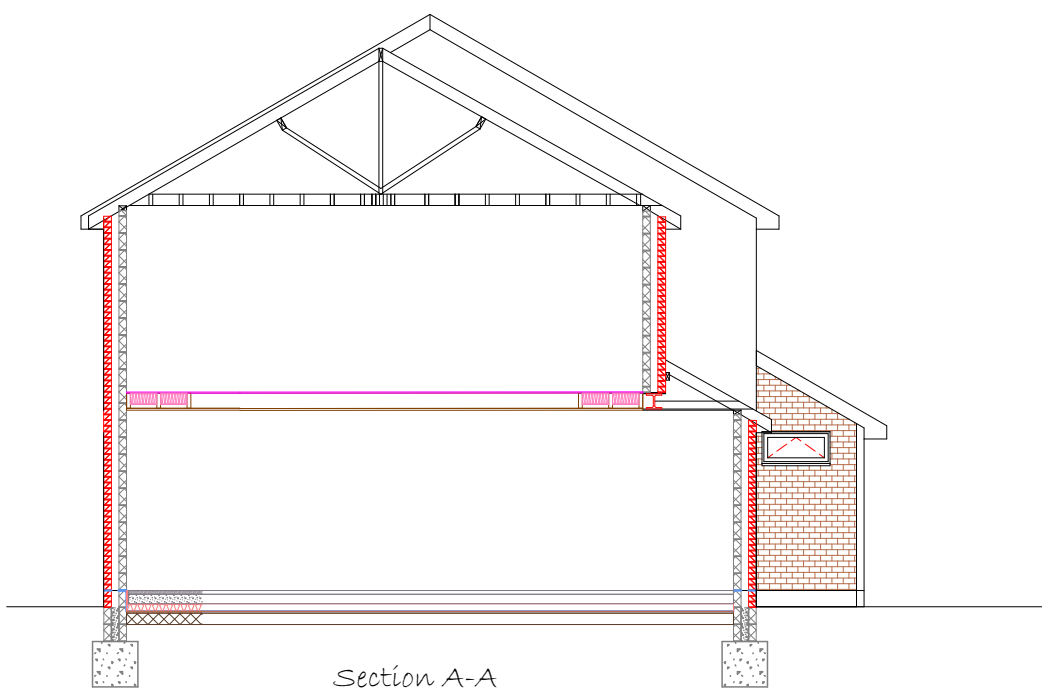
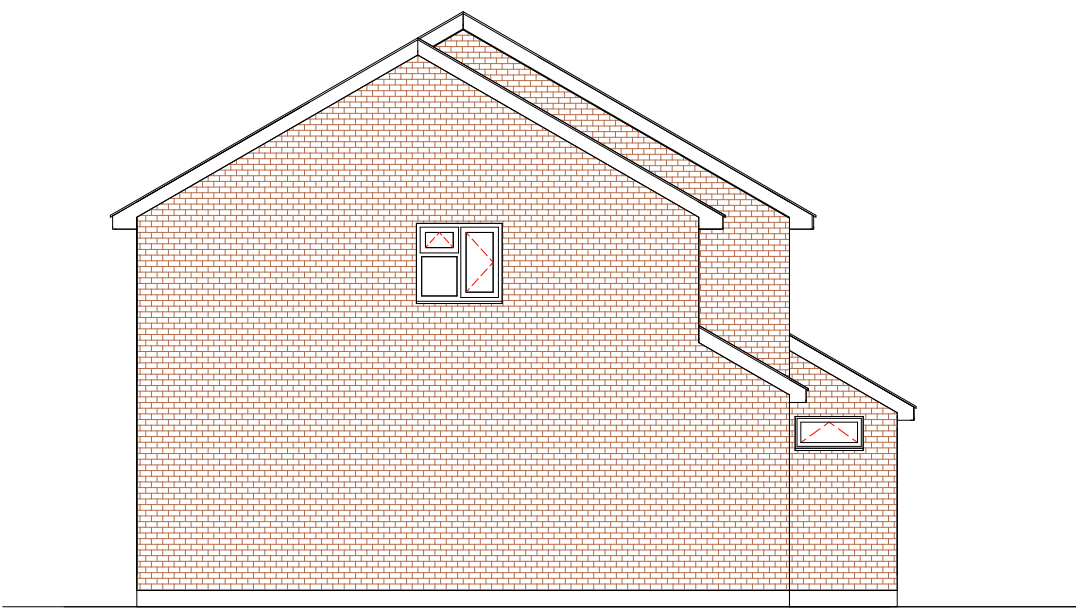
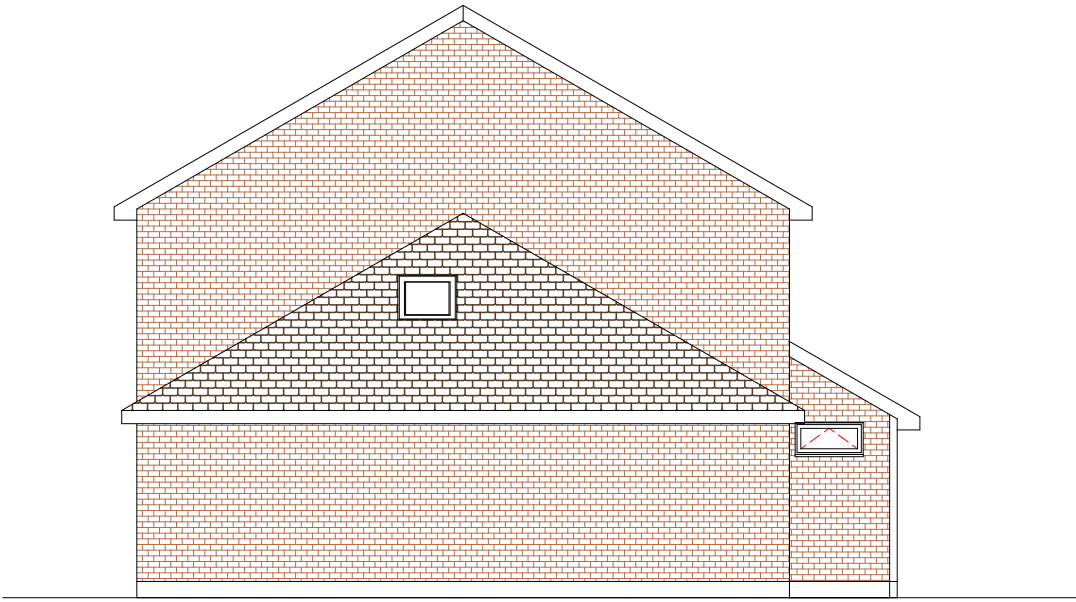
6. Conclusion

- 6.1.1. There is currently one dropped kerb access serving four car parking spaces, the existing dropped kerb is located on the western boundary of the appeal site and is shared with the neighbouring property. There is a 1.8m wide pedestrian footway fronting the site.
- 6.1.2. Based on the evidence presented above, it is considered that the Appeal proposal would not give rise to any adverse impact on highway safety or traffic flow on Halstead Close for the following summarised reasons:
- There are no recent records of any personal injury accidents at the Appeal site frontage or on Halstead Close in the immediate vicinity of the appeal site. Indeed since the extensions erection that affected the achievable visibility no collisions have been recorded;
 - Drivers from the appeal site will emerge cautiously and other road users on Halstead Close will be travelling in accordance with the road conditions and the existence of this and other driveways on Halstead Close.
 - The Appeal proposals will improve the existing arrangement and highway safety whereby vehicles exiting the existing dropped kerb from the eastern most car parking spaces must do so at a 45-degree angle to the carriageway or enter over a raised kerb;
 - The traffic generated by the Appeal proposal is insignificant;
 - The proposed access can provide pedestrian visibility splays of 2m x 2m in accordance with WBC requirements;
 - The access can achieve visibility in excess of the mean speed of vehicles travelling northbound on Halstead Close; and
 - A vehicle travelling northbound on Halstead Close has sufficient time and distance to stop if a vehicle pulls out of the proposed access.
- 6.1.3. MfS explicitly states that the document “comprises technical guidance and does not set out any new policy or legal requirements.” MfS2 states that “unless there is local evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem”.
- 6.1.4. It is therefore considered that Halstead Close is a safe road as demonstrated by the accident records and the creation of a new driveway access will not change the behaviour of the users of the road and the safety of the road will remain as existing.
- 6.1.5. It is therefore concluded that there is no local evidence to suggest that a reduction in visibility below the precise levels set out in MfS guidance, would lead to any significant problem in this location and the Appeal proposals would not adversely affect road safety or the flow of traffic. The Appeal proposal and associated traffic would not represent a significant risk to users of the road.
- 6.1.6. The Appeal proposal would not be contrary to Policy CP6, CC07 or MfS and it would not result in a severe residual impact in accordance with Paragraph 116 of NPPF.

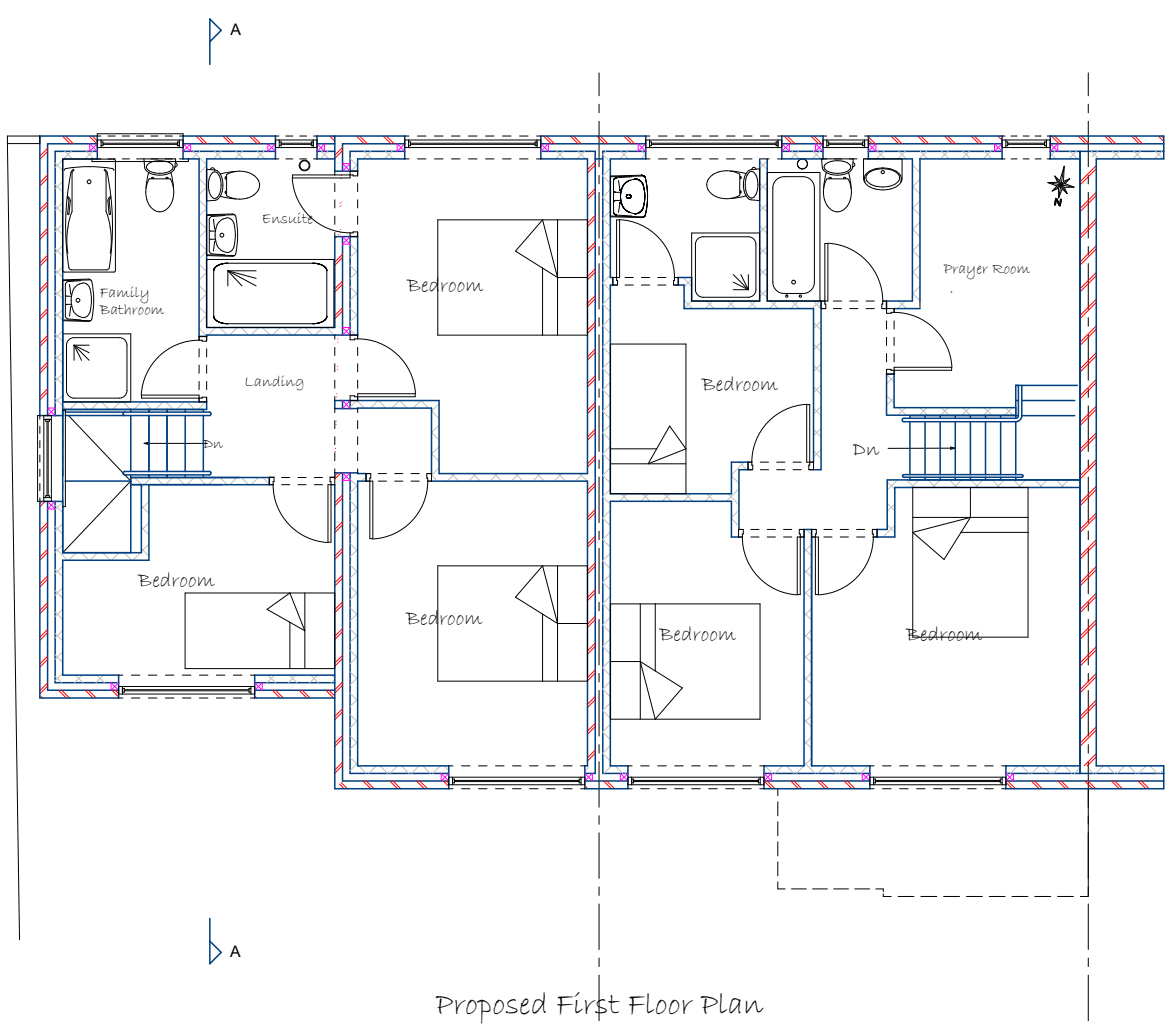
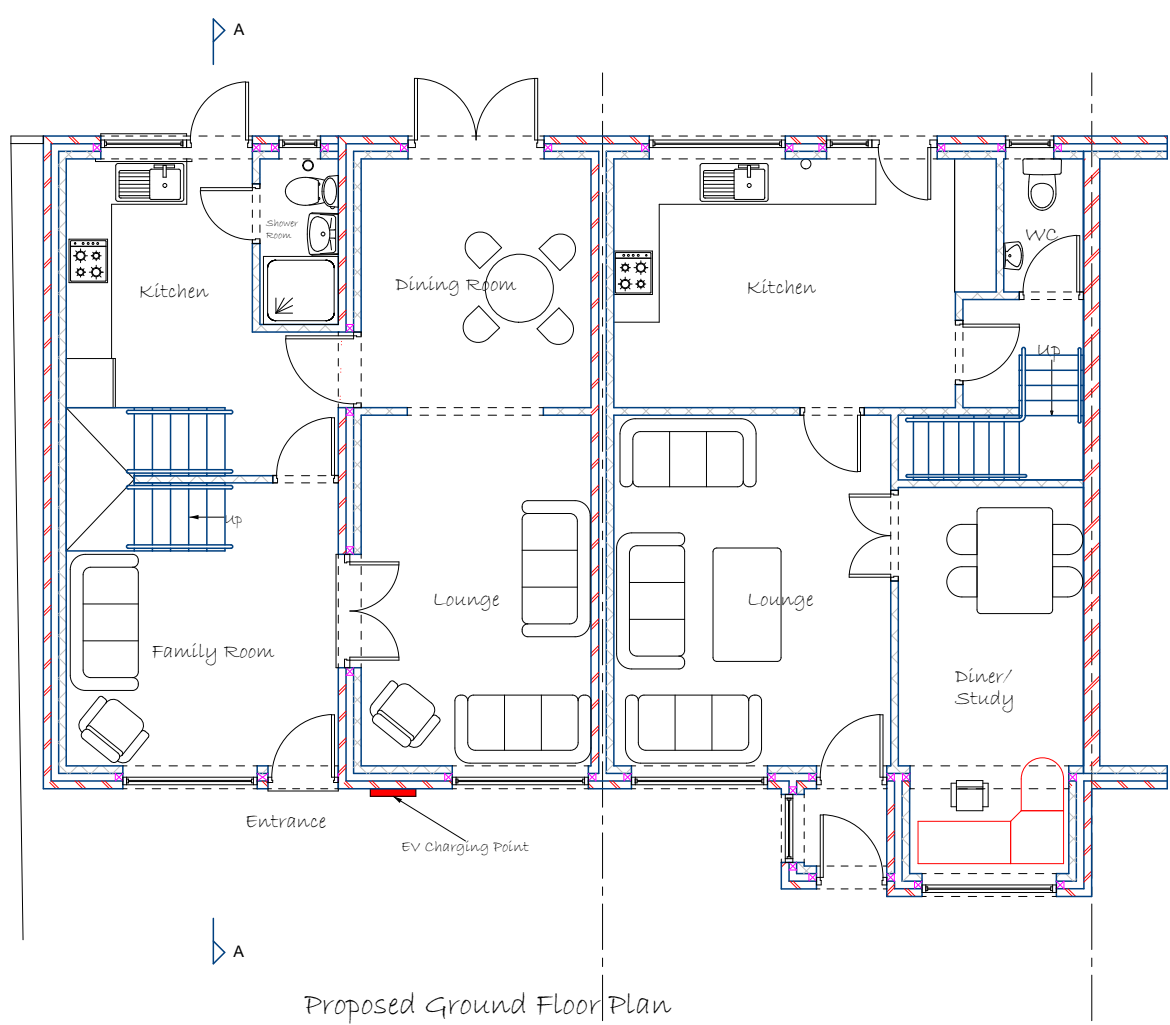
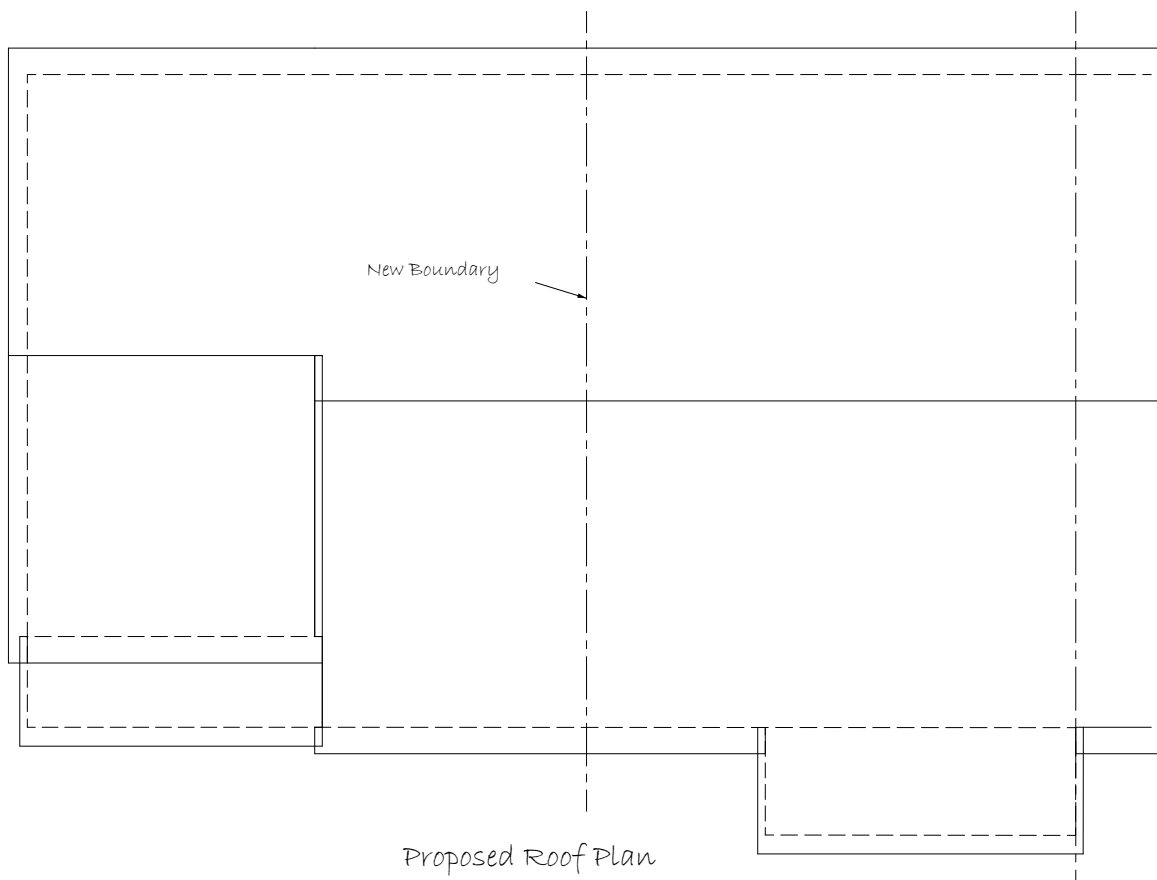
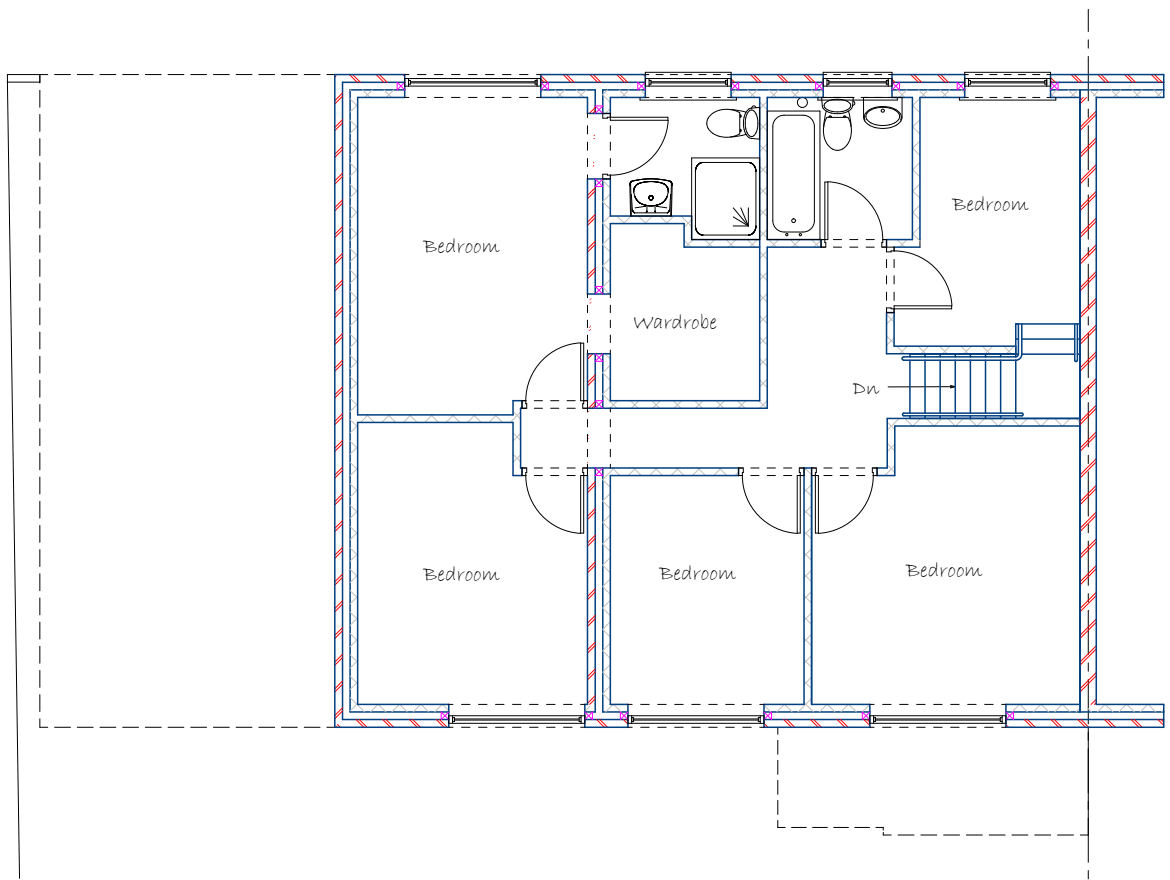
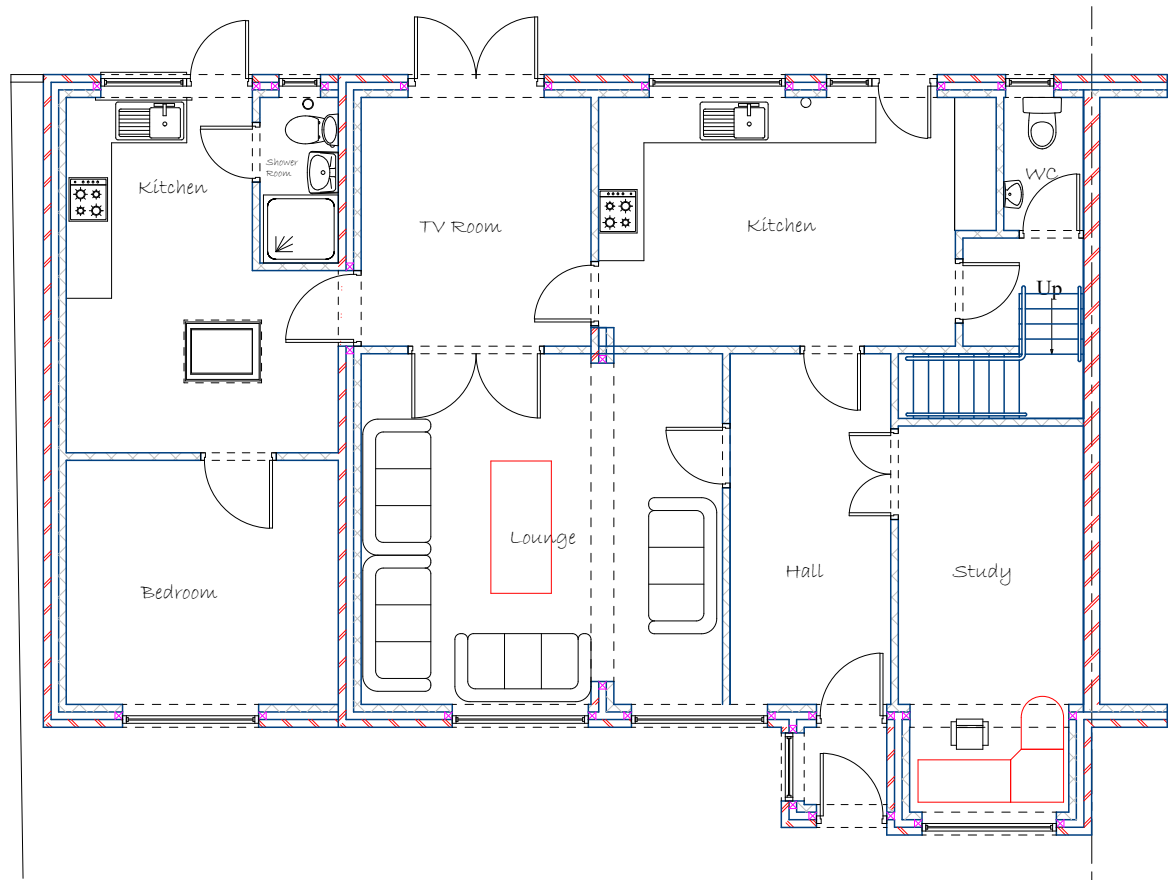
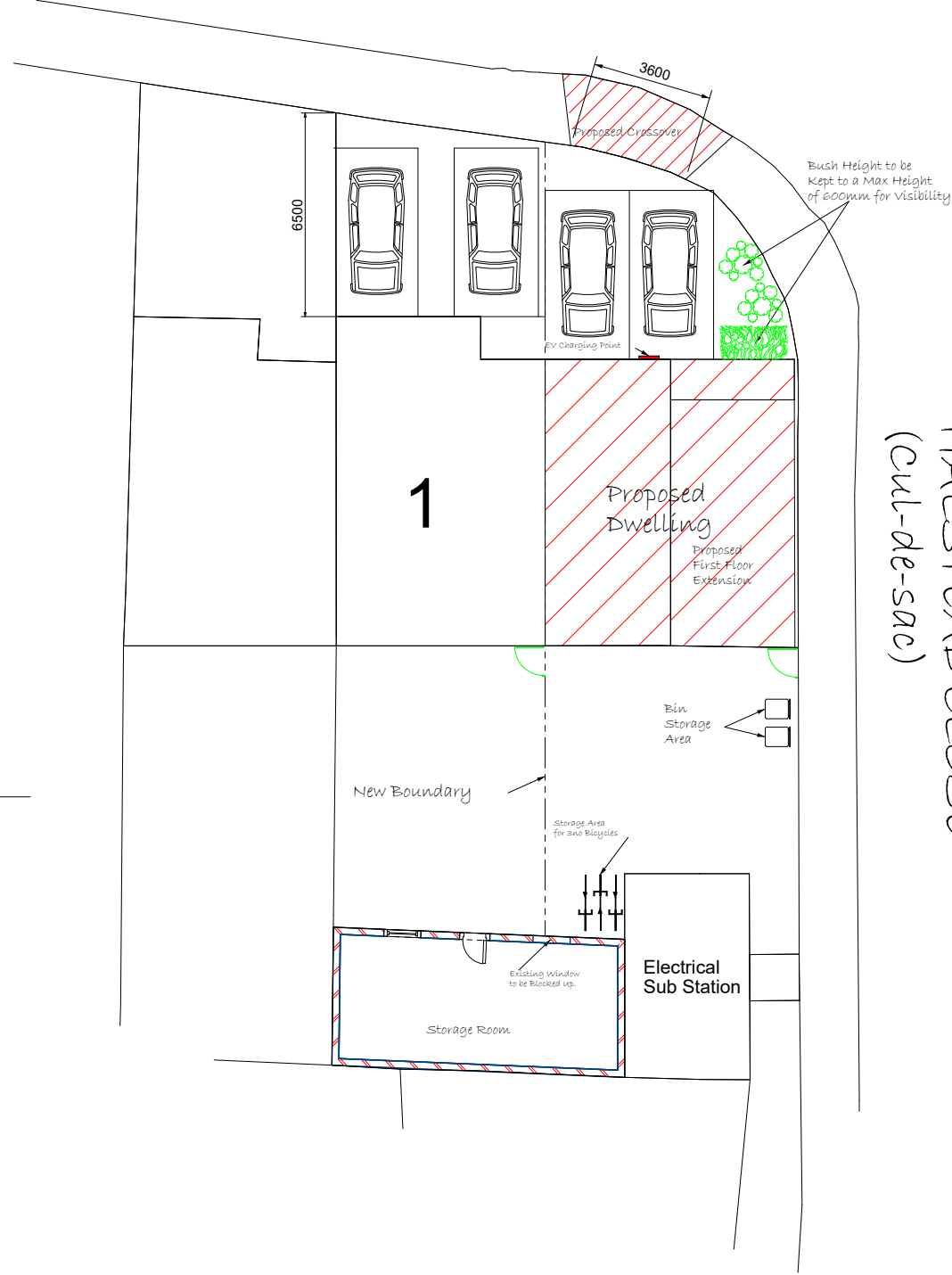
Appendix A – Proposed Layout Plans



- NOTES
- ALL DRAWINGS TO BE PRINTED AT 100% SCALE. DO NOT FIT TO PRINTER MARGINS WHEN PRINTING.
1. This drawing is copyright of Floor Plans Express. Reproduction is only to take place with written authority.
2. These plans are subject to Planning & Building Regulation Approval or any other statute in law before building work commences.
3. Any structural work where mentioned on this drawing is subject to a qualified structural and civil engineer calculations before building work commences.
4. All boundaries are assumed. To be confirmed on site before building work commences.
5. Only Local Authority Planning Departments may scale dimensions from.
6. Any discrepancies are to be brought to the attention of Floor Plan Express for rectification.
7. All drawings marked preliminary are not to be built or manufactured from.



HALSTEAD CLOSE
(Cul-de-sac)



3D Images of Existing Front and Rear Elevation. (NTS)



3D Images of Proposed Front and Rear Elevation. (NTS)



Proposed: First floor side extension followed by division to create two separate dwellings

Clients: Mr. H. Mahmood

Address: 1, Halstead Close
Woodley
Reading
Berkshire
RG5 4LD

Drawings Included: Existing & Proposed Floor Plans & Elevations (Landscaping)

Drawing No: P/MAH/2025/008

Date: 07/2025

Scale 1:100
1:200

Drawn by:
Mark Seagrove

Page Size - A1

8, Spring Walk
Wargrave
Reading
Berkshire
RG10 8DX

Mob: 07957580355
Email: mark@floorplansexpress.co.uk
Website: www.floorplansexpress.co.uk

Appendix B – Decision Notice and Officers Report



**WOKINGHAM
BOROUGH COUNCIL**

TOWN AND COUNTRY PLANNING ACTS

**TOWN AND COUNTRY
PLANNING (ENGLAND) 1990**

Mr Mark Seagrove
Floor Plans Express
8 Spring Walk
Wargrave
Reading
RG10 8DX

NOTIFICATION OF REFUSAL OF PLANNING PERMISSION

Application Number: 251470
Applicant Name: Mr and Mrs Haseeb Mahmood
Site Address: 1 Halstead Close, Woodley, Wokingham, RG5 4LD
Proposal: Full application for the proposed subdivision of the site and erection of a first floor side extension to form 1 no. three bedroom dwelling with associated parking and amenity space.
Date of Decision: 14 August 2025

Wokingham Borough Council in pursuance of its powers under the above Acts and Regulations hereby **refuses permission** for carrying out the above development as stated in the application and the accompanying plans submitted to the Council for the reason(s) specified hereunder.

Reasons

1. By reason of the unacceptable position of the proposed dropped crossing, the proposal would fail to meet satisfactory visibility splays and would not provide a safe or suitable vehicular access for the proposed dwelling. This would create unacceptable impact on highway safety for future occupiers and other users of the highway and footway contrary to policies CP6 of the Core Strategy (2010) and CC07 of the Managing Development Delivery Local Plan (2014) and paragraphs 115 & 116 of the National Planning Policy Framework (2024).

Informatives

1. If you intend to submit an appeal to be considered as a Public Inquiry you must notify the Local Planning Authority (planning.appeals@wokingham.gov.uk) and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before you submit the appeal.

2. The Council engages with all applicants in a positive and proactive way through specific pre-application enquiries and the detailed advice available on the Council's

website. On this particular application, no pre-application advice was sought before the application was submitted. As the proposal was clearly contrary to the provisions of the Development Plan, it was considered that further discussions would be unnecessary and costly for all parties.

3. This decision is in respect of the drawings and plans numbered

P/MAH/2025/008 received on 31 July 2025.

Signed

A handwritten signature in black ink, appearing to be 'BC' followed by a horizontal line.

Brian Conlon

Head of Development Management - Place & Growth

Date: 14 August 2025

PLEASE READ THE NOTES ISSUED WITH THIS DECISION NOTICE BELOW



WOKINGHAM BOROUGH COUNCIL

TOWN AND COUNTRY PLANNING ACTS TOWN AND COUNTRY PLANNING (ENGLAND) 1990

Other statutory legislation: This decision notice relates to the above stated acts and regulations only and does not constitute approval under any other legislation.

The Town & Country Planning (Development Management Procedure) Order: This decision has been made in accordance with the requirements of the National Planning Policy Framework (NPPF) and in the requirement to work with the applicant in a positive and proactive manner.

Officer Report: An officer report explaining the decision will be available to view online.

Purchase notices: If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that the owner can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances, the owner may serve a purchase notice on the Council which will require the Council to purchase the owner's interest in the land in accordance with the provisions of Chapter I of Part VI of the Town and Country Planning Act 1990.

Appeals to the Secretary of State: If your application has been **refused** by the Borough Council or **granted subject to conditions** that you are not happy with, you have the right to appeal to the Planning Inspectorate (under Section 78 of the Town and Country Planning Act 1990). This must be within the timeframes set out below. Please note an extension of time for lodging an appeal is unlikely to be granted except in special circumstances.

12 weeks from the decision date above in the case of a refusal of a 'householder' application:
Being the refusal of an application for planning permission to alter or extend a house, or for works within the curtilage of a house; or,
Being the refusal to approve details submitted as required by a condition imposed on a permission granted for a householder application.

12 weeks from the decision date above in the case of a refusal of a 'minor commercial' application:
Being the refusal of an application for development of an existing building or part of a building currently in use for purposes in Use Classes A1, A2, A3, A4 and A5

where the proposal does not include a change of use, a change to the number of units, development that is not wholly at ground floor level and/or does not increase the gross internal area of the building.

6 months from the decision date above in the case of all other appeals made under s78(1) or s20 of the above Acts relating to a decision on a planning application or listed building/conservation area consent application.

6 months from the decision date above in the case of any appeal made under s78 (2) of the Act in respect of a failure to give a decision within the statutory period.

The Planning Inspectorate is an Executive Agency reporting to the Secretary of State for Communities and Local Government. The Inspectorate has an online appeals service with information and guidance about the process. You can submit [full application appeals](#) and [householder application appeals](#) with the new appeals service. [Other application types](#) should be submitted on the current appeal service. Alternatively, you can obtain a form from the Planning Inspectorate at Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN, 0303 444 5000 or through the [Inspectorate's website](#). Please note all documents will be published online by the Planning Inspectorate and therefore you should not include personal information you do not wish to be displayed in this way. This includes personal information of third parties.

In the event of a grant of planning permission, please note the following:

Community Infrastructure Levy (CIL): When planning permission is granted for a development that is CIL the Council will issue a liability notice as soon as practicable after the day on which the planning permission first permits development. Completing 'Form 2', the assumption of liability notice, is a statutory requirement for the liable party(ies) to be completed for all CIL liable applications. Advice on how the Regulations may impact you and how you can properly discharge the relevant legal requirements including paying any relevant CIL charge that may be due is available on our [Community Infrastructure Levy advice \(wokingham.gov.uk\)](http://wokingham.gov.uk) website pages.

Discharge of Conditions: This consent may contain conditions that require further approval by submission of an application for approval of details reserved by condition and the appropriate fee. Application forms can be obtained for this purpose by visiting the [Planning Portal](#).

Street Naming and Numbering for new dwellings: If this notice relates to approval of new dwellings, please ensure that you contact the Council at least 16 weeks before the commencement on site to arrange for an address and post code to be allocated. Details can be obtained from streetnamingandnumbering@wokingham.gov.uk. Failure to contact the street naming and numbering department at least 16 weeks before commencement on site will result in the addressing and post code for the development being delayed.

Access to privately owned land: The applicant is reminded that this permission does not give right of entry to land not in the ownership of the applicant. Permission must be sought from any other landowner(s) if access is required.

Gas Mains and Services: Building over a gas main or service that is located within your site could cause damage to pipework or potential gas leaks within buildings. You should check for information relating to services within your site at [Home - LineSearchBeforeUdig \(lsbud.co.uk\)](http://Home-LineSearchBeforeUdig.lsbud.co.uk) and contact the Plant Protection Team at SGN on 0800 912 1722 or plantlocation@sgn.co.uk.

Building Regulations: The development subject to this permission may also require Building Regulation approval to ensure it is built to national safety, design, and environmental standards. The Council's Local Authority Building Control (LABC) service offers a full range of plan approval, inspection, and associated services through an ISO9001 nationally accredited team of qualified building surveyors. These surveyors work closely with the Council's planning department to ensure the appropriate construction of your build. To find out more visit the Council's [Building Control website](#) or call 0300 790 0580 to speak to a member of the team.

Fire Regulations: In accordance with the Berkshire Act 1986, when Building Regulation applications are submitted for building(s) or extensions, the Local Authority will reject the plans unless, after consultation with the fire authority, they are satisfied that the plans show the following:

- i) That there will be adequate means of access for the fire brigade to the building(s) or the extended building(s); and,
- ii) That the building(s) or extension(s) will not render inadequate any existing means of access for the fire brigade to a neighbouring building.

Biodiversity Net Gain: The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition “(the biodiversity gain condition)” that development may not begin unless:

- a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Wokingham Borough Council.

Biodiversity Net Gain Exemptions and Transitional Arrangements: There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are set out in [paragraph 17 of Schedule 7A of the Town and Country Planning Act 1990](#) the [Biodiversity Gain Requirements \(Exemptions\) Regulations 2024](#), and [The Environment Act 2021 \(Commencement No. 8 and Transitional Provisions\) Regulations 2024](#).

Biodiversity Net Gain Irreplaceable Habitat: If the onsite habitat includes irreplaceable habitat (within the meaning of [The Biodiversity Gain Requirements \(Irreplaceable Habitat\) Regulations 2024](#)) there are additional requirements. The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.

Biodiversity Net Gain Section 73(2D): If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without compliance with conditions previously attached) and a Biodiversity Gain Plan was approved in relation to the previous planning permission (“the earlier Biodiversity Gain Plan”) there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted. Those circumstances are that the conditions subject to which the section 73 permission is granted:

- i. do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and
- ii. in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat the conditions do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier Biodiversity Gain Plan.

Biodiversity Net Gain Phase Development: If the permission which has been granted has the effect of requiring or permitting the development to proceed in phases, the modifications in respect of the biodiversity gain condition which are set out in Part 2 of [The Biodiversity Gain \(Town and Country Planning\) \(Modifications and Amendments\) \(England\) Regulations 2024](#) apply. In summary: Biodiversity gain plans are required to be submitted to, and approved by, the planning authority before development may be begun (the overall plan), and before each phase of development may be begun (phase plans).

DELEGATED OFFICER REPORT



WOKINGHAM
BOROUGH COUNCIL

Application Number:	251470
Site Address:	1 Halstead Close, Woodley, Wokingham, RG5 4LD
Expiry Date:	15 August 2025
Site Visit Date:	17 July 2025
Proposal: Full application for the proposed subdivision of the site and erection of a first floor side extension to form 1 no. three bedroom dwelling with associated parking and amenity space.	

PLANNING POLICY

National Policy	National Planning Policy Framework (NPPF) National Planning Policy Guidance (NPPG)
Core Strategy (CS)	CP1 – Sustainable Development CP3 – General Principles for Development CP5 – Housing Mix, Density and Affordability CP6 – Managing Travel Demand CP7 – Biodiversity CP9 – Scale and Location of Development Proposals CP17 – Housing Delivery
MDD Local Plan (MDD)	CC01 – Presumption in Favour of Sustainable Development CC02 – Development Limits CC03 – Green Infrastructure, Trees and Landscaping CC04 – Sustainable Design and Construction CC07 – Parking CC09 – Development and Flood Risk CC10 – Sustainable Drainage TB05 – Housing Mix TB07 – Internal Space Standards TB21 – Landscape Character TB23 – Biodiversity and Development
Joint Minerals and Waste Plan (JMWP)	The JMWP does not apply to the size of the application site or scale of the proposed development.
Wokingham Borough Local Plan Update (LPU) <u>Those highlighted in yellow are deemed to hold</u>	SS1 – Sustainable development principles SS2 – Spatial strategy and settlement hierarchy SS10 – Meeting our housing needs CE3 – Environmental standards for residential development C1 – Active and sustainable transport and accessibility C2 – Mitigation of transport impacts and highway safety and design C5 – Parking and electric vehicle charging H1 – Housing mix, density and standards H6 – Self-build and custom build H8 – Conversion and sub-division of buildings

<u>moderate weight, all others are deemed to hold limited weight</u>	FD1 – Development and flood risk (from all sources) FD2 – Sustainable drainage NE1 – Biodiversity and geodiversity NE2 – Biodiversity net gain NE4 – Trees, woodland, hedges and hedgerows NE5 – Landscape and design DH1 – Place making and quality design DH2 – Safeguarding amenity
Other	Borough Design Guide Supplementary Planning Document CIL Guidance + 123 List Affordable Housing Supplementary Planning Document Sustainable Design and Construction Supplementary Planning Document Woodley Design Statement

PLANNING HISTORY

Application No.	Description	Decision & Date
202520	Householder application for the proposed erection of a single storey side extension.	C/A – 20/10/2020
F/2011/2297	Application for the retrospective development including conversion of garage to create additional habitable accommodation with new window, plus replacement porch with pitched roof to front of dwelling (amendment to previous consent F/2011/0181 for the conversion of existing garage to create additional habitable accommodation with new window, plus replacement porch with pitched roof to front of dwelling)	C/A – 20/02/2012
F/2011/0181	Application for erection of rear outbuilding for use as store/gym (Retrospective), plus proposed conversion of garage to create habitable accommodation with new window plus replacement porch with pitched roof to front of dwelling.	C/A – 31/03/2011
CLP/2010/2375	Application for a certificate of lawfulness for the proposed conversion of garage to office/study room with new window to front plus replacement porch to front of dwelling with pitched roof.	Refused – 06/12/2010
CLE/2010/2232	Application for a certificate of lawful existing use for the erection of outbuilding for use as a store room.	Refused – 03/12/2010
05252	Two storey extension	C/A – 30/09/1976
932/71	Terraced house	C/A –

		28/10/1971
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CONSULTATION RESPONSES

Internal

WBC Highways: Object on the following grounds – the proposed development results in the intensification of a sub-standard access to the detriment of highway safety contrary to the Core Strategy policy CP6 and the NPPF.

WBC CIL: Advice regarding CIL matters

External

None consulted

REPRESENTATIONS

Parish/Town Council	Woodley Town Council raised no objections.
Ward Member(s)	No comments received
Neighbours	No comments received

APPRAISAL

Site Description:

The application site is a 1970s end-of-terrace two storey dwelling within the settlement of Woodley. The site sits on a prominent corner plot at the eastern end of a row of 3no. terraced dwellings which face the highway and a row of 3no. terraced dwellings opposite. Beyond the immediate street scene, the site is located to the east of Woodford Park and to the north-east of Woodley Town Centre.

The existing dwelling has been considerably extended over time including a recent single storey side extension which is sited in close proximity to the adjacent footpath and an incidental outbuilding adjacent to the site's southern boundary. The site also benefits from an extended front drive which spans the full width of the frontage. An electricity sub-station is located to the rear of the site.

Proposal:

This application proposes the subdivision of the residential plot of 1 Halstead Close and the erection of a first floor side extension to create 1no. 3 bedroom dwelling with associated parking and amenity space. An additional dropped crossing is also proposed towards the north-eastern corner of the site to create an independent vehicular access for the new dwelling, with off-road parking provision on the existing front drive.

The extension would be sited above the existing single storey side addition with a matching width and total ridge height of approximately 7.4m. The extension would be set down from the main ridgeline and set back from the principal (front) elevation. Following discussions with the applicant, revised plans were submitted which include fenestration changes to the existing incidental outbuilding comprising the removal of 1no. window.

Principle of Development:

Section 38(6) of the Planning and Compulsory Act requires that proposals be determined in accordance with the Local Development Plan unless material considerations indicate otherwise. In this case, the Development Plan consists of the Core Strategy (CS) 2010 and Managing Development Delivery (MDD) Local Plan 2014. The National Planning Policy Framework (NPPF) must also be considered as it constitutes guidance which the Local Planning Authority must pay regard to, however it does not change the statutory status of the Development Plan as the starting point for decision making. However, the NPPF is a material consideration in any determination and must be read alongside the Development Plan.

Additionally, The Local Plan Update (LPU), the plan which will supersede the adopted Core Strategy and MDD local plans, is at Regulation 22 stage as it has been submitted for examination. As per paragraph 49 of the NPPF:

Local planning authorities may give weight to relevant policies in emerging plans according to:

- a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);*
- b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and*
- c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).*

As a whole, the LPU is still given limited weight despite its advance stage of preparation. This is owing to unresolved objections to a great number of the policies contained within it. Those highlighted in yellow in the policy table earlier in this report are those that has received less objection and therefore are deemed to hold moderate weight in the determination of this application at this stage. All the others are deemed to hold limited weight. The policies that hold moderate weight will feed into/ be considered in their relevant sections in this report.

Policy CC02 of the MDD Local Plan sets out the development limits for each settlement as defined on the policies map. The site is located within a major development location and as such the principle of development should be acceptable subject to other material considerations.

Housing Land Supply

To achieve sustainable development, the NPPF (February 2025) at paragraph 78 requires LPAs to identify a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic

policies are more than 5 years old. The latest published Five-Year Housing Land Supply Statement (at 31st March 2025) shows the Council is currently only able to demonstrate 2.5 years' worth of deliverable sites. Subsequently, policies relating specifically to housing development within the Local Development Plan are currently considered to be out of date. However, this does not mean that they have no weight.

Paragraph 11 states that where policies which are most important for determining the application are out-of-date, permission should be granted unless:

- i. the application of policies in the Framework that protect assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Firstly, in considering i), it must be recognised that the proposed development is within settlement limits and not within any protected areas or assets of particular importance (as outlined in footnote 7 of paragraph 11). Therefore, the proposal must be considered under ii) to determine whether there are any adverse impacts generated by the development that would significantly and demonstrably outweigh the benefits. This is referred to as the 'tilted balance', as harms and benefits are not weighed equally, but tilted according to paragraph 11(d)(ii).

An important underlying reason in the context of Wokingham Borough is the historic oversupply of housing against both the requirement set out in the Core Strategy local plan and the scale of local housing need as calculated by the previous standard method which remains a key contributing factor to the current lack of the required deliverable housing land supply, and this must be considered in the planning balance.

Having established the tilted balance is engaged, paragraph 11(d)(ii) requires the proposal to be considered against the policies of the NPPF taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination. These key policies, as outlined within footnote 9, will be referred to throughout this response letter where relevant, with the balance required by paragraph 11(d) of the NPPF given in the 'Planning Balance and Conclusion' section.

Development of a Private Residential Garden

The proposed development comprises the subdivision of an existing residential plot to facilitate the creation of two additional dwellings. Paragraph 75 of the NPPF states that LPA should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.

The relevant policy within the Local Development Plan is MDD Local Plan policy TB06 which states that proposals for new residential development that includes land within the curtilage of private residential gardens will only be granted planning permission where there is a positive contribution to the built form and surrounding spaces, integration with the layout of the surrounding area, appropriate hard and soft landscaping, amenity space, building separation and compatibility with the general building height.

This requirement relates to other material considerations. Policy TB06 will be assessed within the 'Design and Character of the Area' section of this response letter.

Sustainability

Policies CP1, CP4, CP6, CP9 and CP11 of the Core Strategy permit development where it is based on sustainable credentials in terms of access to local facilities and services and the promotion of sustainable transport. Expanding on this, paragraph 4.57 in the CS aims to prevent the proliferation of development in areas away from existing development limits as they are not generally well located for facilities and services and would lead to the increase in use of the private car.

In this instance, the site is located within settlement limits within a major development location and is acceptable in terms of the principles stated in the Core Strategy. It also accords with the relevant policies in the MDD Local Plan. The site is circa. 400m from Woodley Town Centre, 2.6km from Earley Railway Station and 260m from the nearest bus stops which serves Woodley and Reading at 15 to 30-minute intervals throughout the day. On this basis, there are no sustainability concerns with the proposal.

Summary of Principle of Development

The principle of residential development within settlement should be acceptable. However, this is subject to whether the proposal complies with MDD Local Plan policy TB06 which outlines the criteria for suitable residential development in private residential gardens and other material considerations which are assessed below.

Design and Character of the Area:

Policy CP1 of the Core Strategy requires developments to maintain or enhance the high quality of the environment. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its scale of activity, mass, layout, built form, height, materials and character to the area in which it is located and must be of high quality design without detriment to the amenities of adjoining land uses and occupiers.

Policy CP5 of the Core Strategy and Policy TB05 of the MDD Local Plan require an appropriate dwelling density and R10 of the Borough Design Guide SPD seeks to ensure that the development achieves an appropriate density in relation to local character.

With regard to well-designed places, paragraph 135 of the NPPF states that

developments should:

- a) function well and add to the overall quality of the area in the long term,
- b) are visually attractive with good architecture, layout and appropriate & effective landscaping,
- c) are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change (such as increased densities),

Paragraph 139 of the NPPF states that development which is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design as well as any local design guidance and supplementary planning documents.

Siting and Scale:

Halstead Close comprises a mix of housing types. While terraced dwellings are prevalent within this section of the street scene, neighbouring dwellings on the close are more varied in terms of their form and scale including semi-detached bungalows and a more recently constructed pair of semi-detached dwellings located towards the junction of Halstead Close and Headley Road. As such, the proposed creation of an additional dwelling to an existing row of terraces would not be out of character with the area.

In terms of its size and scale, the footprint of the proposed dwelling would be approximately 63.1sqm while the footprint of the existing dwelling would be reduced to approximately 61.1sqm. This is in keeping with the average size of dwellings within the surrounding area. Moreover, the proposal would effectively build on top of the existing built form and would not project beyond the existing flank (side), front or rear elevations.

Given the context of the existing single storey side addition, the proposed extension would be sited in close proximity to the public highway contrary to the guidance contained within the Borough Design Guide SPD. While the proposal would increase the ridge and eaves height of the existing built form, the proposal would remain slightly set in from the site's eastern boundary by approximately 0.4m, and it would not extend across the full depth of the existing dwelling. As such, while a considerable change, the proposal would not appear as an overly dominant addition or adversely impact openness when traversing the street scene.

Design

Section 4.11 of the Borough Design Guide SPD states that two storey side extensions to end-of-terrace properties should seamlessly continue the design and proportions of the terrace or be clearly subservient. Side extensions should also be set back from the building line by at least 1m, preferably with a lower roof line and should be set at least 1m from the plot boundary.

The proposed first floor side extension would appear as a subservient addition to the existing dwelling due to being set down from the main ridgeline and set back from the principal building line. In this context, it is considered that this is an appropriate design for the proposed dwelling as it would mark the transition from the original

building to the new attached dwelling while sufficiently reducing the overall bulk of the scheme and retaining the style and form of the terraces. Moreover, it would appropriately respond to the proposed dwelling being of a larger width than the existing following the development and would avoid unbalancing the row of terraces.

Although the proposal would be set in from the plot boundary by less than 1m, contrary to the Borough Design Guide SPD, it would not encroach beyond the existing flank (side) elevation and due to its corner plot setting it would not disrupt the rhythm of buildings and the gaps between them along the street frontage. Moreover, the proposed external materials would be in keeping with the existing dwelling, further mitigating the visual impact of the scheme.

Summary

Overall, the proposal would be of an appropriate scale and design which would respect the form of the existing row of terraces while sufficiently minimising the visual impact from introducing an additional dwelling onto the street scene. By restricting the additional built form proposed above the existing side addition the proposal also integrates positively with the layout of the surrounding area. The proposal therefore complies with the NPPF, Core Strategy policies CP1, CP3 & CP5 and MDD Local Plan policy TB06 in this respect.

Dwelling Mix:

Policy CP5 of the Core Strategy requires an appropriate mix of dwelling types, tenures and sizes so that the housing needs of the community are met. Policy TB05 of the MDD Local Plan requires an appropriate housing mix which reflects a balance between the underlying character of the area and both the current and projected needs of households. The Berkshire (including South Bucks) Strategic Housing Market Assessment (February 2016) identified future housing need for the Wokingham Borough with 66% of all new dwellings to be 3+ bedrooms.

In this case, the proposal would create an additional 3 bedroom dwelling which is appropriate in an area predominated by suburban family sized dwellings. The proposal is therefore acceptable in this regard.

Housing Amenity:

Internal Amenity

Policy TB07 of the MDD and R17 of the SPD require adequate internal space to ensure the layout and size achieves good internal amenity. In accordance with the Technical housing standards – nationally described space standard, a minimum standard of 93m² applies for a 2 storey, 3 bedroom, 5 person occupancy dwelling. Both the proposed and existing dwelling would meet these minimum standards following the development.

A dwelling with more than one bedroom should have a main bedroom, which is to have a minimum area of 11.5sqm while single bedrooms should have a minimum area of 7.5sqm. The proposed and existing dwelling would meet these minimum standards, while the proposed ground floor living space is acceptable and there is

sufficient space to create built-in storage. The proposed fenestration would allow sufficient daylight into all habitable rooms with a reasonable dual outlook and southern aspect.

Therefore, the level of internal amenity proposed is compliant with policy TB07 of the MDD Local Plan policy and would be acceptable.

External Amenity

R16 of the SPD requires a minimum depth of 11m for rear gardens and a 1m setback from the site boundary to allow access thereto. It should receive direct sunlight and be capable of accommodating play, clothes drying and storage.

The existing incidental outbuilding within the rear garden space, as well as the electrical substation located to the rear of the site's boundaries, constrain the external amenity space that can be afforded to both the existing and proposed dwelling following the development. Nonetheless, while the proposal would not meet the recommended minimum depth of 11m, the width of both rear gardens would allow sufficient external amenity space for a three bedroom dwelling. Therefore, this shortfall would not warrant a reason for refusal in this instance.

Following discussions with the applicant, revised plans were submitted which show the removal of a window positioned towards the eastern end of the outbuilding. Following the subdivision of the plot, this window would have directly looked onto the proposed dwelling yet served the existing which would have been an unacceptable loss of privacy for future occupiers. If the application was to be approved, this element of the scheme could be conditioned to ensure that it was implemented prior to the occupation of the new dwelling and ensure this potential harm was removed.

Overall, the proposed internal and external amenity should be sufficient for future occupiers and there are no objections in this respect.

Neighbouring Amenity:

Policy CP3 of the Core Strategy aims to protect neighbouring amenity and R23 of the Borough Design Guide SPD requires that extensions relate to neighbouring properties.

Due to the scale of the proposed first floor side extension, which would not encroach the flank (side), rear or front elevations of the existing dwelling, and the context of the site as a corner plot there are no concerns in respect of potential impact on neighbouring amenity in terms of loss of light, overbearing or overlooking.

Highway Access and Parking Provision:

The NPPF paragraph 116 states that 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, following mitigation, would be severe, taking into account all reasonable future scenarios.

Core Strategy policy CP6 concerns issues relating to highway safety and access, stating that planning permission will be granted for schemes that, amongst other requirements, provide appropriate vehicular parking, enhance road safety and do not cause highway problems. Policy C2 of the emerging Local Plan Update, which is deemed to hold limited weight at this stage, states that with regards to highway safety and design, all development proposals must ensure safe and suitable access to the site for all users. This is in line with NPPF paragraph 115.

Policy C5 of the emerging Local Plan Update, which is deemed to hold moderate weight at this stage, states that development proposals should provide and retain vehicle parking (including motorcycles) and cycle parking that caters for the needs of all users that is appropriate to the location and scale of the development. Policy CC07 and Appendix 2 of the MDD Local Plan set out the parking standards for development, noting that these should be regarded as a starting point with each site assessed on its own merits. P3 of the Borough Design Guide SPD notes that parking spaces are to be a minimum of 5m x 2.5m. P3 of the Borough Design Guide SPD notes that parking spaces should be safe and convenient, close to the dwelling and sited to minimise impact upon safety.

Vehicular access to the site's front drive is via a dropped crossing shared with No.2 Halstead Close adjacent. It is acknowledged that over time the front drive has been extended across the site's frontage to create 4no. off-road parking spaces. As the proposal involves the creation of a new dwelling, both the existing and proposed dwelling will require independent access and parking.

Halstead Close is subject to a 30mph speed limit, which requires visibility of 2.4m x 43m to be achieved to the nearside edge of the carriageway in both directions. The site sits on a prominent corner plot adjacent to a bend in the highway. The proposed dropped crossing would be positioned circa. 4.7m from the bend. The Council's Highways Officer has reviewed the proposal and raised significant concerns with the location of the proposed dropped crossing.

While the applicant has not demonstrated visibility splays on the submitted drawings, when taken from the submitted block plan the visibility splay measured to the east is circa. 2.4m x 10.3m which falls significantly short of the required visibility splay nor retain the existing. Therefore, the proposal would impede safe access and have negative impacts on highway safety for future occupiers and other uses of the highway.

It is acknowledged that current occupiers of the existing dwelling may already be using the position of the proposed dropped crossing to informally access the parking space in front of the previous extensions to the main dwelling. Highways Officers views this as encroachment of the public footway, and have concluded that formalising this substandard access, alongside the intensification of its use following the subdivision of the plot, would be unacceptable.

This matter was discussed with the applicant to see whether the scheme could be revised to appropriately address these concerns. However, given the context of the site and its very close proximity to the bend, it does not appear that this objection could be overcome within the constraints of this current scheme.

Notwithstanding the above, the proposed provision of 2no. off-road parking spaces for each dwelling would meet the Council's parking standards. The proposal also indicates the provision of an EV charging point and cycle parking provision in line with policy CC07 which the Highways Officer has deemed as acceptable, subject to further details of the proposed cycle parking provision.

Overall, due to the inappropriate position of the proposed dropped crossing, the proposal would fail to meet satisfactory visibility splays and would not provide a safe or suitable vehicular access for the proposed dwelling creating adverse highway safety impacts for future occupiers and other users of the highway.

Paragraph 116 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety. Under this application, it has not been possible to conclude that there would not be an unacceptable impact on highway safety. Accordingly, the proposal is justified to be refused on highway grounds in line with paragraph 116 of the NPPF. The proposal is therefore considered to be contrary to paragraphs 115 & 116 of the NPPF, Core Strategy policy CP6, MDD Local Plan policy CC07 and policy C2 of the emerging Local Plan Update.

The above concerns warrant a reason for refusal.

Landscape, Trees and Biodiversity:

There is limited scope for the provision of soft landscaping within the site, in accordance with MDD Local Plan policy CC03 development proposals should incorporate high quality planting and landscaping as an integral part of the scheme. There are no biodiversity issues given the siting of the proposal on land with no significant ecological merit and the proposal not increasing the footprint of the existing dwelling.

Enhancement measures are proposed in the form of planting within the eastern corner of the front drive and further details on this, and other enhancement measures if appropriate, could be secured via condition to secure compliance with NPPF paragraph 187 and MDD Local Plan policy CC03.

Biodiversity Net Gain: Biodiversity Net Gain is mandatory for major and minor planning applications unless the development meets the exception criteria set out in [paragraph 17 of Schedule 7A of the Town and Country Planning Act 1990](#) the [Biodiversity Gain Requirements \(Exemptions\) Regulations 2024](#), and [The Environment Act 2021 \(Commencement No. 8 and Transitional Provisions\) Regulations 2024](#). In the event planning permission is granted, and the exceptions do not apply, paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 grants permission subject to the condition “(the biodiversity gain condition”) and that development may not begin unless:

- a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- b) the planning authority has approved the plan.

The proposal would qualify for the de minimis exemption as it does not impact any priority (or any other) onsite habitats.

Planning Balance and Conclusion:

The starting point for decision making is the development plan. However, as set out in the Principle of Development section of this report, paragraph 11d(ii) of the NPPF is engaged and this also requires the proposal to be considered against the policies of the NPPF taken as a whole. The tilted balance does not however displace the primacy of the development plan.

Paragraph 8 of the NPPF sets out that achieving sustainable development means that development should satisfy three overarching objectives in relation to economic, social and environmental benefits.

Economically the proposed development would enable job creation during the construction period although this would be very limited given the scale of the development. The inhabitants of the proposed dwellings would also contribute to the local economy and to the continued viability of local services within the surrounding area including Woodley town centre. However, as the proposal is for one (net) dwelling only the economic role of the development is considered to be limited.

Regarding the **social role** the development would perform, the provision of one family sized dwelling within settlement, while welcomed in principle, would not make a significant contribution to the Council's housing land supply position. This would hold limited weight in the tilted balance.

Regarding its **environmental role**, the development would not result in an adverse environmental impact and there is some scope for biodiversity and soft landscaping enhancements. No adverse harm to the character of the area has been identified, while the proposal would comply with sustainability measures relating to energy efficiency and drainage to a degree through Building Regulations standards. Overall, a limited environmental role would be performed.

Notwithstanding the limited benefits of the scheme identified above, the Council's Highways Officer has objected to the scheme due to the inappropriate and unsafe vehicular access proposed to serve the new dwelling. As discussed within the 'Highway Access and Parking Provision' section of the report, due to the position of the proposed dropped crossing with unsatisfactory visibility splays the proposal would fail to provide a safe or suitable vehicular access for the proposed dwelling resulting in adverse highway safety impacts for future occupiers and other users of the highway.

Under this application, it has not been possible to conclude that there would not be an unacceptable impact on highway safety and as such paragraph 116 of the NPPF indicates that this application is justified to be refused on highway safety grounds. The proposal is also contrary to paragraphs 115 & 116 of the NPPF, Core Strategy policy CP6 and MDD Local Plan policy CC07.

On balance, and when assessing the proposal against the local development plan

and the NPPF as a whole, it is considered that the identified adverse impact on highway safety would significantly and demonstrably outweigh the limited economic, social and environmental benefits of the scheme.

It is not considered that the identified harm could be mitigated through revisions to the scheme as the proposed access has been deemed to be wholly unacceptable and there is very limited (if any) scope to reposition the proposed dropped crossing without materially amending the proposed development.

The application is therefore recommended for **refusal**.

Community Infrastructure Levy (CIL): When planning permission is granted for a development that is CIL liable, the Council will issue a liability notice as soon as practicable after the day on which the planning permission first permits development. Completing the assumption of liability notice is a statutory requirement to be completed for all CIL liable applications.

The Public Sector Equality Duty (Equality Act 2010): In determining this application the Council is required to have due regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief. There is no indication or evidence (including from consultation on the application) that persons with protected characteristics as identified by the Act have or will have different needs, experiences, issues and priorities in relation to this particular planning application and there would be no significant adverse impacts as a result of the development.

RECOMMENDATION

Conditions agreed:	Not required
Recommendation:	Refuse
Date:	14 August 2025
Earliest date for decision:	14 July 2025

Recommendation agreed by: (Authorised Officer)	
Date:	14 August 2025

PLANNING CONSTRAINTS/STATUS

- *Major Development Location – Woodley*
- *Landscape Character Assessment Area – Woodley-Earley Settled and Farmed Clay*
- *Mineral Safeguarding Area (Sharp Sand and Gravel)*
- *Potentially Contaminated Land Consultation Zone*
- *SSSI Impact Risk Zone*

Appendix C – Automatic Traffic Counter Results

Wokingham ATC, Halstead Close



Direction: Northbound

Direction: Southbound

Direction: Total Flow

Hour	Thu	Fri	Sat	Sun	Mon	Tue	Wed	5 Day	7 Day
Beginning	18/09/2024	19/09/2024	20/09/2024	21/09/2024	22/09/2024	23/09/2024	24/09/2024	Avg	Avg
00:00	3	0	0	3	1	3	4	2	7
01:00	0	2	1	1	0	0	3	1	1
02:00	3	0	1	1	0	1	0	1	1
03:00	0	0	3	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	2	1	0	1
06:00	0	3	1	0	0	0	0	1	1
07:00	4	2	0	0	1	3	2	2	7
08:00	1	3	3	2	1	2	0	1	0
09:00	4	0	5	4	6	4	4	4	4
10:00	4	1	7	1	9	7	2	3	4
11:00	4	3	1	2	1	3	1	2	2
12:00	2	5	5	4	4	1	5	3	4
13:00	2	6	4	3	3	2	3	3	3
14:00	2	9	3	6	3	7	4	5	5
15:00	2	6	8	5	7	8	5	6	6
16:00	5	4	2	2	5	4	4	4	4
17:00	3	4	2	7	7	2	4	4	4
18:00	6	5	2	5	4	5	4	5	4
19:00	6	9	2	2	4	5	3	5	4
20:00	6	9	2	2	2	9	9	4	9
21:00	0	3	1	3	1	1	1	1	1
22:00	0	4	0	3	2	2	1	2	2
23:00	3	1	0	0	1	0	1	1	1
Total	1247	139	45	49	45	42	46	51	45
1247-139	50	65	48	48	52	59	44	54	52
1048-221	53	70	48	51	55	61	46	51	55
1848-241	59	72	53	56	57	65	55	62	60
2448-241	59	72	53	56	57	65	55	62	60
AM Peak	07:00	08:00	10:00	09:00	09:00	10:00	00:00	09:00	09:00
PM Peak	19:00	14:00	15:00	17:00	15:00	15:00	12:00	15:00	15:00
8	9	9	9	7	7	8	9	8	8

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Hour	Thu	Fri	Sat	Sun	Mon	Tue	Wed	5 Day	7 Day
Beginning	18/09/2024	19/09/2024	20/09/2024	21/09/2024	22/09/2024	23/09/2024	24/09/2024	Avg	Avg
00:00	1	0	0	3	0	1	1	1	1
01:00	0	0	0	0	1	0	0	0	0
02:00	0	0	0	1	0	0	1	0	0
03:00	0	0	1	1	0	0	0	0	0
04:00	0	1	1	0	1	0	0	0	0
05:00	1	0	1	1	0	1	1	1	1
06:00	2	4	1	1	2	3	1	2	2
07:00	3	4	1	1	3	3	5	4	3
08:00	5	2	5	1	3	7	2	5	4
09:00	3	2	5	2	5	5	2	3	3
10:00	5	5	5	5	2	10	4	5	5
11:00	5	0	1	5	3	0	2	0	2
12:00	2	4	5	4	6	2	8	4	4
13:00	2	5	3	4	4	2	3	3	3
14:00	5	8	6	4	4	6	6	6	6
15:00	2	6	7	4	4	4	5	4	5
16:00	6	4	1	2	5	4	3	4	3
17:00	1	3	3	8	6	3	6	4	4
18:00	2	6	3	4	1	2	1	2	3
19:00	5	5	2	2	4	1	3	4	3
20:00	2	3	0	2	0	5	0	2	2
21:00	1	5	2	0	0	0	0	2	2
22:00	1	2	0	1	1	1	1	1	1
23:00	1	1	0	1	1	0	1	1	1
Total	1247	139	45	49	45	42	46	51	45
1247-139	50	65	48	48	52	62	49	57	55
1048-221	53	70	48	51	55	61	46	51	55
1848-241	59	70	53	57	56	65	54	61	59
2448-241	59	70	53	57	56	65	54	61	59
AM Peak	08:00	10:00	08:00	10:00	09:00	10:00	07:00	10:00	10:00
PM Peak	16:00	14:00	15:00	17:00	12:00	14:00	12:00	14:00	14:00
8	8	8	7	8	8	8	8	8	8

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Hour	Thu	Fri	Sat	Sun	Mon	Tue	Wed	5 Day	7 Day
Beginning	18/09/2024	19/09/2024	20/09/2024	21/09/2024	22/09/2024	23/09/2024	24/09/2024	Avg	Avg
00:00	4	0	0	6	1	4	5	3	3
01:00	0	2	1	1	1	0	3	1	1
02:00	3	0	1	2	0	1	1	1	1
03:00	0	0	4	1	0	0	0	0	0
04:00	0	1	1	0	1	0	0	0	0
05:00	1	0	1	1	1	1	1	1	1
06:00	2	7	2	1	2	3	1	3	3
07:00	7	6	1	1	4	6	7	6	5
08:00	10	6	8	3	4	9	2	6	6
09:00	7	2	10	6	11	9	6	7	7
10:00	9	6	12	6	5	17	6	9	9
11:00	9	3	2	5	4	6	1	5	4
12:00	4	9	10	8	10	3	13	8	8
13:00	4	10	7	7	7	4	5	6	6
14:00	7	17	9	10	7	13	10	11	10
15:00	4	12	15	9	11	12	10	10	10
16:00	11	8	3	4	10	8	7	9	7
17:00	4	7	5	15	13	5	10	8	8
18:00	7	11	6	9	6	7	5	7	7
19:00	11	14	4	4	8	6	6	9	8
20:00	8	6	2	4	2	10	3	6	5
21:00	1	8	3	5	1	3	1	3	3
22:00	1	6	0	4	3	3	2	3	3
23:00	4	2	0	1	2	0	2	2	2
Total	1247	139	83	96	87	83	91	99	82
1247-139	50	65	105	131	98	97	104	121	93
1048-221	53	70	110	139	96	102	109	124	97
1848-241	59	72	142	106	113	113	130	109	122
2448-241	59	72	142	106	113	113	130	109	122
AM Peak	08:00	08:00	10:00	00:00	09:00	10:00	07:00	10:00	10:00
PM Peak	16:00	14:00	15:00	17:00	17:00	17:00	14:00	14:00	14:00
8	8	8	11	17	15	15	13	13	13

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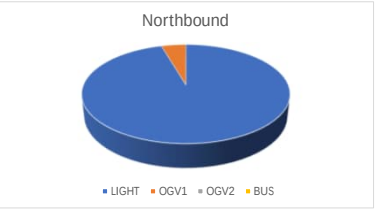
Wokingham ATC, Halstead Close

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 18 Sep 2025	59	58	1	0	0
Fri 19 Sep 2025	72	68	4	0	0
Sat 20 Sep 2025	53	50	3	0	0
Sun 21 Sep 2025	56	53	3	0	0
Mon 22 Sep 2025	57	54	3	0	0
Tue 23 Sep 2025	65	63	2	0	0
Wed 24 Sep 2025	55	52	3	0	0
5 Day Ave.	62	59	3	0	0
7 Day Ave.	60	57	3	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 18 Sep 2025	100.0%	98.3%	1.7%	0.0%	0.0%
Fri 19 Sep 2025	100.0%	94.4%	5.6%	0.0%	0.0%
Sat 20 Sep 2025	100.0%	94.3%	5.7%	0.0%	0.0%
Sun 21 Sep 2025	100.0%	94.6%	5.4%	0.0%	0.0%
Mon 22 Sep 2025	100.0%	94.7%	5.3%	0.0%	0.0%
Tue 23 Sep 2025	100.0%	96.9%	3.1%	0.0%	0.0%
Wed 24 Sep 2025	100.0%	94.5%	5.5%	0.0%	0.0%
5 Day Ave.	100.0%	95.8%	4.2%	0.0%	0.0%
7 Day Ave.	100.0%	95.4%	4.6%	0.0%	0.0%

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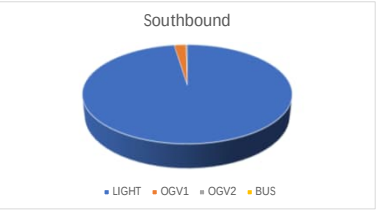


Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 18 Sep 2025	59	58	1	0	0
Fri 19 Sep 2025	70	67	3	0	0
Sat 20 Sep 2025	53	52	1	0	0
Sun 21 Sep 2025	57	56	1	0	0
Mon 22 Sep 2025	56	55	1	0	0
Tue 23 Sep 2025	65	63	1	1	0
Wed 24 Sep 2025	54	53	1	0	0
5 Day Ave.	61	59	1	0	0
7 Day Ave.	59	58	1	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 18 Sep 2025	100.0%	98.3%	1.7%	0.0%	0.0%
Fri 19 Sep 2025	100.0%	95.7%	4.3%	0.0%	0.0%
Sat 20 Sep 2025	100.0%	98.1%	1.9%	0.0%	0.0%
Sun 21 Sep 2025	100.0%	98.2%	1.8%	0.0%	0.0%
Mon 22 Sep 2025	100.0%	98.2%	1.8%	0.0%	0.0%
Tue 23 Sep 2025	100.0%	96.9%	1.5%	1.5%	0.0%
Wed 24 Sep 2025	100.0%	98.1%	1.9%	0.0%	0.0%
5 Day Ave.	100.0%	97.4%	2.3%	0.3%	0.0%
7 Day Ave.	100.0%	97.6%	2.2%	0.2%	0.0%

Paul Castle Associates

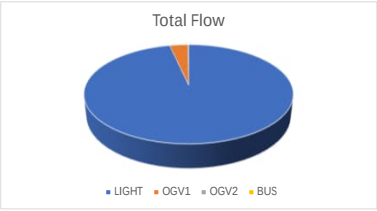


Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 18 Sep 2025	118	116	2	0	0
Fri 19 Sep 2025	142	135	7	0	0
Sat 20 Sep 2025	106	102	4	0	0
Sun 21 Sep 2025	113	109	4	0	0
Mon 22 Sep 2025	113	109	4	0	0
Tue 23 Sep 2025	130	126	3	1	0
Wed 24 Sep 2025	109	105	4	0	0
5 Day Ave.	122	118	4	0	0
7 Day Ave.	119	115	4	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 18 Sep 2025	100.0%	98.3%	1.7%	0.0%	0.0%
Fri 19 Sep 2025	100.0%	95.1%	4.9%	0.0%	0.0%
Sat 20 Sep 2025	100.0%	96.2%	3.8%	0.0%	0.0%
Sun 21 Sep 2025	100.0%	96.5%	3.5%	0.0%	0.0%
Mon 22 Sep 2025	100.0%	96.5%	3.5%	0.0%	0.0%
Tue 23 Sep 2025	100.0%	96.9%	2.3%	0.8%	0.0%
Wed 24 Sep 2025	100.0%	96.3%	3.7%	0.0%	0.0%
5 Day Ave.	100.0%	96.6%	3.3%	0.2%	0.0%
7 Day Ave.	100.0%	96.5%	3.4%	0.1%	0.0%

Paul Castle Associates

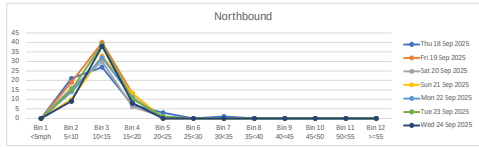


Wokingham ATC, Halstead Close

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 ≥55
Thu 18 Sep 2025	59	17.2	12.2	4.9	0	21	27	7	3	0	1	0	0	0	0	0
Fri 19 Sep 2025	72	15.5	12.1	3.3	0	19	40	13	0	0	0	0	0	0	0	0
Sat 20 Sep 2025	53	15.3	11.7	3.5	0	16	30	6	1	0	0	0	0	0	0	0
Sun 21 Sep 2025	56	16.1	12.8	3.2	0	10	33	13	0	0	0	0	0	0	0	0
Mon 22 Sep 2025	57	15.7	12.2	3.3	0	14	32	11	0	0	0	0	0	0	0	0
Tue 23 Sep 2025	65	15.7	12.3	3.4	0	15	39	10	1	0	0	0	0	0	0	0
Wed 24 Sep 2025	55	15.3	12.4	2.8	0	9	38	8	0	0	0	0	0	0	0	0
5 Day Ave.	62	15.9	12.2	3.5	0	15	35	10	1	0	0	0	0	0	0	0
7 Day Ave.	60	15.9	12.2	3.5	0	15	34	10	1	0	0	0	0	0	0	0

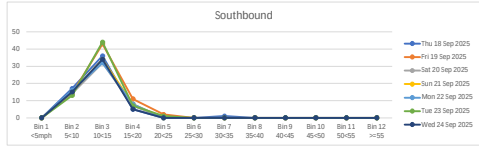
Paul Castle Associates



Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 ≥55
Thu 18 Sep 2025	59	15.0	11.8	4.0	0	17	36	5	0	0	1	0	0	0	0	0
Fri 19 Sep 2025	70	16.2	12.6	3.5	0	14	43	11	2	0	0	0	0	0	0	0
Sat 20 Sep 2025	53	15.1	11.8	3.1	0	14	32	7	0	0	0	0	0	0	0	0
Sun 21 Sep 2025	57	15.1	11.9	3.1	0	15	34	8	0	0	0	0	0	0	0	0
Mon 22 Sep 2025	56	15.1	11.8	3.2	0	16	32	8	0	0	0	0	0	0	0	0
Tue 23 Sep 2025	65	15.3	12.2	3.0	0	13	44	7	1	0	0	0	0	0	0	0
Wed 24 Sep 2025	54	14.6	11.6	2.9	0	15	34	5	0	0	0	0	0	0	0	0
5 Day Ave.	61	15.4	12.0	3.3	0	15	38	7	1	0	0	0	0	0	0	0
7 Day Ave.	59	15.3	12.0	3.3	0	15	36	7	0	0	0	0	0	0	0	0

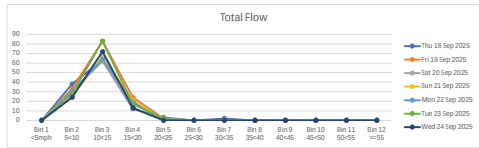
Paul Castle Associates



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 ≥55
Thu 18 Sep 2025	118	16.6	12.0	4.5	0	38	63	12	3	0	2	0	0	0	0	0
Fri 19 Sep 2025	142	15.8	12.3	3.4	0	33	83	24	2	0	0	0	0	0	0	0
Sat 20 Sep 2025	106	15.2	11.8	3.3	0	30	62	13	1	0	0	0	0	0	0	0
Sun 21 Sep 2025	113	15.6	12.3	3.2	0	25	67	21	0	0	0	0	0	0	0	0
Mon 22 Sep 2025	113	15.4	12.0	3.3	0	30	64	19	0	0	0	0	0	0	0	0
Tue 23 Sep 2025	130	15.5	12.2	3.2	0	28	83	17	2	0	0	0	0	0	0	0
Wed 24 Sep 2025	109	15.0	12.0	2.9	0	24	72	13	0	0	0	0	0	0	0	0
5 Day Ave.	122	15.7	12.1	3.4	0	31	73	17	1	0	0	0	0	0	0	0
7 Day Ave.	119	15.6	12.1	3.4	0	30	71	17	1	0	0	0	0	0	0	0

Paul Castle Associates



Wokingham ATC, Halstead Close

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 ≥55
Thu 18 Sep 2025	8	21.3	12.5	8.5	0	4	3	0	0	0	1	0	0	0	0	0
Fri 19 Sep 2025	4	12.5	12.5	0.0	0	0	4	0	0	0	0	0	0	0	0	0
Sat 20 Sep 2025	8	15.2	11.9	3.2	0	2	5	1	0	0	0	0	0	0	0	0
Sun 21 Sep 2025	3	12.5	12.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
Mon 22 Sep 2025	4	15.2	10.0	5.0	0	3	0	1	0	0	0	0	0	0	0	0
Tue 23 Sep 2025	10	13.5	11.0	2.4	0	3	7	0	0	0	0	0	0	0	0	0
Wed 24 Sep 2025	3	17.2	14.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
5 Day Ave.	6	15.9	12.0	3.8	0	2	3	0	0	0	0	0	0	0	0	0
7 Day Ave.	6	15.3	12.1	3.1	0	2	3	0	0	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 ≥55
Thu 18 Sep 2025	10	19.5	11.5	7.7	0	6	3	0	0	0	1	0	0	0	0	0
Fri 19 Sep 2025	5	12.3	9.5	2.7	0	3	2	0	0	0	0	0	0	0	0	0
Sat 20 Sep 2025	6	13.8	11.7	2.0	0	1	5	0	0	0	0	0	0	0	0	0
Sun 21 Sep 2025	8	16.2	11.9	4.2	0	3	3	2	0	0	0	0	0	0	0	0
Mon 22 Sep 2025	5	12.3	9.5	2.7	0	3	2	0	0	0	0	0	0	0	0	0
Tue 23 Sep 2025	13	14.5	11.3	3.0	0	4	8	1	0	0	0	0	0	0	0	0
Wed 24 Sep 2025	4	16.2	11.3	4.8	0	2	1	1	0	0	0	0	0	0	0	0
5 Day Ave.	7	15.0	10.6	4.2	0	4	3	0	0	0	0	0	0	0	0	0
7 Day Ave.	7	15.0	10.9	3.9	0	3	3	1	0	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 ≥55
Thu 18 Sep 2025	18	20.1	11.9	7.8	0	10	6	0	0	0	2	0	0	0	0	0
Fri 19 Sep 2025	9	13.4	10.8	2.5	0	3	6	0	0	0	0	0	0	0	0	0
Sat 20 Sep 2025	14	14.6	11.8	2.7	0	3	10	1	0	0	0	0	0	0	0	0
Sun 21 Sep 2025	11	15.7	12.0	3.5	0	3	6	2	0	0	0	0	0	0	0	0
Mon 22 Sep 2025	9	13.5	9.7	3.6	0	6	2	1	0	0	0	0	0	0	0	0
Tue 23 Sep 2025	23	14.0	11.2	2.7	0	7	15	1	0	0	0	0	0	0	0	0
Wed 24 Sep 2025	7	16.7	12.5	4.1	0	2	3	2	0	0	0	0	0	0	0	0
5 Day Ave.	13	15.5	11.2	4.2	0	6	6	1	0	0	0	0	0	0	0	0
7 Day Ave.	13	15.4	11.4	3.8	0	5	7	1	0	0	0	0	0	0	0	0

Paul Castle Associates

Wokingham ATC, Halstead Close

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 ≥55
Thu 18 Sep 2025	4	13.8	11.3	2.5	0	1	3	0	0	0	0	0	0	0	0	0
Fri 19 Sep 2025	15	16.3	12.2	4.0	0	5	6	4	0	0	0	0	0	0	0	0
Sat 20 Sep 2025	11	14.7	11.6	3.0	0	3	7	1	0	0	0	0	0	0	0	0
Sun 21 Sep 2025	11	14.7	11.6	3.0	0	3	7	1	0	0	0	0	0	0	0	0
Mon 22 Sep 2025	10	16.0	12.5	3.3	0	2	6	2	0	0	0	0	0	0	0	0
Tue 23 Sep 2025	15	17.0	13.2	3.7	0	3	7	5	0	0	0	0	0	0	0	0
Wed 24 Sep 2025	9	14.8	11.4	3.3	0	3	5	1	0	0	0	0	0	0	0	0
5 Day Ave.	11	15.6	12.1	3.4	0	3	5	2	0	0	0	0	0	0	0	0
7 Day Ave.	11	15.3	12.0	3.3	0	3	6	2	0	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 ≥55
Thu 18 Sep 2025	7	13.7	11.8	1.9	0	1	6	0	0	0	0	0	0	0	0	0
Fri 19 Sep 2025	14	17.2	13.6	3.5	0	2	7	5	0	0	0	0	0	0	0	0
Sat 20 Sep 2025	13	15.4	12.1	3.2	0	3	8	2	0	0	0	0	0	0	0	0
Sun 21 Sep 2025	8	12.8	10.0	2.7	0	4	4	0	0	0	0	0	0	0	0	0
Mon 22 Sep 2025	8	17.4	13.8	3.5	0	1	4	3	0	0	0	0	0	0	0	0
Tue 23 Sep 2025	10	13.6	12.0	1.6	0	1	9	0	0	0	0	0	0	0	0	0
Wed 24 Sep 2025	11	16.5	13.4	3.0	0	1	7	3	0	0	0	0	0	0	0	0
5 Day Ave.	10	15.7	12.9	2.7	0	1	7	2	0	0	0	0	0	0	0	0
7 Day Ave.	10	15.2	12.4	2.8	0	2	6	2	0	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 ≥55
Thu 18 Sep 2025	11	13.7	11.6	2.0	0	2	9	0	0	0	0	0	0	0	0	0
Fri 19 Sep 2025	29	16.7	12.8	3.8	0	7	13	9	0	0	0	0	0	0	0	0
Sat 20 Sep 2025	24	15.0	11.9	3.1	0	6	15	3	0	0	0	0	0	0	0	0
Sun 21 Sep 2025	19	13.9	10.9	2.9	0	7	11	1	0	0	0	0	0	0	0	0
Mon 22 Sep 2025	18	16.6	13.1	3.4	0	3	10	5	0	0	0	0	0	0	0	0
Tue 23 Sep 2025	25	15.9	12.7	3.1	0	4	16	5	0	0	0	0	0	0	0	0
Wed 24 Sep 2025	20	15.9	12.5	3.2	0	4	12	4	0	0	0	0	0	0	0	0
5 Day Ave.	21	15.7	12.5	3.1	0	4	12	5	0	0	0	0	0	0	0	0
7 Day Ave.	21	15.4	12.2	3.1	0	5	12	4	0	0	0	0	0	0	0	0

Paul Castle Associates

Wokingham ATC, Halstead Close

Direction: Northbound					
18/09/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	0	0	0	0	0
02:00	3	3	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	4	4	0	0	0
08:00	1	1	0	0	0
09:00	4	4	0	0	0
10:00	4	4	0	0	0
11:00	4	3	1	0	0
12:00	2	2	0	0	0
13:00	2	2	0	0	0
14:00	2	2	0	0	0
15:00	2	2	0	0	0
16:00	5	5	0	0	0
17:00	3	3	0	0	0
18:00	5	5	0	0	0
19:00	6	6	0	0	0
20:00	6	6	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	3	3	0	0	0
Total					
12H(7-19)	38	37	1	0	0
16H(6-22)	50	49	1	0	0
18H(6-24)	53	52	1	0	0
24H(0-24)	59	58	1	0	0
AM Peak	07:00	07:00	11:00	00:00	00:00
	4	4	1	0	0
PM Peak	19:00	19:00	12:00	12:00	12:00
	6	6	0	0	0

Paul Castle Associates

Direction: Southbound					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	2	2	0	0	0
07:00	3	2	1	0	0
08:00	9	9	0	0	0
09:00	3	3	0	0	0
10:00	5	5	0	0	0
11:00	5	5	0	0	0
12:00	2	2	0	0	0
13:00	2	2	0	0	0
14:00	5	5	0	0	0
15:00	2	2	0	0	0
16:00	6	6	0	0	0
17:00	1	1	0	0	0
18:00	2	2	0	0	0
19:00	5	5	0	0	0
20:00	2	2	0	0	0
21:00	1	1	0	0	0
22:00	1	1	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	45	44	1	0	0
16H(6-22)	55	54	1	0	0
18H(6-24)	57	56	1	0	0
24H(0-24)	59	58	1	0	0
AM Peak	08:00	08:00	07:00	00:00	00:00
	9	9	1	0	0
PM Peak	16:00	16:00	12:00	12:00	12:00
	6	6	0	0	0

Paul Castle Associates

Direction: Total Flow					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	0	0	0	0	0
02:00	3	3	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	2	2	0	0	0
07:00	7	6	1	0	0
08:00	10	10	0	0	0
09:00	7	7	0	0	0
10:00	9	9	0	0	0
11:00	9	8	1	0	0
12:00	4	4	0	0	0
13:00	4	4	0	0	0
14:00	7	7	0	0	0
15:00	4	4	0	0	0
16:00	11	11	0	0	0
17:00	4	4	0	0	0
18:00	7	7	0	0	0
19:00	11	11	0	0	0
20:00	8	8	0	0	0
21:00	1	1	0	0	0
22:00	1	1	0	0	0
23:00	4	4	0	0	0
Total					
12H(7-19)	83	81	2	0	0
16H(6-22)	105	103	2	0	0
18H(6-24)	110	108	2	0	0
24H(0-24)	118	116	2	0	0
AM Peak	08:00	08:00	07:00	00:00	00:00
	10	10	1	0	0
PM Peak	16:00	16:00	12:00	12:00	12:00
	11	11	0	0	0

Paul Castle Associates

Wokingham ATC, Halstead Close

Direction: Northbound

19/09/2025

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	2	2	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	3	3	0	0	0
07:00	2	2	0	0	0
08:00	3	3	0	0	0
09:00	0	0	0	0	0
10:00	1	1	0	0	0
11:00	3	3	0	0	0
12:00	5	4	1	0	0
13:00	5	5	0	0	0
14:00	9	9	0	0	0
15:00	6	5	1	0	0
16:00	4	3	1	0	0
17:00	4	4	0	0	0
18:00	5	5	0	0	0
19:00	9	9	0	0	0
20:00	3	2	1	0	0
21:00	3	3	0	0	0
22:00	4	4	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	47	44	3	0	0
16H(6-22)	65	61	4	0	0
18H(6-24)	70	66	4	0	0
24H(0-24)	72	68	4	0	0
AM Peak	06:00	06:00	00:00	00:00	00:00
	3	3	0	0	0
PM Peak	14:00	14:00	12:00	12:00	12:00
	9	9	1	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	0	0	0	0	0
06:00	4	4	0	0	0
07:00	4	4	0	0	0
08:00	2	2	0	0	0
09:00	2	1	1	0	0
10:00	5	5	0	0	0
11:00	0	0	0	0	0
12:00	4	4	0	0	0
13:00	5	4	1	0	0
14:00	8	8	0	0	0
15:00	6	5	1	0	0
16:00	4	4	0	0	0
17:00	3	3	0	0	0
18:00	6	6	0	0	0
19:00	5	5	0	0	0
20:00	3	3	0	0	0
21:00	5	5	0	0	0
22:00	2	2	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	49	46	3	0	0
16H(6-22)	66	63	3	0	0
18H(6-24)	69	66	3	0	0
24H(0-24)	70	67	3	0	0
AM Peak	10:00	10:00	09:00	00:00	00:00
	5	5	1	0	0
PM Peak	14:00	14:00	13:00	12:00	12:00
	8	8	1	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	2	2	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	0	0	0	0	0
06:00	7	7	0	0	0
07:00	6	6	0	0	0
08:00	5	5	0	0	0
09:00	2	1	1	0	0
10:00	6	6	0	0	0
11:00	3	3	0	0	0
12:00	9	8	1	0	0
13:00	10	9	1	0	0
14:00	17	17	0	0	0
15:00	12	10	2	0	0
16:00	8	7	1	0	0
17:00	7	7	0	0	0
18:00	11	11	0	0	0
19:00	14	14	0	0	0
20:00	6	5	1	0	0
21:00	8	8	0	0	0
22:00	6	6	0	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	96	90	6	0	0
16H(6-22)	131	124	7	0	0
18H(6-24)	139	132	7	0	0
24H(0-24)	142	135	7	0	0
AM Peak	06:00	06:00	09:00	00:00	00:00
	7	7	1	0	0
PM Peak	14:00	14:00	15:00	12:00	12:00
	17	17	2	0	0

Paul Castle Associates

Wokingham ATC, Halstead Close

Direction: Northbound

20/09/2025

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	1	1	0	0	0
03:00	3	2	1	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	1	1	0	0	0
07:00	0	0	0	0	0
08:00	3	3	0	0	0
09:00	5	5	0	0	0
10:00	7	7	0	0	0
11:00	1	1	0	0	0
12:00	5	5	0	0	0
13:00	4	3	1	0	0
14:00	3	3	0	0	0
15:00	8	7	1	0	0
16:00	2	2	0	0	0
17:00	2	2	0	0	0
18:00	2	2	0	0	0
19:00	2	2	0	0	0
20:00	2	2	0	0	0
21:00	1	1	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	42	40	2	0	0
16H(6-22)	48	46	2	0	0
18H(6-24)	48	46	2	0	0
24H(0-24)	53	50	3	0	0
AM Peak	10:00	10:00	03:00	00:00	00:00
	7	7	1	0	0
PM Peak	15:00	15:00	13:00	12:00	12:00
	8	7	1	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	1	1	0	0	0
05:00	1	1	0	0	0
06:00	1	1	0	0	0
07:00	1	1	0	0	0
08:00	5	5	0	0	0
09:00	5	5	0	0	0
10:00	5	5	0	0	0
11:00	1	1	0	0	0
12:00	5	4	1	0	0
13:00	3	3	0	0	0
14:00	6	6	0	0	0
15:00	7	7	0	0	0
16:00	1	1	0	0	0
17:00	3	3	0	0	0
18:00	3	3	0	0	0
19:00	2	2	0	0	0
20:00	0	0	0	0	0
21:00	2	2	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	45	44	1	0	0
16H(6-22)	50	49	1	0	0
18H(6-24)	50	49	1	0	0
24H(0-24)	53	52	1	0	0
AM Peak	08:00	08:00	00:00	00:00	00:00
	5	5	0	0	0
PM Peak	15:00	15:00	12:00	12:00	12:00
	7	7	1	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	1	1	0	0	0
03:00	4	3	1	0	0
04:00	1	1	0	0	0
05:00	1	1	0	0	0
06:00	2	2	0	0	0
07:00	1	1	0	0	0
08:00	8	8	0	0	0
09:00	10	10	0	0	0
10:00	12	12	0	0	0
11:00	2	2	0	0	0
12:00	10	9	1	0	0
13:00	7	6	1	0	0
14:00	9	9	0	0	0
15:00	15	14	1	0	0
16:00	3	3	0	0	0
17:00	5	5	0	0	0
18:00	5	5	0	0	0
19:00	4	4	0	0	0
20:00	2	2	0	0	0
21:00	3	3	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	87	84	3	0	0
16H(6-22)	98	95	3	0	0
18H(6-24)	98	95	3	0	0
24H(0-24)	106	102	4	0	0
AM Peak	10:00	10:00	03:00	00:00	00:00
	12	12	1	0	0
PM Peak	15:00	15:00	12:00	12:00	12:00
	15	14	1	0	0

Paul Castle Associates

Wokingham ATC, Halstead Close

Direction: Northbound						Direction: Southbound						Direction: Total Flow					
21/09/2025																	
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS	Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS	Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0	00:00	3	3	0	0	0	00:00	6	6	0	0	0
01:00	1	1	0	0	0	01:00	0	0	0	0	0	01:00	1	1	0	0	0
02:00	1	1	0	0	0	02:00	1	1	0	0	0	02:00	2	2	0	0	0
03:00	0	0	0	0	0	03:00	1	1	0	0	0	03:00	1	1	0	0	0
04:00	0	0	0	0	0	04:00	0	0	0	0	0	04:00	0	0	0	0	0
05:00	0	0	0	0	0	05:00	1	1	0	0	0	05:00	1	1	0	0	0
06:00	0	0	0	0	0	06:00	1	1	0	0	0	06:00	1	1	0	0	0
07:00	0	0	0	0	0	07:00	1	1	0	0	0	07:00	1	1	0	0	0
08:00	2	2	0	0	0	08:00	1	1	0	0	0	08:00	3	3	0	0	0
09:00	4	4	0	0	0	09:00	2	2	0	0	0	09:00	6	6	0	0	0
10:00	1	1	0	0	0	10:00	5	4	1	0	0	10:00	6	5	1	0	0
11:00	2	2	0	0	0	11:00	3	3	0	0	0	11:00	5	5	0	0	0
12:00	4	3	1	0	0	12:00	4	4	0	0	0	12:00	8	7	1	0	0
13:00	3	3	0	0	0	13:00	4	4	0	0	0	13:00	7	7	0	0	0
14:00	6	5	1	0	0	14:00	4	4	0	0	0	14:00	10	9	1	0	0
15:00	5	5	0	0	0	15:00	4	4	0	0	0	15:00	9	9	0	0	0
16:00	2	2	0	0	0	16:00	2	2	0	0	0	16:00	4	4	0	0	0
17:00	7	7	0	0	0	17:00	8	8	0	0	0	17:00	15	15	0	0	0
18:00	5	4	1	0	0	18:00	4	4	0	0	0	18:00	9	8	1	0	0
19:00	2	2	0	0	0	19:00	2	2	0	0	0	19:00	4	4	0	0	0
20:00	2	2	0	0	0	20:00	2	2	0	0	0	20:00	4	4	0	0	0
21:00	3	3	0	0	0	21:00	2	2	0	0	0	21:00	5	5	0	0	0
22:00	3	3	0	0	0	22:00	1	1	0	0	0	22:00	4	4	0	0	0
23:00	0	0	0	0	0	23:00	1	1	0	0	0	23:00	1	1	0	0	0
Total 12H(7-19)	41	38	3	0	0	Total 12H(7-19)	42	41	1	0	0	Total 12H(7-19)	83	79	4	0	0
16H(6-22)	48	45	3	0	0	16H(6-22)	49	48	1	0	0	16H(6-22)	97	93	4	0	0
18H(6-24)	51	48	3	0	0	18H(6-24)	51	50	1	0	0	18H(6-24)	102	98	4	0	0
24H(0-24)	56	53	3	0	0	24H(0-24)	57	56	1	0	0	24H(0-24)	113	109	4	0	0
AM Peak	09:00 4	09:00 4	00:00 0	00:00 0	00:00 0	AM Peak	10:00 5	10:00 4	10:00 1	00:00 0	00:00 0	AM Peak	00:00 6	00:00 6	10:00 1	00:00 0	00:00 0
PM Peak	17:00 7	17:00 7	12:00 1	12:00 0	12:00 0	PM Peak	17:00 8	17:00 8	12:00 0	12:00 0	12:00 0	PM Peak	17:00 15	17:00 15	12:00 1	12:00 0	12:00 0
Paul Castle Associates						Paul Castle Associates						Paul Castle Associates					

Wokingham ATC, Halstead Close

Direction: Northbound

22/09/2025

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	0	0	0	0	0
07:00	1	1	0	0	0
08:00	1	1	0	0	0
09:00	6	5	1	0	0
10:00	3	3	0	0	0
11:00	1	1	0	0	0
12:00	4	3	1	0	0
13:00	3	3	0	0	0
14:00	3	3	0	0	0
15:00	7	7	0	0	0
16:00	5	5	0	0	0
17:00	7	7	0	0	0
18:00	4	4	0	0	0
19:00	4	3	1	0	0
20:00	2	2	0	0	0
21:00	1	1	0	0	0
22:00	2	2	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	45	43	2	0	0
16H(6-22)	52	49	3	0	0
18H(6-24)	55	52	3	0	0
24H(0-24)	57	54	3	0	0
AM Peak	09:00	09:00	09:00	00:00	00:00
	6	5	1	0	0
PM Peak	15:00	15:00	12:00	12:00	12:00
	7	7	1	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	0	0	0	0	0
06:00	2	2	0	0	0
07:00	3	3	0	0	0
08:00	3	3	0	0	0
09:00	5	4	1	0	0
10:00	2	2	0	0	0
11:00	3	3	0	0	0
12:00	6	6	0	0	0
13:00	4	4	0	0	0
14:00	4	4	0	0	0
15:00	4	4	0	0	0
16:00	5	5	0	0	0
17:00	6	6	0	0	0
18:00	1	1	0	0	0
19:00	4	4	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	1	1	0	0	0
23:00	1	1	0	0	0
Total					
12H(7-19)	46	45	1	0	0
16H(6-22)	52	51	1	0	0
18H(6-24)	54	53	1	0	0
24H(0-24)	56	55	1	0	0
AM Peak	09:00	09:00	09:00	00:00	00:00
	5	4	1	0	0
PM Peak	12:00	12:00	12:00	12:00	12:00
	6	6	0	0	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	1	1	0	0	0
06:00	2	2	0	0	0
07:00	4	4	0	0	0
08:00	4	4	0	0	0
09:00	11	9	2	0	0
10:00	5	5	0	0	0
11:00	4	4	0	0	0
12:00	10	9	1	0	0
13:00	7	7	0	0	0
14:00	7	7	0	0	0
15:00	11	11	0	0	0
16:00	10	10	0	0	0
17:00	13	13	0	0	0
18:00	5	5	0	0	0
19:00	8	7	1	0	0
20:00	2	2	0	0	0
21:00	1	1	0	0	0
22:00	3	3	0	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	91	88	3	0	0
16H(6-22)	104	100	4	0	0
18H(6-24)	109	105	4	0	0
24H(0-24)	113	109	4	0	0
AM Peak	09:00	09:00	09:00	00:00	00:00
	11	9	2	0	0
PM Peak	17:00	17:00	12:00	12:00	12:00
	13	13	1	0	0

Paul Castle Associates

Wokingham ATC, Halstead Close

Direction: Northbound

23/09/2025

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	3	3	0	0	0
08:00	2	2	0	0	0
09:00	4	4	0	0	0
10:00	7	7	0	0	0
11:00	3	3	0	0	0
12:00	1	1	0	0	0
13:00	2	2	0	0	0
14:00	7	6	1	0	0
15:00	8	7	1	0	0
16:00	4	4	0	0	0
17:00	2	2	0	0	0
18:00	5	5	0	0	0
19:00	5	5	0	0	0
20:00	5	5	0	0	0
21:00	1	1	0	0	0
22:00	2	2	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	48	46	2	0	0
16H(6-22)	59	57	2	0	0
18H(6-24)	61	59	2	0	0
24H(0-24)	65	63	2	0	0
AM Peak	10:00	10:00	00:00	00:00	00:00
	7	7	0	0	0
PM Peak	15:00	15:00	14:00	12:00	12:00
	8	7	1	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	3	3	0	0	0
07:00	3	2	1	0	0
08:00	7	7	0	0	0
09:00	5	5	0	0	0
10:00	10	10	0	0	0
11:00	3	3	0	0	0
12:00	2	2	0	0	0
13:00	2	2	0	0	0
14:00	6	6	0	0	0
15:00	4	3	0	1	0
16:00	4	4	0	0	0
17:00	3	3	0	0	0
18:00	2	2	0	0	0
19:00	1	1	0	0	0
20:00	5	5	0	0	0
21:00	2	2	0	0	0
22:00	1	1	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	51	49	1	1	0
16H(6-22)	62	60	1	1	0
18H(6-24)	63	61	1	1	0
24H(0-24)	65	63	1	1	0
AM Peak	10:00	10:00	07:00	00:00	00:00
	10	10	1	0	0
PM Peak	14:00	14:00	12:00	15:00	12:00
	6	6	0	1	0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	3	3	0	0	0
07:00	6	5	1	0	0
08:00	9	9	0	0	0
09:00	9	9	0	0	0
10:00	17	17	0	0	0
11:00	6	6	0	0	0
12:00	3	3	0	0	0
13:00	4	4	0	0	0
14:00	13	12	1	0	0
15:00	12	10	1	1	0
16:00	8	8	0	0	0
17:00	5	5	0	0	0
18:00	7	7	0	0	0
19:00	6	6	0	0	0
20:00	10	10	0	0	0
21:00	3	3	0	0	0
22:00	3	3	0	0	0
23:00	0	0	0	0	0
Total					
12H(7-19)	99	95	3	1	0
16H(6-22)	121	117	3	1	0
18H(6-24)	124	120	3	1	0
24H(0-24)	130	126	3	1	0
AM Peak	10:00	10:00	07:00	00:00	00:00
	17	17	1	0	0
PM Peak	14:00	14:00	14:00	15:00	12:00
	13	12	1	1	0

Paul Castle Associates

Wokingham ATC, Halstead Close

Direction: Northbound

24/09/2025

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	3	3	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	2	2	0	0	0
06:00	0	0	0	0	0
07:00	2	2	0	0	0
08:00	0	0	0	0	0
09:00	4	4	0	0	0
10:00	2	2	0	0	0
11:00	1	1	0	0	0
12:00	5	5	0	0	0
13:00	2	2	0	0	0
14:00	4	4	0	0	0
15:00	5	5	0	0	0
16:00	4	3	1	0	0
17:00	4	3	1	0	0
18:00	4	4	0	0	0
19:00	3	2	1	0	0
20:00	3	3	0	0	0
21:00	1	1	0	0	0
22:00	1	1	0	0	0
23:00	1	1	0	0	0
Total 12H(7-19)	37	35	2	0	0
16H(6-22)	44	41	3	0	0
18H(6-24)	46	43	3	0	0
24H(0-24)	55	52	3	0	0
AM Peak	00:00 4	00:00 4	00:00 0	00:00 0	00:00 0
PM Peak	12:00 5	12:00 5	16:00 1	12:00 0	12:00 0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	1	1	0	0	0
06:00	1	1	0	0	0
07:00	5	4	1	0	0
08:00	2	2	0	0	0
09:00	2	2	0	0	0
10:00	4	4	0	0	0
11:00	0	0	0	0	0
12:00	8	8	0	0	0
13:00	3	3	0	0	0
14:00	6	6	0	0	0
15:00	5	5	0	0	0
16:00	3	3	0	0	0
17:00	6	6	0	0	0
18:00	1	1	0	0	0
19:00	3	3	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	1	1	0	0	0
23:00	1	1	0	0	0
Total 12H(7-19)	45	44	1	0	0
16H(6-22)	49	48	1	0	0
18H(6-24)	51	50	1	0	0
24H(0-24)	54	53	1	0	0
AM Peak	07:00 5	07:00 4	07:00 1	00:00 0	00:00 0
PM Peak	12:00 8	12:00 8	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	5	0	0	0
01:00	3	3	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	3	3	0	0	0
06:00	1	1	0	0	0
07:00	7	6	1	0	0
08:00	2	2	0	0	0
09:00	6	6	0	0	0
10:00	6	6	0	0	0
11:00	1	1	0	0	0
12:00	13	13	0	0	0
13:00	5	5	0	0	0
14:00	10	10	0	0	0
15:00	10	10	0	0	0
16:00	7	6	1	0	0
17:00	10	9	1	0	0
18:00	5	5	0	0	0
19:00	6	5	1	0	0
20:00	3	3	0	0	0
21:00	1	1	0	0	0
22:00	2	2	0	0	0
23:00	2	2	0	0	0
Total 12H(7-19)	82	79	3	0	0
16H(6-22)	93	89	4	0	0
18H(6-24)	97	93	4	0	0
24H(0-24)	109	105	4	0	0
AM Peak	07:00 7	07:00 6	07:00 1	00:00 0	00:00 0
PM Peak	12:00 13	12:00 13	16:00 1	12:00 0	12:00 0

Paul Castle Associates

Wokingham ATC, Halstead Close

Direction: Northbound

18/09/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	3	16.8	10.8	5.8	0	2	0	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	3	22.5	22.5	0.0	0	0	0	0	3	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	4	13.0	10.0	2.9	0	2	2	0	0	0	0	0	0	0	0	0
08:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
09:00	4	13.0	10.0	2.9	0	2	2	0	0	0	0	0	0	0	0	0
10:00	4	13.0	10.0	2.9	0	2	2	0	0	0	0	0	0	0	0	0
11:00	4	27.3	15.0	11.9	0	2	1	0	0	0	1	0	0	0	0	0
12:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
13:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
14:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
15:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
16:00	5	15.8	11.5	4.2	0	2	2	1	0	0	0	0	0	0	0	0
17:00	3	12.2	9.2	2.9	0	2	1	0	0	0	0	0	0	0	0	0
18:00	5	16.2	12.5	3.5	0	1	3	1	0	0	0	0	0	0	0	0
19:00	6	13.5	10.8	2.6	0	2	4	0	0	0	0	0	0	0	0	0
20:00	6	18.4	13.3	4.9	0	2	1	3	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	3	12.5	12.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	8	21.3	12.5	8.5	0	4	3	0	0	0	1	0	0	0	0	0
2H(14-16)	4	13.8	11.3	2.5	0	1	3	0	0	0	0	0	0	0	0	0
12H(7-19)	38	16.3	11.4	4.7	0	15	19	3	0	0	1	0	0	0	0	0
24H(0-24)	59	17.2	12.2	4.9	0	21	27	7	3	0	1	0	0	0	0	0
AM Peak	07:00	11:00	02:00	11:00	00:00	00:00	07:00	00:00	02:00	00:00	11:00	00:00	00:00	00:00	00:00	00:00
	4	27.3	22.5	11.9	0	2	2	1	3	0	1	0	0	0	0	0
PM Peak	19:00	13:00	13:00	20:00	12:00	16:00	19:00	20:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	6	18.7	15.0	4.9	0	2	4	3	0	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
06:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
07:00	3	12.5	12.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
08:00	9	15.9	13.6	2.2	0	0	7	2	0	0	0	0	0	0	0	0
09:00	3	12.2	9.2	2.9	0	2	1	0	0	0	0	0	0	0	0	0
10:00	5	12.3	9.5	2.7	0	3	2	0	0	0	0	0	0	0	0	0
11:00	5	24.7	13.5	10.8	0	3	1	0	0	0	1	0	0	0	0	0
12:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
13:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
14:00	5	13.8	11.5	2.2	0	1	4	0	0	0	0	0	0	0	0	0
15:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
16:00	6	15.6	11.7	3.8	0	2	3	1	0	0	0	0	0	0	0	0
17:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
18:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
19:00	5	16.2	12.5	3.5	0	1	3	1	0	0	0	0	0	0	0	0
20:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
21:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
22:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
23:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	10	19.5	11.5	7.7	0	6	3	0	0	0	1	0	0	0	0	0
2H(14-16)	7	13.7	11.8	1.9	0	1	6	0	0	0	0	0	0	0	0	0
12H(7-19)	45	16.2	11.8	4.2	0	13	28	3	0	0	1	0	0	0	0	0
24H(0-24)	59	16.0	11.8	4.0	0	17	36	5	0	0	1	0	0	0	0	0
AM Peak	08:00 9	11:00 24.7	08:00 13.6	11:00 10.8	00:00 0	10:00 3	08:00 7	08:00 2	00:00 0	00:00 0	11:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	16:00 6	19:00 16.2	22:00 17.5	16:00 3.8	12:00 0	16:00 2	14:00 4	16:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	4	16.2	11.3	4.8	0	2	1	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	3	22.5	22.5	0.0	0	0	0	0	3	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
06:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
07:00	7	13.6	11.1	2.4	0	2	5	0	0	0	0	0	0	0	0	0
08:00	10	15.7	13.5	2.1	0	0	8	2	0	0	0	0	0	0	0	0
09:00	7	12.4	9.6	2.7	0	4	3	0	0	0	0	0	0	0	0	0
10:00	9	12.5	9.7	2.6	0	5	4	0	0	0	0	0	0	0	0	0
11:00	9	25.2	14.2	10.6	0	5	2	0	0	0	2	0	0	0	0	0
12:00	4	13.0	10.0	2.9	0	2	2	0	0	0	0	0	0	0	0	0
13:00	4	16.7	12.5	4.1	0	1	2	1	0	0	0	0	0	0	0	0
14:00	7	13.6	11.1	2.4	0	2	5	0	0	0	0	0	0	0	0	0
15:00	4	12.5	12.5	0.0	0	0	4	0	0	0	0	0	0	0	0	0
16:00	11	15.5	11.6	3.8	0	4	5	2	0	0	0	0	0	0	0	0
17:00	4	13.0	10.0	2.9	0	2	2	0	0	0	0	0	0	0	0	0
18:00	7	15.5	12.5	2.9	0	1	5	1	0	0	0	0	0	0	0	0
19:00	11	14.7	11.6	3.0	0	3	7	1	0	0	0	0	0	0	0	0
20:00	8	17.3	12.5	4.6	0	3	2	3	0	0	0	0	0	0	0	0
21:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
22:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
23:00	4	12.5	12.5	0.0	0	0	4	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	18	20.1	11.9	7.8	0	10	6	0	0	0	2	0	0	0	0	0
2H(14-16)	11	13.7	11.6	2.0	0	2	9	0	0	0	0	0	0	0	0	0
12H(7-19)	83	16.2	11.7	4.4	0	28	47	6	0	0	2	0	0	0	0	0
24H(0-24)	118	16.6	12.0	4.5	0	38	63	12	3	0	2	0	0	0	0	0
AM Peak	08:00 10	11:00 25.2	02:00 22.5	11:00 10.6	00:00 0	10:00 5	08:00 8	08:00 2	02:00 3	00:00 0	11:00 2	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	16:00 11	20:00 17.3	22:00 17.5	20:00 4.6	12:00 0	16:00 4	19:00 7	20:00 3	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Wokingham ATC, Halstead Close

Direction: Northbound

19/09/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	3	12.2	9.2	2.9	0	2	1	0	0	0	0	0	0	0	0	0
07:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
08:00	3	17.2	14.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
09:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
10:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
11:00	3	12.5	12.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
12:00	5	17.8	13.5	4.2	0	1	2	2	0	0	0	0	0	0	0	0
13:00	5	17.7	12.5	5.0	0	2	1	2	0	0	0	0	0	0	0	0
14:00	9	17.1	13.1	3.9	0	2	4	3	0	0	0	0	0	0	0	0
15:00	6	15.1	10.8	4.1	0	3	2	1	0	0	0	0	0	0	0	0
16:00	4	13.8	11.3	2.5	0	1	3	0	0	0	0	0	0	0	0	0
17:00	4	12.5	12.5	0.0	0	0	4	0	0	0	0	0	0	0	0	0
18:00	5	12.3	9.5	2.7	0	3	2	0	0	0	0	0	0	0	0	0
19:00	9	13.7	11.9	1.7	0	1	8	0	0	0	0	0	0	0	0	0
20:00	3	12.2	9.2	2.9	0	2	1	0	0	0	0	0	0	0	0	0
21:00	3	12.2	9.2	2.9	0	2	1	0	0	0	0	0	0	0	0	0
22:00	4	18.8	16.3	2.5	0	0	1	3	0	0	0	0	0	0	0	0
23:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	4	12.5	12.5	0.0	0	0	4	0	0	0	0	0	0	0	0	0
2H(14-16)	15	16.3	12.2	4.0	0	5	6	4	0	0	0	0	0	0	0	0
12H(7-19)	47	15.9	12.3	3.5	0	12	25	10	0	0	0	0	0	0	0	0
24H(0-24)	72	15.5	12.1	3.3	0	19	40	13	0	0	0	0	0	0	0	0
AM Peak	06:00 3	07:00 18.7	07:00 15.0	07:00 3.5	00:00 0	06:00 2	11:00 3	07:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	14:00 9	22:00 18.8	22:00 16.3	13:00 5.0	12:00 0	15:00 3	19:00 8	14:00 3	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	4	20.2	15.0	5.0	0	0	3	0	1	0	0	0	0	0	0	0
07:00	4	16.3	13.8	2.5	0	0	3	1	0	0	0	0	0	0	0	0
08:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
09:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
10:00	5	12.3	9.5	2.7	0	3	2	0	0	0	0	0	0	0	0	0
11:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12:00	4	16.7	12.5	4.1	0	1	2	1	0	0	0	0	0	0	0	0
13:00	5	13.3	10.5	2.7	0	2	3	0	0	0	0	0	0	0	0	0
14:00	8	18.2	14.4	3.7	0	1	3	4	0	0	0	0	0	0	0	0
15:00	6	15.8	12.5	3.2	0	1	4	1	0	0	0	0	0	0	0	0
16:00	4	13.8	11.3	2.5	0	1	3	0	0	0	0	0	0	0	0	0
17:00	3	17.2	14.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
18:00	6	13.5	10.8	2.6	0	2	4	0	0	0	0	0	0	0	0	0
19:00	5	15.8	13.5	2.2	0	0	4	1	0	0	0	0	0	0	0	0
20:00	3	17.7	12.5	5.0	0	1	1	1	0	0	0	0	0	0	0	0
21:00	5	13.8	11.5	2.2	0	1	4	0	0	0	0	0	0	0	0	0
22:00	2	23.7	20.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
23:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	5	12.3	9.5	2.7	0	3	2	0	0	0	0	0	0	0	0	0
2H(14-16)	14	17.2	13.6	3.5	0	2	7	5	0	0	0	0	0	0	0	0
12H(7-19)	49	15.4	12.1	3.2	0	12	29	8	0	0	0	0	0	0	0	0
24H(0-24)	70	16.2	12.6	3.5	0	14	43	11	2	0	0	0	0	0	0	0
AM Peak	10:00 5	06:00 20.2	06:00 15.0	06:00 5.0	00:00 0	10:00 3	06:00 3	07:00 1	06:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	14:00 8	22:00 23.7	22:00 20.0	20:00 5.0	12:00 0	13:00 2	15:00 4	14:00 4	22:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	7	17.7	12.5	5.0	0	2	4	0	1	0	0	0	0	0	0	0
07:00	6	16.8	14.2	2.6	0	0	4	2	0	0	0	0	0	0	0	0
08:00	5	15.8	13.5	2.2	0	0	4	1	0	0	0	0	0	0	0	0
09:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
10:00	6	12.8	10.0	2.7	0	3	3	0	0	0	0	0	0	0	0	0
11:00	3	12.5	12.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
12:00	9	17.1	13.1	3.9	0	2	4	3	0	0	0	0	0	0	0	0
13:00	10	15.6	11.5	3.9	0	4	4	2	0	0	0	0	0	0	0	0
14:00	17	17.6	13.7	3.8	0	3	7	7	0	0	0	0	0	0	0	0
15:00	12	15.4	11.7	3.6	0	4	6	2	0	0	0	0	0	0	0	0
16:00	8	13.6	11.3	2.3	0	2	6	0	0	0	0	0	0	0	0	0
17:00	7	15.2	13.2	1.9	0	0	6	1	0	0	0	0	0	0	0	0
18:00	11	12.9	10.2	2.6	0	5	6	0	0	0	0	0	0	0	0	0
19:00	14	14.5	12.5	2.0	0	1	12	1	0	0	0	0	0	0	0	0
20:00	6	15.1	10.8	4.1	0	3	2	1	0	0	0	0	0	0	0	0
21:00	8	13.3	10.6	2.6	0	3	5	0	0	0	0	0	0	0	0	0
22:00	6	20.8	17.5	3.2	0	0	1	4	1	0	0	0	0	0	0	0
23:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	9	13.4	10.8	2.5	0	3	6	0	0	0	0	0	0	0	0	0
2H(14-16)	29	16.7	12.8	3.8	0	7	13	9	0	0	0	0	0	0	0	0
12H(7-19)	96	15.6	12.2	3.3	0	24	54	18	0	0	0	0	0	0	0	0
24H(0-24)	142	15.8	12.3	3.4	0	33	83	24	2	0	0	0	0	0	0	0
AM Peak	06:00 7	06:00 17.7	07:00 14.2	06:00 5.0	00:00 0	10:00 3	06:00 4	07:00 2	06:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	14:00 17	22:00 20.8	22:00 17.5	20:00 4.1	12:00 0	18:00 5	19:00 12	14:00 7	22:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Wokingham ATC, Halstead Close

Direction: Northbound

20/09/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
02:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	3	22.2	19.2	2.9	0	0	0	2	1	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	3	7.5	7.5	0.0	0	3	0	0	0	0	0	0	0	0	0	0
09:00	5	12.3	9.5	2.7	0	3	2	0	0	0	0	0	0	0	0	0
10:00	7	15.4	11.8	3.5	0	2	4	1	0	0	0	0	0	0	0	0
11:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
12:00	5	16.2	12.5	3.5	0	1	3	1	0	0	0	0	0	0	0	0
13:00	4	16.7	12.5	4.1	0	1	2	1	0	0	0	0	0	0	0	0
14:00	3	12.5	12.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
15:00	8	14.9	11.3	3.5	0	3	4	1	0	0	0	0	0	0	0	0
16:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
17:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
18:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
19:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
20:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
21:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	8	15.2	11.9	3.2	0	2	5	1	0	0	0	0	0	0	0	0
2H(14-16)	11	14.7	11.6	3.0	0	3	7	1	0	0	0	0	0	0	0	0
12H(7-19)	42	14.6	11.4	3.0	0	13	25	4	0	0	0	0	0	0	0	0
24H(0-24)	53	15.3	11.7	3.5	0	16	30	6	1	0	0	0	0	0	0	0
AM Peak	10:00	03:00	03:00	10:00	00:00	08:00	10:00	03:00	03:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	7	22.2	19.2	3.5	0	3	4	2	1	0	0	0	0	0	0	0
PM Peak	15:00	13:00	12:00	13:00	12:00	15:00	15:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	8	16.7	12.5	4.1	0	3	4	1	0	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
04:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
05:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
06:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
07:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
08:00	5	15.1	10.5	4.5	0	3	1	1	0	0	0	0	0	0	0	0
09:00	5	12.5	12.5	0.0	0	0	5	0	0	0	0	0	0	0	0	0
10:00	5	12.5	12.5	0.0	0	0	5	0	0	0	0	0	0	0	0	0
11:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
12:00	5	15.8	11.5	4.2	0	2	2	1	0	0	0	0	0	0	0	0
13:00	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
14:00	6	15.6	11.7	3.8	0	2	3	1	0	0	0	0	0	0	0	0
15:00	7	15.5	12.5	2.9	0	1	5	1	0	0	0	0	0	0	0	0
16:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
17:00	3	12.5	12.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
18:00	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
19:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	6	13.8	11.7	2.0	0	1	5	0	0	0	0	0	0	0	0	0
2H(14-16)	13	15.4	12.1	3.2	0	3	8	2	0	0	0	0	0	0	0	0
12H(7-19)	45	14.9	11.8	2.9	0	11	29	5	0	0	0	0	0	0	0	0
24H(0-24)	53	15.1	11.8	3.1	0	14	32	7	0	0	0	0	0	0	0	0
AM Peak	08:00 5	08:00 15.1	03:00 17.5	08:00 4.5	00:00 0	08:00 3	09:00 5	03:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	15:00 7	19:00 18.7	19:00 15.0	12:00 4.2	12:00 0	12:00 2	15:00 5	12:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
02:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	4	21.3	18.8	2.5	0	0	0	3	1	0	0	0	0	0	0	0
04:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
05:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
06:00	2	7.5	7.5	0.0	0	2	0	0	0	0	0	0	0	0	0	0
07:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
08:00	8	13.2	9.4	3.7	0	6	1	1	0	0	0	0	0	0	0	0
09:00	10	13.5	11.0	2.4	0	3	7	0	0	0	0	0	0	0	0	0
10:00	12	14.8	12.1	2.6	0	2	9	1	0	0	0	0	0	0	0	0
11:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
12:00	10	15.8	12.0	3.7	0	3	5	2	0	0	0	0	0	0	0	0
13:00	7	15.4	11.8	3.5	0	2	4	1	0	0	0	0	0	0	0	0
14:00	9	15.1	11.9	3.0	0	2	6	1	0	0	0	0	0	0	0	0
15:00	15	15.1	11.8	3.2	0	4	9	2	0	0	0	0	0	0	0	0
16:00	3	12.5	12.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
17:00	5	12.5	12.5	0.0	0	0	5	0	0	0	0	0	0	0	0	0
18:00	5	13.8	11.5	2.2	0	1	4	0	0	0	0	0	0	0	0	0
19:00	4	16.7	12.5	4.1	0	1	2	1	0	0	0	0	0	0	0	0
20:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
21:00	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
22:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	14	14.6	11.8	2.7	0	3	10	1	0	0	0	0	0	0	0	0
2H(14-16)	24	15.0	11.9	3.1	0	6	15	3	0	0	0	0	0	0	0	0
12H(7-19)	87	14.7	11.6	3.0	0	24	54	9	0	0	0	0	0	0	0	0
24H(0-24)	106	15.2	11.8	3.3	0	30	62	13	1	0	0	0	0	0	0	0
AM Peak	10:00 12	03:00 21.3	03:00 18.8	08:00 3.7	00:00 0	08:00 6	10:00 9	03:00 3	03:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	15:00 15	19:00 16.7	16:00 12.5	19:00 4.1	12:00 0	15:00 4	15:00 9	12:00 2	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Wokingham ATC, Halstead Close

Direction: Northbound

21/09/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	3	17.2	14.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
01:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
02:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
08:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
09:00	4	18.0	15.0	2.9	0	0	2	2	0	0	0	0	0	0	0	0
10:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
11:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
12:00	4	13.8	11.3	2.5	0	1	3	0	0	0	0	0	0	0	0	0
13:00	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
14:00	6	15.6	11.7	3.8	0	2	3	1	0	0	0	0	0	0	0	0
15:00	5	13.8	11.5	2.2	0	1	4	0	0	0	0	0	0	0	0	0
16:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
17:00	7	17.4	14.6	2.7	0	0	4	3	0	0	0	0	0	0	0	0
18:00	5	17.8	13.5	4.2	0	1	2	2	0	0	0	0	0	0	0	0
19:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
20:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
21:00	3	18.8	15.8	2.9	0	0	1	2	0	0	0	0	0	0	0	0
22:00	3	16.8	10.8	5.8	0	2	0	1	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	3	12.5	12.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
2H(14-16)	11	14.7	11.6	3.0	0	3	7	1	0	0	0	0	0	0	0	0
12H(7-19)	41	16.0	12.7	3.2	0	7	25	9	0	0	0	0	0	0	0	0
24H(0-24)	56	16.1	12.8	3.2	0	10	33	13	0	0	0	0	0	0	0	0
AM Peak	09:00 4	09:00 18.0	09:00 15.0	08:00 3.5	00:00 0	01:00 1	00:00 2	09:00 2	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	17:00 7	21:00 18.8	21:00 15.8	22:00 5.8	12:00 0	14:00 2	15:00 4	17:00 3	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	3	17.7	12.5	5.0	0	1	1	1	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
07:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
08:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
09:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
10:00	5	13.3	10.5	2.7	0	2	3	0	0	0	0	0	0	0	0	0
11:00	3	20.2	14.2	5.8	0	1	0	2	0	0	0	0	0	0	0	0
12:00	4	12.5	12.5	0.0	0	0	4	0	0	0	0	0	0	0	0	0
13:00	4	12.5	12.5	0.0	0	0	4	0	0	0	0	0	0	0	0	0
14:00	4	13.0	10.0	2.9	0	2	2	0	0	0	0	0	0	0	0	0
15:00	4	13.0	10.0	2.9	0	2	2	0	0	0	0	0	0	0	0	0
16:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
17:00	8	15.2	11.9	3.2	0	2	5	1	0	0	0	0	0	0	0	0
18:00	4	16.7	12.5	4.1	0	1	2	1	0	0	0	0	0	0	0	0
19:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
20:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
21:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
22:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
23:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	8	16.2	11.9	4.2	0	3	3	2	0	0	0	0	0	0	0	0
2H(14-16)	8	12.8	10.0	2.7	0	4	4	0	0	0	0	0	0	0	0	0
12H(7-19)	42	15.2	11.9	3.2	0	11	25	6	0	0	0	0	0	0	0	0
24H(0-24)	57	15.1	11.9	3.1	0	15	34	8	0	0	0	0	0	0	0	0
AM Peak	10:00 5	11:00 20.2	05:00 17.5	11:00 5.8	00:00 0	10:00 2	10:00 3	11:00 2	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	17:00 8	16:00 18.7	16:00 15.0	18:00 4.1	12:00 0	14:00 2	17:00 5	16:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	6	17.2	13.3	3.8	0	1	3	2	0	0	0	0	0	0	0	0
01:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
02:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
03:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
06:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
07:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
08:00	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
09:00	6	17.2	13.3	3.8	0	1	3	2	0	0	0	0	0	0	0	0
10:00	6	13.5	10.8	2.6	0	2	4	0	0	0	0	0	0	0	0	0
11:00	5	17.8	13.5	4.2	0	1	2	2	0	0	0	0	0	0	0	0
12:00	8	13.7	11.9	1.8	0	1	7	0	0	0	0	0	0	0	0	0
13:00	7	13.7	11.8	1.9	0	1	6	0	0	0	0	0	0	0	0	0
14:00	10	14.5	11.0	3.4	0	4	5	1	0	0	0	0	0	0	0	0
15:00	9	13.4	10.8	2.5	0	3	6	0	0	0	0	0	0	0	0	0
16:00	4	18.0	15.0	2.9	0	0	2	2	0	0	0	0	0	0	0	0
17:00	15	16.5	13.2	3.2	0	2	9	4	0	0	0	0	0	0	0	0
18:00	9	17.1	13.1	3.9	0	2	4	3	0	0	0	0	0	0	0	0
19:00	4	12.5	12.5	0.0	0	0	4	0	0	0	0	0	0	0	0	0
20:00	4	13.8	11.3	2.5	0	1	3	0	0	0	0	0	0	0	0	0
21:00	5	17.3	14.5	2.7	0	0	3	2	0	0	0	0	0	0	0	0
22:00	4	16.2	11.3	4.8	0	2	1	1	0	0	0	0	0	0	0	0
23:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	11	15.7	12.0	3.5	0	3	6	2	0	0	0	0	0	0	0	0
2H(14-16)	19	13.9	10.9	2.9	0	7	11	1	0	0	0	0	0	0	0	0
12H(7-19)	83	15.6	12.3	3.2	0	18	50	15	0	0	0	0	0	0	0	0
24H(0-24)	113	15.6	12.3	3.2	0	25	67	21	0	0	0	0	0	0	0	0
AM Peak	00:00 6	11:00 17.8	05:00 17.5	11:00 4.2	00:00 0	10:00 2	10:00 4	00:00 2	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	17:00 15	16:00 18.0	16:00 15.0	22:00 4.8	12:00 0	14:00 4	17:00 9	17:00 4	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Wokingham ATC, Halstead Close

Direction: Northbound

22/09/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
08:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
09:00	6	15.8	12.5	3.2	0	1	4	1	0	0	0	0	0	0	0	0
10:00	3	16.8	10.8	5.8	0	2	0	1	0	0	0	0	0	0	0	0
11:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
12:00	4	13.8	11.3	2.5	0	1	3	0	0	0	0	0	0	0	0	0
13:00	3	17.2	14.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
14:00	3	17.7	12.5	5.0	0	1	1	1	0	0	0	0	0	0	0	0
15:00	7	15.5	12.5	2.9	0	1	5	1	0	0	0	0	0	0	0	0
16:00	5	15.8	13.5	2.2	0	0	4	1	0	0	0	0	0	0	0	0
17:00	7	16.8	13.2	3.5	0	1	4	2	0	0	0	0	0	0	0	0
18:00	4	13.8	11.3	2.5	0	1	3	0	0	0	0	0	0	0	0	0
19:00	4	16.7	12.5	4.1	0	1	2	1	0	0	0	0	0	0	0	0
20:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
21:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
22:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
23:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
Total																
2H(10-12)	4	15.2	10.0	5.0	0	3	0	1	0	0	0	0	0	0	0	0
2H(14-16)	10	16.0	12.5	3.3	0	2	6	2	0	0	0	0	0	0	0	0
12H(7-19)	45	15.6	12.2	3.3	0	11	26	8	0	0	0	0	0	0	0	0
24H(0-24)	57	15.7	12.2	3.3	0	14	32	11	0	0	0	0	0	0	0	0
AM Peak	09:00	10:00	09:00	10:00	00:00	10:00	09:00	09:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	6	16.8	12.5	5.8	0	2	4	1	0	0	0	0	0	0	0	0
PM Peak	15:00	20:00	23:00	14:00	12:00	12:00	15:00	17:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	7	18.7	17.5	5.0	0	1	5	2	0	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
07:00	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
08:00	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
09:00	5	12.3	9.5	2.7	0	3	2	0	0	0	0	0	0	0	0	0
10:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
11:00	3	12.2	9.2	2.9	0	2	1	0	0	0	0	0	0	0	0	0
12:00	6	13.5	10.8	2.6	0	2	4	0	0	0	0	0	0	0	0	0
13:00	4	18.7	13.8	4.8	0	1	1	2	0	0	0	0	0	0	0	0
14:00	4	16.7	12.5	4.1	0	1	2	1	0	0	0	0	0	0	0	0
15:00	4	18.0	15.0	2.9	0	0	2	2	0	0	0	0	0	0	0	0
16:00	5	13.8	11.5	2.2	0	1	4	0	0	0	0	0	0	0	0	0
17:00	6	13.5	10.8	2.6	0	2	4	0	0	0	0	0	0	0	0	0
18:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
19:00	4	16.7	12.5	4.1	0	1	2	1	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
23:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	5	12.3	9.5	2.7	0	3	2	0	0	0	0	0	0	0	0	0
2H(14-16)	8	17.4	13.8	3.5	0	1	4	3	0	0	0	0	0	0	0	0
12H(7-19)	46	14.7	11.4	3.1	0	15	26	5	0	0	0	0	0	0	0	0
24H(0-24)	56	15.1	11.8	3.2	0	16	32	8	0	0	0	0	0	0	0	0
AM Peak	09:00 5	06:00 18.7	01:00 17.5	06:00 3.5	00:00 0	09:00 3	07:00 2	01:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	12:00 6	13:00 18.7	15:00 15.0	13:00 4.8	12:00 0	12:00 2	12:00 4	13:00 2	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
01:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
05:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
06:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
07:00	4	13.0	10.0	2.9	0	2	2	0	0	0	0	0	0	0	0	0
08:00	4	13.0	10.0	2.9	0	2	2	0	0	0	0	0	0	0	0	0
09:00	11	14.5	11.1	3.2	0	4	6	1	0	0	0	0	0	0	0	0
10:00	5	15.1	10.5	4.5	0	3	1	1	0	0	0	0	0	0	0	0
11:00	4	11.3	8.8	2.5	0	3	1	0	0	0	0	0	0	0	0	0
12:00	10	13.5	11.0	2.4	0	3	7	0	0	0	0	0	0	0	0	0
13:00	7	17.8	13.9	3.8	0	1	3	3	0	0	0	0	0	0	0	0
14:00	7	16.7	12.5	4.1	0	2	3	2	0	0	0	0	0	0	0	0
15:00	11	16.5	13.4	3.0	0	1	7	3	0	0	0	0	0	0	0	0
16:00	10	14.9	12.5	2.4	0	1	8	1	0	0	0	0	0	0	0	0
17:00	13	15.4	12.1	3.2	0	3	8	2	0	0	0	0	0	0	0	0
18:00	5	13.8	11.5	2.2	0	1	4	0	0	0	0	0	0	0	0	0
19:00	8	16.4	12.5	3.8	0	2	4	2	0	0	0	0	0	0	0	0
20:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
21:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
22:00	3	12.5	12.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
23:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
Total																
2H(10-12)	9	13.5	9.7	3.6	0	6	2	1	0	0	0	0	0	0	0	0
2H(14-16)	18	16.6	13.1	3.4	0	3	10	5	0	0	0	0	0	0	0	0
12H(7-19)	91	15.1	11.8	3.2	0	26	52	13	0	0	0	0	0	0	0	0
24H(0-24)	113	15.4	12.0	3.3	0	30	64	19	0	0	0	0	0	0	0	0
AM Peak	09:00 11	06:00 18.7	01:00 17.5	10:00 4.5	00:00 0	09:00 4	09:00 6	01:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	17:00 13	20:00 18.7	20:00 15.0	14:00 4.1	12:00 0	12:00 3	16:00 8	13:00 3	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Wokingham ATC, Halstead Close

Direction: Northbound

23/09/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	3	20.2	14.2	5.8	0	1	0	2	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	22.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
08:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
09:00	4	13.0	10.0	2.9	0	2	2	0	0	0	0	0	0	0	0	0
10:00	7	13.1	10.4	2.7	0	3	4	0	0	0	0	0	0	0	0	0
11:00	3	12.5	12.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
12:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
13:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
14:00	7	17.9	13.2	4.5	0	2	2	3	0	0	0	0	0	0	0	0
15:00	8	16.4	13.1	3.2	0	1	5	2	0	0	0	0	0	0	0	0
16:00	4	13.8	11.3	2.5	0	1	3	0	0	0	0	0	0	0	0	0
17:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
18:00	5	15.8	13.5	2.2	0	0	4	1	0	0	0	0	0	0	0	0
19:00	5	15.8	11.5	4.2	0	2	2	1	0	0	0	0	0	0	0	0
20:00	5	13.8	11.5	2.2	0	1	4	0	0	0	0	0	0	0	0	0
21:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
22:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	10	13.5	11.0	2.4	0	3	7	0	0	0	0	0	0	0	0	0
2H(14-16)	15	17.0	13.2	3.7	0	3	7	5	0	0	0	0	0	0	0	0
12H(7-19)	48	15.3	12.2	3.0	0	10	31	7	0	0	0	0	0	0	0	0
24H(0-24)	65	15.7	12.3	3.4	0	15	39	10	1	0	0	0	0	0	0	0
AM Peak	10:00	00:00	02:00	00:00	00:00	10:00	10:00	00:00	02:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
	7	20.2	22.5	5.8	0	3	4	2	1	0	0	0	0	0	0	0
PM Peak	15:00	17:00	17:00	14:00	12:00	14:00	15:00	14:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
	8	18.7	15.0	4.5	0	2	5	3	0	0	0	0	0	0	0	0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
06:00	3	22.1	14.2	7.6	0	1	1	0	1	0	0	0	0	0	0	0
07:00	3	12.5	12.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
08:00	7	15.2	13.2	1.9	0	0	6	1	0	0	0	0	0	0	0	0
09:00	5	12.3	9.5	2.7	0	3	2	0	0	0	0	0	0	0	0	0
10:00	10	14.5	11.0	3.4	0	4	5	1	0	0	0	0	0	0	0	0
11:00	3	12.5	12.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
12:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
13:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
14:00	6	12.5	12.5	0.0	0	0	6	0	0	0	0	0	0	0	0	0
15:00	4	13.8	11.3	2.5	0	1	3	0	0	0	0	0	0	0	0	0
16:00	4	16.7	12.5	4.1	0	1	2	1	0	0	0	0	0	0	0	0
17:00	3	17.7	12.5	5.0	0	1	1	1	0	0	0	0	0	0	0	0
18:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
19:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
20:00	5	15.8	13.5	2.2	0	0	4	1	0	0	0	0	0	0	0	0
21:00	2	17.5	17.5	0.0	0	0	0	2	0	0	0	0	0	0	0	0
22:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	13	14.5	11.3	3.0	0	4	8	1	0	0	0	0	0	0	0	0
2H(14-16)	10	13.6	12.0	1.6	0	1	9	0	0	0	0	0	0	0	0	0
12H(7-19)	51	14.6	11.9	2.6	0	10	37	4	0	0	0	0	0	0	0	0
24H(0-24)	65	15.3	12.2	3.0	0	13	44	7	1	0	0	0	0	0	0	0
AM Peak	10:00 10	06:00 22.1	06:00 14.2	06:00 7.6	00:00 0	10:00 4	08:00 6	08:00 1	06:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	14:00 6	17:00 17.7	21:00 17.5	17:00 5.0	12:00 0	15:00 1	14:00 6	21:00 2	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	4	18.7	13.8	4.8	0	1	1	2	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	22.5	-	0	0	0	0	1	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
06:00	3	22.1	14.2	7.6	0	1	1	0	1	0	0	0	0	0	0	0
07:00	6	13.8	11.7	2.0	0	1	5	0	0	0	0	0	0	0	0	0
08:00	9	14.8	13.1	1.7	0	0	8	1	0	0	0	0	0	0	0	0
09:00	9	12.5	9.7	2.6	0	5	4	0	0	0	0	0	0	0	0	0
10:00	17	13.9	10.7	3.0	0	7	9	1	0	0	0	0	0	0	0	0
11:00	6	12.5	12.5	0.0	0	0	6	0	0	0	0	0	0	0	0	0
12:00	3	12.5	12.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
13:00	4	12.5	12.5	0.0	0	0	4	0	0	0	0	0	0	0	0	0
14:00	13	16.2	12.9	3.2	0	2	8	3	0	0	0	0	0	0	0	0
15:00	12	15.6	12.5	3.0	0	2	8	2	0	0	0	0	0	0	0	0
16:00	8	15.2	11.9	3.2	0	2	5	1	0	0	0	0	0	0	0	0
17:00	5	17.8	13.5	4.2	0	1	2	2	0	0	0	0	0	0	0	0
18:00	7	15.2	13.2	1.9	0	0	6	1	0	0	0	0	0	0	0	0
19:00	6	15.1	10.8	4.1	0	3	2	1	0	0	0	0	0	0	0	0
20:00	10	14.9	12.5	2.4	0	1	8	1	0	0	0	0	0	0	0	0
21:00	3	20.2	14.2	5.8	0	1	0	2	0	0	0	0	0	0	0	0
22:00	3	12.5	12.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
23:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	23	14.0	11.2	2.7	0	7	15	1	0	0	0	0	0	0	0	0
2H(14-16)	25	15.9	12.7	3.1	0	4	16	5	0	0	0	0	0	0	0	0
12H(7-19)	99	14.9	12.0	2.8	0	20	68	11	0	0	0	0	0	0	0	0
24H(0-24)	130	15.5	12.2	3.2	0	28	83	17	2	0	0	0	0	0	0	0
AM Peak	10:00 17	06:00 22.1	02:00 22.5	06:00 7.6	00:00 0	10:00 7	10:00 9	00:00 2	02:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	14:00 13	21:00 20.2	21:00 14.2	21:00 5.8	12:00 0	19:00 3	14:00 8	14:00 3	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Wokingham ATC, Halstead Close

Direction: Northbound

24/09/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	4	12.5	12.5	0.0	0	0	4	0	0	0	0	0	0	0	0	0
01:00	3	12.5	12.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
06:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
07:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
08:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
09:00	4	16.7	12.5	4.1	0	1	2	1	0	0	0	0	0	0	0	0
10:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
11:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
12:00	5	13.8	11.5	2.2	0	1	4	0	0	0	0	0	0	0	0	0
13:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
14:00	4	16.2	11.3	4.8	0	2	1	1	0	0	0	0	0	0	0	0
15:00	5	13.8	11.5	2.2	0	1	4	0	0	0	0	0	0	0	0	0
16:00	4	16.3	13.8	2.5	0	0	3	1	0	0	0	0	0	0	0	0
17:00	4	13.8	11.3	2.5	0	1	3	0	0	0	0	0	0	0	0	0
18:00	4	16.7	12.5	4.1	0	1	2	1	0	0	0	0	0	0	0	0
19:00	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
20:00	3	17.2	14.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
21:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
22:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
23:00	1	-	17.5	-	0	0	0	1	0	0	0	0	0	0	0	0
Total																
2H(10-12)	3	17.2	14.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
2H(14-16)	9	14.8	11.4	3.3	0	3	5	1	0	0	0	0	0	0	0	0
12H(7-19)	37	15.4	12.2	3.1	0	8	23	6	0	0	0	0	0	0	0	0
24H(0-24)	55	15.3	12.4	2.8	0	9	38	8	0	0	0	0	0	0	0	0
AM Peak	00:00 4	10:00 18.7	10:00 15.0	09:00 4.1	00:00 0	07:00 1	00:00 4	09:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	12:00 5	13:00 18.7	23:00 17.5	14:00 4.8	12:00 0	14:00 2	12:00 4	13:00 1	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Southbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
06:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
07:00	5	13.3	10.5	2.7	0	2	3	0	0	0	0	0	0	0	0	0
08:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
09:00	2	7.5	7.5	0.0	0	2	0	0	0	0	0	0	0	0	0	0
10:00	4	16.2	11.3	4.8	0	2	1	1	0	0	0	0	0	0	0	0
11:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
12:00	8	13.6	11.3	2.3	0	2	6	0	0	0	0	0	0	0	0	0
13:00	3	17.7	12.5	5.0	0	1	1	1	0	0	0	0	0	0	0	0
14:00	6	15.8	12.5	3.2	0	1	4	1	0	0	0	0	0	0	0	0
15:00	5	17.3	14.5	2.7	0	0	3	2	0	0	0	0	0	0	0	0
16:00	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
17:00	6	13.5	10.8	2.6	0	2	4	0	0	0	0	0	0	0	0	0
18:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
19:00	3	13.8	10.8	2.9	0	1	2	0	0	0	0	0	0	0	0	0
20:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
23:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
Total																
2H(10-12)	4	16.2	11.3	4.8	0	2	1	1	0	0	0	0	0	0	0	0
2H(14-16)	11	16.5	13.4	3.0	0	1	7	3	0	0	0	0	0	0	0	0
12H(7-19)	45	14.7	11.5	3.1	0	14	26	5	0	0	0	0	0	0	0	0
24H(0-24)	54	14.6	11.6	2.9	0	15	34	5	0	0	0	0	0	0	0	0
AM Peak	07:00 5	10:00 16.2	00:00 12.5	10:00 4.8	00:00 0	07:00 2	07:00 3	10:00 1	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	12:00 8	13:00 17.7	15:00 14.5	13:00 5.0	12:00 0	12:00 2	12:00 6	15:00 2	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
00:00	5	12.5	12.5	0.0	0	0	5	0	0	0	0	0	0	0	0	0
01:00	3	12.5	12.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
02:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	3	12.5	12.5	0.0	0	0	3	0	0	0	0	0	0	0	0	0
06:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
07:00	7	13.1	10.4	2.7	0	3	4	0	0	0	0	0	0	0	0	0
08:00	2	13.7	10.0	3.5	0	1	1	0	0	0	0	0	0	0	0	0
09:00	6	15.1	10.8	4.1	0	3	2	1	0	0	0	0	0	0	0	0
10:00	6	17.1	12.5	4.5	0	2	2	2	0	0	0	0	0	0	0	0
11:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
12:00	13	13.6	11.3	2.2	0	3	10	0	0	0	0	0	0	0	0	0
13:00	5	17.8	13.5	4.2	0	1	2	2	0	0	0	0	0	0	0	0
14:00	10	15.8	12.0	3.7	0	3	5	2	0	0	0	0	0	0	0	0
15:00	10	15.9	13.0	2.8	0	1	7	2	0	0	0	0	0	0	0	0
16:00	7	15.5	12.5	2.9	0	1	5	1	0	0	0	0	0	0	0	0
17:00	10	13.5	11.0	2.4	0	3	7	0	0	0	0	0	0	0	0	0
18:00	5	16.2	12.5	3.5	0	1	3	1	0	0	0	0	0	0	0	0
19:00	6	13.5	10.8	2.6	0	2	4	0	0	0	0	0	0	0	0	0
20:00	3	17.2	14.2	2.9	0	0	2	1	0	0	0	0	0	0	0	0
21:00	1	-	12.5	-	0	0	1	0	0	0	0	0	0	0	0	0
22:00	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
23:00	2	18.7	15.0	3.5	0	0	1	1	0	0	0	0	0	0	0	0
Total																
2H(10-12)	7	16.7	12.5	4.1	0	2	3	2	0	0	0	0	0	0	0	0
2H(14-16)	20	15.9	12.5	3.2	0	4	12	4	0	0	0	0	0	0	0	0
12H(7-19)	82	15.1	11.8	3.1	0	22	49	11	0	0	0	0	0	0	0	0
24H(0-24)	109	15.0	12.0	2.9	0	24	72	13	0	0	0	0	0	0	0	0
AM Peak	07:00 7	10:00 17.1	00:00 12.5	10:00 4.5	00:00 0	07:00 3	00:00 5	10:00 2	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0	00:00 0
PM Peak	12:00 13	23:00 18.7	23:00 15.0	13:00 4.2	12:00 0	12:00 3	12:00 10	13:00 2	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0	12:00 0

Paul Castle Associates

Appendix D – Visibility Splay

C:\Users\AndrewNock\Documents\Evoke Transport\Evoke Projects - Documents\2025\IR-25-0169 - Halstead Close, Wokingham\50 Drawings\51 AutoCAD\IR-25-0169-HY01-02.dwg



NOTES

1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
2. EVOKE TRANSPORT PLANNING CONSULTANTS LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THIRD PARTY INFORMATION - THIS MUST BE TREATED AS INDICATIVE ONLY AND THIS DRAWING IS TO BE USED FOR PLANNING PURPOSES ONLY.

-	FIRST ISSUE	AN	DF	01.10.25
Rev	Amendment	Drn	App	Date

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Drawn by	AN	Approved by	DF	Date	01/10/2025
Scale	1:250 @ A3	Job No	R-25-0169		
Drawing No	R-25-0169/HY02	Rev	-		



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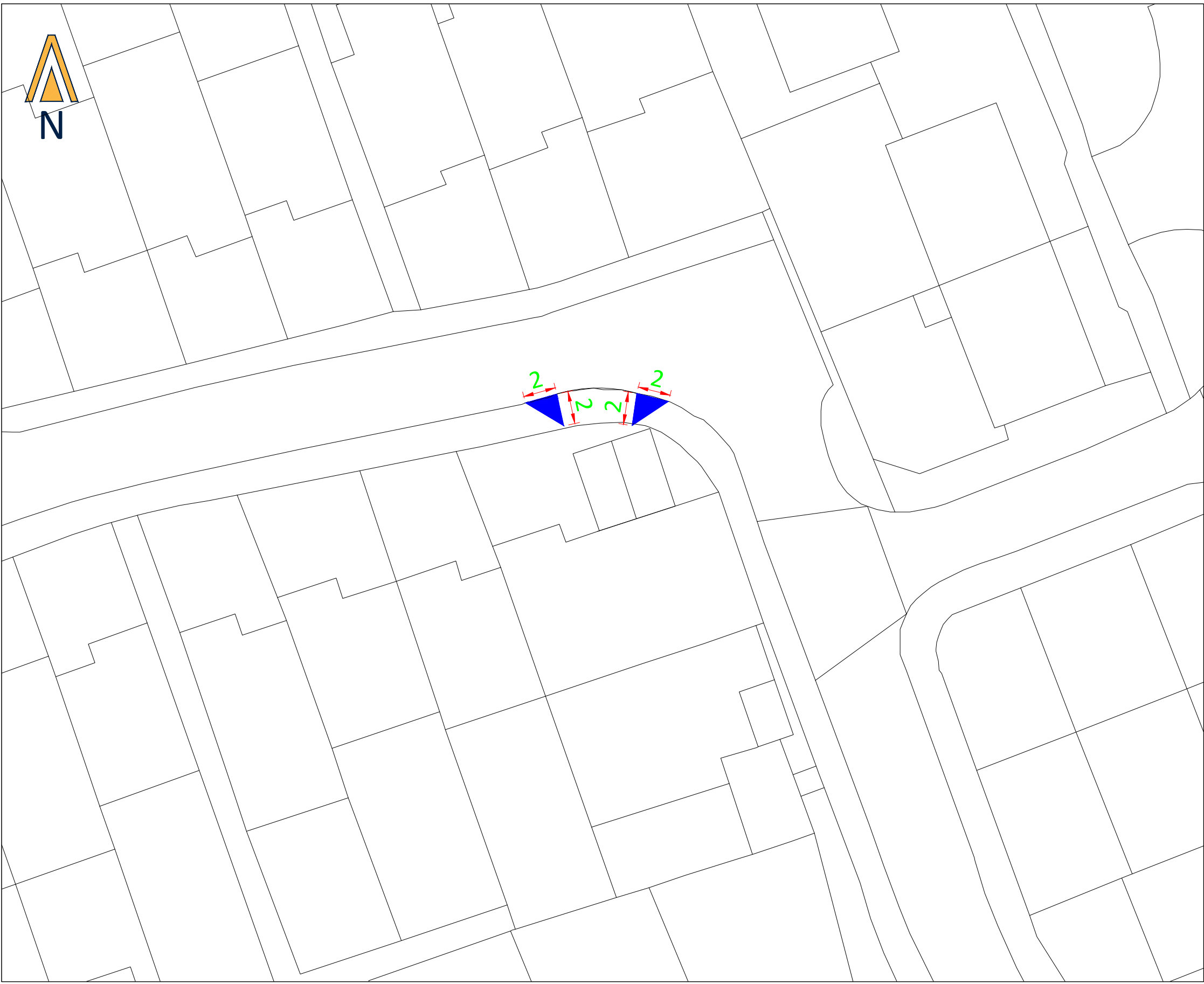
Telephone: 01183 800 182
E: info@evoketransport.co.uk
W: www.evoketransport.co.uk

Project Name	HALSTEAD CLOSE WOKINGHAM
Drawing Title	VISIBILITY SPLAY

Client	MR HASEEB MAHMOOD
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Appendix E – Pedestrian Visibility Splay

C:\Users\AndrewNock\Documents\2025\Evoke Transport\Evoke Projects - Documents\2025\IR-25-0169 - Halstead Close, Wokingham\50 Drawings\51 AutoCAD\IR-25-0169-HY01-02.dwg



NOTES

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Rev	Amendment	Drn	App	Date
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Drawn by AN		Approved by DF		Date 01/10/2025
Scale 1:250 @ A3			Job No R-25-0169	
Drawing No R-25-0169/HY01				Rev -



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Project Name	HALSTEAD CLOSE WOKINGHAM
Drawing Title	PEDESTRIAN VISIBILITY SPLAY

Client	MR HASEEB MAHMOOD
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Appendix F – Relevant Appeal Decisions

Appeal Decision

Site visit made on 22 November 2016

by Jacqueline Wilkinson Reg. Architect IHBC

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 6 December 2016

Appeal Ref: APP/W0340/W/16/3154951
Bray Cottage, Compton RG20 6QH

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr J Ramsay and Ms J Franklin against the decision of West Berkshire District Council.
 - The application Ref 15/03431/FULD dated 21 December 2015, was refused by notice dated 21 April 2016.
 - The development proposed is construction of new dwelling with associated curtilage and car parking with modifications to boundary wall (dismantle and reconstruct) and removal of boundary outbuildings.
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Decision

1. The appeal is allowed and planning permission is granted for construction of new dwelling with associated curtilage and car parking with modifications to boundary wall (dismantle and reconstruct) and removal of boundary outbuildings at Bray Cottage, Compton RG20 6QH in accordance with the terms of the application, Ref 15/03431/FULD, dated 21 December 2015, subject to the following conditions:
 - 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
 - 2) The development hereby permitted shall be carried out in accordance with the following approved plans: 1561 07C, 08
 - 3) No development or site preparation shall take place until the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the local planning authority. The development and site preparation shall be carried out in accordance with the approved statement.
 - 4) No development shall commence until details of a land contamination assessment and associated remedial strategy, together with a timetable of any remedial works and action to be taken as a result of unexpected contamination, shall be submitted to and approved in writing by the local planning authority. The development shall take place in accordance with the approved details and strategy.
 - 5) No work shall commence on the re-building of the front boundary wall until full details of the proposed wall, to include the type of bricks, the, bonding, mortar, jointing and coping details, are submitted to and
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approved by the local planning authority in writing. The wall shall be constructed in accordance with the approved details and retained as such thereafter.

- 6) The dwelling hereby permitted shall not be occupied until the front boundary wall is completed in accordance with the approved plans and the approved details.
- 7) The dwelling hereby permitted shall not be occupied until the vehicle parking and turning spaces have been provided and surfaced in accordance with the approved plans. The parking spaces and turning areas shall be kept available thereafter for the parking and turning of private motor cars and light goods vehicles, at all times.
- 8) The dwelling hereby permitted shall not be occupied until the access is provided in accordance with the approved plans.
- 9) The dwelling hereby permitted shall not be occupied until details of secure cycle storage and an electrical car charging point for the approved dwelling are submitted to and approved by the local planning authority in writing. The cycle storage shall be kept available for that purpose thereafter.

Main Issue

2. The main issue is the effect of the proposed development on the safety of highway users.

Reasons

3. The appeal site was used until recently for the storage of cars, but is now laid in part out as a parking area for Bray Cottage. The proposed dwelling would be set to the rear of the site, and it would share a parking and turning area with Bray Cottage. The proposed dwelling would be simple in character and the catslide roof picks up local references. The proposed modification of the existing boundary walls, if carried out in good quality brickwork, would preserve this distinctive enclosing feature. This part of the Compton Conservation Area is characterised by large well-spaced dwellings enclosed by high brick walls and I find that the appeal proposal would preserve this character. The proposal would therefore comply with the requirements of Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
4. The appellants have submitted a Visibility Statement and a Technical Note by JMP to support their case in relation to highway safety. A traffic count was carried out using an automated recorder, which established that the road had very low levels of traffic and that the 85th percentile wet weather speeds were found to be 18.6 mph northbound and 19.2 mph southbound.
5. Both parties refer to Manual for Streets (MfS) 2007, which is the accepted guidance for the design of streets and roads. Section 7.7 gives guidance on junction design, but I consider that it is also relevant to take into account the guidance on forward visibility in section 7.8. 7.8.3 discusses the behaviour of drivers emerging from private driveways, as would be the case here, and points out that the absence of wide visibility splays at private driveways will encourage drivers to emerge more cautiously. It suggests that consideration should be given to whether this will be appropriate taking into account the

frequency of vehicle movements, the amount of pedestrian activity and the width of the footway. Whilst this comment mainly refers to assessing the risk of car/pedestrian conflict, this principle is also helpful in this case which requires an assessment of car/car as well as car/pedestrian conflicts.

6. Cheap Street is a short local road, with a very low traffic count and in the vicinity the appeal site, it has the character of a narrow country lane. I saw that cars proceeding northwards tended to be towards the centre of the road due to the effect of the build out just to the south of the appeal site¹. In any event, the lane is enclosed by walls at the side of the carriageway on one side and an overhanging hedge on the other so drivers tend to drive slower and towards the middle of the carriageway. There is room for two cars to pass but this would need to be done at low speeds in this section of the lane. There are no footpaths and everyone has to share the carriageway up to a point at the build out, from where the footpath to the centre of the village commences. There have been no recorded injury accidents here over the last 10 years.
7. I drove through the access, turned around and went out again. The current visibility is poor, but using caution and common-sense, there is a very low risk of a conflict with either vehicles or pedestrians. The proposed dwelling would generate additional car movements in and out of the access, but these would still be relatively low and would not be comparable to a junction. Figure 4 of the JMP Technical Note shows that the bonnet of a car would be clearly visible from the north and south, with room for the approaching car to avoid it. The possibility of two cars passing each other exactly at the time that a vehicle emerged from the appeal site would be very low and even then, the speeds of all the vehicles would be likely to be very low.
8. Accesses onto many historic streets such as this one would fail the standard tests of visibility, but they tend to function reasonably well because driver behaviour is modified. Given the low speeds and the low volumes of vehicles and taking into account that the visibility would be improved by the proposals, I conclude that it is appropriate in this case to allow a lesser visibility than is the normal standard required for junctions in MfS. MfS 2 followed and builds on MfS 1 and also emphasises the importance of the sense of place as a factor in street design. This publication also advises that a more flexible approach can be taken if the conditions are appropriate, which I find is the case.
9. The Council has referred to appeal APP/W0340/A/11/2144865 (May 2011). This proposal was for one additional four bed dwelling whereas in this appeal the proposal is for a three bed dwelling. The use an existing access was proposed and it is clear that the Inspector has taken into account the specific circumstances of the site and local traffic speeds were higher. As I have explained above, I have carried out a similar risk assessment and due to the different circumstances, I have reached a different decision.
10. The Council's reason for refusal also refers to the free flow of traffic, but this is a lightly used road and the flow of traffic would not be affected by the proposal. I therefore conclude that the proposed access would not have a severe adverse impact on the safety of highway users, including pedestrians, riders and other drivers. The proposal would therefore comply with the aims of policy CS13 *Transport* of the West Berkshire District Core Strategy 2006-2028 (adopted

¹ Figures 2 and 4 of JMP Technical Note

July 2012) paragraph 5.85, which requires that road safety is a key consideration for all development.

Other matters

11. Compton Cottage shares the southern boundary with the appeal site, but there are no windows to habitable rooms facing towards the proposed dwelling and I saw that its rear garden would be separated by the usual high garden fence. The living conditions of this occupier would not therefore be affected.
12. The dwelling called the Croft is well separated from the proposed dwelling and has an extensive mature garden on its southern boundary with the appeal site. Given the large separation distances, there would be no adverse impact on these occupiers. The question of the boundary line with the Crofts has been raised, but this is a private matter between the two owners.
13. The suggestion has been made that the brick front boundary wall could be listed, but the wall is clearly severed from the curtilage of the listed building further down the lane and has been for a very long time and I have no other evidence that there is likely to be a curtilage connection.

Conclusions

14. I therefore conclude that the proposed dwelling would not lead to a severe cumulative impact on the safety of highway users and it would not impede the free flow of traffic.
15. For the reasons given above I conclude that the appeal should be allowed.

Conditions

16. I have assessed the conditions suggested by the Council against the tests set out in paragraph 206 of the Framework and the guidance set out in the Planning Practice Guidance. I have attached the standard time limit and required the development to be carried out in accordance with the approved plans. This is to provide certainty. I have attached a condition requiring a scheme of archaeological investigation to be approved before any site work commences. This is to ensure that any heritage assets are properly recorded and assessed. Given the history of the site, I have also required a scheme for dealing with any land contamination.
17. Given the prominent position of the proposed new front boundary wall, I have required further details of its construction and materials, in order that the Council can be satisfied that the character and appearance of the conservation area is preserved. I have imposed a condition to ensure that the replacement wall is provided and retained, in order to protect the character and appearance of the conservation area.
18. For the protection of highway safety, I have required that the access and the parking and turning areas are provided before the dwelling is occupied. In the interests of sustainable travel options, I have required secure cycle parking and an electric vehicle charging point to be provided.

Jacqueline Wilkinson

INSPECTOR

Appeal Decision

Site visit made on 11 June 2014

by John D Allan BA(Hons) BTP MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 8 July 2014

Appeal Ref: APP/W0340/A/14/2215453

Brook Lawn, Bath Road, Woolhampton, Reading RG7 5RE

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
 - The appeal is made by Mr J Humphrey against the decision of West Berkshire District Council.
 - The application Ref 13/02236/OUTD, dated 4 September 2013, was refused by notice dated 4 December 2013.
 - The development proposed is construction of new house and demolition of garage.
-

Decision

1. The appeal is allowed and outline planning permission is granted for construction of new house and demolition of garage at Brook Lawn, Bath Road, Woolhampton, Reading RG7 5RE in accordance with the terms of the application, Ref 13/02236/OUTD, dated 4 September 2013, subject to the conditions set out in the attached schedule.

Preliminary Matter

2. The application was submitted in outline with details of access and layout to be determined at this stage and matters of appearance, landscaping and scale reserved for future consideration. I have dealt with the appeal on that basis.

Background and Main Issues

3. Since the date of the Council's decision the appellant has completed a Unilateral Undertaking, dated 11 June 2014 and signed as a Deed, made under s.106 of the Town and Country Planning Act 1990 relating to financial contributions towards highways and transport, education, public open space, libraries, waste and adult social care. The specific terms of the undertaking have not been challenged by the Council and whilst I note that the copy in my possession is devoid of a red edged site plan the document is explicit in terms of its relationship with the appeal proposal and is, in my opinion, binding.
 4. Policy CS5 of the West Berkshire Core Strategy (2006-2026) (CS), adopted in July 2012, sets out the requirements for infrastructure provision and services for new development. This is supported by the Council's Supplementary Planning Document entitled *Delivering Investment from Sustainable*
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Development, adopted in June 2013. When taken also with the statements that have been provided by the Council that justify the individual sums for each contribution I find that the undertaking would reasonably meet the tests of Regulation 122 of the Community Infrastructure Levy Regulations 2010 and paragraph 204 of the National Planning Policy Framework (the Framework). The contributions are therefore justified and can be taken into account in this appeal.

5. In light of this, the main issues that remain are the effect of the proposal on the character and appearance of the area and its effect upon highway safety along Station Road.

Reasons

Character and Appearance

6. The appeal site forms the bottom part of a large rear garden to a Brook Lawn, a dwelling that sits within a continuous frontage of development facing onto Bath Road. Behind these properties the pattern of development becomes less formal with a more random placement of dwellings set within some fairly large landscaped plots which include some mature trees on the appeal site covered by an area Tree Preservation Order.
7. There is a narrow public footpath that wraps around two sides of the appeal site. However, whilst lined with fairly dense vegetation, the path's route is clearly seen to make its way through part of the developed core of Woolhampton. To one side the appeal site is read, together with the adjoining garden to the property at Brookside, as being part of an obvious residential curtilage. To the opposite side of the path the land appears to be used as a car park and open commercial yard. Therefore, whilst the site is reasonably spacious and verdant, I do not share the Council's view that it provides a semi-rural feeling that is particularly significant to the appearance of the wider reaching locality.
8. Although the proposed dwelling would inevitably erode some of the space within the site, it would sit in a fairly central position and comfortably within a landscaped plot without appearing cramped in relation to the boundaries of the land or adjoining buildings, from which it would be well separated. Furthermore, the perimeter trees and vegetation would be retained and could be further supplemented with additional planting in a form that would secure the important verdant enclosure of the land as an integrated part of the proposed development. Therefore, notwithstanding the Inspector's conclusions in July 2009 as they related to an appeal against the refusal of permission for two houses on this site (Ref APP/W0340/A/09/2094029), in this case I find that a single dwelling, together with its access and parking areas, could be accommodated in the layout proposed without having any serious impact upon the character or appearance of the surrounding area.
9. Brook Lawn is a Grade II Listed Building. However, consistent with the previous Inspector's findings on this matter, I am satisfied that the proposed development would be sufficiently distant from the listed building with adequate garden retained for Brook Lawn to ensure that the setting of the building would be unharmed.

10. Given these findings, there would be no conflict with the aims and objectives of CS Policies ADPP1, CS14 and CS19, or with Policy HSG.1 of the West Berkshire District Local Plan 1991-2006 Saved Policies 2007 insofar as they all seek to ensure that new development is in-keeping with local character. Neither would there be any conflict with the Framework in this regard.

Highway Safety

11. Unlike the 2009 appeal proposal, this proposal would utilise an existing access drive that runs along the back of the properties fronting Bath Road and which leads on to Station Road. This is a C classified road that leads from its junction with Bath Road, some 30m north of the appeal site's access, to further villages beyond Woolhampton. It also provides access to Midgham train station, approximately 120m south of the site's access.
12. Given this context it is clear that Station Road is fairly well used by existing traffic, including pedestrians and cyclists, with the appellant's recorded average weekday traffic flows being in the region of around 580 vehicles in each direction. Nevertheless, notwithstanding the 30mph speed limit at this point, based on further measurements taken by the appellant's highway planning consultant the Council has accepted that, despite some suggestions to the contrary by some residents, average vehicle speeds in the vicinity of the site along Station Road are at around 20mph. This is not excessive and I have no substantive alternative evidence to suggest that these figures do not give a reasonable indication of average traffic speeds.
13. The existing access already serves 2 dwellings. The proposed dwelling would add, on average, a further 6 vehicle movements each day, into and out of the site. However, there is no suggestion that vehicles entering into the site from Station Road would do so in a hazardous manner. The Council's concern rests squarely with vehicles exiting the site, on average 3 additional vehicle movements onto Station Road each day.
14. I saw that driver visibility (the Y distance) at the junction of the access with Station Road is fairly good in a southerly direction but restricted to the north by a building that sits nearby and immediately adjoins the back edge of the pavement. This is regardless of what distance may be measured back from the point of intersection (the X distance), be it 2.0m or 2.4m.
15. The visibility splay to the south is over land that is outside of the appeal site, to the front of the adjacent property at Forge Cottage, and is dependent upon the immediately adjoining boundary wall being retained at its height of 0.6m. However, I have noted that there is an off-street parking space to the side of Forge Cottage and set perpendicular to the road, immediately adjoining and parallel to the access drive to the appeal site. Visibility from this space is equally dependent on the existing vision splays being retained. Given this, I am not persuaded by any arguments that have been put to me that there is any genuine prospect of the current levels of visibility being significantly altered in the future.
16. Despite shortcomings with visibility to the north, the Council accepts that guidance within Manual for Streets does allow for an alternative left-hand visibility splay to be provided whereby it can be measured to the centre point of the road rather than being measured to the carriageway edge on the same

side of the road as the access. In this case visibility along these lines could be achieved to the Council's agreed distance but they take the view that, as vehicles approaching the site could cross the centre line along Station Road, this arrangement would be inappropriate. However, whilst it is possible that vehicles turning into Station Road from Bath Road could be forced to cross the centre line by vehicles parked at the roadside it is my assessment that this scenario would be rare for a number of reasons. Firstly, such a parked vehicle would be inappropriately close to the junction. Secondly, there is a vehicular access just a short distance from the junction that would potentially be blocked by any parked vehicle. Thirdly, houses immediately opposite the appeal access have front gates set immediately adjoining the back edge of the vehicular carriageway and any parked car in this position would be likely to block pedestrian access to and from these properties. For these reasons I find that any driver looking to stop in this location would be strongly discouraged from doing so and whilst it could not be ruled out, in my assessment it would be infrequent.

17. In addition to this I am mindful of the fact that the appeal access is already in use, as is the adjoining parking space to the side of Forge Cottage and a parallel access to the opposite side that runs to the rear of properties along Bath Road. Moreover, I have been provided with no substantive evidence to indicate that any difficulties that might exist with the use of these access points do actually pose unacceptable levels of danger. My own observations during my visit also showed that there is reasonable inter-visibility between any vehicle turning into Station Road and approaching the appeal site and any vehicle standing ready to leave the appeal site.
18. Whilst the pavement to this side of Station Road is narrow, pedestrians approaching and passing the access would already be aware of the existing points of access that flank its sides. These would be crossed before approaching the appeal site's access, which is open and clearly visible. Although I have noted that refuse bins can sometimes block the pavement at this point the effect of this could not reasonably be attributed to the proposal that is before me.
19. When all of this is taken into consideration and weighed in the balance, I find overall that, despite some small amount of additional traffic emerging from the existing access onto Station Road that would be generated by the development, it has not been demonstrated that there would be any severe adverse impact upon the existing function of Station Road in terms of highway safety. I can therefore detect no conflict with the Framework in this regard, or with the aims and objectives of CS Policy CS13.
20. I am aware that planning permission was refused in 2007 for conversion of some stables within the grounds of Brook Lawn for residential purposes and that a subsequent appeal was dismissed (Ref APP/W0340/A/07/2035061). I am also aware that the Inspector concluded at that time that intensifying the use of this access as part of that proposal would be significantly detrimental to highway safety due to the restricted visibility to the left hand side. Whilst I accept that visibility in this direction has not altered I am unaware of what evidence was presented to the Inspector at that time. Given the information that is before me now in relation to traffic speeds; the passage of time during which period I have not been directed to any serious incidents or personal

injury accidents along Station Road; and having regard also to up-to-date national and local policies and guidance; the findings of the previous Inspector do not lead me to alter my own conclusions as they currently relate to matters of highway safety.

Other Matters

21. I have noted some concern with regard to flooding of the site and surrounding area. However, the application was accompanied by a Flood Risk Assessment, which was further revised following consultation with the Council's Land Drainage engineers to include mitigation measures to offset the effect of the development, including works to the banks of the stream which flows through the site. These can be secured by condition. I also note that the Environment Agency raised no objection to the principle of development.
22. There is no evidence to suggest that the proposal would be harmful to any wildlife habitats.

Conclusions

23. Overall, for the reasons given, I find that there would be no harm to the character or appearance of the area and that, on balance, the additional traffic that would use the existing access would not have any significant impact upon the function of the highway network in terms of safety. Accordingly, and having regard to all other matters raised, the appeal is allowed.

Conditions

24. The Council has suggested a list of conditions. I have considered these against the advice within the national Planning Guidance. In some instances I have varied the wording of the suggested conditions to more closely reflect the guidance and model conditions.
25. For the avoidance of doubt and in the interests of proper planning it is necessary to impose a condition requiring that the development is carried out in accordance with the approved plans insofar as they relate to those matters submitted for consideration at this stage. In order to safeguard the character and appearance of the area I shall impose conditions relating to landscape works and tree protection measures.
26. In the interests of promoting sustainable development it is appropriate to require the dwelling to comply with the Code for Sustainable Homes. For the same reason and to reduce the risk of flooding conditions are necessary in relation to sustainable drainage measures, including works to the banks of the stream and details of any bridge over it.
27. In the interests of highway safety and amenity conditions are required relating to construction of the vehicle parking/turning.

Schedule of Conditions

- 1) Details of the appearance, landscaping and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.

- 2) Application for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission.
- 3) The development hereby permitted shall begin not later than two years from the date of approval of the last of the reserved matters to be approved.
- 4) The development hereby permitted shall be carried out in accordance with the following approved plans: Drg No 1281.01, 06B and 07A.
- 5) The dwelling hereby permitted shall achieve Level 4 of the Code for Sustainable Homes (or any such equivalent national measure of sustainability for house design which replaces that scheme). The dwelling shall not be occupied until a final Code Certificate relevant to it, certifying that Code Level 4 of the Code for Sustainable Homes (or any such equivalent national measure of sustainability for house design which replaces that scheme) has been achieved, has been issued and a copy has been provided to the local planning authority.
- 6) No development shall take place until details of sustainable drainage measures to manage surface water within the site have been submitted to and approved in writing by the local planning authority.
These details shall:
 - a) Incorporate the implementation of Sustainable Drainage methods (SuDS) in accordance with best practice and the proposed national standards;
 - b) Include and be informed by a ground investigation survey which establishes the soil characteristics, infiltration rate and groundwater levels;
 - c) Include construction drawings, cross-sections and specifications of all proposed SuDS measures within the site;
 - d) Include run-off calculations, discharge rates, infiltration and storage capacity calculations for the proposed SuDS measures based on a 1 in 100 year storm +30% for climate change;
 - e) Include pre-treatment methods to prevent any pollution or silt entering SuDS features or causing any contamination to the soil or groundwater;
 - f) Ensure any permeable paved areas are designed and constructed in accordance with manufacturers guidelines;
 - g) Ensure any permeable areas are constructed on a permeable sub-base material such as Type 3 or reduced fines Type 1 material as appropriate;
 - h) Include details of how the SuDS measures will be maintained and managed after completion;
 - i) Include details of how the watercourse through the site will be restored to a more natural profile and of how the current wire fencing at the western boundary of the site will be dealt with to improve the capacity of the stream.

The above sustainable drainage measures shall be implemented in accordance with the approved details before the dwelling hereby permitted is occupied. The sustainable drainage measures shall be

maintained and managed in accordance with the approved details thereafter.

- 7) No development or other operations shall commence on site until a detailed scheme of landscaping for the site is submitted to and approved in writing by the local planning authority. The details shall include schedules of plants noting species, plant sizes and proposed numbers/densities, an implementation programme and details of written specifications including cultivation and other operations involving tree, shrub and grass establishment. The scheme shall ensure;
 - a) Completion of the approved landscape scheme within the first planting season following completion of development.
 - b) Any trees shrubs or plants that die or become seriously damaged within five years of this development shall be replaced in the following year by plants of the same size and species.
- 8) Protective fencing shall be implemented and retained intact for the duration of the development in accordance with the tree and landscape protection scheme identified on the Tree Protection Plan Rev B within the Preliminary Arboricultural Method Statement dated 29 August 2013, Ref 1368/AMS, prepared by Sylva Consultancy. Within the fenced areas there shall be no excavations, storage of materials or machinery, parking of vehicles or fires.
- 9) No development shall take place (including site clearance and any other preparatory works) until details of an arboricultural watching brief in accordance with a written scheme of site monitoring has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.
- 10) No development shall take place until details of the bridge over the stream have been submitted to and approved by the local planning authority. The development shall be carried out in accordance with the approved details.
- 11) No development shall take place until details of the vehicle parking and turning space/areas have been submitted to and approved in writing by the local planning authority. Such details shall show how the parking spaces are to be surfaced and marked out. The parking and/or turning spaces shall be provided in accordance with the approved details and shall thereafter be kept available for parking (of private motor cars and/or light goods vehicles) at all times.

John D Allan

INSPECTOR



Appeal Decision

Site visit made on 13 August 2018

by Robert Parker BSc (Hons) Dip TP MRTPI

an Inspector appointed by the Secretary of State

Decision date: 29 August 2018

Appeal Ref: APP/W0340/D/18/3200005

107 Station Road, Thatcham RG19 4QH

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Maxim Tankaria against the decision of West Berkshire Council.
 - The application Ref 17/03302/HOUSE, dated 24 November 2017, was refused by notice dated 19 January 2018.
 - The development proposed is described as "creation of site access for 107 Station Road to Station Road. This will include paving the grass verge and dropping the kerb outside 107 Station Road. Currently access is shared with 107A Station Road. Access is from 107A Station Road driveway and spaces for 107 and 107A Station Road are located on 107 Station Road. The proposed work splits access and provides suitable manoeuvrability around vehicles to access the dwelling."
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Preliminary Matter

1. The above description of development is taken from the application form. The Council has adopted a more concise form of wording on its decision notice and I note that the appellant has entered this onto the appeal form. No party would be prejudiced if I used the amended version in my formal decision.

Decision

2. The appeal is allowed and planning permission is granted for creation of new access and dropped kerb at 107 Station Road, Thatcham RG19 4QH in accordance with the terms of the application, Ref 17/03302/HOUSE, dated 24 November 2017, subject to the following conditions:
 - 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
 - 2) The development hereby permitted shall be carried out in accordance with the following approved plans: Site Location Plan, Site Block Plan and Proposed Site Plan.
 - 3) The access hereby permitted shall not be brought into use until the vehicle crossover between the existing block paved driveway and the carriageway of Station Road has been surfaced in a bonded material the details of which shall be first submitted to and approved in writing by the local planning authority.

Main Issue

3. The main issue in this case is the effect of the proposed development on highway safety in Station Road.

Reasons

4. Station Road connects the town centre with the railway station and industrial estates on the edge of Thatcham, via a number of residential areas. It also provides access to Kennet School and Kennet Leisure Centre. The road is an arterial route and is especially busy at peak times. Traffic calming measures, which include speed cushions directly in front of the appeal site, are effective in encouraging drivers to adhere to the 30 mph speed limit.
5. No 107 Station Road is reliant upon the vehicular access belonging to its immediate neighbour, 107A Station Road. The dwellings share a block paved hardstanding with a pair of parking spaces, one per property, located directly in front of No 107. Turning space is incredibly tight. During my site visit I witnessed a car making a sequence of protracted manoeuvres in order to exit the site in forward gear. The exercise would have been much harder, had there been a second vehicle parked on the hardstanding. The appellant states that it is normal practice for occupants of both properties to reverse out into the road and I have no reason to doubt this. Whilst it is apparent that lone vehicles do sometimes shuffle around, it will often be easier to leave the site backwards.
6. Clearly it would be desirable for vehicles to be able to turn within the site to exit in forward gear, in order to maximise visibility of approaching traffic and pedestrians. However, the restricted size of the hardstanding means that this is not always practical. Given the manner in which the parking area is used, it is unlikely that the appeal scheme would lead to a significant increase in the number of vehicles reversing onto the highway. Consequently, the provision of a separate driveway for No 107 would be no less safe than the present arrangement.
7. During my visit I saw a number of other residential properties in the vicinity with similar driveways to that being proposed. Notwithstanding my preference for on-site turning, I have not been presented with any evidence to show that these other examples have given rise to vehicle collisions or pedestrian injuries. This lends weight to my finding that the proposal is acceptable.
8. I have considered the recently published revised National Planning Policy Framework but it does not alter my conclusion that the proposal would not cause material harm to highway safety in Station Road. There would be no conflict with Policy CS13 of the West Berkshire Local Plan Core Strategy (2006-2026) insofar as it seeks to promote road safety.

Conditions

9. In addition to the standard commencement condition, I have attached a condition identifying the approved plans, to ensure certainty. In the interests of highway safety it is also necessary to require the vehicle crossover to be constructed before the new access is brought into use and for the surfacing materials to be submitted to and approved in writing by the local planning authority in advance. The Council has suggested a further condition to secure a construction method statement. However, such provision cannot be justified for a small scale development such as this.

Conclusion

10. For the reasons given above, and having regard to all other matters raised, I conclude that the appeal should be allowed.

Robert Parker

INSPECTOR

Appeal Decision

Site visit made on 9 September 2019

by Mrs H Nicholls MSc MRTPI

an Inspector appointed by the Secretary of State

Decision date: 07 October 2019

Appeal Ref: APP/Q3305/W/19/3230478

Central Stores, Stoke Hill, Stoke St Michael, Shepton Mallet BA3 5JJ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
 - The appeal is made by the Estate of Michael J Wright against the decision of Mendip District Council.
 - The application Ref 2018/1913/OTA, dated 27 July 2018, was refused by notice dated 12 December 2018.
 - The development proposed is outline planning for a single dwelling (resubmission).
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Decision

1. The appeal is allowed and outline planning permission is granted for a single dwelling (resubmission) at Central Stores, Stoke Hill, Stoke St Michael, Shepton Mallet, BA3 5JJ, in accordance with the terms of the application, Ref 2018/1913/OTA, dated 27 July 2018, subject to the conditions in the attached schedule.

Preliminary Matters

2. The appeal application was made in outline form with matters of access, scale, layout, appearance and landscaping to be considered at a future reserved matters stage. An indicative layout plan (Drawing No L5649/150 E) accompanies the outline application and I have taken it into account only in so far as establishing whether it would be possible, in principle, to erect a dwelling on the site.

Application for costs

3. An application for costs was made by the Estate of Michael J Wright against Mendip District Council. This application is the subject of a separate Decision.

Main Issues

4. The main issues are the effect of the proposal on highway safety and the character and appearance of the area.

Reasons

Highway safety

5. Notwithstanding that matters of access are reserved to future consideration, there appears to be an obvious route into the site from the public highway. This route involves accessing the appeal site via a short section of unmade private driveway which has a junction with The Bridge. The same driveway

- serves approximately three other existing residential dwellings and is also intended to serve an extant permission for another dwelling.
6. The junction of the driveway with The Bridge is on a section of road which is generally level. A short distance to the north-west is the mini roundabout where The Bridge meets with two other roads, Stoke Hill and Church Street. The visibility in this direction is adequate and the proximity of the junction of the driveway to this roundabout means that approaching traffic speeds are slow with cars exiting the roundabout.
 7. Visibility to the south-east of the site is constrained by the curvature of the road and the existence of a boundary wall which is in separate ownership. On the opposite side of the road, slightly staggered with the driveway access, is the junction of The Bridge and Mendip Road. The existence of this junction and the houses which are in close proximity to the carriageway edge, have the effect of reducing traffic speeds on approach to the centre of the village. The appellant's speed survey findings recorded 85th percentile speeds of 20 mph passing the driveway junction. Whilst the speed survey may have been undertaken for a short duration at a quieter period of the day, I also noted at the time of my site visit that cars passing the driveway junction appeared to be driven at speeds which were cognisant of the nature of the junction layout and proximity of houses in the area.
 8. The recorded speeds of traffic passing the driveway junction necessitates a visibility splay to the south-east of approximately 25 metres which the appellant's Transport Consultant indicates is achievable. Owing to the width of the junction, a distance of approximately 25 metres is achievable to the centre line of the carriageway set approximately 2 metres back. Whilst the slightly constrained visibility demands that users pay a greater degree of care and attention whilst positioning vehicles at the junction, I do not consider that the increased use of the junction to serve one additional dwelling would lead to prejudicial impacts on highway safety.
 9. I acknowledge that existing residents have had more experience of navigating the junction and local road network more generally, but there does not appear to be any recorded accidents in the vicinity of the appeal site in relation thereto. I also note that the Council's Highways Development Officer did not raise any concerns in relation to this aspect of the proposal.
 10. In view of this main issue, the proposal would not lead to prejudicial effects on highway safety and therefore complies with Policy DP9 of the Mendip District Local Plan 2006 – 2029 (Local Plan), which, amongst other things, seeks to ensure that proposals make safe and satisfactory provision for access by all means of travel.

Character and appearance

11. The area surrounding the appeal site has a varied character with a range of traditional dwellings, mostly in terraced forms, there are also some detached more modern dwellings nearby. Irrespective of age, the surrounding dwellings are predominantly two storey and are constructed from a range of traditional materials, including stone.
12. I am mindful of the existence of the nearby heritage assets, Ark House and Bourne House. Both of these dwellings are Grade II listed and front onto

The Bridge with the shared driveway to the rear separating them from the appeal site. Under Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, I am required to have special regard to the desirability of preserving the listed buildings and their settings. These requirements are echoed in the National Planning Policy Framework (the Framework) which requires that harm to the significance of a designated heritage asset of a less than substantial magnitude should be weighed against the public benefits of the proposal.

13. From the listing descriptions of both Bourne House and Ark House, and other evidence before me, I consider that their significance relates primarily to their age, form and historic fabric, particularly the original parts and principal elevations. The appeal site makes a negligible contribution to the setting of the heritage assets as an open site to the rear of the buildings which is particularly well enclosed by boundaries topped with vegetation.
14. The appeal site is an undeveloped grassed area which is relatively flat and is enclosed on all sides by walls and vegetation, including a conifer hedgerow on one side. The plot is elevated slightly above the level of the adjoining driveway and is set back a good distance in views from The Bridge.
15. The proposal seeks permission for a single dwelling. The indicative plan shows that the proposed dwelling and adjoining garage would be positioned to the front and centre of the site with space for parking and a garden to the rear. There is also an indication of works taking place to buildings adjoining the boundary but these are not part of the current proposal. From the indicative plan, it is clear that the site could easily accommodate a single dwelling with off-street parking and a generous garden without resulting in a cramped or contrived form of development. Furthermore, the existing boundary vegetation and trees around the site would be retained which would help to maintain the established landscaped quality of the site and soften the impact of any proposed future development.
16. Having regard to the location of the site and its degree of detachment from existing heritage assets, its size and the existing pattern of development in the area, it appears that an acceptable solution could be designed to assimilate well with the area without harm to its character or appearance. As the appeal site makes a limited contribution to the significance of the nearby heritage assets, subject to layout, scale, appearance and landscaping being agreed at reserved matters stage, an appropriate solution could be devised to at least preserve their respective settings.
17. As such, notwithstanding that the appeal scheme is in outline, I have found that the appeal development would respect its surroundings. I therefore conclude that the proposed development would not result in harm to the character and appearance of the area or the setting of designated heritage assets, and therefore complies with Local Plan Policies DP1 and DP7 which require that proposals should contribute positively to the maintenance and enhancement of local identity and distinctiveness.

Other Matters

18. I note the comments in respect of the potential for the proposal to result in loss of light for occupants of Ark House and Bourne House given the elevated position of the appeal site relative to the access driveway. As scale, layout and

appearance are matters reserved for future consideration, I am unable to fully conclude on this aspect. Nevertheless, given the spacing between the appeal site and both dwellings, it would seem unlikely that a single dwelling would result in any undue loss of light for existing neighbouring occupiers.

19. I note that there are concerns in respect of the location of an existing spring and the potential that the proposal would generate issues in respect of surface water and foul water drainage. There is limited evidence of any drainage impediments in the area but matters relating to surface and foul drainage can be comprehensively addressed by way of planning conditions prior to commencement.
20. The concerns regarding the maintenance of the private lane are not material to my consideration of the planning merits as this is a civil matter.

Conditions

21. As the application is in outline form, it is necessary to impose the standard conditions requiring approval of reserved matters and the relevant timescale for the submissions and commencement of development.
22. A condition confirming the plan to which the decision relates is necessary in the interests of certainty.
23. In the interests of the character and appearance of the area and in the interests of highway safety, it is necessary to seek details to be included within the future reserved matters application to provide for landscaping, visibility splays, parking and turning areas.
24. In the interests of the health of future occupiers, relevant conditions seeking a contamination assessment and, if necessary, remediation measures and verification of implementation are required.
25. It is necessary to impose pre-commencement conditions in respect of surface and foul water drainage. The agreement of the appellant has been sought in respect of these conditions.

Conclusions

26. For the reasons set out above, the appeal is allowed subject to the conditions in the schedule set out below.

Hollie Nicholls

INSPECTOR

SCHEDULE OF CONDITIONS

- 1) Approval of the details of the access, appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority before any development takes place and the development shall be carried out as approved.
- 2) Application for approval of the reserved matters shall be made to the local planning authority not later than 3 years from the date of this permission.
- 3) The development hereby permitted shall take place not later than 2 years from the date of approval of the last of the reserved matters to be approved or three years from the date of this permission, whichever is the latest.
- 4) This decision relates to the following plan: L5649/150 E.
- 5) Plans and particulars of the reserved matters referred to in condition 1) above shall include details of:
 - the provision to be made for the parking of vehicles within the site;
 - the space to be provided for the loading, unloading and turning of vehicles within the site;
 - visibility splays;
 - hard and soft landscaping;
 - ecological mitigation and/or enhancement measures; and
 - details of existing and proposed levels including finished floor, eaves and ridge levels.

The approved parking and manoeuvring area shall be properly consolidated prior to occupation of the dwelling hereby permitted and shall not be used other than for the parking of vehicles in connection therewith.

- 6) No development shall commence unless an investigation and risk assessment of the nature and extent of contamination on site and its findings have been submitted to and approved in writing by the Local Planning Authority. This assessment shall be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. The assessment shall consider all previous uses and shall be conducted in accordance with the DEFRA and the Environment Agency's 'Model Procedures for the management of Land Contamination, CLR 11'. The assessment and written submission shall include:
 - A survey of the nature, extent and significance of any contamination;
 - An assessment of the potential risks to:
 - i. human health;
 - ii. property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes;
 - iii. adjoining land;
 - iv. groundwaters and surface waters;

- v. ecological systems; and
 - vi. archaeological sites and ancient monuments.
- 7) No development shall commence unless a detailed remediation scheme to bring the site back to a condition suitable for the intended use by removing unacceptable risks to human health, controlled waters, ecological systems, buildings and other property and sites of historical interest, has been submitted to and approved in writing by the Local Planning Authority unless the findings of the approved investigation and risk assessment concludes that a remediation scheme is not required. The scheme shall include:
- i. all works to be undertaken;
 - ii. proposed remediation objectives and remediation criteria;
 - iii. timetable of works and site management procedures and where the site is to be developed in phases, a phasing plan identifying any specific protection measures;
 - iv. where required, a monitoring and maintenance programme to monitor the long-term effectiveness of the proposed remediation and a timetable for the submission of reports that demonstrate the effectiveness of the monitoring and maintenance carried out; and
 - v. where required, additional contingency measures designed to safeguard future users and receptors.

The remediation scheme shall be designed to ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

The development shall not commence until the approved remediation scheme has been carried out, excepting those works required to carry out remediation, or in accordance with the approved timetable of works.

- 8) The dwelling hereby permitted shall not be first occupied until a verification report has been submitted to and approved in writing by the Local Planning Authority, unless the findings of the approved investigation and risk assessment has confirmed that a remediation scheme is not required. The verification report shall confirm that the approved remediation scheme has been completed and demonstrate the effectiveness of the remediation carried out.
- 9) In the event that contamination that was not previously identified is found at any time when carrying out the approved development, it shall be reported in writing immediately to the Local Planning Authority and further development works shall cease unless alternative arrangements have been first agreed in writing by the Local Planning Authority. An investigation and risk assessment shall be undertaken and where remediation is necessary, a revised remediation scheme shall be submitted to and approved in writing by the Local Planning Authority. The revised scheme shall thereafter be implemented as approved. The requirements of this condition shall also apply if other circumstances arise during the development, which require a reconsideration of the approved remediation scheme.

- 10) No development shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include details of how the scheme shall be maintained and managed after completion.
- 11) No development shall commence until a detailed scheme for the disposal of foul drainage from the development has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details and completed prior to the occupation of the dwelling.



Appeal Decision

Site visit made on 9 March 2020

by Adrian Hunter BA(Hons) BTP MRTPI

an Inspector appointed by the Secretary of State

Decision date: 26th March 2020

Appeal Ref: APP/Q3305/W/19/3242457

Fair View, Stoke Hill, Stoke St Michael, Shepton Mallet BA3 5JJ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
 - The appeal is made by Mr Nick Brownlow against the decision of Mendip District Council.
 - The application Ref 2019/0652/OTS, dated 23 March 2019, was refused by notice dated 6 June 2019.
 - The development proposed is erection of a single storey dwelling.
-

Decision

1. The appeal is allowed and planning permission is granted for the erection of a single storey dwelling at Fair View, Stoke Hill, Stoke St Michael, Shepton Mallet BA3 5JJ in accordance with the terms of the application, Ref 2019/0652/OTS, dated 23 March 2019 and the plans submitted with it, subject to the conditions in the attached schedule.

Preliminary Matters

2. The planning application is submitted in outline with all detailed matters, except for access, reserved for a subsequent reserved matters application. An indicative layout (drawing A219/03/12a) accompanies the outline planning application. I have taken this into account in so far as establishing whether or not it would be possible, in principle, to erect a detached dwelling on the site.

Main Issue

3. The main issue is the effect of the proposal on highway safety, in particular whether the proposed access would provide adequate access for both vehicles and pedestrians, and the adequacy of the visibility splays.

Reasons

4. The appeal proposal would involve the erection of a detached single storey dwelling within the existing garden of Fair View. Access to the property would be along the existing access track that currently serves the house. Part of the route comprises a currently unmade private track, with the remaining element, up to Stoke Hill comprising a tarmacked, single width lane. The tarmacked element also serves approximately five other existing dwellings.
5. The junction of the access is on a part of Stoke Hill which rises in a westerly direction. At the bottom of the hill is the centre of village where there are a number of pubs and the local village shop. There are no footways along Stoke Hill, until the centre of the village.

6. At the time of my site visit, there were a number of cars parked to the east of the driveway. Between the highway edge and the boundary wall of the properties to the east is a grassed verge. Whilst the parked cars restricted views of on-coming traffic, due to the change in levels and the presence of the grass verge, it would be possible to see vehicles as they leave the village centre. Visibility in this direction would be therefore adequate.
7. Visibility to the west would be constrained by the boundary wall, which forms the boundary wall of Brow Cottage. This property also has a garage, immediately adjoining the driveway, with a car parking space to the front.
8. The presence of other driveways, parked cars and the lack of footpaths, reinforces the tight urban nature of the street. Further along Stoke Hill, to the west is an established village traffic calming scheme, with vehicles entering the village being required to give way to those travelling up the hill. This, coupled with the presence of dwellings close to the carriageway highway edge, serves to slow down traffic entering the village.
9. I have not been provided with any traffic information to demonstrate the current level and the speed of traffic, entering the village via Stoke Hill. I have however been provided with accident data. This confirms that there are no recorded accidents in the vicinity of the appeal site. Consequently, whilst there may be a reduced visibility in a western direction, traffic in the area generally travels at a speed which reflects the nature of the road. On this basis, whilst the slightly constrained visibility demands that users pay a greater degree of care and attention whilst positioning vehicles at the junction, the increased use of the junction to serve one additional dwelling would be unlikely to significantly affect highway safety. In making this assessment, I note that the Council's Highways Development Officer has not expressed any concerns in relation to this aspect of the proposal as such, referring only to standing advice.
10. Pedestrians would use the same driveway to access the site. The existing track to the appeal site is straight with good visibility and is approximately the width of a large car. Whilst it is unlikely to be wide enough to allow for a pedestrian and a car to pass when travelling in opposite directions, there is adequate visibility for them to see each other. Furthermore, should a car choose to wait for a pedestrian, it would not block the flow of traffic along the public highway. Given the location of most services being in the centre of the village, it is likely that pedestrians would head in this direction. There are no footpaths on either side of Stoke Hill, and this is the general situation within the rest of the village. The proposal would add one additional dwelling, which in the context of the existing circumstances, and the location of the existing services in the village, I have found no reason to conclude that the additional pedestrian movements associated with the appeal development would have a significant effect on highway safety.
11. I therefore conclude that the proposal would not have a significant effect upon highway safety and, in this regard, complies with Policy DP9 of the Mendip District Local Plan 2006 – 2029 which, amongst other things, seeks to ensure that proposals make safe and satisfactory provision for access by all means of travel.

Conditions

12. As the application is in outline form, it is necessary to impose the standard conditions requiring approval of reserved matters and the relevant timescale for the submissions and commencement of development. A condition confirming the plan to which the decision relates is necessary in the interests of certainty. A further condition is also required to ensure that the improvements to the surface of the access is delivered in the interests of highway safety.

Conclusion

13. I conclude, for the reasons outlined above, that the appeal should be allowed subject to the identified conditions.

Adrian Hunter

INSPECTOR

Schedule of Conditions

1. The development hereby approved shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the latest.
2. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
3. Approval of the details of the layout, scale, appearance and landscaping of the site (hereinafter called 'the reserved matters') shall be obtained from the Local Planning Authority in writing before any development is commenced.
4. So far as they relate to matters of access the development The development hereby approved shall be carried out in accordance with Drawing Number A219/03/01a.
5. Prior to occupation of the development hereby permitted the proposed access over at least the first 5 metres of its length, as measured from the edge of the adjoining carriageway, shall be properly consolidated and surfaced (not loose stone or gravel) in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. Once constructed the access shall thereafter be maintained in that condition at all times.