

Transport Technical Note

Warren Crest Farm, Wick Hill Lane, Wokingham

1.0 Introduction

- 1.1 This Transport Technical Note (TTN) has been prepared by Glanville Consultants on behalf of Mr and Mrs. Nasser in relation their property at Warren Crest Farm, Wick Hill Lane, Finchampstead, Wokingham, RG40 3PY.
- 1.2 The application site comprises an operational farm, alongside a farmhouse, agricultural buildings, grassland and woodland. The property is currently accessed via Wick Hill Lane to the north. The property also has a second informal gated access to the south, off Jubilee Road. See Figure 1 below which shows the location of the site in the context of the two accesses.



Figure 1: Site Context

- 1.3 The current access arrangement for Warren Crest Farm requires agricultural vehicles to navigate Nine Mile Ride and the narrow restricted byway which serves Warren Crest Farm and several houses. The existing access arrangement for agricultural vehicles is therefore suboptimal and poses a potential risk to walkers and riders using the byway. The development proposals therefore seek to relocate the existing gated access to the south for the use of agricultural vehicles in order to provide an enhanced and safer access to the site.
- 1.4 A planning application (ref: 242129) was submitted for the relocation and upgrade of the existing access off Jubilee Road. Wokingham Borough Council (WBC), acting in their role as Local Highway Authority (LHA), provided consultation comments on this application, and it is in response to these comments that this TTN and associated updated access arrangement has been prepared.

1.5 A full copy of the Highway Authority's comments is provided at Appendix A; a summary is provided below:

- Assess necessity for visibility splays of 2.4 x 120m;
- Assess forward visibility for vehicles approaching the access from the south wanting to turn right;
- Obtain speed surveys to confirm visibility requirements;
- Ensure that large vehicles can pass each other in close proximity to the junction;
- Swept path analysis of a tractor & trailer and HGV;
- Obtain traffic flow data of the proposed junction;
- Provide a Stage 1 Road Safety Audit; and
- Explore the feasibility of an alternative access between Arden House and the existing track without involving the Wick Hill Lane junction.

1.6 The following paragraphs detail the updated proposed access arrangement and address the above Highway Authority comments from Wokingham Borough Council.

2.0 Access Design

2.1 The proposed agricultural access has been designed as 6.5m wide for the first 16m, subsequently narrowing to 3.7m within the site. The access design involves the slight narrowing of Wick Hill Lane to 3.7m wide, in addition to the realignment of the southern kerbline to help reduce the overall width of the Wick Hill Lane junction.

2.2 It is also proposed to re-introduce line markings between Jubilee Road and Wick Hill Lane and the new agricultural access, to inform road users of the presence of the junction. The proposals can be viewed on the Access and Visibility Splay Drawing provided at Appendix B.

3.0 Response to Highway Authority Comments

Visibility

3.1 To determine the appropriate visibility splays at the access, Automatic Traffic Count (ATC) speed surveys were undertaken at two locations either side of the proposed access on Jubilee Road. A copy of the full ATC results is provided at Appendix C. The results provided the recorded 85th percentile speeds, which have been used to calculate the stopping sight distance for the 'y' distance visibility splays.

3.2 The results of the speed survey confirmed that the 85th percentile recorded speeds were 31.2mph southeast bound and 36.8mph northwest bound. Based on the calculation included in Manual for Streets (MfS), the recorded 85th percentile speeds would require the stopping sight distances (SSD) presented in Table 1 below.

Table 1: 85th Percentile Recorded Speeds and Stopping Sight Distances

Approach / Direction	85 th Percentile Speed	Stopping Sight Distance (SSD)
Site 1 – Jubilee Road, eastbound	31.2mph	45.38m
Site 2 – Jubilee Road, northbound	36.8mph	57.76m

- 3.3 Table 1 demonstrates that the proposed access would require 'y' distance visibility splays of 45.38m and 57.76m to the right and left of the junction respectively. The required 'y' distance visibility splays have been plotted on the Site Access and Visibility Splay drawing provided at Appendix B. This drawing demonstrates that the calculated visibility splays can be achieved within the highway boundary.
- 3.4 The Highway Authority stated that the necessity for visibility splays of 2.4m x 120m, which are the calculated visibility splays for a 40mph road in accordance with the DMRB, be assessed. It has been demonstrated above that due to the existing road layout, vehicle speeds are lower than the posted speed limit, and therefore visibility splays of 2.4m x 120m are not considered necessary in this instance.

Swept Path Analysis

- 3.5 As requested by the Highway Authority, a swept path analysis has been undertaken of the site access using a tractor, a Landrover and horsebox, and a tractor and hay wagon. The swept path analysis drawings are provided at Appendix D. The drawings demonstrate that all of the aforementioned vehicles can safely access and egress the site.
- 3.6 The Highway Authority also requested that forward visibility be assessed for vehicles approaching the site from the south. The swept path analysis for the tractor and hay wagon (considered to be the largest vehicle to access the site) demonstrates that sufficient forward visibility can be achieved when approaching the site from both the west and the south on Jubilee Road.

Stage 1 Road Safety Audit (RSA1)

- 3.7 A Stage 1 Road Safety Audit (RSA1) has been undertaken (a copy of which is provided at Appendix E), which reviewed the following drawings:
- 6101 – Site Access and Visibility Splays
 - 6201 – Swept Path Analysis (Tractor)
 - 6202 – Swept Path Analysis (Landrover and Horsebox)
 - 6203 – Swept Path Analysis (Tractor and Hay Wagon)
- 3.8 The RSA1 identified no safety issues in relation to the above drawings. It is therefore considered that the location and design of the proposed agricultural access is acceptable in safety terms.

Traffic Flows

- 3.9 The Highway Authority requested that traffic flow data be obtained for the proposed junction. The ATC surveys which were undertaken to inform the visibility requirements also provide traffic flow data for Jubilee Road. On average across the survey (weekdays only), there were 557 two-way trips in the AM peak hour (264 southeast bound and 293 northwest bound) and 444 two-way trips in the PM peak hour (216 northwest bound and 228 southeast bound). This equates to a maximum of approximately 4 vehicles per minute travelling in either direction along Jubilee Road.
- 3.10 The landowner has advised that they only anticipate moderate use of the proposed access. It has already been confirmed that the agricultural vehicles which would use the proposed access currently use the existing access to the north of the site, and therefore, there is no new traffic generation arising from the proposals, rather it is being redistributed via a more appropriate route. It is therefore not anticipated that there would be an adverse or significant impact on the local highway network as a result of the proposed access.

Alternative Access Position

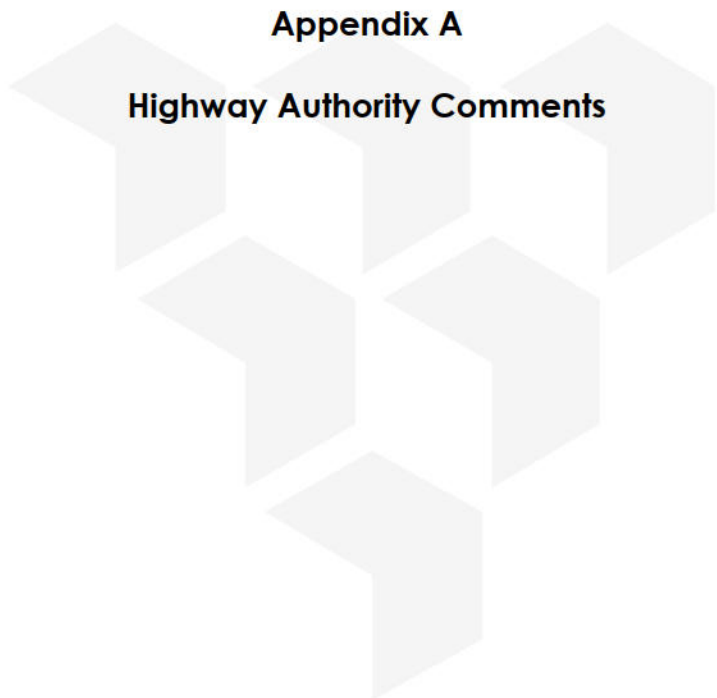
- 3.11 The Highway Authority requested that the feasibility of an alternative access between Arden House and the existing track without involving the Wick Hill Lane junction be explored. Moving the access westwards is constrained by the dense hedgerows and trees which front Jubilee Road, a significant proportion of which would require removal to achieve the necessary visibility splays.
- 3.12 It is considered that the movement of the access westwards may also increase the risk of rear end shunt collisions, in addition to a lack of visibility of cars turning right into the site from the south.
- 3.13 It is therefore considered that for the reasons outlined above, pertaining to loss of vegetation, visibility and safety, the movement of the access westwards is not necessarily feasible. The location of the proposed access shown at Appendix B is therefore considered to be most appropriate to serve the site.

4.0 Summary

- 4.1 This Transport Technical Note has been prepared by Glanville Consultants on behalf of Mr and Mrs Nasser in relation to their property at Warren Crest Farm, Wick Hill Lane, Finchampstead, Wokingham.
- 4.2 The proposals seek to provide a new agricultural access to replace the existing gated access to the south of the farm on Jubilee Road for the use of agricultural vehicles. An application (ref: 242129) has already been submitted for the above improvement works, to which the Local Highway Authority provided consultation comments.
- 4.3 This Note has been prepared to address the comments made by the Local Highway Authority, and has demonstrated the following:
- The proposed site access can achieve 'y' distance visibility splays in accordance with the 85th percentile recorded speeds, and these visibility splays can be achieved within highway-maintained land.
 - Visibility splays of 2.4m x 120m are not considered to be necessary due to the reduced vehicle speeds outlined above.
 - Forward visibility for vehicles approaching the access from both the west and south has been demonstrated to be sufficient.
 - The swept path analysis has demonstrated that the vehicle types anticipated to use the access (tractor, Landrover and horsebox, and tractor and hay wagon) can safely access and egress the site in forward gear.
 - The Stage 1 Road Safety Audit has demonstrated that the proposed access arrangement is suitable to serve the site, and that there are no safety concerns.
 - The delivery of the proposed agricultural access will have a negligible impact on the local highway network.
 - The access in its current location is the most appropriate; moving the access westwards would result in reduced visibility, significant loss of vegetation and trees, and associated safety concerns.
- 4.4 As such, it is considered that a safe and suitable access arrangement for the use of agricultural vehicles has been developed to serve the site, and that the Local Highway Authority's comments have been sufficiently addressed.

- 4.5 The proposed development is in accordance with the National Planning Policy Framework (December 2023), which is in favour of sustainable development and advises that *'Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'*





Appendix A

Highway Authority Comments

MEMORANDUM

From:			
Service	WBC Highways	App No:	242129
Address:	Warren Crest Farm, Wick Hill Lane, Finchampstead, Wokingham, RG40 3PY.		
Proposal:	Full application for a proposed access, including formation of new trackway, improvement of existing track, and installation of new gates.		
Type of Development:	Minor All other developments		
Site Visit Made:	Yes/No		

Summary Of Recommendations

- ☐ No comment
- ☐ No objection
- ☐ No objection subject to conditions (and reasons) **stated below**
- ☒ Request further information before determination as **stated below**
- ☐ Objection due to the reason(s) **stated below**

Comments On Proposal

The proposal involves a new access route to serve the farm buildings. The access will connect with the public highway at the junction of Jubilee Road / Wick Hill Lane to form a crossroad. Stage 1 Road Safety Audit is expected for a new access.

The applicant provides the visibility splays of 2.4m x 65m in both directions. However, Jubilee Road is subject to a 40mph speed limit. According to the DMRB, 2.4m x 120m visibility splays to the nearside edge of the carriageway in both direction of Jubilee Road shall be assessed.

The applicant is required to access the forward visibility of right turn movement on Wick Hill Lane and visibility splays from the junction of Jubilee Road / Wick Hill Lane. The actual speed along this section of Jubilee Road by speed survey are also required to support sufficient visibility can be achieved.

The applicant suggests that the new access will be used by large farm machinery and HGVs. The proposed access width and passing area are unlikely to be sufficient for the proposed vehicles. The access design shall be revised to ensure large vehicles are able to pass each other in close proximity to the junction.

Swept path analysis for tractor trailer and HGV are also required to demonstrate the vehicle can access and egress to the public highway in forward gear.

As the site traffic flows will be diverted from the Wick Hill Lane to Jubilee Road at a bend, the applicant is also required to provide traffic flow data of the proposed junction.

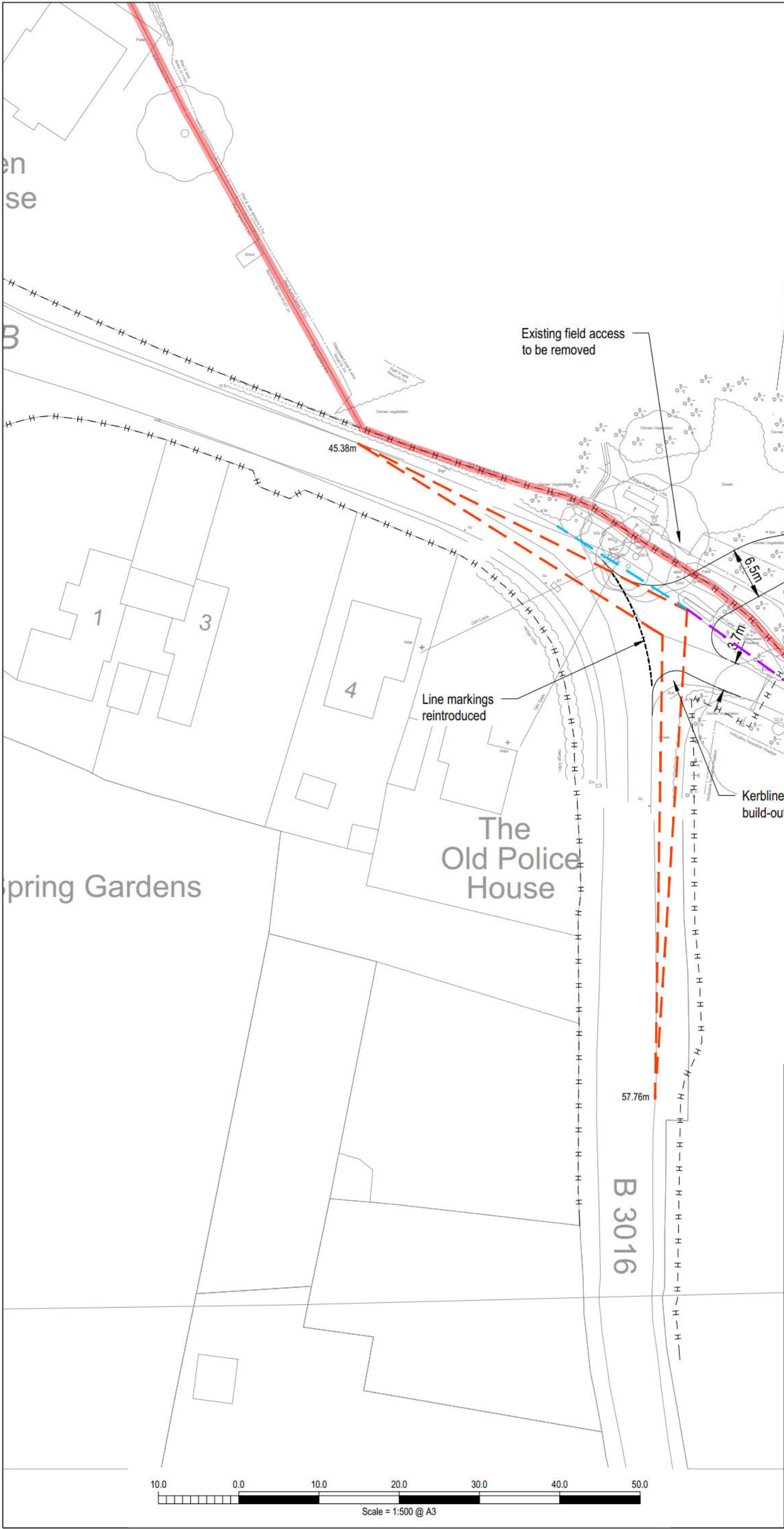
Further to the comments on the proposed position of the access, the Highways recommend the applicant to explore the feasibility of alternative farm gate position, between Arden House and the existing track along the blue line boundary, without involving the Wick Hill Lane junction.

Conditions & Reasons (if required)			
Date:	13/9/2024	Signed:	



Appendix B

Site Access and Visibility Splay Drawing



NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.

2. Dimensions are not to be scaled.

Source: Mapmatic's drawing number 6246 001 Rev 2
AndersonOrr drawing number 23046-SKP1013-D

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KEY

2.4m x 1y'm visibility splays

Tangential visibility splay

2.4m x 43m visibility splay

H H H Highway boundary interpreted from WBC records

Site boundary

N

Rev	Description	Date	By	Chkd
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Glanville

Survey > Plan > Engineer

Civil Engineering

Structural Engineering

Transport Planning

Highways Engineering

Building Surveying

Geomatics

Hertfordshire

Oxfordshire

Cambridgeshire

Bristol

Client :
Tony and Rosaline Nasser

Project :
Warren Crest Farm, Wick Hill Lane
Wokingham RG40 3PY

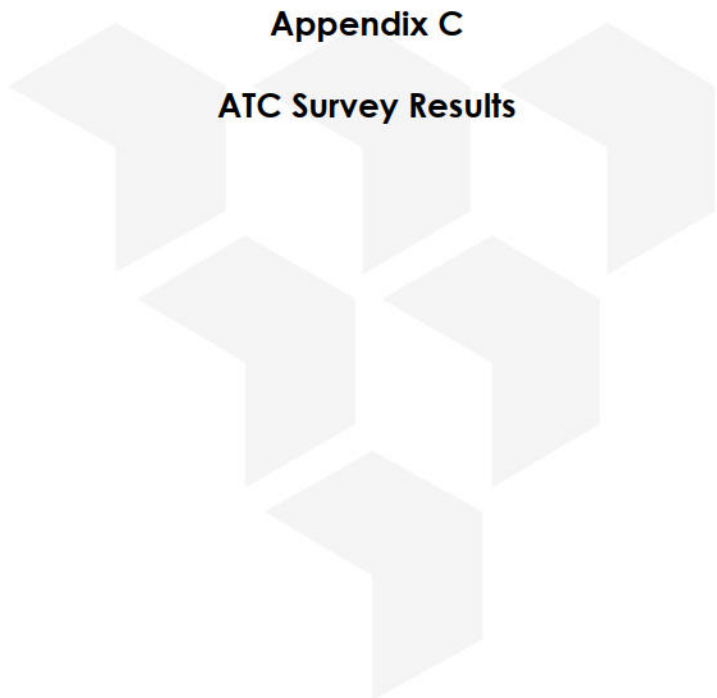
Title :
Site Access and Visibility Splays

Engineer : J. Cooper Date : December 2024

Director : T. Foxall Scale : 1:500 @ A3

Status : PRELIMINARY

Drawing No. 8240747/6101 Rev



Appendix C

ATC Survey Results

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

	Eastbound	Westbound
Total	15534	15388
Mean Speed	28	26.7
85%	31.2	29.5

[illegible]

[illegible][illegible]

Time	December 2017												Mean
	Total	W1	W2	W3	W4	W5	W6	W7	W8	W9	W10	W11	
0000	2	0	0	0	0	0	0	0	0	0	0	0	0.07
0005	1	0	0	0	0	0	0	0	0	0	0	0	0.03
0010	1	0	0	0	0	0	0	0	0	0	0	0	0.03
0015	1	0	0	0	0	0	0	0	0	0	0	0	0.03
0020	1	0	0	0	0	0	0	0	0	0	0	0	0.03
0025	4	0	0	0	0	0	0	0	0	0	0	0	0.13
0030	1	0	0	0	0	0	0	0	0	0	0	0	0.03
0035	1	0	0	0	0	0	0	0	0	0	0	0	0.03
0040	1	0	0	0	0	0	0	0	0	0	0	0	0.03
0045	1	0	0	0	0	0	0	0	0	0	0	0	0.03
0050	1	0	0	0	0	0	0	0	0	0	0	0	0.03
0055	1	0	0	0	0	0	0	0	0	0	0	0	0.03
0100	1	0	0	0	0	0	0	0	0	0	0	0	0.03
0105	1	0	0	0	0	0	0	0	0	0	0	0	0.03
0110	1	0	0	0	0	0	0	0	0	0	0	0	0.03
0115	1	0	0	0	0	0	0	0	0	0	0	0	0.03
0120	1	0	0	0	0	0	0	0	0	0	0	0	0.03
0125	1	0	0	0	0	0	0	0	0	0	0	0	0.03
0130	1	0	0	0	0	0	0	0	0	0	0	0	0.03
0135	1	0	0	0	0	0	0	0	0	0	0	0	0.03
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1005	1	0	0	0	0	0	0	0	0	0	0	0	0.03
1010	1	0	0	0	0	0	0	0	0	0	0	0	0.03
1015	1	0	0	0	0	0	0	0	0	0	0	0	0.03
1020	1	0	0	0	0	0	0	0	0	0	0	0	0.03
1025	1	0	0	0	0	0	0	0	0	0	0	0	0.03
1030	1	0	0	0	0	0	0	0	0	0	0	0	0.03
1035	1	0	0	0	0	0	0	0	0	0	0	0	0.03
1040	1	0	0	0	0	0	0	0	0	0	0	0	0.03
1045	1	0	0	0	0	0	0	0	0	0	0	0	0.03
1050	1	0	0	0									

[illegible]

December 2016		Total	Male	Female	0-14	15-24	25-34	35-44	45-54	55-64	65-74	75+	SE
0000		1	0	1	0	0	0	0	0	0	0	0	261
0001		1	0	1	0	0	0	0	0	0	0	0	262
0002		1	0	1	0	0	0	0	0	0	0	0	263
0003		1	0	1	0	0	0	0	0	0	0	0	264
0004		1	0	1	0	0	0	0	0	0	0	0	265
0005		1	0	1	0	0	0	0	0	0	0	0	266
0006		1	0	1	0	0	0	0	0	0	0	0	267
0007		1	0	1	0	0	0	0	0	0	0	0	268
0008		1	0	1	0	0	0	0	0	0	0	0	269
0009		1	0	1	0	0	0	0	0	0	0	0	270
0010		1	0	1	0	0	0	0	0	0	0	0	271
0011		1	0	1	0	0	0	0	0	0	0	0	272
0012		1	0	1	0	0	0	0	0	0	0	0	273
0013		1	0	1	0	0	0	0	0	0	0	0	274
0014		1	0	1	0	0	0	0	0	0	0	0	275
0015		1	0	1	0	0	0	0	0	0	0	0	276
0016		1	0	1	0	0	0	0	0	0	0	0	277
0017		1	0	1	0	0	0	0	0	0	0	0	278
0018		1	0	1	0	0	0	0	0	0	0	0	279
0019		1	0	1	0	0	0	0	0	0	0	0	280
0020		1	0	1	0	0	0	0	0	0	0	0	281
0021		1	0	1	0	0	0	0	0	0	0	0	282
0022		1	0	1	0	0	0	0	0	0	0	0	283
0023		1	0	1	0	0	0	0	0	0	0	0	284
0024		1	0	1	0	0	0	0	0	0	0	0	285
0025		1	0	1	0	0	0	0	0	0	0	0	286
0026		1	0	1	0	0	0	0	0	0	0	0	287
0027		1	0	1	0	0	0	0	0	0	0	0	288
0028		1	0	1	0	0	0	0	0	0	0	0	289
0029		1	0	1	0	0	0	0	0	0	0	0	290
0030		1	0	1	0	0	0	0	0	0	0	0	291
0031		1	0	1	0	0	0	0	0	0	0	0	292
0032		1	0	1	0	0	0	0	0	0	0	0	293
0033		1	0	1	0	0	0	0	0	0	0	0	294
0034		1	0	1	0	0	0	0	0	0	0	0	295
0035		1	0	1	0	0	0	0	0	0	0	0	296
0036		1	0	1	0	0	0	0	0	0	0	0	297
0037		1	0	1	0	0	0	0	0	0	0	0	298
0038		1	0	1	0	0	0	0	0	0	0	0	299
0039		1	0	1	0	0	0	0	0	0	0	0	300
0040		1	0	1	0	0	0	0	0	0	0	0	301
0041		1	0	1	0	0	0	0	0	0	0	0	302
0042		1	0	1	0	0	0	0	0	0	0	0	303
0043		1	0	1	0	0	0	0	0	0	0	0	304
0044		1	0	1	0	0	0	0	0	0	0	0	305
0045		1	0	1	0	0	0	0	0	0	0	0	306
0046		1	0	1	0	0	0	0	0	0	0	0	307
0047		1	0	1	0	0	0	0	0	0	0	0	308
0048		1	0	1	0	0	0	0	0	0	0	0	309
0049		1	0	1	0	0	0	0	0	0	0	0	310
0050		1	0	1	0	0	0	0	0	0	0	0	311
0051		1	0	1	0	0	0	0	0	0	0	0	312
0052		1	0	1	0	0	0	0	0	0	0	0	313
0053		1	0	1	0	0	0	0	0	0	0	0	314
0054		1	0	1	0	0	0	0	0	0	0	0	315
0055		1	0	1	0	0	0	0	0	0	0	0	316
0056		1	0	1	0	0	0	0	0	0	0	0	317
0057		1	0	1	0	0	0	0	0	0	0	0	318
0058		1	0	1	0	0	0	0	0	0	0	0	319
0059		1	0	1	0	0	0	0	0	0	0	0	320
0060		1	0	1	0	0	0	0	0	0	0	0	321
0061		1	0	1	0	0	0	0	0	0	0	0	322
0062		1	0	1	0	0	0	0	0	0	0	0	323
0063		1	0	1	0	0	0	0	0	0	0	0	324
0064		1	0	1	0	0	0	0	0	0	0	0	325
0065		1	0	1	0	0	0	0	0	0	0	0	326
0066		1	0	1	0	0	0	0	0	0	0	0	327
0067		1	0	1	0	0	0	0	0	0	0	0	328
0068		1	0	1	0	0	0	0	0	0	0	0	329
0069		1	0	1	0	0	0	0	0	0	0	0	330
0070		1	0	1	0	0	0	0	0	0	0	0	331
0071		1	0	1	0	0	0	0	0	0	0	0	332
0072		1	0	1	0	0	0	0	0	0	0	0	333
0073		1	0	1	0	0	0	0	0	0	0	0	334
0074		1	0	1	0	0	0	0	0	0	0	0	335
0075		1	0	1	0	0	0	0	0	0	0	0	336
0076		1	0	1	0	0	0	0	0	0	0	0	337
0077		1	0	1	0	0	0	0	0	0	0	0	338
0078		1	0	1	0	0	0	0	0	0	0	0	339
0079		1	0	1	0	0	0	0	0	0	0	0	340
0080		1	0	1	0	0	0	0	0	0	0	0	341
0081		1	0	1	0	0	0	0	0	0	0	0	342
0082		1	0	1	0	0	0	0	0	0	0	0	343
0083		1	0	1	0	0	0	0	0	0	0	0	344
0084		1	0	1	0	0	0	0	0	0	0	0	345
0085		1	0	1	0	0	0	0	0	0	0	0	346
0086		1	0	1	0	0	0	0	0	0	0	0	347
0087		1	0	1	0	0	0	0	0	0	0	0	348
0088		1	0	1	0	0	0	0	0	0	0	0	349
0089		1	0	1	0	0	0	0	0	0	0	0	350
0090		1	0	1	0	0	0	0	0	0	0	0	351
0091		1	0	1	0	0	0	0	0	0	0	0	352
0092		1	0	1	0	0	0	0	0	0	0	0	353
0093		1	0	1	0	0	0	0	0	0	0	0	354
0094		1	0	1	0	0	0	0	0	0	0	0	355
0095		1	0	1	0	0	0	0	0	0	0	0	356
0096		1	0	1	0	0	0	0	0	0	0	0	357
0097		1	0	1	0	0	0	0	0	0	0	0	358
0098		1	0	1	0	0	0	0	0	0	0	0	359
0099		1	0	1	0	0	0	0	0	0	0	0	360

Year	December 2006												Total
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	
0000													275
0001													275
0002	9	0	0	0	0	0	0	0	0	0	0	0	275
0003	10	0	0	1	0	0	0	0	0	0	0	0	275
0004	11	0	0	2	0	0	0	0	0	0	0	0	275
0005	12	0	0	3	0	0	0	0	0	0	0	0	275
0006	13	0	0	4	0	0	0	0	0	0	0	0	275
0007	14	0	0	5	0	0	0	0	0	0	0	0	275
0008	15	0	0	6	0	0	0	0	0	0	0	0	275
0009	16	0	0	7	0	0	0	0	0	0	0	0	275
0010	17	0	0	8	0	0	0	0	0	0	0	0	275
0011	18	0	0	9	0	0	0	0	0	0	0	0	275
0012	19	0	0	10	0	0	0	0	0	0	0	0	275
0013	20	0	0	11	0	0	0	0	0	0	0	0	275
0014	21	0	0	12	0	0	0	0	0	0	0	0	275
0015	22	0	0	13	0	0	0	0	0	0	0	0	275
0016	23	0	0	14	0	0	0	0	0	0	0	0	275
0017	24	0	0	15	0	0	0	0	0	0	0	0	275
0018	25	0	0	16	0	0	0	0	0	0	0	0	275
0019	26	0	0	17	0	0	0	0	0	0	0	0	275
0020	27	0	0	18	0	0	0	0	0	0	0	0	275
0021	28	0	0	19	0	0	0	0	0	0	0	0	275
0022	29	0	0	20	0	0	0	0	0	0	0	0	275
0023	30	0	0	21	0	0	0	0	0	0	0	0	275
0024	31	0	0	22	0	0	0	0	0	0	0	0	275
0025	1	0	0	23	0	0	0	0	0	0	0	0	275
0026	2	0	0	24	0	0	0	0	0	0	0	0	275
0027	3	0	0	25	0	0	0	0	0	0	0	0	275
0028	4	0	0	26	0	0	0	0	0	0	0	0	275
0029	5	0	0	27	0	0	0	0	0	0	0	0	275
0030	6	0	0	28	0	0	0	0	0	0	0	0	275
0031	7	0	0	29	0	0	0	0	0	0	0	0	275
0032	8	0	0	30	0	0	0	0	0	0	0	0	275
0033	9	0	0	31	0	0	0	0	0	0	0	0	275
0034	10	0	0		0	0	0	0	0	0	0	0	275
0035	11	0	0		0	0	0	0	0	0	0	0	275
0036	12	0	0		0	0	0	0	0	0	0	0	275
0037	13	0	0		0	0	0	0	0	0	0	0	275
0038	14	0	0		0	0	0	0	0	0	0	0	275
0039	15	0	0		0	0	0	0	0	0	0	0	275
0040	16	0	0		0	0	0	0	0	0	0	0	275

Year		2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500																																																																											
Total	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Grand Total																			
Time [-]	Total	Vbin 6	Vbin 12	Vbin 19	Vbin 25	Vbin 31	Vbin 37	Vbin 43	Vbin 50	Vbin 56	Vbin 62	Vbin 68	Vbin 75	Vbin 81	Vbin 87	Vbin 93	Mean	Vpp 65	
--	10324	45	120	2224	10682	2285	73	4	50	56	62	68	75	81	87	93	99	28	31



SITE: ATC 1 - Jubilee Road, Finchampstead

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.370477, -0.856324

DIRECTION: EASTBOUND

SPEED LIMIT: 40

	Tue 03-Dec	Wed 04-Dec	Thu 05-Dec	Fri 06-Dec	Sat 07-Dec	Sun 08-Dec	Mon 09-Dec	Averages 1-5.	1-7.
Hour									
0000-0100	1	2	2	6	24	25	4	3	9.1
0100-0200	0	0	2	2	8	10	2	1.2	3.4
0200-0300	0	0	1	1	5	9	3	1	2.7
0300-0400	0	0	1	4	1	3	2	1.4	1.6
0400-0500	2	3	4	3	2	1	3	3	2.6
0500-0600	10	11	6	7	1	2	6	8	6.1
0600-0700	30	40	43	36	15	9	36	37	29.9
0700-0800	153	211	190	169	52	28	186	181.8	141.3
0800-0900	254	300	264	245	76	45	259	264.4	206.1
0900-1000	65	139	145	143	115	95	146	127.6	121.1
1000-1100	47	160	138	156	144	124	157	131.6	132.3
1100-1200	111	158	149	171	139	169	151	148	149.7
1200-1300	127	168	165	179	135	187	150	157.8	158.7
1300-1400	124	123	157	173	131	121	144	144.2	139
1400-1500	183	159	178	180	149	124	178	175.6	164.4
1500-1600	177	198	197	207	127	117	206	197	175.6
1600-1700	232	253	224	236	112	100	223	233.6	197.1
1700-1800	227	271	218	215	104	87	216	229.4	191.1
1800-1900	149	153	128	175	135	72	147	150.4	137
1900-2000	91	103	77	92	99	50	104	93.4	88
2000-2100	49	50	72	79	42	45	81	66.2	59.7
2100-2200	48	36	50	48	57	25	37	43.8	43
2200-2300	27	40	48	72	45	19	25	42.4	39.4
2300-2400	5	8	21	45	43	9	9	17.6	20
Totals									
0700-1900	1849	2293	2153	2249	1419	1269	2163	2141.4	1913.6
0600-2200	2067	2522	2395	2504	1632	1398	2421	2381.8	2134.1
0600-0000	2099	2570	2464	2621	1720	1426	2455	2441.8	2193.6
0000-0000	2112	2586	2480	2644	1761	1476	2475	2459.4	2219.1
AM Peak	800 254	800 300	800 264	800 245	1000 144	1100 169	800 259		
PM Peak	1600 232	1700 271	1600 224	1600 236	1400 149	1200 187	1600 223		



SITE: ATC 1 - Jubilee Road, Finchampstead
GRID REFERENCE: S1.370477, -0.856204

LOCATION: Attached to telegraph pole

DIRECTION: WESTBOUND

SPEED LIMIT: 40

03 December 2024

Time [s]	Total	Cn 1	Cn 2	Cn 3	Cn 4	Cn 5	Cn 6	Cn 7	Cn 8	Cn 9	Cn 10	Cn 11	Cn 12	Cn 13	Cn 14	Cn 15	Mean	Top 5%
0000	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
0001	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	267
0002	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	277
0003	17	13	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	278 267
0004	62	42	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	278 264
0700	263 227	1 24	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	271 266
0800	266	15	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	264 262
0900	73	46	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	268 262
1000	42	34	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	262 262
1100	78	71	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	268 262
1111	86	0	0	0	1	0	1	0	0	0	0	0	2	1	0	0	0	268 262
1400	111	89	0	22	1	0	0	1	0	0	0	0	0	0	1	1	0	27 262
1500	127	107	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	262 261
1501	128	108	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	271 260
1600	266	186	0	11	0	0	0	0	0	0	0	0	0	0	0	1	0	268 262
1700	276	196	0	17	0	0	0	0	0	0	0	0	0	0	0	1	0	268 262
1800	126	106	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	268 262
1900	80	66	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	262 261
2000	47	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	268 262
2100	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	268 261
2200	26	26	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	262 262
2300	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	261 262
05-06	1886	1716	3	164	4	1	0	3	1	1	0	0	0	4	4	4	4	262 262
06-07	2493	2434	0	176	4	3	0	0	0	0	0	0	0	0	0	0	0	268 262
06-08	2105	1985	3	175	4	1	0	3	1	1	0	0	0	4	4	4	4	268 262
06-09	2077	1952	3	178	5	1	0	3	1	1	0	0	0	4	4	4	4	268 262

04 December 2024

Time [s]	Total	Cn 1	Cn 2	Cn 3	Cn 4	Cn 5	Cn 6	Cn 7	Cn 8	Cn 9	Cn 10	Cn 11	Cn 12	Cn 13	Cn 14	Cn 15	Mean	Top 5%
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	278
0001	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	262
0002	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	267
0003	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	277
0004	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	264 262
0700	265	165	0	24	0	0	0	0	0	0	0	0	0	1	0	0	0	268 262
0800	62	52	1	7	0	0	0	0	0	0	0	0	0	1	0	0	0	27 262
0900	268	168	0	23	0	0	0	0	1	0	0	0	0	0	0	0	0	271 262
1000	126	102	0	13	0	2	0	0	0	0	0	0	0	0	0	0	0	262 262
1100	138	118	1	14	1	1	0	0	0	1	0	0	0	1	0	0	0	262 262
1400	142	122	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	267 262
1500	133	117	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	268 262
1600	148	128	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	272 262
1700	261	166	0	21	1	1	0	0	0	0	0	0	0	0	0	0	0	262 262
1800	88	68	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	262 262
1900	263	246	0	13	0	1	0	1	0	0	0	0	0	1	1	0	0	262 262
2000	112	98	0	10	0	0	0	0	0	0	0	0	0	1	0	0	0	271 262
2100	112	102	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	268 262
2200	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	268 261
2300	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26 262
05-06	2262	1986	3	186	3	0	2	1	1	2	0	0	0	0	4	4	4	268 262
06-07	2493	2393	3	268	3	0	2	2	0	0	0	0	0	0	0	0	0	268 262
06-08	2257	2076	3	248	3	0	2	2	1	2	0	0	0	0	4	4	4	268 262
06-09	2493	2382	3	242	3	0	2	0	1	0	0	0	0	0	4	4	4	268 262

05 December 2024

Time [s]	Total	Cn 1	Cn 2	Cn 3	Cn 4	Cn 5	Cn 6	Cn 7	Cn 8	Cn 9	Cn 10	Cn 11	Cn 12	Cn 13	Cn 14	Cn 15	Mean	Top 5%
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	271
0001	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	261
0002	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	264
0003	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	261
0004	16	15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	278 212
0700	265	165	0	24	0	1	0	1	0	0	0	0	0	2	0	0	0	268 262
0800	62	57	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	273 212
0900	268	168	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	268 262
1000	126	106	0	13	0	0	0	1	0	0	0	0	0	0	0	0	0	268 262
1100	127	107	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26 262
1400	142	120	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	268 262
1500	142	124	1	16	2	1	0	0	0	0	0	0	0	0	0	0	0	268 264
1600	133	103	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	261 260
1700	137	107	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	262 262
1800	274	263	1	25	0	0	0	1	0	0	0	0	0	0	2	0	0	268 267
1900	124	104	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	268 262
2000	106	102	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	262 262
2100	66	63	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	262 262
2200	246	186	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	262 262
2300	41	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	271 262
05-06	2242	1968	4	188	3	0	2	1	1	2	0	0	0	0	4	4	4	268 262
06-07	2493	2389	4	269	3	0	2	0	0	0	0	0	0	0	0	0	0	268 262
06-08	2448	2293	4	266	3	0	2	0	0	0	0	0	0	0	0	0	0	268 262
06-09	2493	2382	5	269	4	0	2	0	0	0	0	0	0	0	0	0	0	268 262

06 December 2024

Time [s]	Total	Cn 1	Cn 2	Cn 3	Cn 4	Cn 5	Cn 6	Cn 7	Cn 8	Cn 9	Cn 10	Cn 11	Cn 12	Cn 13	Cn 14	Cn 15	Mean	Top 5%
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	262
0001	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	268
0002	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	261
0003	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	265
0004	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	271
0700	46	44	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	268 217
0800	46	40	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	273 261
0900	265	165	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	272 262
1000	264	164	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	265 262
1100	126	102	0	12	1	1	0	1	0	0	0	0	0	1	2	0	0	262 262
1400	124	104	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	268 262
1500	125	105	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	267 262
1600	142	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	269
1700	141	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
1800	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
1900	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
2000	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
2100	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
2200	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
2300	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
2400	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
2500	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
2600	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
2700	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
2800	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
2900	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
3000	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
3100	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
3200	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
3300	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
3400	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
3500	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
3600	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
3700	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
3800	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
3900	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
4000	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
4100	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
4200	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
4300	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
4400	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
4500	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
4600	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
4700	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
4800	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
4900	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
5000	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
5100	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
5200	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
5300	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
5400	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
5500	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
5600	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
5700	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
5800	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
5900	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
6000	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
6100	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
6200	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
6300	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
6400	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
6500	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
6600	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
6700	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
6800	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
6900	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
7000	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
7100	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
7200	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
7300	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
7400	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
7500	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
7600	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
7700	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
7800	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
7900	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
8000	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
8100	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
8200	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
8300	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
8400	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
8500	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
8600	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
8700	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
8800	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
8900	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
9000	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
9100	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
9200	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
9300	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
9400	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
9500	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
9600	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
9700	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
9800	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
9900	140	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	273
10000	140	140																

[illegible]

30 September 2016														Mean	
Time	Total	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10	Y11	Y12	Y13	Y14
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0005	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0010	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0020	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0025	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0035	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0040	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0050	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0055	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0105	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0110	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0120	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0125	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0135	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0140	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0150	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0155	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0205	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0210	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0220	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0225	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0235	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0240	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0250	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0
0255	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0

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07 December 2014																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
Time	Total	NA	NA1	NA2	NA3	NA4	NA5	NA6	NA7	NA8	NA9	NA10	NA11	NA12	NA13	NA14	NA15	NA16	NA17	NA18	NA19	NA20	NA21	NA22	NA23	NA24	NA25	NA26	NA27	NA28	NA29	NA30	NA31	NA32	NA33	NA34	NA35	NA36	NA37	NA38	NA39	NA40	NA41	NA42	NA43	NA44	NA45	NA46	NA47	NA48	NA49	NA50	NA51	NA52	NA53	NA54	NA55	NA56	NA57	NA58	NA59	NA60	NA61	NA62	NA63	NA64	NA65	NA66	NA67	NA68	NA69	NA70	NA71	NA72	NA73	NA74	NA75	NA76	NA77	NA78	NA79	NA80	NA81	NA82	NA83	NA84	NA85	NA86	NA87	NA88	NA89	NA90	NA91	NA92	NA93	NA94	NA95	NA96	NA97	NA98	NA99	NA100	NA101	NA102	NA103	NA104	NA105	NA106	NA107	NA108	NA109	NA110	NA111	NA112	NA113	NA114	NA115	NA116	NA117	NA118	NA119	NA120	NA121	NA122	NA123	NA124	NA125	NA126	NA127	NA128	NA129	NA130	NA131	NA132	NA133	NA134	NA135	NA136	NA137	NA138	NA139	NA140	NA141	NA142	NA143	NA144	NA145	NA146	NA147	NA148	NA149	NA150	NA151	NA152	NA153	NA154	NA155	NA156	NA157	NA158	NA159	NA160	NA161	NA162	NA163	NA164	NA165	NA166	NA167	NA168	NA169	NA170	NA171	NA172	NA173	NA174	NA175	NA176	NA177	NA178	NA179	NA180	NA181	NA182	NA183	NA184	NA185	NA186	NA187	NA188	NA189	NA190	NA191	NA192	NA193	NA194	NA195	NA196	NA197	NA198	NA199	NA200	NA201	NA202	NA203	NA204	NA205	NA206	NA207	NA208	NA209	NA210	NA211	NA212	NA213	NA214	NA215	NA216	NA217	NA218	NA219	NA220	NA221	NA222	NA223	NA224	NA225	NA226	NA227	NA228	NA229	NA230	NA231	NA232	NA233	NA234	NA235	NA236	NA237	NA238	NA239	NA240	NA241	NA242	NA243	NA244	NA245	NA246	NA247	NA248	NA249	NA250	NA251	NA252	NA253	NA254	NA255	NA256	NA257	NA258	NA259	NA260	NA261	NA262	NA263	NA264	NA265	NA266	NA267	NA268	NA269	NA270	NA271	NA272	NA273	NA274	NA275	NA276	NA277	NA278	NA279	NA280	NA281	NA282	NA283	NA284	NA285	NA286	NA287	NA288	NA289	NA290	NA291	NA292	NA293	NA294	NA295	NA296	NA297	NA298	NA299	NA300	NA301	NA302	NA303	NA304	NA305	NA306	NA307	NA308	NA309	NA310	NA311	NA312	NA313	NA314	NA315	NA316	NA317	NA318	NA319	NA320	NA321	NA322	NA323	NA324	NA325	NA326	NA327	NA328	NA329	NA330	NA331	NA332	NA333	NA334	NA335	NA336	NA337	NA338	NA339	NA340	NA341	NA342	NA343	NA344	NA345	NA346	NA347	NA348	NA349	NA350	NA351	NA352	NA353	NA354	NA355	NA356	NA357	NA358	NA359	NA360	NA361	NA362	NA363	NA364	NA365	NA366	NA367	NA368	NA369	NA370	NA371	NA372	NA373	NA374	NA375	NA376	NA377	NA378	NA379	NA380	NA381	NA382	NA383	NA384	NA385	NA386	NA387	NA388	NA389	NA390	NA391	NA392	NA393	NA394	NA395	NA396	NA397	NA398	NA399	NA400	NA401	NA402	NA403	NA404	NA405	NA406	NA407	NA408	NA409	NA410	NA411	NA412	NA413	NA414	NA415	NA416	NA417	NA418	NA419	NA420	NA421	NA422	NA423	NA424	NA425	NA426	NA427	NA428	NA429	NA430	NA431	NA432	NA433	NA434	NA435	NA436	NA437	NA438	NA439	NA440	NA441	NA442	NA443	NA444	NA445	NA446	NA447	NA448	NA449	NA450	NA451	NA452	NA453	NA454	NA455	NA456	NA457	NA458	NA459	NA460	NA461	NA462	NA463	NA464	NA465	NA466	NA467	NA468	NA469	NA470	NA471	NA472	NA473	NA474	NA475	NA476	NA477	NA478	NA479	NA480	NA481	NA482	NA483	NA484	NA485	NA486	NA487	NA488	NA489	NA490	NA491	NA492	NA493	NA494	NA495	NA496	NA497	NA498	NA499	NA500	NA501	NA502	NA503	NA504	NA505	NA506	NA507	NA508	NA509	NA510	NA511	NA512	NA513	NA514	NA515	NA516	NA517	NA518	NA519	NA520	NA521	NA522	NA523	NA524	NA525	NA526	NA527	NA528	NA529	NA530	NA531	NA532	NA533	NA534	NA535	NA536	NA537	NA538	NA539	NA540	NA541	NA542	NA543	NA544	NA545	NA546	NA547	NA548	NA549	NA550	NA551	NA552	NA553	NA554	NA555	NA556	NA557	NA558	NA559	NA560	NA561	NA562	NA563	NA564	NA565	NA566	NA567	NA568	NA569	NA570	NA571	NA572	NA573	NA574	NA575	NA576	NA577	NA578	NA579	NA580	NA581	NA582	NA583	NA584	NA585	NA586	NA587	NA588	NA589	NA590	NA591	NA592	NA593	NA594	NA595	NA596	NA597	NA598	NA599	NA600	NA601	NA602	NA603	NA604	NA605	NA606	NA607	NA608	NA609	NA610	NA611	NA612	NA613	NA614	NA615	NA616	NA617	NA618	NA619	NA620	NA621	NA622	NA623	NA624	NA625	NA626	NA627	NA628	NA629	NA630	NA631	NA632	NA633	NA634	NA635	NA636	NA637	NA638	NA639	NA640	NA641	NA642	NA643	NA644	NA645	NA646	NA647	NA648	NA649	NA650	NA651	NA652	NA653	NA654	NA655	NA656	NA657	NA658	NA659	NA660	NA661	NA662	NA663	NA664	NA665	NA666	NA667	NA668	NA669	NA670	NA671	NA672	NA673	NA674	NA675	NA676	NA677	NA678	NA679	NA680	NA681	NA682	NA683	NA684	NA685	NA686	NA687	NA688	NA689	NA690	NA691	NA692	NA693	NA694	NA695	NA696	NA697	NA698	NA699	NA700	NA701	NA702	NA703	NA704	NA705	NA706	NA707	NA708	NA709	NA710	NA711	NA712	NA713	NA714	NA715	NA716	NA717	NA718	NA719	NA720	NA721	NA722	NA723	NA724	NA725	NA726	NA727	NA728	NA729	NA730	NA731	NA732	NA733	NA734	NA735	NA736	NA737	NA738	NA739	NA740	NA741	NA742	NA743	NA744	NA745	NA746	NA747	NA748	NA749	NA750	NA751	NA752	NA753	NA754	NA755	NA756	NA757	NA758	NA759	NA760	NA761	NA762	NA763	NA764	NA765	NA766	NA767	NA768	NA769	NA770	NA771	NA772	NA773	NA774	NA775	NA776	NA777	NA778	NA779	NA780	NA781	NA782	NA783	NA784	NA785	NA786	NA787	NA788	NA789	NA790	NA791	NA792	NA793	NA794	NA795	NA796	NA797	NA798	NA799	NA800	NA801	NA802	NA803	NA804	NA805	NA806	NA807	NA808	NA809	NA810	NA811	NA812	NA813	NA814	NA815	NA816	NA817	NA818	NA819	NA820	NA821	NA822	NA823	NA824	NA825	NA826	NA827	NA828	NA829	NA830	NA831	NA832	NA833	NA834	NA835	NA836	NA837	NA838	NA839	NA840	NA841	NA842	NA843	NA844	NA845	NA846	NA847	NA848	NA849	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SITE: ATC 1 - Jubilee Road, Finchampstead

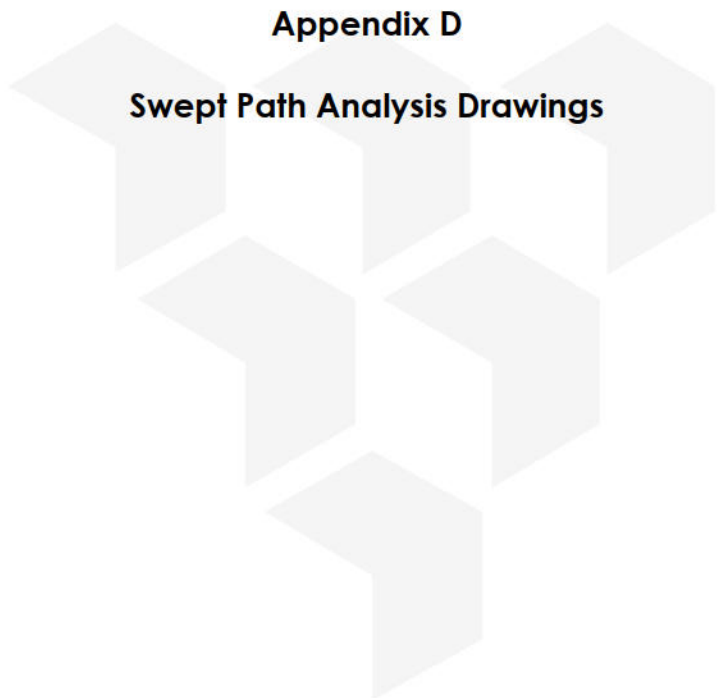
LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.370477, -0.856324

DIRECTION: WESTBOUND

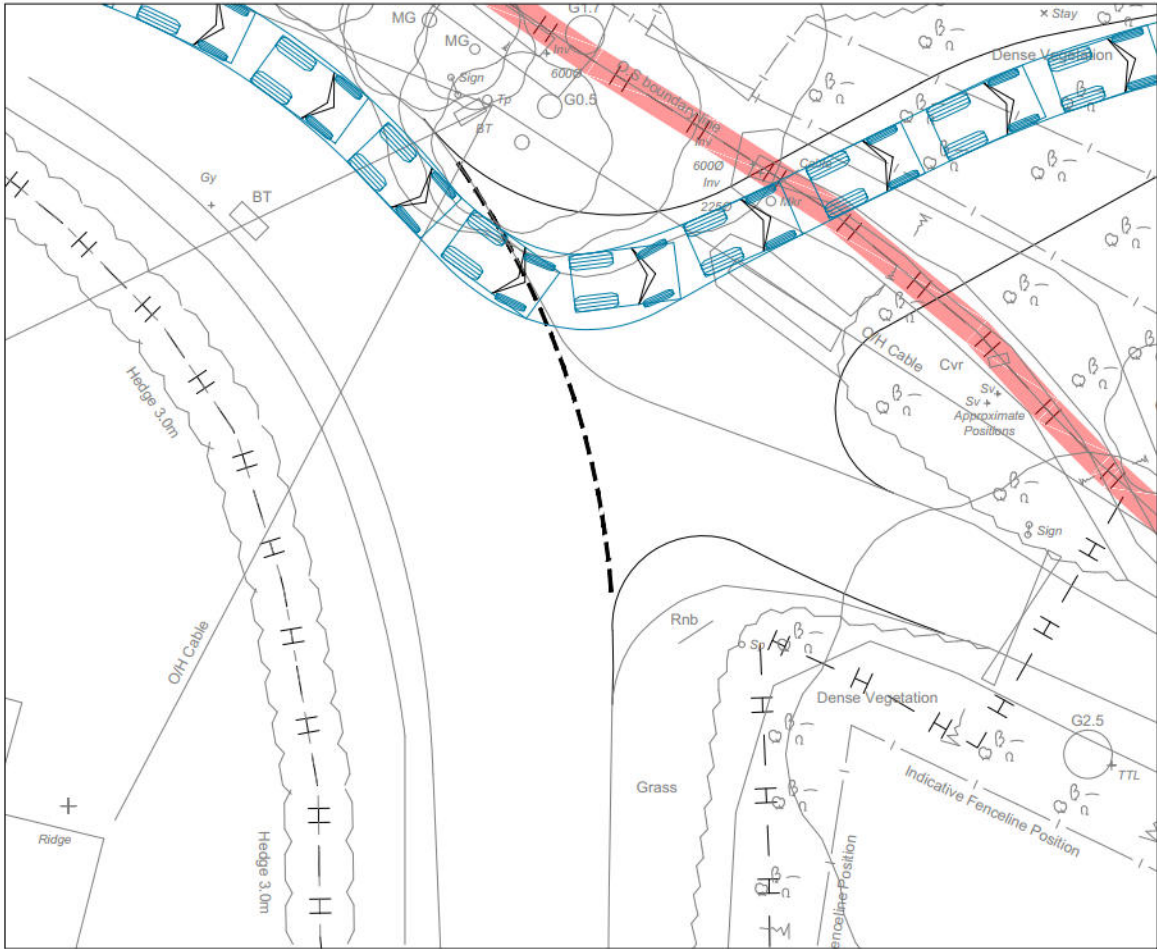
SPEED LIMIT: 40

	Tue 03-Dec	Wed 04-Dec	Thu 05-Dec	Fri 06-Dec	Sat 07-Dec	Sun 08-Dec	Mon 09-Dec	Averages 1-5.	1-7.
Hour									
0000-0100	0	3	5	10	31	57	5	4.6	15.9
0100-0200	1	3	1	2	12	30	0	1.4	7
0200-0300	2	0	4	0	2	10	1	1.4	2.7
0300-0400	1	2	0	3	3	9	0	1.2	2.6
0400-0500	0	5	2	3	3	5	2	2.4	2.9
0500-0600	17	15	18	16	1	4	9	15	11.4
0600-0700	50	60	46	48	21	5	56	52	40.9
0700-0800	263	229	193	185	49	21	197	213.4	162.4
0800-0900	296	305	285	284	90	33	298	293.6	227.3
0900-1000	73	168	158	154	101	75	157	142	126.6
1000-1100	54	128	150	139	101	137	111	116.4	117.1
1100-1200	78	138	142	134	150	105	143	127	127.1
1200-1300	111	143	145	163	122	135	143	141	137.4
1300-1400	111	133	139	146	128	108	150	135.8	130.7
1400-1500	179	146	150	170	138	125	162	161.4	152.9
1500-1600	172	221	216	251	133	147	223	216.6	194.7
1600-1700	209	199	219	191	108	143	210	205.6	182.7
1700-1800	216	233	190	226	101	60	206	214.2	176
1800-1900	136	159	158	143	99	83	162	151.6	134.3
1900-2000	89	115	91	121	91	62	98	102.8	95.3
2000-2100	47	57	66	64	43	40	51	57	52.6
2100-2200	31	38	35	53	51	33	24	36.2	37.9
2200-2300	26	35	41	55	56	10	40	39.4	37.6
2300-2400	15	10	22	39	53	8	10	19.2	22.4
Totals									
0700-1900	1898	2202	2145	2186	1320	1172	2162	2118.6	1869.3
0600-2200	2115	2472	2383	2472	1526	1312	2391	2366.6	2095.9
0600-0000	2156	2517	2446	2566	1635	1330	2441	2425.2	2155.9
0000-0000	2177	2545	2476	2600	1687	1445	2458	2451.2	2198.3
AM Peak	800 296	800 305	800 285	800 284	1100 150	1000 137	800 298		
PM Peak	1700 216	1700 233	1600 219	1500 251	1400 138	1500 147	1500 223		

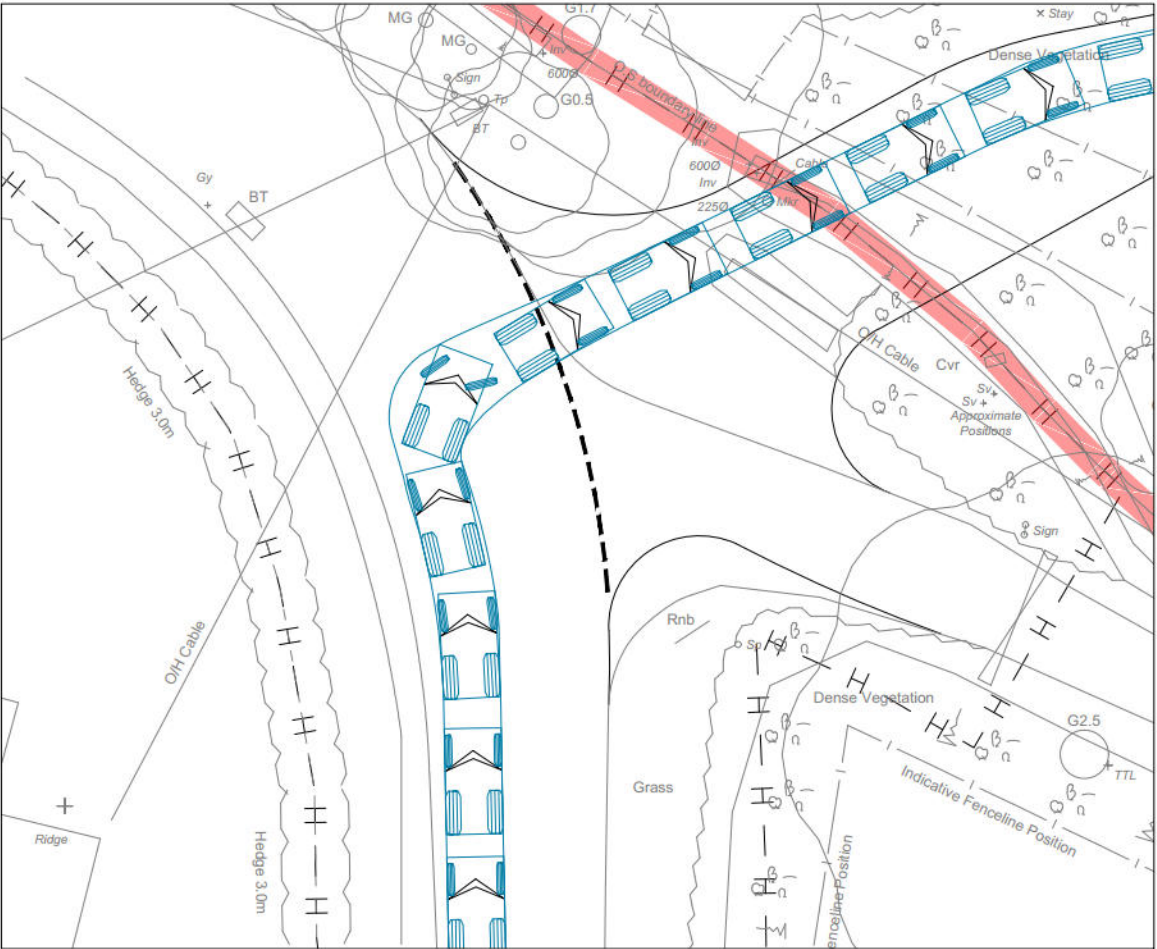


Appendix D

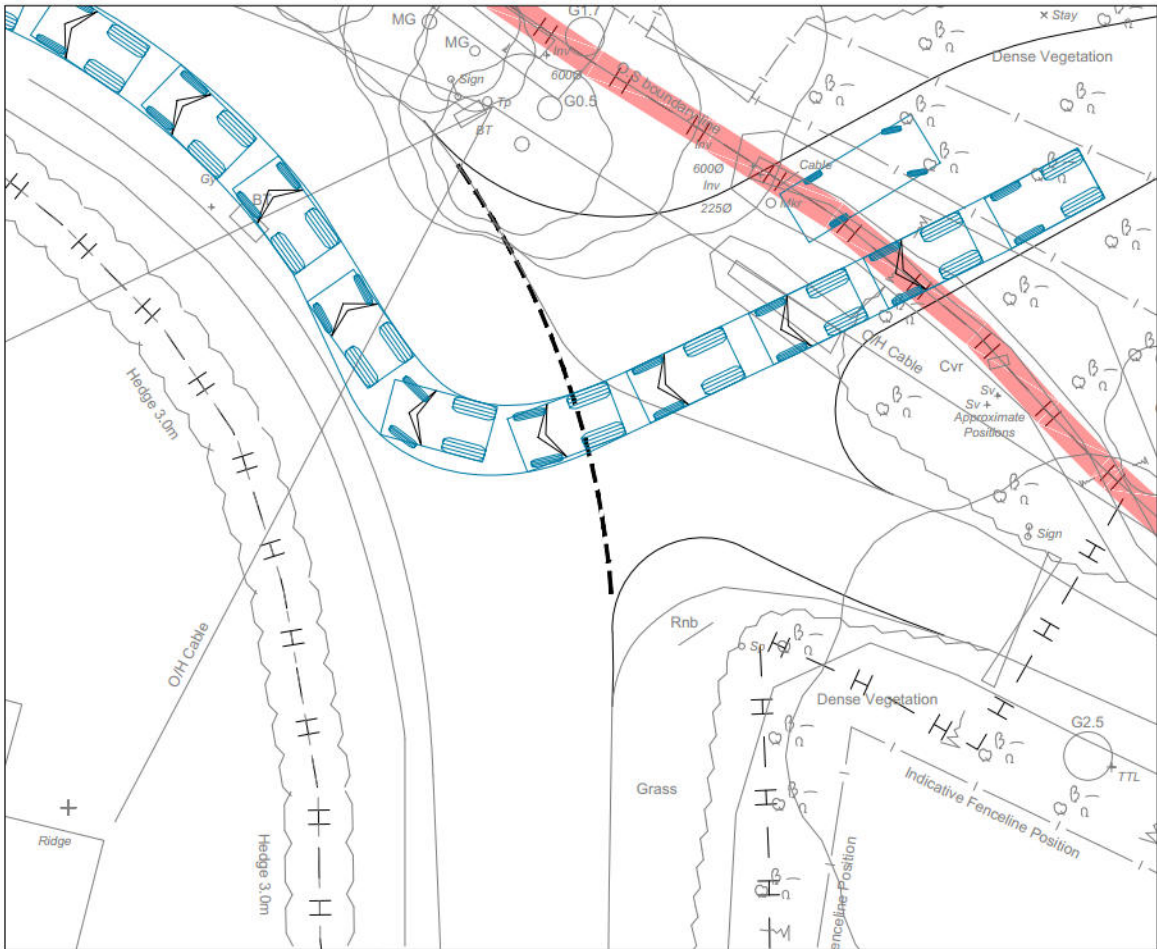
Swept Path Analysis Drawings



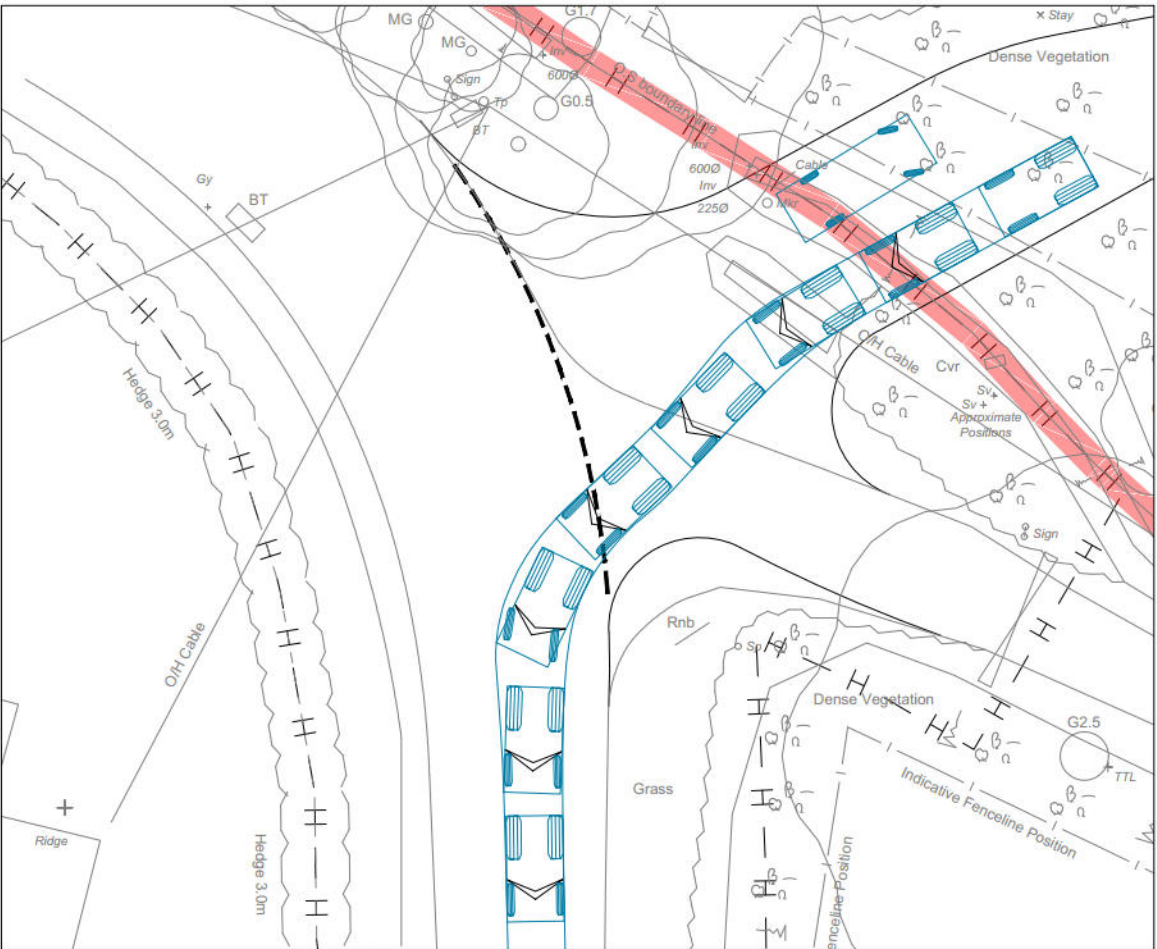
LEFT-TURN - ENTRY



RIGHT-TURN - ENTRY



LEFT-TURN - EXIT



RIGHT-TURN - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source:Mapmatic's drawing number 6246 001 Rev 2
AndersonOrr drawing number 23046-SKP1013-D

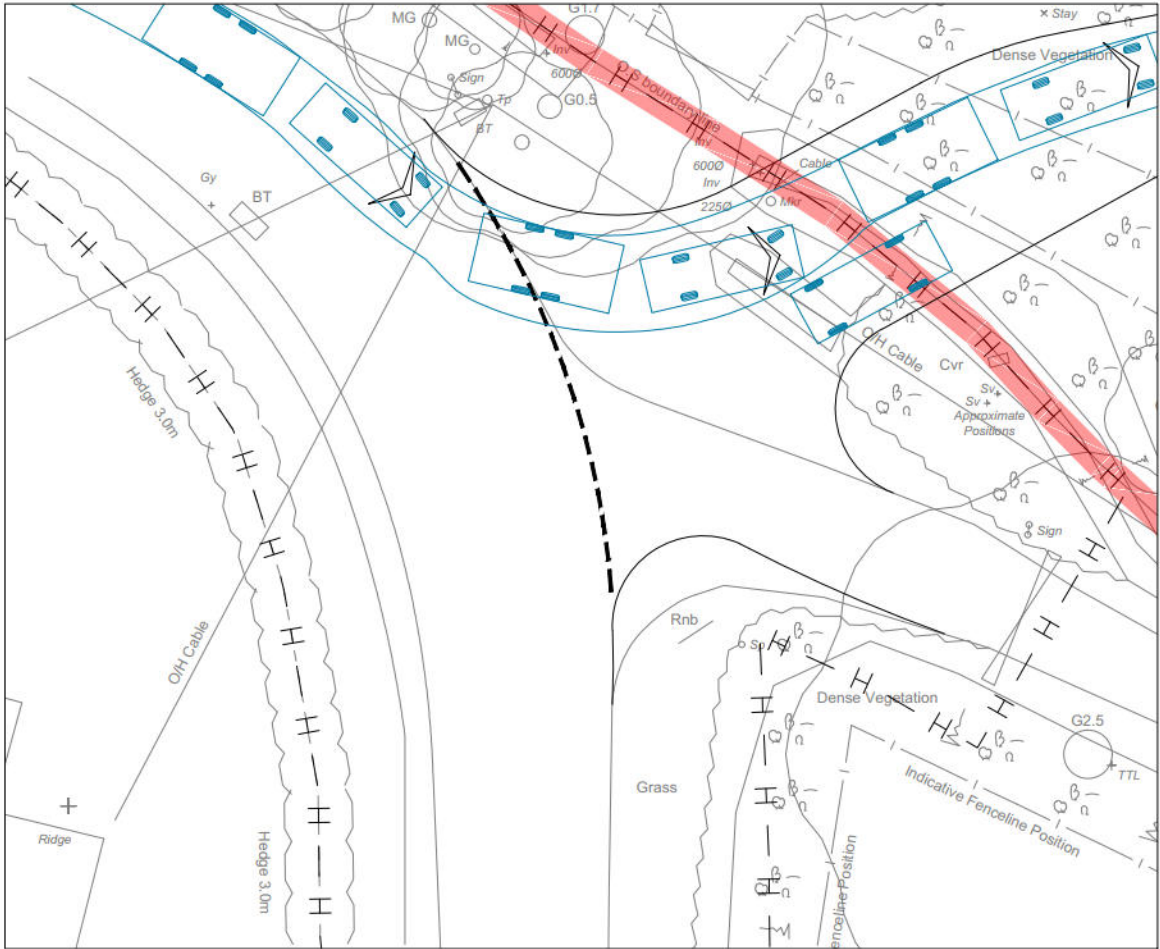
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KEY

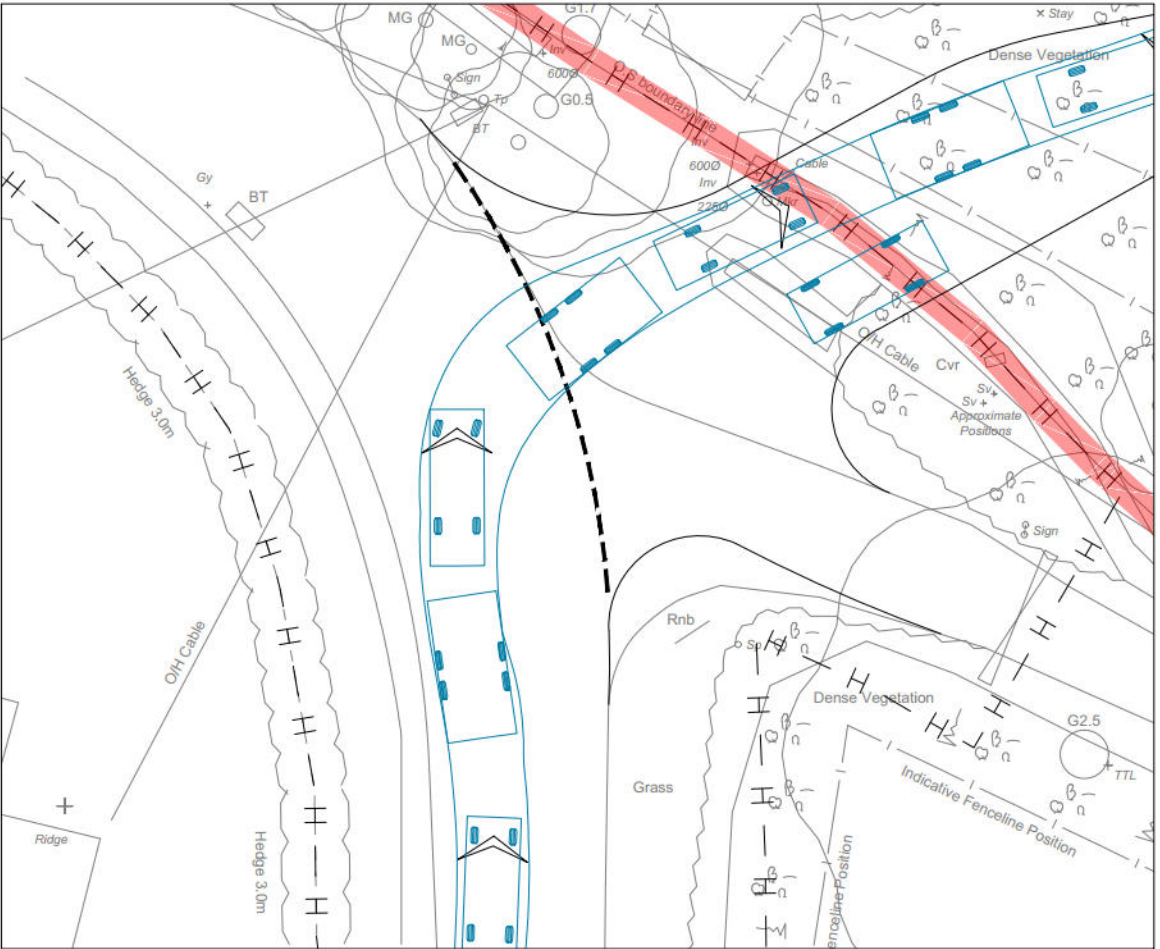
 John Deere 5403 tractor - forward gear



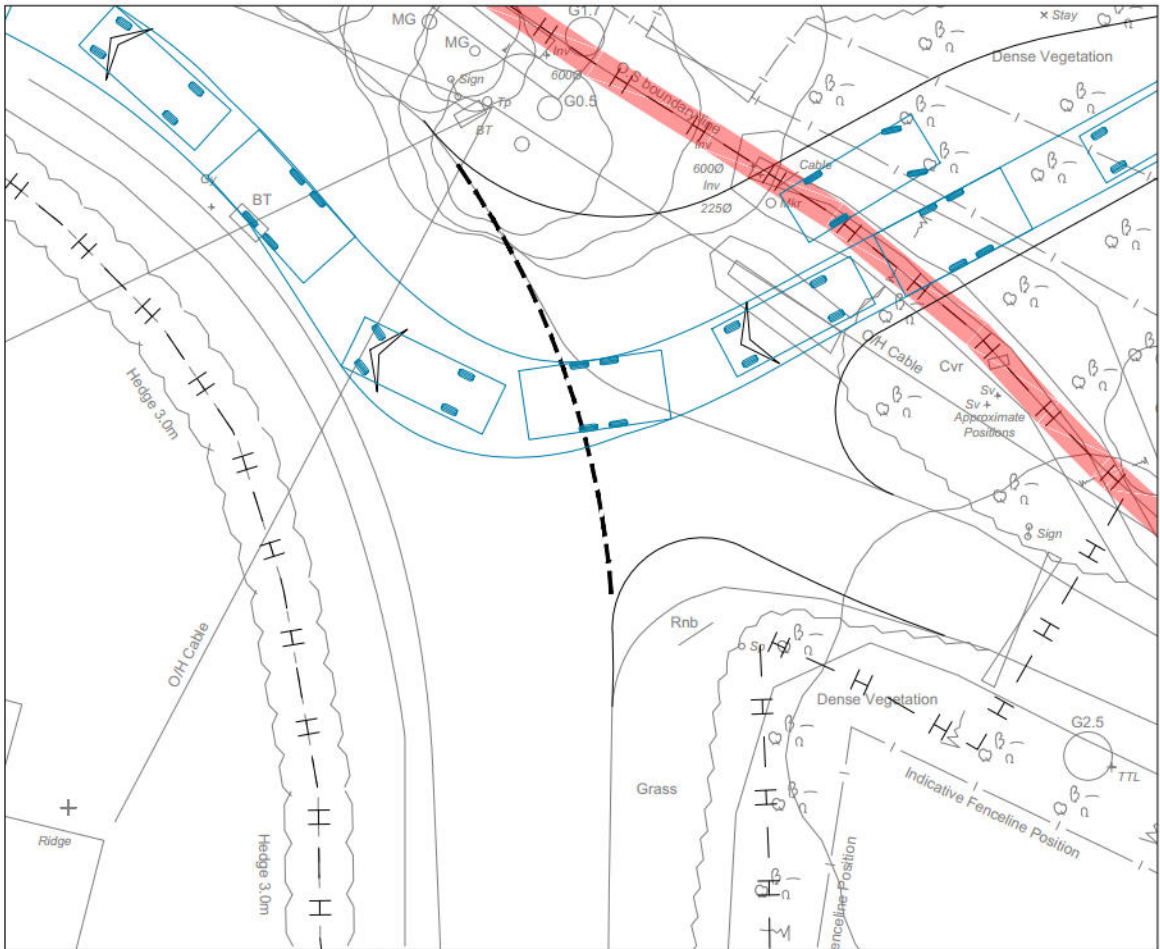
Rev.	Description	Date	By	Chkd
 Survey > Plan > Engineer				
 Civil Engineering  Structural Engineering  Transport Planning  Highways Engineering  Building Surveying  Geomatics				
Hertfordshire Oxfordshire Cambridgeshire Bristol				
Client : Tony and Rosaline Nasser				
Project : Warren Crest Farm, Wick Hill Lane Wokingham RG40 3PY				
Title : Swept Path Analysis John Deere 5403 Tractor				
Engineer : J. Cooper		Date : December 2024		
Director : T. Foxall		Scale : 1:250 @ A3		
Status :		PRELIMINARY		
Drawing No. 8240747/6201				Rev



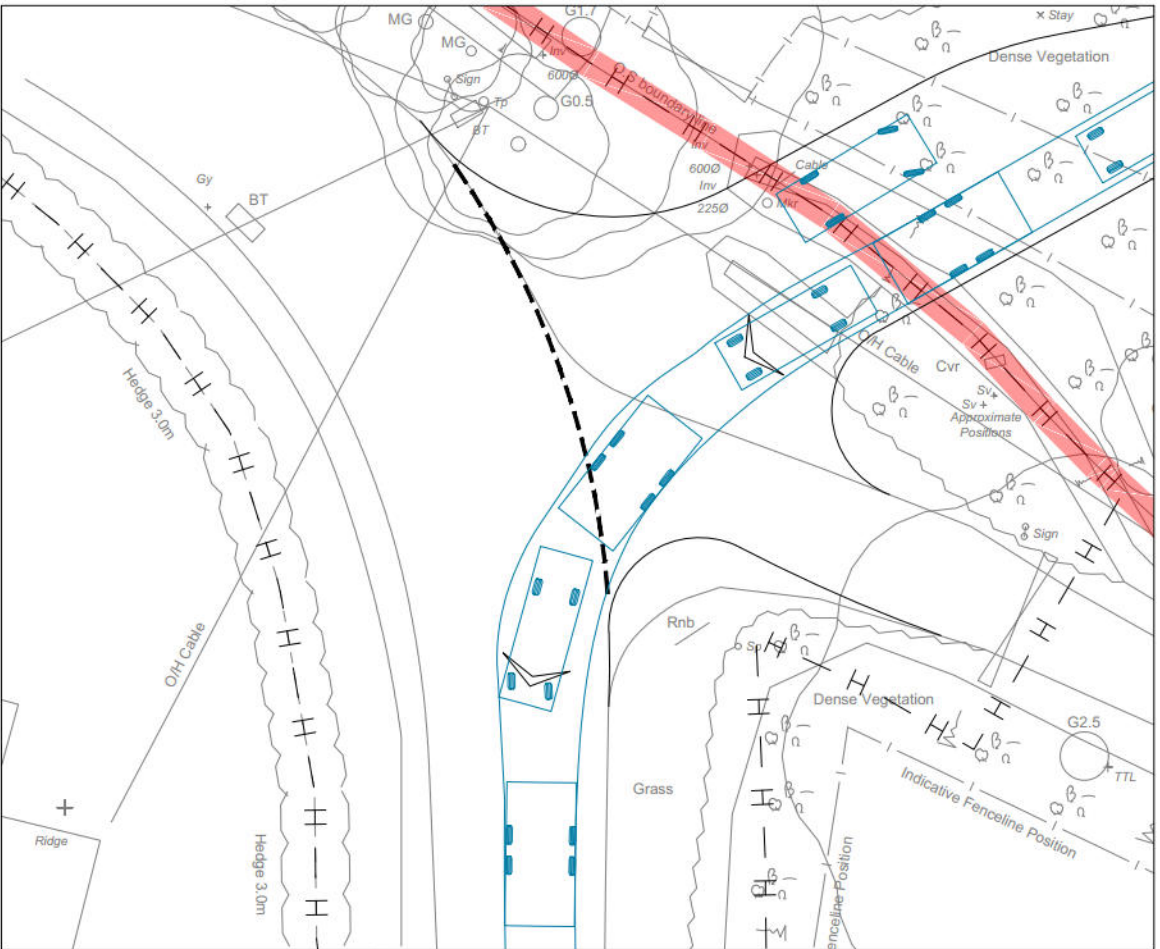
LEFT-TURN - ENTRY



RIGHT-TURN - ENTRY



LEFT-TURN - EXIT



RIGHT-TURN - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: Mapmatic's drawing number 6246 001 Rev 2
AndersonOrr drawing number 23046-SKP1013-D
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KEY



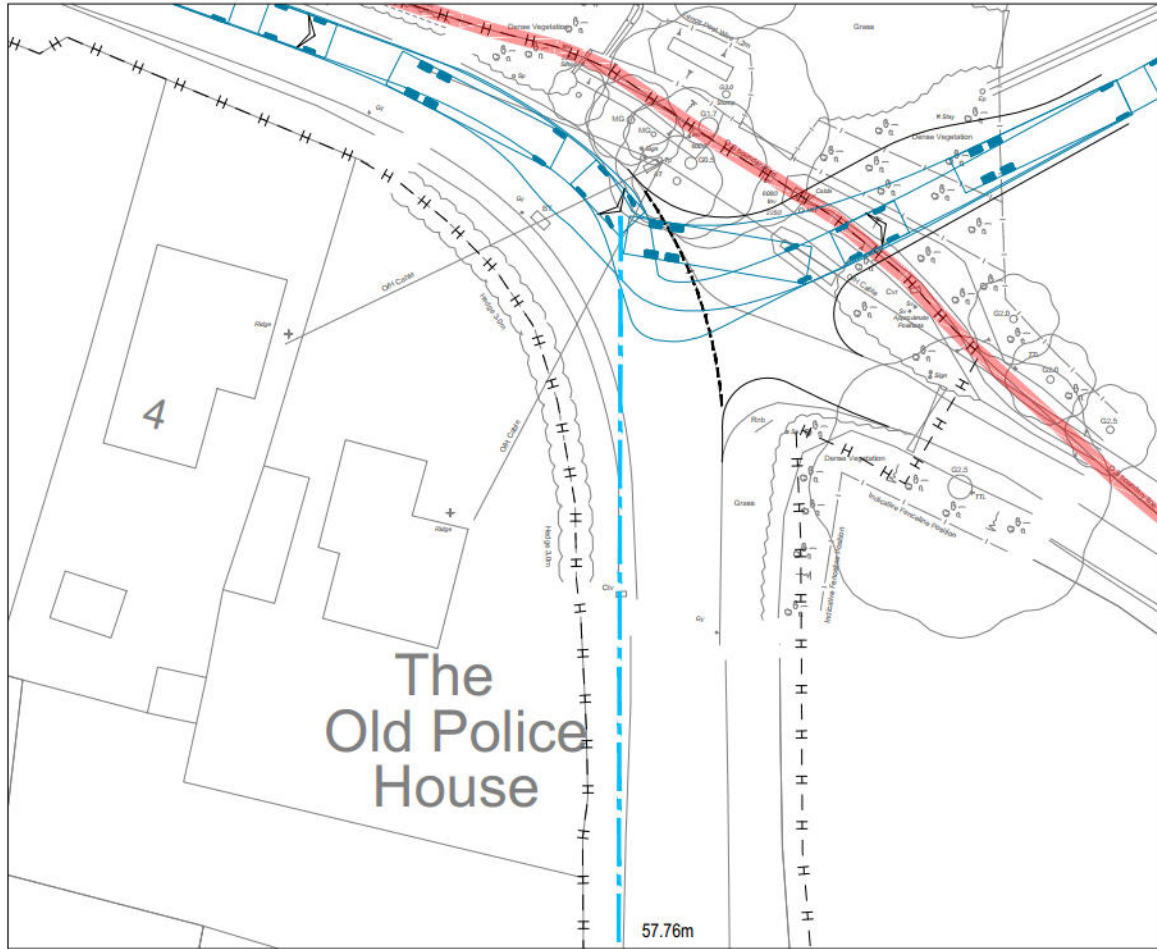
Landrover and horse box - forward gear



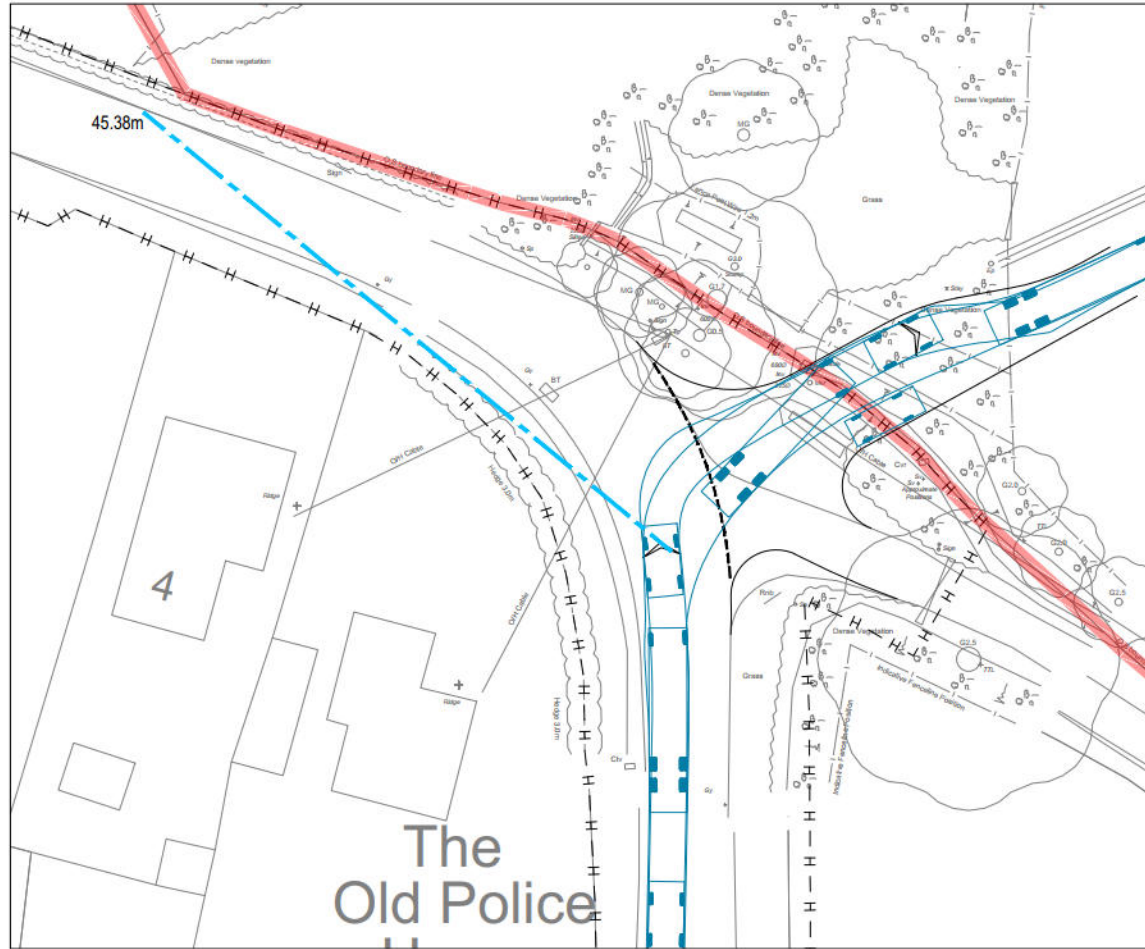
Rev.	Description	Date	By	Chkd
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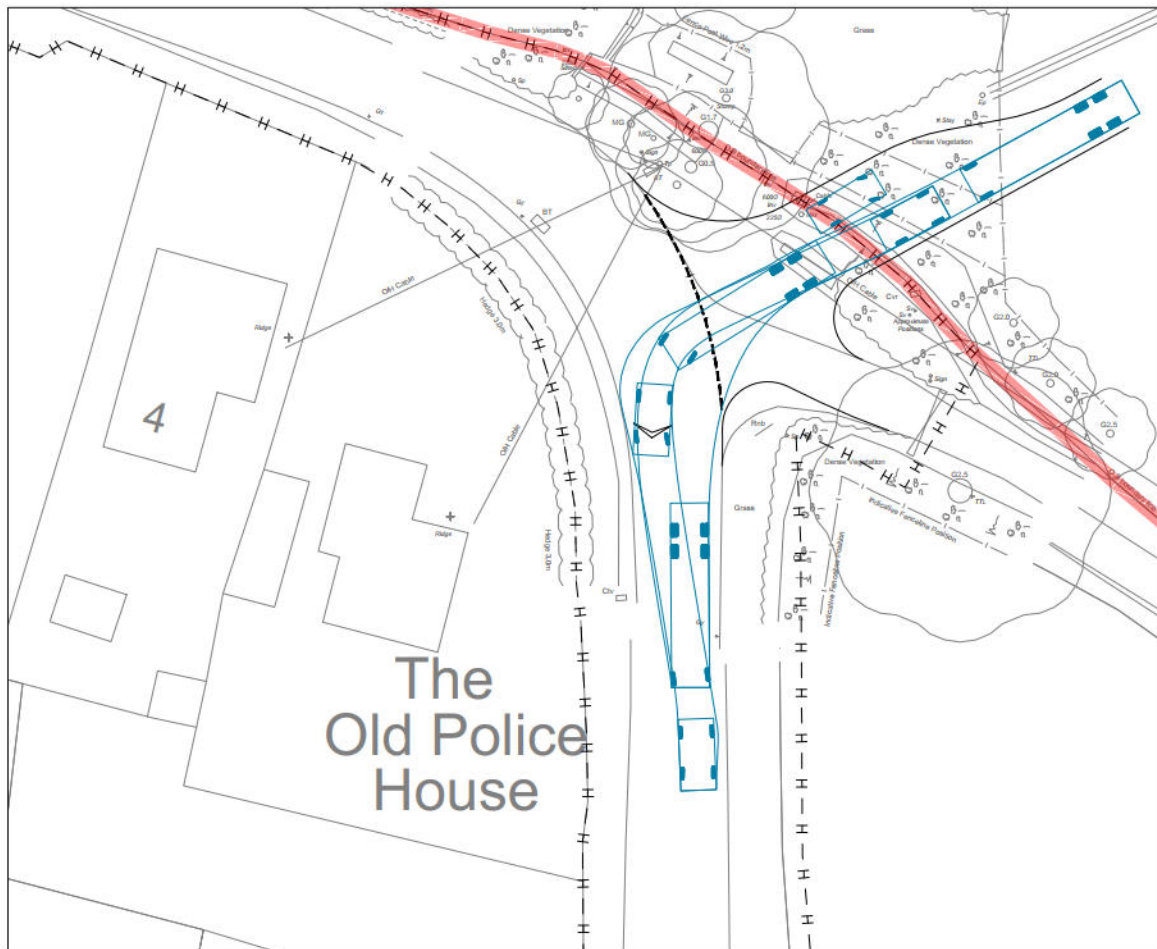
Client :	Tony and Rosaline Nasser		
Project :	Warren Crest Farm, Wick Hill Lane Wokingham RG40 3PY		
Title :	Swept Path Analysis Landrover and Horse Box		
Engineer : J. Cooper	Date : December 2024		
Director : T. Foxall	Scale : 1:250 @ A3		
Status :	PRELIMINARY		
Drawing No.	8240747/6202		Rev



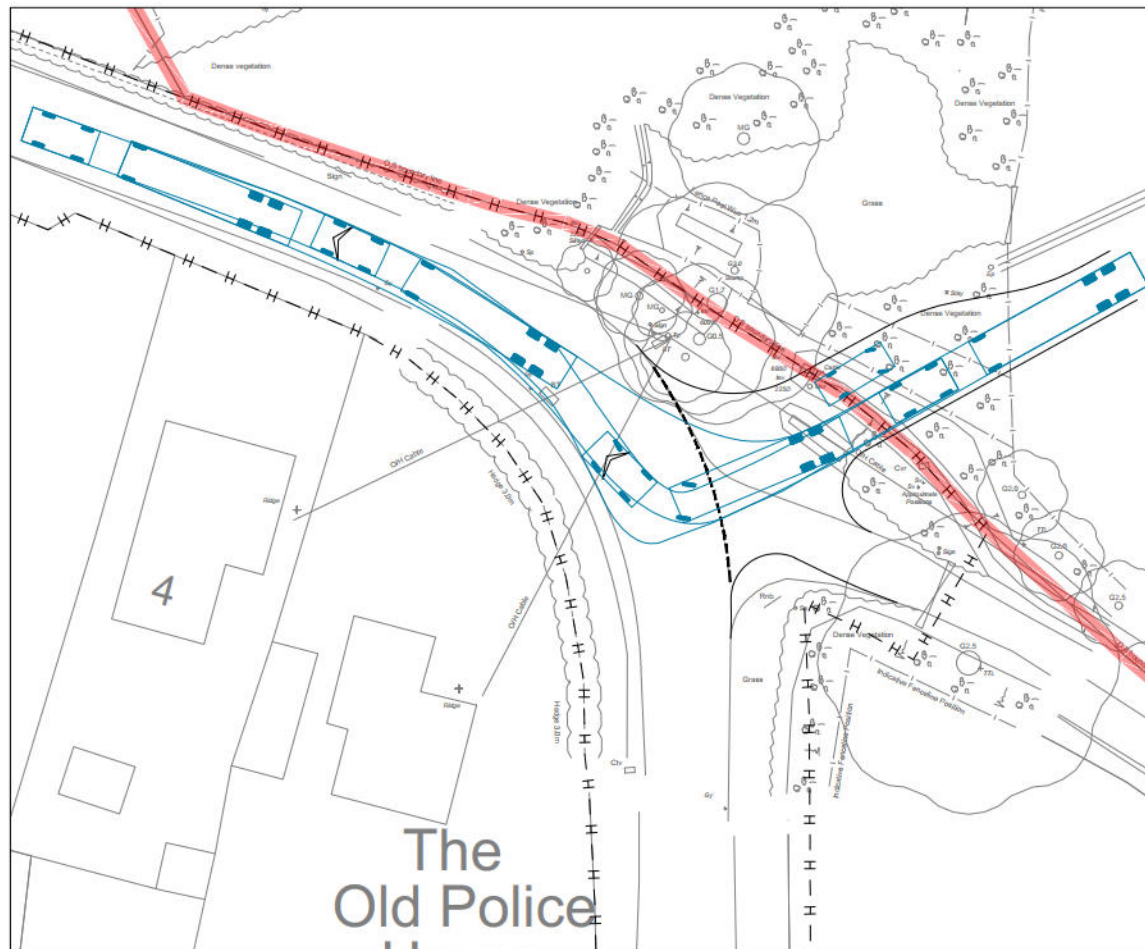
LEFT-TURN - ENTRY



RIGHT-TURN - ENTRY



LEFT-TURN - EXIT



RIGHT-TURN - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: Mapmatic's drawing number 6246 001 Rev 2
AndersonOrr drawing number 23046-SKP1013-D
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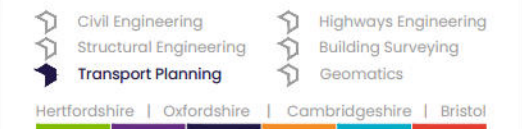
KEY



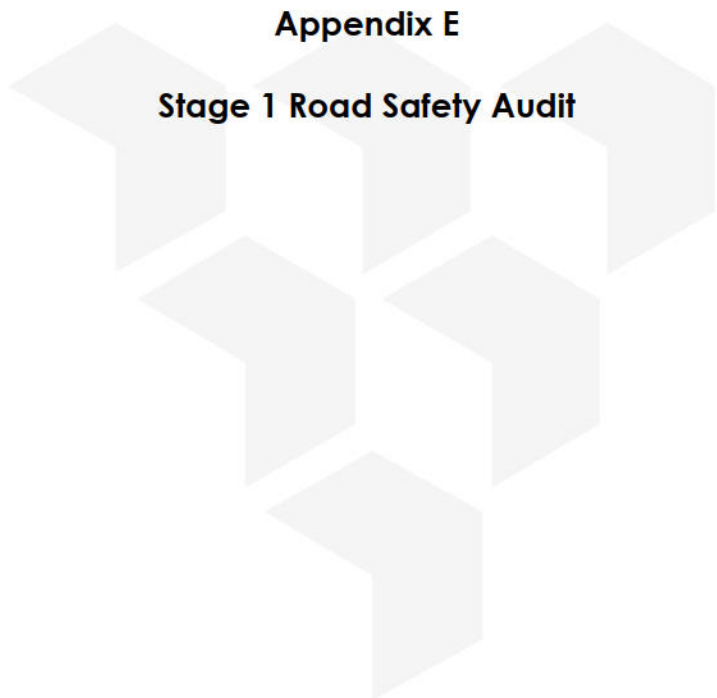
Tractor and hay wagon - forward gear



Rev.	Description	Date	By	Chkd
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Client :	Tony and Rosaline Nasser		
Project :	Warren Crest Farm, Wick Hill Lane Wokingham RG40 3PY		
Title :	Swept Path Analysis Tractor and Hay Wagon		
Engineer : J. Cooper	Date : December 2024		
Director : T. Foxall	Scale : 1:500 @ A3		
Status :	PRELIMINARY		
Drawing No.	8240747/6203		Rev



Appendix E

Stage 1 Road Safety Audit

STAGE 1 ROAD SAFETY AUDIT

Proposed Off-Site Highway Works
Jubilee Road, Finchampstead, Wokingham



Prepared for: Tony and Rosaline Nasser
Ref: 003_8240747_GT_Stage_1_RSA

Project Details

Report Title	Stage 1 Road Safety Audit
Prepared on behalf of	Wokingham Borough Council

Control

	Name	Date	Signature
Author	Graeme Turner	18 Dec 2024	
Checker	Duncan Lord	18 Dec 2024	
Authoriser	Graeme Turner	18 Dec 2024	

Report Version

RSA Report Ref	Issue No.	Date of Issue
003_8240747_GT	Issue 1 to Design Organisation, Jasmine Cooper (Glanville)	18 Dec 2024

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol
 postbox@glanvillegroup.com | www.glanvillegroup.com

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Appendices

No figures included



1.0 Introduction

- 1.1 This report results from an independent Stage 1 Road Safety Audit carried out on proposed off-site highway works in connection with upgrading the existing access arrangements to a farm from the B3348 Jubilee Road, Finchampstead, Wokingham. The audit was carried out at the request of Jasmine Cooper, representing the Design Organisation (Glanville) and the Client / Applicant (Tony and Rosaline Nasser) and on behalf of the Overseeing Organisation (Wokingham Borough Council).

The Audit Team membership was as follows:

Road Safety Audit Team Leader

G. Turner BEng MSoRSA
Associate, Glanville Consultants

Road Safety Audit Team Member

D Lord IEng FIHE
HE Approved RSA Certificate of Competency (2012)
Duncan Lord Road Safety Consultancy

- 1.2 The terms of reference of the Road Safety Audit are as described in GG 119 'Road Safety Audit' (Revision 2), which forms part of the Design Manual for Roads and Bridges. The Audit Team has examined and reported only on the road safety implications for users of the scheme as presented. The scheme has not been examined or verified for compliance with any other standards or criteria. However, to clearly explain a safety problem or a recommendation to resolve a safety problem, the Audit Team may on occasion refer to a design standard for information only. Any recommendations or comments made in this report should not be construed as implying that a technical audit of the scheme, as presented, has been undertaken in any respect.
- 1.3 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the safety problem identified. Recommendations are intended only to indicate a proportionate and viable means of eliminating or mitigating the safety problem identified, in accordance with GG 119 (Revision 2), and considered by the Audit Team to require action to improve the safety of the scheme and to minimise accident occurrence. The Audit Team recognises that there may be alternative methods for addressing a safety problem which may be equally acceptable in achieving the desired elimination or mitigation and thus such alternatives should also be considered when responding to this report.
- 1.4 The Audit Team has not been involved in any aspect of the scheme design and the Design Organisation has not been involved in the road safety auditing process, other than when responding to any safety concerns identified herein.
- 1.5 Although a formal Audit Brief has not been issued to the Audit Team they are, nevertheless, satisfied that adequate information has been provided to enable them to carry out a valid Road Safety Audit.

1.6 The Audit took place in December 2024 and comprised examination of the following information:

Drawings

- 8240747/6101 Site Access and Visibility Splays
- 8240747/6201 Swept Path Analysis (John Deere 5403 Tractor)
- 8240747/6202 Swept Path Analysis (Landrover and Horsebox)
- 8240747/6203 Swept Path Analysis (Tractor and Hay Wagon)

1.7 The site is located on the inside of a bend on the B3348 Jubilee Road, Finchampstead and lies approximately 4.5km to the south of Wokingham. Within the site area there is an existing informal (gated) access to land forming part of Warren Crest Farm, which itself is located off and currently gains access from Wick Hill Lane to the north-east. Additionally, within the site area there is a part-culverted watercourse and a private road which also serves as a bridleway.

1.8 The B3348 Jubilee Road is a single-carriageway with a posted speed limit of 40mph and no street lighting. In the vicinity of the site Jubilee Road lies broadly on a north-west to south alignment, with the apex of the bend being opposite the existing access and the adjacent private road / bridleway. There is a footway on one side only of the carriageway which continues west, towards and a short distance beyond, Church Lane before it switches to the opposite side of the carriageway. Approximately 30 metres to the south of the apex the same footway terminates at a private access to a residential dwelling. The existing arrangement including the approaches is shown in the following photos.



View looking north-west from private road (existing access demarcated by a concrete barrier is visible to the right of the image).



View along private road / bridleway.



View looking north towards existing access and private road / bridleway.



View looking east towards private road / bridleway.

- 1.9 It is proposed that the existing access arrangement be upgraded to accommodate entry and exit manoeuvres undertaken by agricultural vehicles. As part of this upgrade the existing informal access will be removed and a new access will be formed which will share its junction at Jubilee Road with the private road. The new access will be 6.5 metres wide initially before narrowing to 3.7 metres as it continues into the site. It is understood that the wider length is provided to accommodate passing manoeuvres, for which a swept path has been prepared. A single, dashed edge of carriageway marking will be included as part of the works.
- 1.10 Visibility splays of 57.8 metres and 45.4 metres are shown to the left and right of the proposed new access. These splays are shown for a set-back distance of 2.4 metres from the proposed edge line and from the new access. The splays are understood to be commensurate with 85th percentile vehicle speeds recorded in December 2024 via an ATC survey.
- 1.11 The road safety audit has been requested in respect of the proposed off-site highway works for the subject site only, as described above. The Audit Team has not been asked to review any other part of the development, including that which constitutes on-site work. Furthermore, the Audit Team has not been asked to review any part of that which constitutes works associated with any other development, proposed or otherwise, in the locality.
- 1.12 A site visit was undertaken by both members of the Audit Team together on 11 December 2024 between 13.30 and 14.30 hours. The weather conditions were fine and dry and carriageway and footway surfaces were largely dry as a result. Traffic flows on Jubilee Road were light and, whilst not measured by either member of the Audit Team, vehicle speeds immediately approaching and around the bend appeared to be lower than the posted speed limit. This is consistent with the results of the ATC survey.
- 1.13 The Audit Team is not aware, nor has it been notified, of any requirements for a Departure from Standard, pending or otherwise, or Relaxation of Standards applied in connection with the proposed highway works.
- 1.14 No details have been provided for the Audit Team to review in respect of levels, drainage (including gully provision and location), surfacing materials, landscaping, traffic signs (beyond that already indicated and including roads studs and removal of existing signs where applicable), vehicle restraint systems and street lighting. It is recommended that these are reviewed as part of a Stage 2 Road Safety Audit to be conducted following completion of the detailed design proposals.

2.0 Items Raised at Previous Road Safety Audit

- 2.1 The Audit Team is not aware that any previous Road Safety Audits have been carried out on these, or similar, proposals.



3.0 Items Resulting from Stage 1 Road Safety Audit

- 3.1 Following a review of the proposals in context, the Audit Team concluded that the proposed highway works did not give rise to any significant safety concerns sufficient to warrant further investigation or mitigation.



Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG 119 (Revision 2).

Road Safety Audit Team Leader

G Turner BEng MSoRSA
Associate
Glanville Consultants

Signed:



Date: 18 Dec 2024.....

Road Safety Audit Team Member

D Lord IEng FIHE
Duncan Lord Road Safety Consultancy

Signed:



Date: 18 Dec 2024.....





Glanville
Survey > Plan > Engineer