



Proposed Burial Ground
Brookfield Farm, Old Wokingham Road

Transport Statement

For

PROwe Planning Solutions

Document Control Sheet

Proposed Burial Ground

Brookfield Farm, Old Wokingham Road

PROwe Planning Solutions

This document has been issued and amended as follows:

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Motion
 84 North Street
 Guildford
 GU1 4AU
T 01483 531300
F 01483 531333
E info@motion.co.uk
W www.motion.co.uk

Contents

1.0 Introduction 1

2.0 Policy Context 2

3.0 Baseline Conditions 5

4.0 Development Proposals..... 7

5.0 Development Impact10

6.0 Summary and Conclusions12

Figures

Figure 3.1 - Site Location..... 5

Figure 3.2 - CrashMap Output 6

Figure 4.1 - ATC Location 7

Appendices

A CrashMap Output

B Site Layout Plan

C ATC Speed Survey Data

D Proposed Access Arrangements

E Proposed Parking Arrangements

F Swept Path Analysis – Delivery and Servicing Vehicles

G Swept Path Analysis - Hearse

1.0 Introduction

- 1.1 This Transport Statement has been prepared by Motion on behalf of PROwe Planning Solutions to accompany a planning application for a proposed natural burial ground on land at Brookfield Farm, Old Wokingham Road, Crowthorne (herein after referred to as 'the site').
- 1.2 The site is situated to the west of Old Wokingham Road and to the south of Easthampstead Road, within the administrative boundary of Wokingham Borough Council (WBC; Unitary Authority).
- 1.3 The site currently comprises of undeveloped land. The development proposals seek to develop the site to provide a natural burial ground. Access to the site will be achieved via an improved existing field access taken from Easthampstead Road. Appropriate vehicular parking will be provided within the curtilage of the site.
- 1.4 Following this introduction, the remainder of this Transport Statement is structured as follows:
 - ▶ Section 2 outlines the transport planning policies that are considered to be relevant to the application;
 - ▶ Section 3 provides information on the site and surrounding area, including a review of the local highway network, accessibility of the site by all modes of transport and road safety;
 - ▶ Section sets out the application proposals, including details of the proposed access, parking and servicing arrangements;
 - ▶ Section 5 outlines the anticipated trip generation and impact associated with the proposals; and
 - ▶ Section 6 summarises the key findings and conclusions of this Transport Statement.

2.0 Policy Context

2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents that set the context for the development proposals include:

- ▶ National Planning Policy Framework – December 2024;
- ▶ Wokingham Borough Council 'Core Strategy Development Plan Document' – January 2010;
- ▶ Wokingham Borough Council 'Adopted Managing Development Delivery Local Plan' – February 2014;

National Policy

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) December 2024 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions however Paragraph 9 of the NPPF states that it necessary to focus on local context when planning policy and decisions are being made.

2.4 Paragraph 109 states;

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*

2.5 Paragraph 110 discusses the need for a site to be located in an area which encourages sustainable travel for a variety of reasons. The key planning point surrounding Paragraph 109 is as follows;

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes."

2.6 Paragraph 112 states;

"If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;*
- b) the type, mix and use of development;*

- c) *the availability of and opportunities for public transport;*
- d) *local car ownership levels; and,*
- e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

2.7 This is followed by Paragraph 116 which states;

"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."

Local Policy

Wokingham Borough Council Core Strategy Development Plan Document

2.8 The Wokingham Borough Council Core Strategy Development Plan Document was adopted in January 2010 and sets out the council's vision for development within the Borough, taking into account health, wellbeing and quality of life.

2.9 With regards to Transport, Policy CP1 'Sustainable Development' states that planning permission will be granted for development proposals that:

"Demonstrate how they support opportunities for reducing the need to travel, particularly by private car in line with CP6."

2.10 Policy CP6 'Managing Travel Demand' states that planning permission will be granted development proposals that:

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

Wokingham Borough Managing Development Delivery Plan

2.11 The Managing Development Delivery Local Plan (MDD) was adopted in February 2014 and provides further detail onto the Core Strategy.

2.12 Policy CC01 'Presumption in Favour of Sustainable Development' states the following:

"Planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise."

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise, taking into account whether:

- a) Any adverse impacts of planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework (NPPF) taken as a whole; or*
- b) Specific policies in the National Planning Policy Framework indicate that development should be restricted."*

2.13 Policy CC07 'Parking' states the following:

"Planning permission will only be granted where the proposals demonstrate the following:

- a) How the proposed parking provision meets the standards set out in Appendix 2 of the MDD; and*
- b) That the new scheme retains an appropriate level of off-street parking"*

Summary

2.14 On the basis of the above review, it is evident that sustainable modes of transport, where appropriate, need to be considered and integrated into proposals. Furthermore, appropriate areas should be created for parking for both motorised vehicles and cycle parking.

3.0 Baseline Conditions

Site Location

- 3.1 The site is situated on land to the west of Old Wokingham Road and to the south of Easthampstead Road. The site is approximately 1.5 kilometres south west of Easthampstead and 3 kilometres south east of Wokingham. The site benefits from close proximity to the strategic highway network, including the A329 and M4 to the north, the A322 to the east and A327 to the west. The site location and wider highway network is illustrated in Figure 3.1 below.

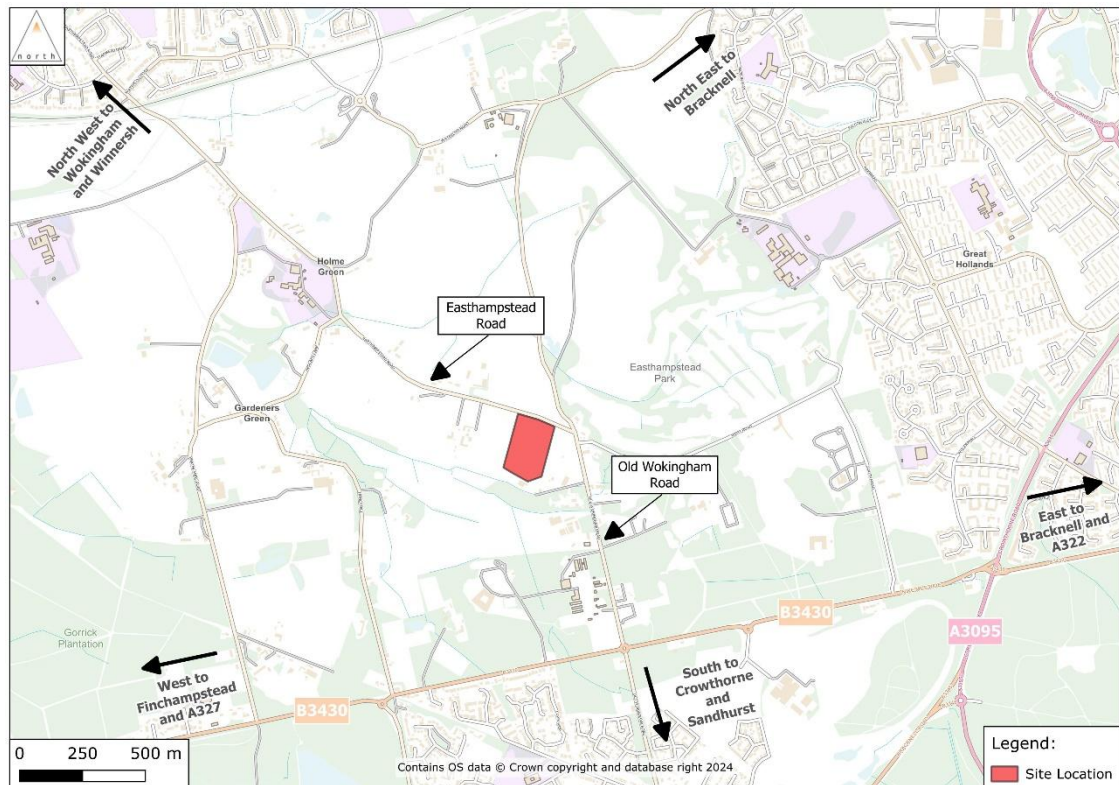


Figure 3.1 – Site Location

Local Highway Network

- 3.2 Easthampstead Road fronts the northern boundary of the site. Easthampstead Road is a two-way single carriageway subject to the national speed limit of 60 miles per hour. Easthampstead Road forms a crossroads with Old Wokingham Road to the east, providing a northbound route towards Bracknell and the A329. Further travel north on the A329 provides a direct route onto the M4 which connects the site to London to the east and southwest Wales to the west. Old Wokingham Road also provides a direct southbound route towards Crowthorne, Sandhurst and Blackwater. To the west, Easthampstead Road provides a direct route towards Wokingham from the south.

Road Safety Analysis

- 3.3 To consider the existing standard of road safety on the local highway network in the vicinity of the site, personal injury collision information was obtained from CrashMap for the latest available five-year period. The study area includes incidents within the vicinity of the site and is illustrated in Figure 3.2 below.



Figure 3.2 – CrashMap Output

- 3.4 The review identified that a total of five collisions have occurred within the latest available five-year period. Three of the incidents occurred at the Easthampstead Road/Old Wokingham Road junction, a summary of which is as follows:
- ▶ December 10th 2019 – ‘Slight’ incident occurring during wet/damp conditions in the hours of darkness by which two vehicles collided;
 - ▶ March 28th 2021 – ‘Serious’ incident occurring during dry conditions in the hours of daylight by which a vehicle collided with a motorcyclist; and
 - ▶ June 6th 2021 – ‘Slight’ incident occurring during dry conditions in the hours of daylight by which a vehicle collided with a cyclist.
- 3.5 A fourth incident occurred approximately 80 metres north of the junction. The incident occurred on January 14th 2022 and was classified as ‘slight’ in terms of severity. The incident occurred during wet/damp conditions in the hours of daylight and involved a motorcyclist skidding and overturning. The CrashMap outputs for the above collisions are included in **Appendix A**.
- 3.6 On review, it is evident that the local highway network is not subject to an abnormally high incidence of incidents or collisions, however a number of incidents have occurred at the Easthampstead Road/Old Wokingham Road junction. Due consideration is given in this report to the likely level of traffic flow generated by the proposals, alongside existing traffic flow on the road network to put the increases in traffic into perspective. This will consider whether the proposals have the potential to exacerbate the existing safety record set out above.

4.0 Development Proposals

Overview

- 4.1 The following section provides details of how the site is to be developed, including details of the site access, parking and servicing strategy.
- 4.2 The site currently comprises of undeveloped land. The development proposals seek to develop the site to provide a natural burial ground. Access to the site will be achieved via an improved existing field access taken from Easthampstead Road. Appropriate vehicular parking will be provided within the curtilage of the site. The site layout plan is included in **Appendix B**.
- 4.3 A building will be provided on site with public restrooms and a seating area. However no further facilities will be provided on site.

Access Arrangements

- 4.4 Access to the site will be achieved via an improved existing field access taken from the south of Easthampstead Road. The access arrangements will comprise of a formal bellmouth junction with six metre kerb radii.
- 4.5 Easthampstead Road is subject to the national speed limit of 60 miles per hour. To ascertain an understanding of existing road speeds on Easthampstead Road, an Automated Traffic Counter (ATC) was installed and recorded the 85th percentile speed limits of vehicle travelling in both directions between the 18th October 2024 and 25th October 2024. The 85th percentile speeds were recorded to determine the appropriate visibility splays at the proposed site access. The ATC location is illustrated in Figure 4.1 below and the result pertaining to eastbound and westbound 85th percentile speeds are provided in Table 4.1 below . The ATC results are included in **Appendix C**.



Figure 4.1 – ATC Location

Direction of Travel	Dry Speed (Miles per hour)	Dry Speed (Kilometres per hour)	Stopping Sight Distances (SSDs)
Eastbound	39.8 miles per hour	64.1 kilometres per hour	102.5 metres
Westbound	40.7 miles per hour	65.5 kilometres per hour	106.3 metres

Table 4.1 – Recorded Vehicle Speeds and Resultant Visibility Splay Requirements

- 4.6 Table 4.1 above demonstrates that speeds of 39.8 miles per hour and 40.7 miles per hour were recorded for eastbound and westbound traffic, respectively. This equates to visibility splays of 2.4 by 102.5 metres to the west and 2.4 by 106.3 metres to the east. The access arrangement drawing included in **Appendix D** demonstrates the required visibility splays at the proposed access location. To accommodate the visibility splays, a number of trees will need to be cut down.
- 4.7 The trees that will require removal are highlighted on the above drawing, and will be given due consideration by the wider consultant team assisting with the planning application.

Parking Arrangements

- 4.8 The Wokingham Borough Council 'Core Strategy Development Plan Document' and 'Adopted Managing Development Delivery Local Plan' do not set out parking standards pertaining to natural burial plots. Therefore, appropriate parking provision has been determined to accommodate the predicted trip demand which is further discussed in Section 5 of this Transport Statement.
- 4.9 The development proposals seek to provide a total of 30 parking spaces within the curtilage of the site, two of which are to be accessible car parking spaces. The proposed parking arrangement is illustrated on the drawing included in **Appendix E** and supersedes the proposed parking arrangement illustrated on the site layout plan included in **Appendix B**. The site layout will be updated accordingly to align with the proposed parking strategy in **Appendix E** in due course.
- 4.10 Each parking space measures 2.5 metres in width by 5 metres in length as specified within the 'Parking Standards Study Report Consultation Document' published by Wokingham Borough Council in October 2011. An additional 1.25 metre buffer is to be provided for the accessible car parking spaces.

Parking Management

- 4.11** It is envisaged that each service will be scheduled so as to ensure that reasonable intervals are provided between each service to take into account any changeover in parking. This arrangement will ensure that any overlap in parking is minimal and therefore does not adversely interfere with the operation or capacity of the proposed parking strategy. Visitors to the site will be informed of the on-site parking arrangement in advance of arrival. Information regarding the on-site parking management arrangement will also be made publicly available via the occupier's website.

Delivery and Servicing Arrangements

- 4.12 It is envisaged that the development proposals will attract a minimal number of trips pertaining to deliveries and servicing. It is considered that the largest vehicle required to access the site is a refuse vehicle measuring 10.7 metres in length. In addition, it is anticipated that additional servicing, such as gardening, will be required for regular maintenance of the site.
- 4.13 The suitability of the proposed access arrangements, to ensure that all delivery and servicing vehicles can enter and exit the site in forward gear in a safe and suitable manner, has been tested with swept path analysis. Swept path analysis is illustrated on the drawing included in **Appendix F** and confirms that a fire appliance, measuring 8.7 metres in length, and a refuse vehicle, measuring 10.7 metres in length, can enter the site in forward gear and turn on-site in order to exit the site in forward gear.
- 4.14 Additional swept path analysis is illustrated on the drawing included in **Appendix G** and demonstrates that a hearse, measuring approximately 6 metres in length, can enter the site in forward gear and turn on-site in order to egress in forward gear.

5.0 Development Impact

- 5.1 The industry standard TRICS database lacks comparable information with which to reliably predict traffic flow of natural burial plots. In light of such circumstances, it is therefore reasonable to derive an estimate of the expected level of trip attraction from information within the public domain submitted with planning applications for proposed comparable facilities elsewhere in England.
- 5.2 A planning application was recently approved by Melton Borough Council (LPA Reference: 20/00584/FUL) for the following development proposals:

"Change of use from agricultural land to a natural burial ground alongside installation of associated infrastructure."
- 5.3 It was accepted that in such natural burial plots, where the only facilities will be the burial plots themselves, the most intense periods of traffic generation would be at the beginning and end of committals. It is presumed that committals would take place between 09:00-17:00 hours. Given the solemnity of the occasion it is considered unlikely that committals would be scheduled at times when morning peak hour traffic may delay guests or immediately before the evening peak hour such that they may be hurried by the site closing.
- 5.4 Paragraph 4.1.4 of the Transport Assessment accompanying the above approved planning application stated the following:

"In previous correspondence with the Natural Death Centre in 2015, they stated that a committal will typically result in 12 car movements by visitors, plus a hearse. In general, it is understood that only close friends and families attend burials, with the main place of worship/crematorium services held elsewhere."
- 5.5 It should be noted that the proposed natural burial plot will not contain a crematorium. Hearses will visit the site with coffins to be buried. For robustness, it is assumed that an average committal could attract in the order of 12-15 vehicle movements, equating to 24-30 two-way vehicle movements.
- 5.6 The Transport Assessment accompanying the approved planning application also stated the following with regard to traffic generation:

"... One committal could be expected to generate circa 15 vehicles, comprising an average of 12 mourner vehicles, one or two hearse vehicles and one or two staff members. Whilst it is acknowledged that some committals could result in less vehicles, others could generate significantly more, and therefore a figure of 20 vehicles has been adopted as an indicative average, in order to ensure a robust assessment."
- 5.7 Committals will not be a frequent occurrence, with most people visiting loved ones at varying frequencies. As such whilst the above may occur on any given day, there would not be more than one committal at any one time.
- 5.8 In addition, it should be noted that there will be no permanent full-time employees on site. Instead, ancillary staff, such as gardeners and cleaners, will uphold the maintenance of the site when appropriate. As such, vehicle trips made by ancillary staff will be negligible and will not have a detrimental impact on the capacity or safety of the local highway network.
- 5.9 As previously discussed above, given the solemnity of committals it is not envisaged that services would be held in the morning and evening peak hours, but rather the inter-peak hours. For the purposes of this assessment, it has been assumed that a single committal would last approximately an hour.
- 5.10 In the assumption of a single hour-long committal during the inter-peak period, and that a committal would attract 12 mourner vehicles, it can be concluded that the proposed natural burial plot could attract approximately 12 arrival and 12 departure vehicle trips in the inter-peak hours.

- 5.11 The formerly adopted 'Guidance on Transport Assessment' [GTA] document (DfT, 2007) advised that as a starting point, assessments of highway impact of development should be undertaken where a development would generate 30 or more two-way vehicle movements in any hour, or 100 or more two-way movements in a day. However, the guidance states the following:
- "These threshold are for guidance purposes and should not be read as absolutes. There are a range of qualitative factors that need to be taken into account that the thresholds do not necessarily capture."*
- 5.12 In relation to peak hour trips, which would have a more intense impact on the local highway network, the guidance states the following:
- "Whilst there is no suggestion that 30 two-way peak hour vehicle trips would, in themselves, cause a detrimental impact, it is a useful point of reference from which to commence discussions."*
- 5.13 Therefore, given that the development traffic general would occur outside of the network peak hours, and would not be on an hourly basis throughout the interpeak period, it is considered that it is not likely to have any significant or severe impact on the surrounding highway network.
- 5.14 In addition, the above is not considered material to the point where it would exacerbate the aforementioned existing road safety record in the vicinity of the site. Therefore, it is considered that no further assessment of the off-site impact of the development should be required.

6.0 Summary and Conclusions

- 6.1 This Transport Statement has been prepared by Motion on behalf of PROwe Planning Solutions to accompany a planning application for a proposed natural burial plot on land at Brookfield Farm, Old Wokingham Road, Crowthorne.
- 6.2 The site is situated to the west of Old Wokingham Road and to the south of Easthampstead Road, within the administrative boundary of Wokingham Borough Council.
- 6.3 The site currently comprises of undeveloped land. The development proposals seek to develop the site to provide a natural burial plot. Access to the site will be achieved via a new priority junction taken from Easthampstead Road. Appropriate vehicular parking will be provided within the curtilage of the site.
- 6.4 This Transport Statement, which has been prepared in accordance with current best practice guidance, has demonstrated that:
- ▶ The site accords with national, regional and local policies that are considered pertinent to transport;
 - ▶ A review of personal injury collision information has identified no significant issues associated with the local highway network that are detrimental to the existing standard of road safety;
 - ▶ Safe and suitable vehicular access to the site can be achieved in accordance with relevant design guidance;
 - ▶ The proposals include appropriate access for all vehicles likely to visit the site;
 - ▶ Appropriate levels of car parking are to be provided within the curtilage of the site; and
 - ▶ The proposals will not result in a detrimental impact on the capacity or safety of the local highway network.
- 6.5 On the basis of the above, it is concluded that the proposals accord with national and local transport policies and can be accommodated without detriment to the safety or operating capacity of the local highway network. As such, it is considered there is no reason why the proposals should be resisted on traffic or transportation grounds.

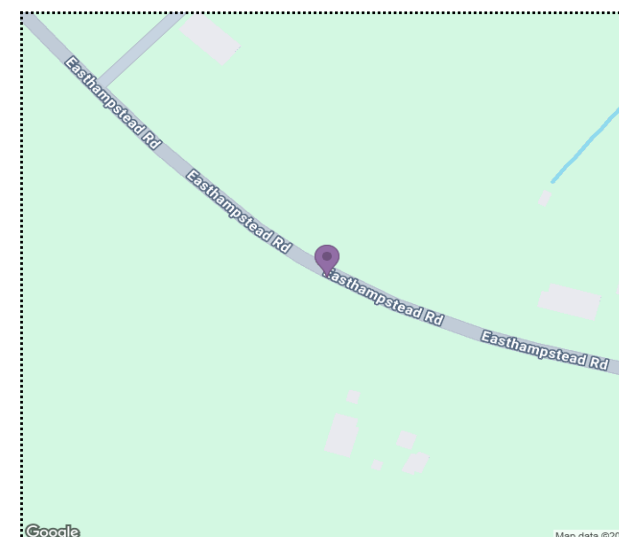
Appendix A

CrashMap Output



Validated Data

Crash Date:	Thursday, April 29, 2021	Time of Crash:	09:05:00	Crash Reference:	2021430181706
Highest Injury Severity:	Slight	Road Number:	U0	Casualties:	1
Highway Authority:	Wokingham			Vehicles:	2
Local Authority:	Wokingham			OS Grid Reference:	483233 166816
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Thursday, April 29, 2021

Time of Crash: 09:05:00

Crash Reference: 2021430181706

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Male	36 - 45	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	9	Male	21 - 25	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Commuting to/from work	None	Tree

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

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Validated Data

Crash Date: Sunday, June 6, 2021

Time of Crash: 18:06:00

Crash Reference: 2021430246533

Highest Injury Severity: Slight

Road Number: U0

Casualties: 1

Highway Authority: Bracknell Forest

Vehicles: 2

Local Authority: Bracknell Forest

OS Grid Reference: 483889 166612

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

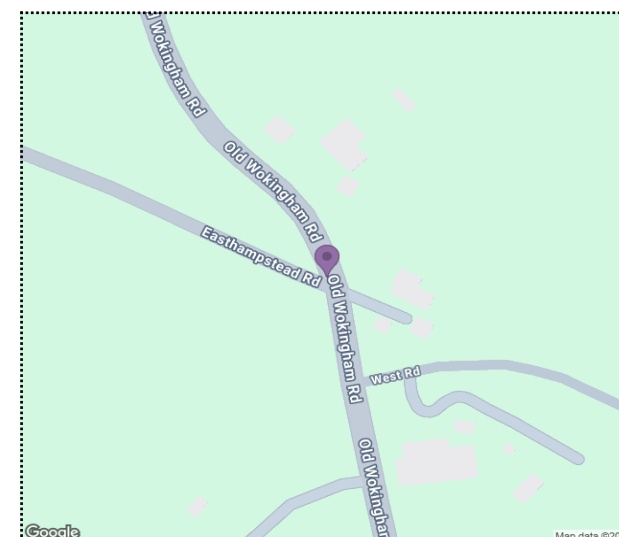
Carriageway Hazards: None

Junction Detail: T or staggered junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



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Validated Data

Crash Date:

Sunday, June 6, 2021

Time of Crash:

18:06:00

Crash Reference: 2021430246533

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Male	Over 75	Vehicle is passing another moving vehicle on its offside	Nearside	Unknown	None	None
2	Pedal cycle	-1	Male	36 - 45	Vehicle is in the act of turning right	Offside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

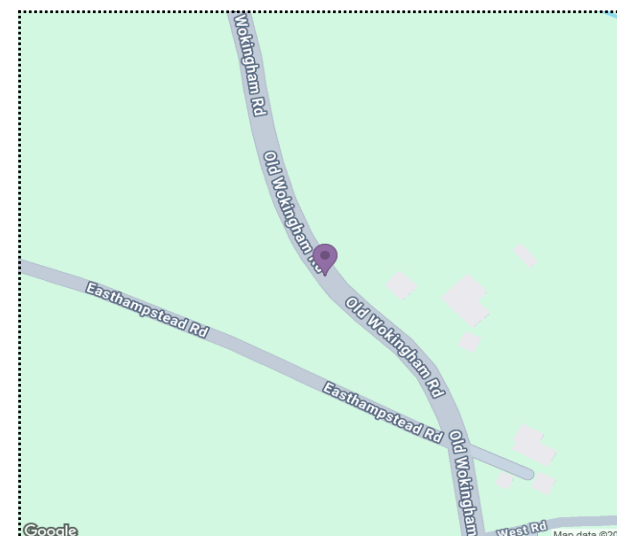
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Validated Data

Crash Date:	Friday, January 14, 2022	Time of Crash:	15:00:00	Crash Reference:	2022430019463
Highest Injury Severity:	Slight	Road Number:	U0	Casualties:	2
Highway Authority:	Wokingham			Vehicles:	1
Local Authority:	Wokingham			OS Grid Reference:	483841 166677
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Crash Date:

Friday, January 14, 2022

Time of Crash:

15:00:00

Crash Reference: 2022430019463

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc	12	Male	16 - 20	Vehicle proceeding normally along the carriageway, on a right hand bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other

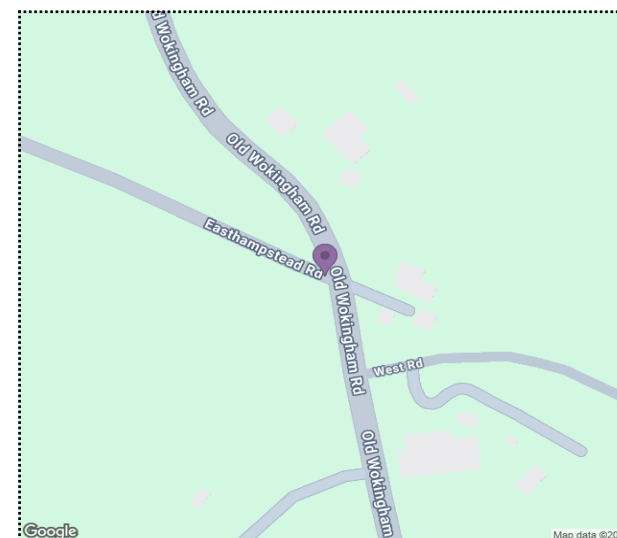
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Tuesday, December 10, 2019	Time of Crash:	17:20:00	Crash Reference:	2019430387589
Highest Injury Severity:	Slight	Road Number:	U0	Casualties:	1
Highway Authority:	Bracknell Forest	Vehicles:	2	OS Grid Reference:	483887 166609
Local Authority:	Bracknell Forest				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Tuesday, December 10, 2019

Time of Crash: 17:20:00

Crash Reference: 2019430387589

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

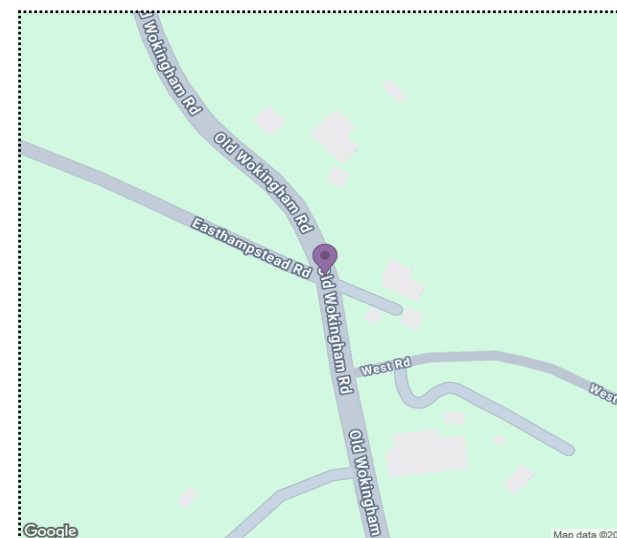
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Sunday, March 28, 2021	Time of Crash:	13:09:00	Crash Reference:	2021430130338
Highest Injury Severity:	Serious	Road Number:	U0	Casualties:	1
Highway Authority:	Bracknell Forest			Vehicles:	2
Local Authority:	Bracknell Forest			OS Grid Reference:	483892 166609
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Sunday, March 28, 2021

Time of Crash:

13:09:00

Crash Reference: 2021430130338

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Male	36 - 45	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Motorcycle over 500cc	1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	Wall or fence

Casualties

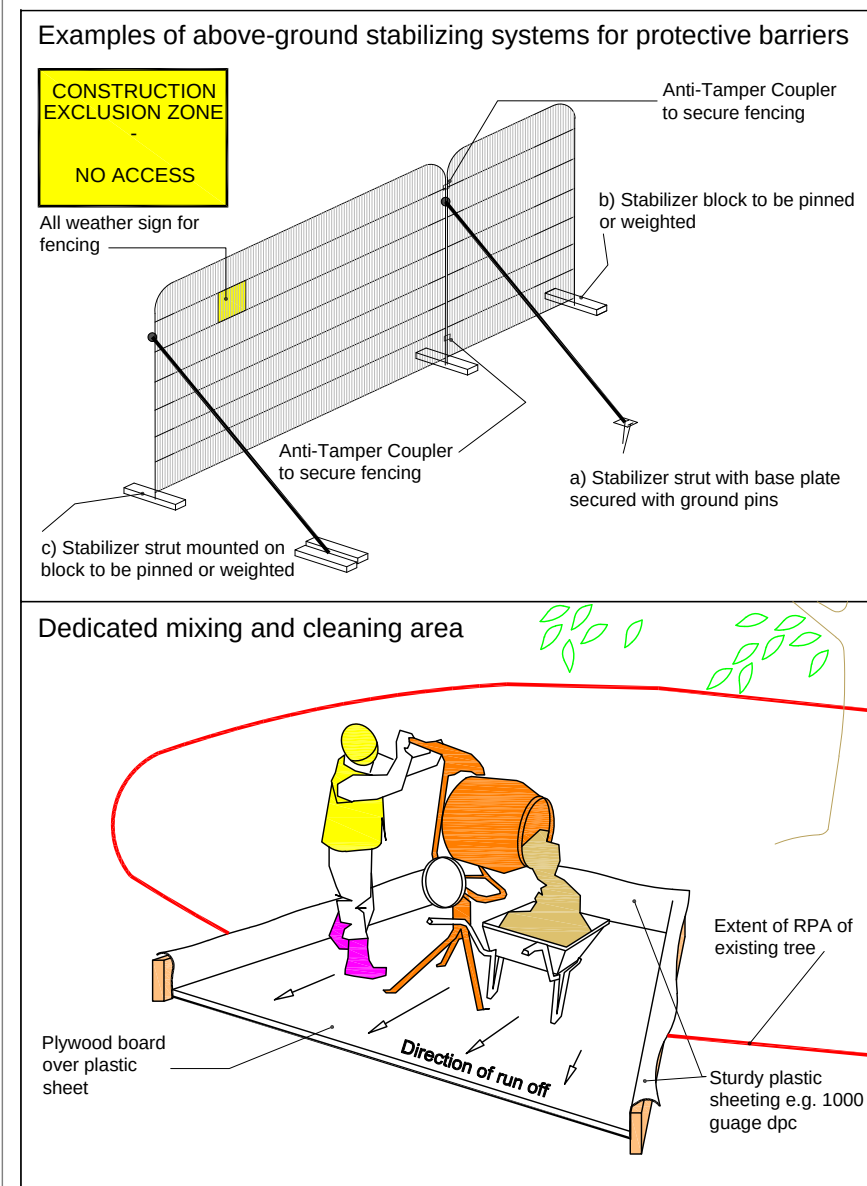
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

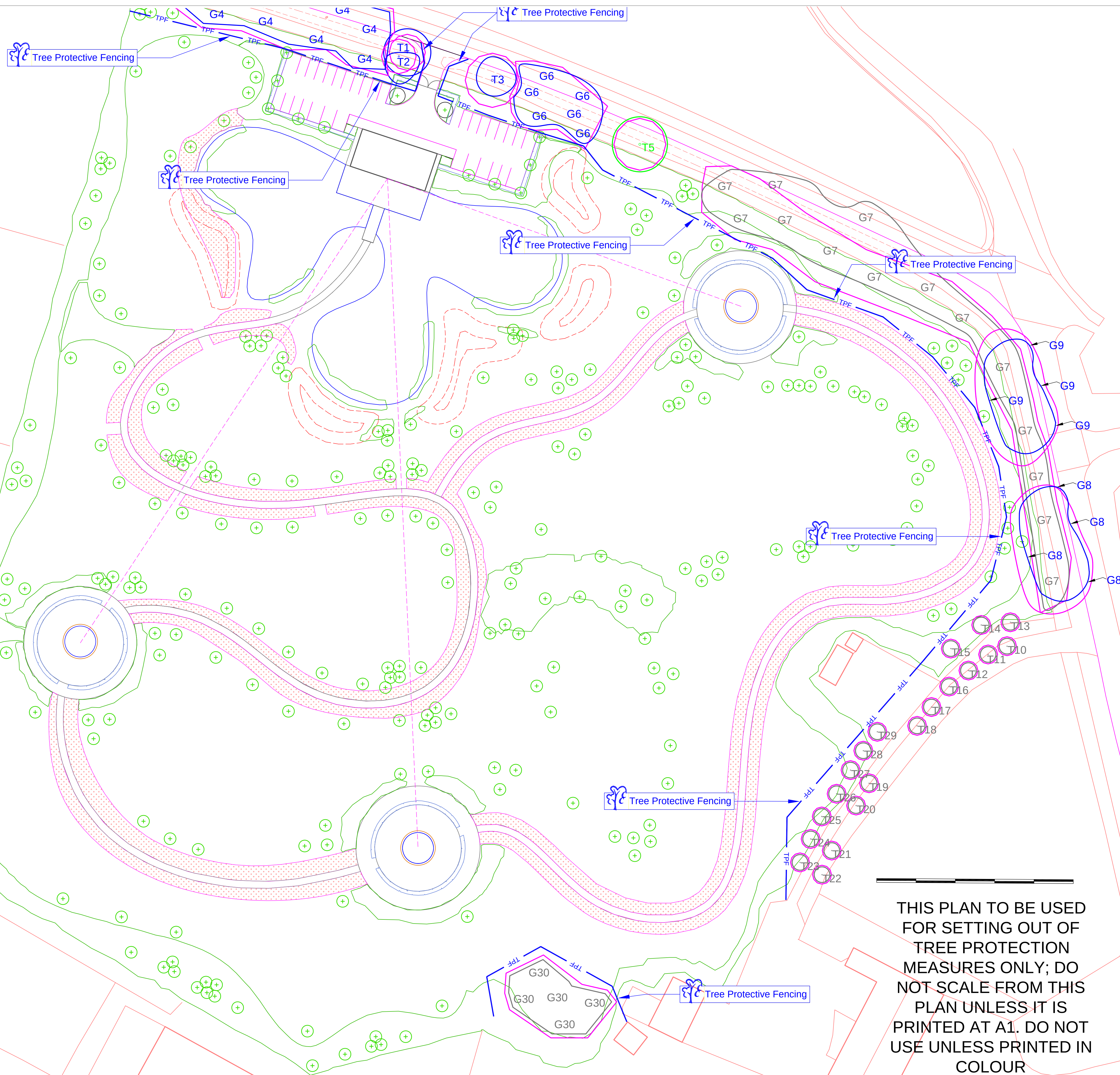
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Appendix B

Site Layout Plan



Key



**THIS PLAN TO BE USED
FOR SETTING OUT OF
TREE PROTECTION
MEASURES ONLY; DO
NOT SCALE FROM THIS
PLAN UNLESS IT IS
PRINTED AT A1. DO NOT
USE UNLESS PRINTED IN
COLOUR**

KEY:



BS rooting area is shown uniform but may be modified to account for site features

BS rooting area has been modified to account for site features

	A Grade
	B Grade
	C Grade
	U Grade

Notes Challice Consulting Ltd.
annotation

Notes:

Tree protection barrier to be erected and installed before machinery or materials are brought onto site, before any demolition or development of land and before soil stripping.

Tree protection measures should be implemented following any necessary pre-development tree work.

Barriers must not be removed or altered except with prior recommendation by project arboriculturist and where necessary, approval from the Local Planning Authority.

Setting out to be confirmed by project arboriculturist prior to commencement of other operations.

Plan to be printed in colour and to scale

Tree Protection Plan

PROJECT
Brookfield Farm
(Burial Ground),
Wokingham RG40 3BU

SCALE 1:500 @ A1	DATE 28.01.2026	DRAWN BY D.C.
DRAWING NUMBER TPP-AR5911		REV 0

 **Challice Consulting Ltd.**
Holmwood Farm Grange
Horsham Road
North Holmwood
Dorking
Surrey
RH5 4JR
Tel: 01306 743374
Email: info@challiceconsulting.co.uk
Web: www.challiceconsulting.co.uk

Appendix C

ATC Speed Survey Data

VEHICLE SPEED AND VOLUME SURVEY – EASTHAMPSTEAD ROAD, WOKINGHAM, RG40 3BU.

DATASETS:

Site: Easthampstead Road, approx 100m from j/w Old Wokingham Road, adj fence line.
Direction: 6 - West bound A>B, East bound B>A. Lane: 0
Survey Duration: 00:00 18 October 2024 => 00:00 25 October 2024
File: Pelham24Oct2024.EC0 (Plus)
Algorithm: Advanced.

PROFILE:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 80 mph.
Units: Non-Metric (ft, mi, f/s, mph, lb, ton).



DEFINITIONS / ABBREVIATIONS*

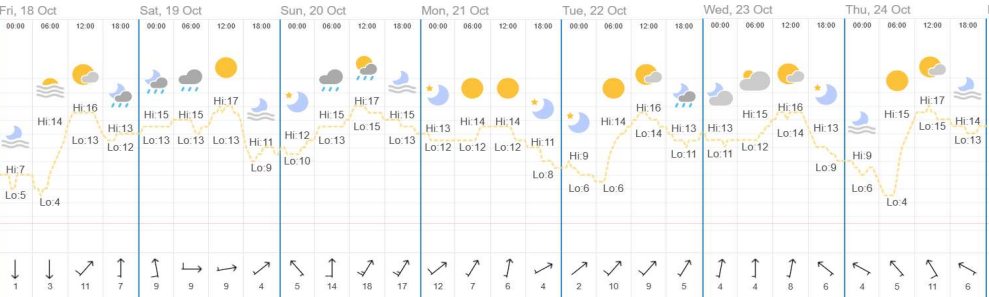
Time - Time period commencing. (1-hour summaries given).
Total - Total number of vehicles counted in time period.
RunTot - Running or cumulative total of vehicles over survey period.
Vbin
 30 (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).
 35
Mean - Mean speed.
Vmin - Minimum speed.
Vmax - Maximum speed.
n> PSL 60 - Number of vehicles exceeding Posted Speed Limit 60 mph).
%> PSL 60 - Percentage of vehicles exceeding Posted Speed Limit (60 mph).
Vpp 85 - 85th percentile speed.

*Not all definitions may be used in a single report.

VEHICLE CLASSES

- 1 **Bicycle**
- 2 **Motor Cycle**
- 3 **Car / Van** (cars and vans - without trailer).
- 4 **Car / Van (T)** (cars and vans towing trailer).
- 5 **R2 / Bus** (HGV / bus 2-axle rigid).
- 6 **R3 / Bus** (HGV / bus 3-axle rigid).
- 7 **R4** (HGV 4-axle rigid).
- 8 **A3** (HGV 3-axle articulated).
- 9 **A4** (HGV 4-axle articulated).
- 10 **A5** (HGV 5-axle articulated).
- 11 **A6** (HGV 6-axle articulated).
- 12 **A6 [2]** (HGV 6-axle articulated comprising two trailers).
- 13 **A7 [2]** (HGV 7 + axle articulated comprising two trailers).

Seven Day Weather Report



Benchmark Data Collection

Fri 18	October	2024	Westbound																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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Benchmark Data Collection

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Benchmark Data Collection

Sun 20 Time	October Total	2024 RunTot	Westbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin						
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	19	3587	0	0	0	0	0	0	7	9	3	0	0	0	0	0	0	0	31.3	36.9	43.1	0	0	39.6
0100	9	3596	0	0	0	0	0	2	3	1	3	0	0	0	0	0	0	0	28.6	36.9	44.8	0	0	-
0200	3	3599	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	34.1	38.3	42.4	0	0	-
0300	1	3600	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	41.6	41.6	41.6	0	0	-
0400	2	3602	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	32.8	37.7	42.6	0	0	-
0500	2	3604	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	39.3	41	42.7	0	0	-
0600	10	3614	0	0	0	0	0	0	1	7	2	0	0	0	0	0	0	0	31.3	37	44.2	0	0	-
0700	22	3636	0	0	0	0	0	1	9	7	3	2	0	0	0	0	0	0	28.3	36.8	47.7	0	0	43.6
0800	43	3679	0	0	0	1	0	1	15	22	3	0	0	0	1	0	0	0	18.1	36.4	61.1	1	2.3	38.9
0900	79	3758	0	0	0	0	0	3	21	38	10	5	2	0	0	0	0	0	26.8	37.5	54.1	0	0	40.7
1000	87	3845	0	0	0	1	0	4	30	40	7	3	2	0	0	0	0	0	17.9	36.3	53.8	0	0	39.4
1100	93	3938	0	0	0	1	0	4	26	42	15	3	1	1	0	0	0	0	17.7	36.7	55.5	0	0	40.7
1200	138	4076	0	0	0	0	0	6	43	72	11	4	1	1	0	0	0	0	26.4	36.3	56.7	0	0	39.4
1300	112	4188	0	0	1	0	1	5	35	42	22	5	1	0	0	0	0	0	14.3	36.8	52.5	0	0	40.9
1400	128	4316	0	0	0	0	0	6	38	56	22	5	1	0	0	0	0	0	27.4	36.9	51.8	0	0	41.2
1500	126	4442	0	0	1	0	0	1	32	68	19	0	5	0	0	0	0	0	13.5	36.9	54.7	0	0	40.3
1600	81	4523	0	0	0	0	0	1	21	44	7	6	2	0	0	0	0	0	29.6	37.5	51.2	0	0	40.5
1700	78	4601	0	0	0	0	0	0	29	38	7	3	1	0	0	0	0	0	30.1	36.8	50.7	0	0	39.6
1800	68	4669	0	0	0	0	0	4	18	33	10	3	0	0	0	0	0	0	28.4	36.8	47.2	0	0	41.2
1900	42	4711	0	0	0	0	1	1	13	22	4	1	0	0	0	0	0	0	22.3	36	47.3	0	0	38.9
2000	42	4753	0	0	0	0	0	0	12	19	7	3	0	0	1	0	0	0	30.3	38.1	61.7	1	2.4	42.5
2100	30	4783	0	0	0	0	0	0	6	18	4	2	0	0	0	0	0	0	31.5	37.9	49.8	0	0	40.9
2200	15	4798	0	0	0	0	0	2	4	5	2	2	0	0	0	0	0	0	28.6	37.2	47.9	0	0	44.3
2300	8	4806	0	0	0	0	0	0	4	2	2	0	0	0	0	0	0	0	32	36.6	43.5	0	0	-
07-19	1055	4806	0	0	2	3	1	36	317	502	136	39	16	2	1	0	0	0	13.5	36.8	61.1	1	0.1	40.5
06-22	1179	4806	0	0	2	3	2	37	349	568	153	45	16	2	2	0	0	0	13.5	36.8	61.7	2	0.2	40.7
06-00	1202	4806	0	0	2	3	2	39	357	575	157	47	16	2	2	0	0	0	13.5	36.8	61.7	2	0.2	40.7
00-00	1238	4806	0	0	2	3	2	41	369	587	167	47	16	2	2	0	0	0	13.5	36.9	61.7	2	0.2	40.7

Benchmark Data Collection

Mon 21	October	2024	Westbound															Vmin	Mean	Vmax	>PSL	>PSL%	Vpp	
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75				60	60	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	6	4812	0	0	0	0	0	0	0	4	1	0	1	0	0	0	0	0	35.2	40.8	51.1	0	0	-
0100	4	4816	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	34.5	38.7	43.5	0	0	-
0200	2	4818	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	35.4	37.4	39.3	0	0	-
0300	2	4820	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	30.6	34.4	38.2	0	0	-
0400	0	4820	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	20	4840	0	0	0	0	0	0	5	10	4	1	0	0	0	0	0	0	32.3	37.7	47	0	0	40
0600	38	4878	0	0	1	0	0	1	13	18	3	1	1	0	0	0	0	0	11.8	36.5	52.8	0	0	38.7
0700	153	5031	0	0	1	3	0	8	62	56	17	6	0	0	0	0	0	0	13.3	35.4	49.3	0	0	39.8
0800	198	5229	0	0	2	1	2	4	79	73	29	6	2	0	0	0	0	0	13.3	35.9	53.2	0	0	41.2
0900	121	5350	0	0	0	0	1	4	40	52	19	3	2	0	0	0	0	0	22.9	36.8	50.9	0	0	40.7
1000	77	5427	0	0	0	0	0	1	37	26	11	1	0	0	1	0	0	0	25.9	36.2	64.4	1	1.3	40.3
1100	100	5527	0	0	0	0	0	6	30	43	16	3	2	0	0	0	0	0	26.2	36.7	53.9	0	0	40.5
1200	96	5623	0	0	0	0	0	5	25	47	14	3	2	0	0	0	0	0	29.1	36.9	50.8	0	0	40.5
1300	98	5721	0	0	1	0	3	5	42	32	10	4	1	0	0	0	0	0	14.6	35.4	51.8	0	0	39.4
1400	121	5842	0	0	0	0	3	10	36	52	17	2	1	0	0	0	0	0	20.4	35.7	50.2	0	0	40
1500	107	5949	0	0	0	0	2	3	36	45	12	5	2	0	2	0	0	0	21.9	37.1	62.8	2	1.9	40.9
1600	130	6079	0	0	0	1	0	1	49	59	16	2	2	0	0	0	0	0	18.6	36.6	53.8	0	0	40
1700	156	6235	0	0	0	0	2	1	37	74	30	9	3	0	0	0	0	0	23.8	37.8	54.3	0	0	41.8
1800	111	6346	0	0	0	0	0	5	31	53	19	3	0	0	0	0	0	0	28.8	36.8	48.4	0	0	40.7
1900	84	6430	0	0	0	0	0	5	28	37	10	2	2	0	0	0	0	0	28	36.3	51.3	0	0	40
2000	51	6481	0	0	0	0	0	1	16	26	5	2	0	1	0	0	0	0	30	36.8	56.1	0	0	39.8
2100	34	6515	0	0	0	0	0	2	11	13	4	2	1	1	0	0	0	0	28.9	37.5	55	0	0	42.7
2200	16	6531	0	0	0	0	0	0	2	11	1	0	2	0	0	0	0	0	33	38.6	54.6	0	0	42.1
2300	7	6538	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	36.9	40.2	43.5	0	0	-
07-19	1468	6538	0	0	4	5	13	53	504	612	210	47	17	0	3	0	0	0	13.3	36.4	64.4	3	0.2	40.7
06-22	1675	6538	0	0	5	5	13	62	572	706	232	54	21	2	3	0	0	0	11.8	36.5	64.4	3	0.2	40.7
06-00	1698	6538	0	0	5	5	13	62	574	720	237	54	23	2	3	0	0	0	11.8	36.5	64.4	3	0.2	40.7
00-00	1732	6538	0	0	5	5	13	62	581	739	243	55	24	2	3	0	0	0	11.8	36.5	64.4	3	0.2	40.7

Benchmark Data Collection

Time	2024 October Total	RunTot	Westbound															Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85	
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70							Vbin 75
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75							80
0000	0	6538	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	2	6540	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	32.2	34.2	36.1	0	0	-
0200	2	6542	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	29.6	31.9	34.1	0	0	-
0300	1	6543	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	39.8	39.8	39.8	0	0	-
0400	4	6547	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	31	37.4	42.2	0	0	-
0500	22	6569	0	0	0	0	0	0	0	5	10	4	2	1	0	0	0	0	31.3	38.6	52.9	0	0	43.8
0600	41	6610	0	0	1	0	0	0	0	11	19	10	0	0	0	0	0	0	11.7	36.9	44.9	0	0	41.4
0700	156	6766	0	0	3	1	2	4	47	71	24	3	0	1	0	0	0	0	14.1	36	55.1	0	0	40.3
0800	233	6999	0	0	3	1	1	5	80	109	26	8	0	0	0	0	0	0	13.8	35.8	50	0	0	39.8
0900	133	7132	0	0	0	1	3	4	61	54	9	1	0	0	0	0	0	0	15.9	35	47	0	0	38.3
1000	103	7235	0	0	0	0	4	4	41	37	15	1	1	0	0	0	0	0	21.1	35.6	50.8	0	0	40.3
1100	100	7335	0	0	0	0	0	3	35	39	15	5	3	0	0	0	0	0	28.1	37	52.9	0	0	41.6
1200	104	7439	0	0	0	0	3	4	39	43	8	5	1	0	0	1	0	0	21.9	36.1	65.6	1	1	39.6
1300	101	7540	0	0	2	0	1	4	35	47	9	3	0	0	0	0	0	0	13.3	35.6	49.8	0	0	39.1
1400	118	7658	0	0	0	0	1	1	36	58	17	5	0	0	0	0	0	0	22.1	36.7	47.8	0	0	40.9
1500	120	7778	0	0	0	0	1	7	44	49	15	4	0	0	0	0	0	0	22	36	46.7	0	0	40
1600	133	7911	0	0	0	0	1	4	49	50	21	8	0	0	0	0	0	0	24.7	36.6	48.4	0	0	40.9
1700	168	8079	0	0	0	0	1	4	54	76	23	5	4	1	0	0	0	0	24.1	37	57.5	0	0	40.5
1800	131	8210	0	0	0	0	0	1	30	73	20	5	0	1	1	0	0	0	29.8	37.7	60.3	1	0.8	40.5
1900	98	8308	0	0	0	1	1	5	38	33	16	2	1	1	0	0	0	0	17.4	36.4	56.8	0	0	41.4
2000	59	8367	0	0	0	0	0	2	15	28	13	0	1	0	0	0	0	0	29	37.2	53.5	0	0	40.7
2100	57	8424	0	0	0	0	1	1	16	32	7	0	0	0	0	0	0	0	22.4	36	43.9	0	0	39.4
2200	45	8469	0	0	0	1	0	0	18	18	5	3	0	0	0	0	0	0	15.5	36.6	48.4	0	0	40.5
2300	15	8484	0	0	0	0	0	0	2	5	5	3	0	0	0	0	0	0	31.3	40	45.7	0	0	45.2
07-19	1600	8484	0	0	8	3	18	45	551	706	202	53	9	3	1	1	0	0	13.3	36.3	65.6	2	0.1	40.3
06-22	1855	8484	0	0	9	4	20	53	631	818	248	55	11	4	1	1	0	0	11.7	36.3	65.6	2	0.1	40.3
06-00	1915	8484	0	0	9	5	20	53	651	841	258	61	11	4	1	1	0	0	11.7	36.3	65.6	2	0.1	40.5
00-00	1946	8484	0	0	9	5	20	54	659	855	263	63	12	4	1	1	0	0	11.7	36.4	65.6	2	0.1	40.5

Benchmark Data Collection

Wed 23	October	2024	Westbound															Vmin	Mean	Vmax	>PSL	>PSL%	Vpp	
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75				60	60	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	7	8491	0	0	0	0	0	0	3	2	1	1	0	0	0	0	0	0	33.2	38.1	46.1	0	0	-
0100	2	8493	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	37.4	37.4	37.4	0	0	-
0200	0	8493	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	4	8497	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	36	39.5	44.4	0	0	-
0400	3	8500	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	34.3	34.8	35.8	0	0	-
0500	17	8517	0	0	0	0	0	0	4	12	1	0	0	0	0	0	0	0	30.2	36.5	43.6	0	0	38
0600	40	8557	0	0	0	0	0	1	13	18	5	1	1	0	1	0	0	0	30	37.8	63	1	2.5	41.6
0700	162	8719	0	0	1	2	6	3	57	69	20	3	0	1	0	0	0	0	14.7	35.7	56.5	0	0	39.8
0800	234	8953	0	0	2	1	1	5	81	105	27	10	2	0	0	0	0	0	13.8	36.3	51	0	0	40
0900	135	9088	0	0	2	0	1	7	38	60	22	5	0	0	0	0	0	0	12.9	36.1	47.1	0	0	40.7
1000	100	9188	0	0	0	0	0	3	36	36	21	3	0	1	0	0	0	0	26.1	37.1	55.3	0	0	41.6
1100	108	9296	0	0	1	0	3	7	39	45	10	3	0	0	0	0	0	0	14.4	35.1	46.4	0	0	39.1
1200	95	9391	0	0	0	0	0	3	35	33	16	3	4	1	0	0	0	0	29.3	37.5	57.7	0	0	42.3
1300	111	9502	0	0	0	1	1	9	27	48	21	4	0	0	0	0	0	0	15.8	36.7	49.4	0	0	40.9
1400	127	9629	0	0	0	0	2	10	42	50	16	6	1	0	0	0	0	0	22.7	36.1	52	0	0	40.5
1500	125	9754	0	0	1	0	0	3	39	68	10	1	1	1	1	0	0	0	14.3	36.4	61.9	1	0.8	39.1
1600	168	9922	0	0	2	0	1	10	59	65	24	5	1	1	0	0	0	0	13.5	36.2	58.2	0	0	40.9
1700	164	10086	0	0	0	0	0	2	55	75	25	5	2	0	0	0	0	0	28.9	37	54.5	0	0	40.7
1800	159	10245	0	0	0	0	0	6	66	60	18	6	3	0	0	0	0	0	26.7	36.3	53.4	0	0	40.3
1900	95	10340	0	0	0	0	1	0	30	47	11	5	1	0	0	0	0	0	23.6	37	53.1	0	0	40.5
2000	69	10409	0	0	1	0	1	4	24	26	12	1	0	0	0	0	0	0	14.1	35.3	46.3	0	0	40.3
2100	50	10459	0	0	0	0	0	0	17	18	11	4	0	0	0	0	0	0	32.1	38.2	48	0	0	43.4
2200	51	10510	0	0	0	0	0	3	15	23	9	1	0	0	0	0	0	0	26.2	36.4	49.4	0	0	40.3
2300	21	10531	0	0	0	1	0	0	6	8	2	3	1	0	0	0	0	0	19	37.7	53.4	0	0	45.9
07-19	1688	10531	0	0	9	4	15	68	574	714	230	54	14	5	1	0	0	0	12.9	36.3	61.9	1	0.1	40.5
06-22	1942	10531	0	0	10	4	17	73	658	823	269	65	16	5	2	0	0	0	12.9	36.4	63	2	0.1	40.7
06-00	2014	10531	0	0	10	5	17	76	679	854	280	69	17	5	2	0	0	0	12.9	36.4	63	2	0.1	40.7
00-00	2047	10531	0	0	10	5	17	76	688	874	283	70	17	5	2	0	0	0	12.9	36.4	63	2	0.1	40.7

Benchmark Data Collection

Thu 24 Time	October Total	2024 RunTot	Westbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin						
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	3	10534	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	33	34.7	35.5	0	0	-
0100	5	10539	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	31.1	34.2	35.5	0	0	-
0200	1	10540	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	36	36	36	0	0	-
0300	1	10541	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	35.3	35.3	35.3	0	0	-
0400	7	10548	0	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	31.9	36	40.9	0	0	-
0500	18	10566	0	0	0	0	0	0	4	10	3	1	0	0	0	0	0	0	31.7	37.9	47	0	0	40.3
0600	35	10601	0	0	1	0	1	0	12	12	7	1	1	0	0	0	0	0	14.4	36.8	50.8	0	0	42.3
0700	161	10762	0	0	0	1	0	3	63	74	15	5	0	0	0	0	0	0	15.6	36.1	49.3	0	0	39.4
0800	221	10983	0	0	0	3	2	7	88	89	29	3	0	0	0	0	0	0	15	35.5	49.4	0	0	39.6
0900	122	11105	0	0	0	0	1	4	48	49	15	2	1	2	0	0	0	0	23.5	36.4	55.4	0	0	40
1000	111	11216	0	0	0	0	0	18	35	40	12	2	2	1	0	0	1	0	25.4	35.7	73.9	1	0.9	40.3
1100	110	11326	0	0	0	0	0	4	39	50	9	4	3	0	1	0	0	0	25.2	36.7	60.2	1	0.9	39.8
1200	124	11450	0	0	0	1	0	6	26	65	21	1	3	0	1	0	0	0	17	37.1	62.8	1	0.8	40.5
1300	113	11563	0	0	0	0	1	6	35	48	18	3	2	0	0	0	0	0	23.3	36.4	51.1	0	0	40.7
1400	112	11675	0	0	0	2	1	5	34	49	13	6	2	0	0	0	0	0	17.2	36.3	50.4	0	0	40.7
1500	142	11817	0	0	0	0	1	3	55	63	10	9	1	0	0	0	0	0	21.9	36.3	54.3	0	0	39.8
1600	139	11956	0	0	0	0	0	6	50	54	18	6	4	1	0	0	0	0	28.1	37.1	55.7	0	0	41.6
1700	166	12122	0	0	1	0	1	2	59	70	26	4	1	2	0	0	0	0	13	36.7	59.2	0	0	41.4
1800	140	12262	0	0	0	0	0	7	42	58	28	5	0	0	0	0	0	0	26	36.7	49.7	0	0	41.4
1900	87	12349	0	0	0	0	0	4	21	39	16	5	2	0	0	0	0	0	25.8	37.5	54.3	0	0	42.1
2000	82	12431	0	0	0	0	1	3	25	38	12	1	1	1	0	0	0	0	20.5	36.6	55.6	0	0	40.7
2100	53	12484	0	0	0	0	0	0	22	25	5	0	1	0	0	0	0	0	30.2	36.1	52.6	0	0	39.4
2200	20	12504	0	0	0	0	1	3	11	2	2	1	0	0	0	0	0	0	20.1	33.8	46.1	0	0	38.9
2300	6	12510	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	0	33.1	39.7	42.5	0	0	-
07-19	1661	12510	0	0	1	7	7	71	574	709	214	50	19	6	2	0	1	0	13	36.4	73.9	3	0.2	40.5
06-22	1918	12510	0	0	2	7	9	78	654	823	254	57	24	7	2	0	1	0	13	36.4	73.9	3	0.2	40.7
06-00	1944	12510	0	0	2	7	10	81	666	826	260	58	24	7	2	0	1	0	13	36.4	73.9	3	0.2	40.7
00-00	1979	12510	0	0	2	7	10	81	676	846	264	59	24	7	2	0	1	0	13	36.4	73.9	3	0.2	40.7
Summary			Westbound																					
	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
	12510	12510	1	0	40	35	79	462	4223	5414	1669	399	133	38	14	1	2	0	3.7	36.5	73.9	17	0.1	40.7

Benchmark Data Collection

Fri 18	October	2024	Eastbound															Vmin	Mean	Vmax	>PSL	>PSL%	Vpp		
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin				60	60	85	
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80							
0000	6	6	0	0	0	0	0	1	1	2	1	1	0	0	0	0	0	0	29.6	38	45.2	0	0	-	
0100	2	8	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	34.2	36.9	39.6	0	0	-	
0200	2	10	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	46.3	47.7	49.1	0	0	-	
0300	2	12	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	38.1	38.4	38.7	0	0	-	
0400	5	17	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	35.3	41.5	47.3	0	0	-	
0500	20	37	0	0	0	0	0	3	3	4	6	4	0	0	0	0	0	0	26.2	38.8	49.7	0	0	45.4	
0600	36	73	0	0	0	0	1	1	14	13	4	3	0	0	0	0	0	0	22.1	36.3	49.7	0	0	41.6	
0700	90	163	0	0	0	0	3	13	24	30	16	4	0	0	0	0	0	0	21.1	35.3	47.5	0	0	41.4	
0800	195	358	9	5	7	10	11	16	48	58	21	8	2	0	0	0	0	0	3.3	31.2	52	0	0	40.3	
0900	110	468	0	0	0	1	3	17	33	37	14	3	2	0	0	0	0	0	15.1	35	50.3	0	0	40.3	
1000	112	580	0	0	0	0	9	18	40	33	10	2	0	0	0	0	0	0	20.2	33.7	49.6	0	0	38.9	
1100	122	702	0	0	1	0	2	10	54	42	12	1	0	0	0	0	0	0	12.3	34.6	46.9	0	0	39.1	
1200	135	837	0	0	0	0	9	30	46	36	10	4	0	0	0	0	0	0	21.7	33.3	47.6	0	0	38.7	
1300	132	969	0	0	0	0	8	23	46	46	7	2	0	0	0	0	0	0	22.1	33.8	48	0	0	38.7	
1400	121	1090	0	0	0	1	4	15	45	36	14	5	1	0	0	0	0	0	19.3	34.6	52.9	0	0	40	
1500	152	1242	0	0	1	2	9	28	50	45	14	3	0	0	0	0	0	0	11.4	33.4	46.4	0	0	38.9	
1600	194	1436	36	55	8	3	4	17	37	28	6	0	0	0	0	0	0	0	2.4	19.1	43.3	0	0	35.3	
1700	141	1577	0	7	12	3	6	16	46	41	8	2	0	0	0	0	0	0	5.5	30.5	46.7	0	0	38.3	
1800	109	1686	0	0	0	1	7	24	40	23	12	2	0	0	0	0	0	0	18.5	32.9	47.6	0	0	38.7	
1900	88	1774	0	0	0	1	4	7	30	32	10	3	1	0	0	0	0	0	17.7	35.1	51.2	0	0	40	
2000	53	1827	0	0	1	0	0	5	12	20	13	1	1	0	0	0	0	0	13.2	36.5	50.4	0	0	41.8	
2100	42	1869	0	0	0	0	1	5	11	12	6	5	1	1	0	0	0	0	24.6	37.4	55	0	0	45.9	
2200	40	1909	0	0	0	0	0	10	10	12	7	1	0	0	0	0	0	0	26.2	34.9	49.4	0	0	41.2	
2300	19	1928	0	0	0	0	0	1	11	4	3	0	0	0	0	0	0	0	29.6	35.4	41.8	0	0	39.4	
07-19	1613	1928	45	67	29	21	75	227	509	455	144	36	5	0	0	0	0	0	2.4	31.6	52.9	0	0	38.9	
06-22	1832	1928	45	67	30	22	81	245	576	532	177	48	8	1	0	0	0	0	2.4	32.1	55	0	0	39.4	
06-00	1891	1928	45	67	30	22	81	256	597	548	187	49	8	1	0	0	0	0	2.4	32.2	55	0	0	39.4	
00-00	1928	1928	45	67	30	22	81	260	602	559	196	57	8	1	0	0	0	0	2.4	32.3	55	0	0	39.4	

Benchmark Data Collection

Sat 19 Time	October Total	2024 RunTot	Eastbound															Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85		
			Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin									
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70							75	
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80							
0000	19	1947	0	0	0	0	0	3	2	7	6	1	0	0	0	0	0	0	27.3	37.9	47.4	0	0	43.2	
0100	5	1952	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	27.8	37.5	46.4	0	0	-	
0200	7	1959	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	29.6	36.1	42.8	0	0	-	
0300	2	1961	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	36	36.2	36.4	0	0	-	
0400	3	1964	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	31.5	33.4	36.3	0	0	-	
0500	6	1970	0	0	0	0	2	1	1	0	1	0	0	0	0	0	0	0	21.1	31.4	45.1	0	0	-	
0600	24	1994	0	0	0	0	0	1	5	12	4	2	0	0	0	0	0	0	26.6	37.6	47	0	0	41.2	
0700	35	2029	0	0	1	0	3	3	9	8	8	2	1	0	0	0	0	0	13.3	36	51.8	0	0	43.4	
0800	76	2105	0	0	2	1	4	15	23	21	6	4	0	0	0	0	0	0	13.2	33.4	50	0	0	39.6	
0900	100	2205	0	0	0	2	1	13	40	31	10	3	0	0	0	0	0	0	15.9	34.4	49.9	0	0	39.1	
1000	116	2321	0	0	0	0	0	9	46	44	16	1	0	0	0	0	0	0	25.1	35.5	45.6	0	0	39.6	
1100	142	2463	0	0	3	6	10	32	51	30	8	2	0	0	0	0	0	0	11.3	31.4	48.7	0	0	37.6	
1200	124	2587	0	0	0	0	13	21	53	29	5	3	0	0	0	0	0	0	20.2	32.6	47.4	0	0	37.4	
1300	137	2724	1	12	7	11	10	12	40	27	13	3	1	0	0	0	0	0	4.2	28.8	50.6	0	0	38.3	
1400	109	2833	0	0	1	0	7	7	55	32	5	1	0	1	0	0	0	0	13.6	33.8	56.8	0	0	37.6	
1500	124	2957	0	0	0	0	10	23	47	34	9	1	0	0	0	0	0	0	20.4	33	45.1	0	0	37.6	
1600	103	3060	0	0	0	4	1	20	40	34	4	0	0	0	0	0	0	0	16.4	32.8	44	0	0	37.6	
1700	113	3173	0	0	0	0	2	16	44	42	8	1	0	0	0	0	0	0	24	34.2	45.4	0	0	37.6	
1800	89	3262	0	0	1	3	5	8	32	21	13	5	1	0	0	0	0	0	15	34.5	51.1	0	0	41.6	
1900	55	3317	0	0	0	0	1	1	11	22	14	5	1	0	0	0	0	0	21.7	38	53.8	0	0	43.6	
2000	56	3373	0	0	0	0	1	4	18	18	10	4	1	0	0	0	0	0	20.1	36.5	54.5	0	0	42.3	
2100	47	3420	0	0	0	0	0	2	17	13	9	3	2	1	0	0	0	0	28.4	37.8	55.7	0	0	43.2	
2200	34	3454	0	0	0	0	0	3	11	11	5	2	2	0	0	0	0	0	28.8	37.1	54.3	0	0	44.3	
2300	33	3487	0	0	0	0	0	1	5	18	8	1	0	0	0	0	0	0	29.8	37.8	45	0	0	40.5	
07-19	1268	3487	1	12	15	27	66	179	480	353	105	26	3	1	0	0	0	0	4.2	33	56.8	0	0	38.7	
06-22	1450	3487	1	12	15	27	68	187	531	418	142	40	7	2	0	0	0	0	4.2	33.6	56.8	0	0	39.4	
06-00	1517	3487	1	12	15	27	68	191	547	447	155	43	9	2	0	0	0	0	4.2	33.7	56.8	0	0	39.6	
00-00	1559	3487	1	12	15	27	70	197	555	461	164	46	9	2	0	0	0	0	4.2	33.8	56.8	0	0	39.6	

Benchmark Data Collection

Sun 20 Time	October Total	2024 RunTot	Eastbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin						
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75						
0000	16	3503	0	0	0	0	0	0	10	3	1	1	1	0	0	0	0	0	30.1	35.4	51.2	0	0	40.7
0100	17	3520	0	0	0	0	0	2	1	9	5	0	0	0	0	0	0	0	28.2	38	43.9	0	0	40.7
0200	13	3533	0	0	0	0	0	2	3	6	2	0	0	0	0	0	0	0	27.9	35.7	42.1	0	0	39.4
0300	5	3538	0	0	0	0	0	0	2	2	0	0	0	1	0	0	0	0	33.2	39.4	55.3	0	0	-
0400	2	3540	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	39.6	40.6	41.6	0	0	-
0500	6	3546	0	0	0	0	0	2	1	1	1	0	1	0	0	0	0	0	28.2	36.9	50.6	0	0	-
0600	18	3564	0	0	0	0	0	1	1	6	3	5	1	1	0	0	0	0	26.3	42	58.9	0	0	48.3
0700	17	3581	0	0	0	0	1	0	1	10	3	0	1	1	0	0	0	0	24.8	39.4	58.7	0	0	43.8
0800	43	3624	0	0	0	0	1	1	11	13	13	3	1	0	0	0	0	0	24.7	37.8	51.5	0	0	42.5
0900	65	3689	0	0	0	0	2	6	16	25	11	5	0	0	0	0	0	0	21.7	36.8	49.6	0	0	41.2
1000	95	3784	0	0	0	0	1	7	27	45	12	2	1	0	0	0	0	0	23.8	35.9	50.6	0	0	40
1100	99	3883	0	0	0	0	2	11	35	28	18	3	1	1	0	0	0	0	22.9	35.8	57.5	0	0	40.9
1200	140	4023	0	0	0	1	7	36	51	36	8	1	0	0	0	0	0	0	20	32.5	49.2	0	0	37.1
1300	105	4128	0	0	1	0	4	14	47	29	7	1	1	1	0	0	0	0	11.5	33.9	58.3	0	0	38.5
1400	124	4252	0	0	0	0	0	18	54	35	15	2	0	0	0	0	0	0	26	34.8	49.1	0	0	39.6
1500	92	4344	0	0	0	0	2	10	37	29	13	1	0	0	0	0	0	0	21.3	34.7	45.3	0	0	39.8
1600	86	4430	0	0	1	0	6	8	30	31	7	2	1	0	0	0	0	0	10.7	34.2	50	0	0	38.5
1700	70	4500	0	0	0	0	1	7	25	21	14	2	0	0	0	0	0	0	23.5	36.1	49.1	0	0	41.8
1800	63	4563	0	0	0	0	4	7	19	25	4	2	2	0	0	0	0	0	20	35.1	52.9	0	0	39.4
1900	34	4597	0	0	0	0	0	4	7	10	8	5	0	0	0	0	0	0	26.4	37.8	49.3	0	0	44.7
2000	37	4634	0	0	0	0	0	2	13	9	10	1	2	0	0	0	0	0	27.5	37.8	54.7	0	0	42.3
2100	34	4668	0	0	0	0	0	0	12	13	4	4	1	0	0	0	0	0	30.2	37.6	51.8	0	0	43.8
2200	13	4681	0	0	1	0	0	1	3	7	1	0	0	0	0	0	0	0	10	34.3	43.5	0	0	39.6
2300	11	4692	0	0	0	0	0	1	4	4	1	1	0	0	0	0	0	0	28.5	36.5	46.8	0	0	39.6
07-19	999	4692	0	0	2	1	31	125	353	327	125	24	8	3	0	0	0	0	10.7	35	58.7	0	0	40
06-22	1122	4692	0	0	2	1	31	132	386	365	150	39	12	4	0	0	0	0	10.7	35.3	58.9	0	0	40.7
06-00	1146	4692	0	0	3	1	31	134	393	376	152	40	12	4	0	0	0	0	10	35.3	58.9	0	0	40.5
00-00	1205	4692	0	0	3	1	31	140	410	398	162	41	14	5	0	0	0	0	10	35.4	58.9	0	0	40.7

Benchmark Data Collection

Mon 21	October	2024	Eastbound															Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85	
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70							Vbin 75
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	4	4696	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	27.3	36.8	41.9	0	0	-
0100	4	4700	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	24.2	30.2	33.8	0	0	-
0200	0	4700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	3	4703	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	34	37.5	39.3	0	0	-
0400	7	4710	0	0	0	0	0	1	0	0	4	2	0	0	0	0	0	0	28.1	41.6	48.4	0	0	-
0500	16	4726	0	0	0	0	0	3	0	5	6	2	0	0	0	0	0	0	25.3	38.4	46.9	0	0	43.4
0600	46	4772	0	0	0	0	1	2	7	21	12	1	2	0	0	0	0	0	20.3	37.6	52.7	0	0	41.4
0700	92	4864	0	0	0	1	0	9	37	29	13	3	0	0	0	0	0	0	15.7	35.3	49.2	0	0	40
0800	92	4956	0	0	1	1	10	8	28	28	12	3	1	0	0	0	0	0	12.9	34.1	50.6	0	0	40.5
0900	88	5044	0	0	0	0	0	11	37	29	9	2	0	0	0	0	0	0	25.4	34.6	45.9	0	0	38.5
1000	98	5142	0	0	0	1	2	23	34	26	8	4	0	0	0	0	0	0	20	34.1	49	0	0	38.7
1100	101	5243	0	0	0	1	5	18	28	36	10	3	0	0	0	0	0	0	18.6	34.4	48.8	0	0	39.8
1200	110	5353	0	0	1	1	2	16	29	36	20	5	0	0	0	0	0	0	14.5	35.5	48.7	0	0	42.5
1300	113	5466	0	0	0	0	2	10	42	51	7	1	0	0	0	0	0	0	22.5	35.1	46	0	0	39.1
1400	110	5576	0	0	0	0	2	12	52	35	9	0	0	0	0	0	0	0	21.2	33.8	43.2	0	0	37.4
1500	124	5700	0	0	0	5	7	16	43	29	18	4	1	1	0	0	0	0	16.7	34	56.8	0	0	40.7
1600	118	5818	0	1	4	2	7	18	36	36	10	2	1	0	0	1	0	0	10	33.1	65.1	1	0.8	39.1
1700	145	5963	0	0	1	3	7	27	57	38	11	1	0	0	0	0	0	0	13.4	32.8	45.3	0	0	37.8
1800	113	6076	0	0	0	1	6	17	49	31	7	1	1	0	0	0	0	0	16	33.4	53.1	0	0	37.8
1900	78	6154	0	0	1	0	2	10	26	28	6	4	0	0	1	0	0	0	11	35.1	61.7	1	1.3	38.9
2000	55	6209	0	0	0	0	0	6	10	22	12	4	0	1	0	0	0	0	25.9	37.2	57.3	0	0	42.9
2100	65	6274	0	0	0	0	0	5	19	26	9	5	1	0	0	0	0	0	27.1	36.7	50.7	0	0	40.7
2200	16	6290	0	0	0	0	1	1	6	4	2	1	1	0	0	0	0	0	24.8	35.6	50.9	0	0	42.7
2300	15	6305	0	0	0	0	0	0	7	4	3	1	0	0	0	0	0	0	31.4	37.3	46.2	0	0	42.9
07-19	1304	6305	0	1	7	16	50	185	472	404	134	29	4	1	0	1	0	0	10	34.1	65.1	1	0.1	39.4
06-22	1548	6305	0	1	8	16	53	208	534	501	173	43	7	2	1	1	0	0	10	34.5	65.1	2	0.1	39.8
06-00	1579	6305	0	1	8	16	54	209	547	509	178	45	8	2	1	1	0	0	10	34.5	65.1	2	0.1	39.8
00-00	1613	6305	0	1	8	16	55	214	551	517	190	49	8	2	1	1	0	0	10	34.6	65.1	2	0.1	40

Benchmark Data Collection

Tue 22 Time	October Total	2024 RunTot	Eastbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin						
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	6	6311	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	35.9	40.1	43.6	0	0	-
0100	1	6312	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	36.2	36.2	36.2	0	0	-
0200	2	6314	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	34.7	39	43.3	0	0	-
0300	1	6315	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	42.7	42.7	42.7	0	0	-
0400	7	6322	0	0	0	0	0	0	1	1	4	1	0	0	0	0	0	0	33	40.5	46.2	0	0	-
0500	22	6344	0	0	0	0	0	0	3	4	11	3	1	0	0	0	0	0	33.5	41.2	54.2	0	0	46.1
0600	41	6385	0	0	0	0	0	2	11	17	11	0	0	0	0	0	0	0	27.5	37	44.5	0	0	42.3
0700	84	6469	0	0	0	1	3	8	30	31	11	0	0	0	0	0	0	0	15.9	34.7	44.1	0	0	38.9
0800	105	6574	0	0	0	6	3	8	38	32	13	5	0	0	0	0	0	0	15.1	34.3	47.9	0	0	40.7
0900	115	6689	1	2	1	2	6	17	45	27	13	1	0	0	0	0	0	0	4.3	32.5	46.1	0	0	38.5
1000	106	6795	0	0	0	0	5	14	45	30	11	1	0	0	0	0	0	0	21.4	33.9	45.2	0	0	38.5
1100	104	6899	0	0	0	0	3	23	36	21	20	1	0	0	0	0	0	0	24.8	34.3	46.7	0	0	40.9
1200	108	7007	0	0	0	0	9	27	35	27	8	2	0	0	0	0	0	0	21	32.9	47.7	0	0	38.3
1300	98	7105	0	0	1	3	8	11	30	27	12	6	0	0	0	0	0	0	13.3	33.9	48.4	0	0	40.3
1400	124	7229	0	1	6	6	9	23	27	34	15	2	1	0	0	0	0	0	7.1	31.9	50.8	0	0	39.6
1500	139	7368	0	0	1	3	4	29	54	35	9	4	0	0	0	0	0	0	14.6	33	49.1	0	0	38.5
1600	135	7503	0	0	3	0	5	24	56	36	10	1	0	0	0	0	0	0	11.4	33.1	45.8	0	0	38.3
1700	123	7626	0	0	3	3	7	21	37	33	17	2	0	0	0	0	0	0	12.5	33.3	47.7	0	0	40
1800	106	7732	0	0	1	0	0	17	35	35	14	2	2	0	0	0	0	0	14.9	35	51.1	0	0	40.3
1900	108	7840	0	0	1	6	10	19	36	25	7	4	0	0	0	0	0	0	12.3	32.3	49.9	0	0	39.4
2000	77	7917	0	0	0	0	0	3	21	35	16	2	0	0	0	0	0	0	25.4	36.9	47.4	0	0	40.5
2100	73	7990	0	0	0	1	2	10	17	33	8	2	0	0	0	0	0	0	15	35	49.1	0	0	39.8
2200	46	8036	0	0	0	1	0	6	9	17	10	2	1	0	0	0	0	0	19.4	36.4	52.8	0	0	42.5
2300	23	8059	0	0	0	0	0	2	3	9	2	6	1	0	0	0	0	0	26.4	39.5	54.7	0	0	47
07-19	1347	8059	1	3	16	24	62	222	468	368	153	27	3	0	0	0	0	0	4.3	33.5	51.1	0	0	39.4
06-22	1646	8059	1	3	17	31	74	256	553	478	195	35	3	0	0	0	0	0	4.3	33.7	51.1	0	0	39.6
06-00	1715	8059	1	3	17	32	74	264	565	504	207	43	5	0	0	0	0	0	4.3	33.9	54.7	0	0	39.8
00-00	1754	8059	1	3	17	32	74	264	570	512	228	47	6	0	0	0	0	0	4.3	34	54.7	0	0	40.3

Benchmark Data Collection

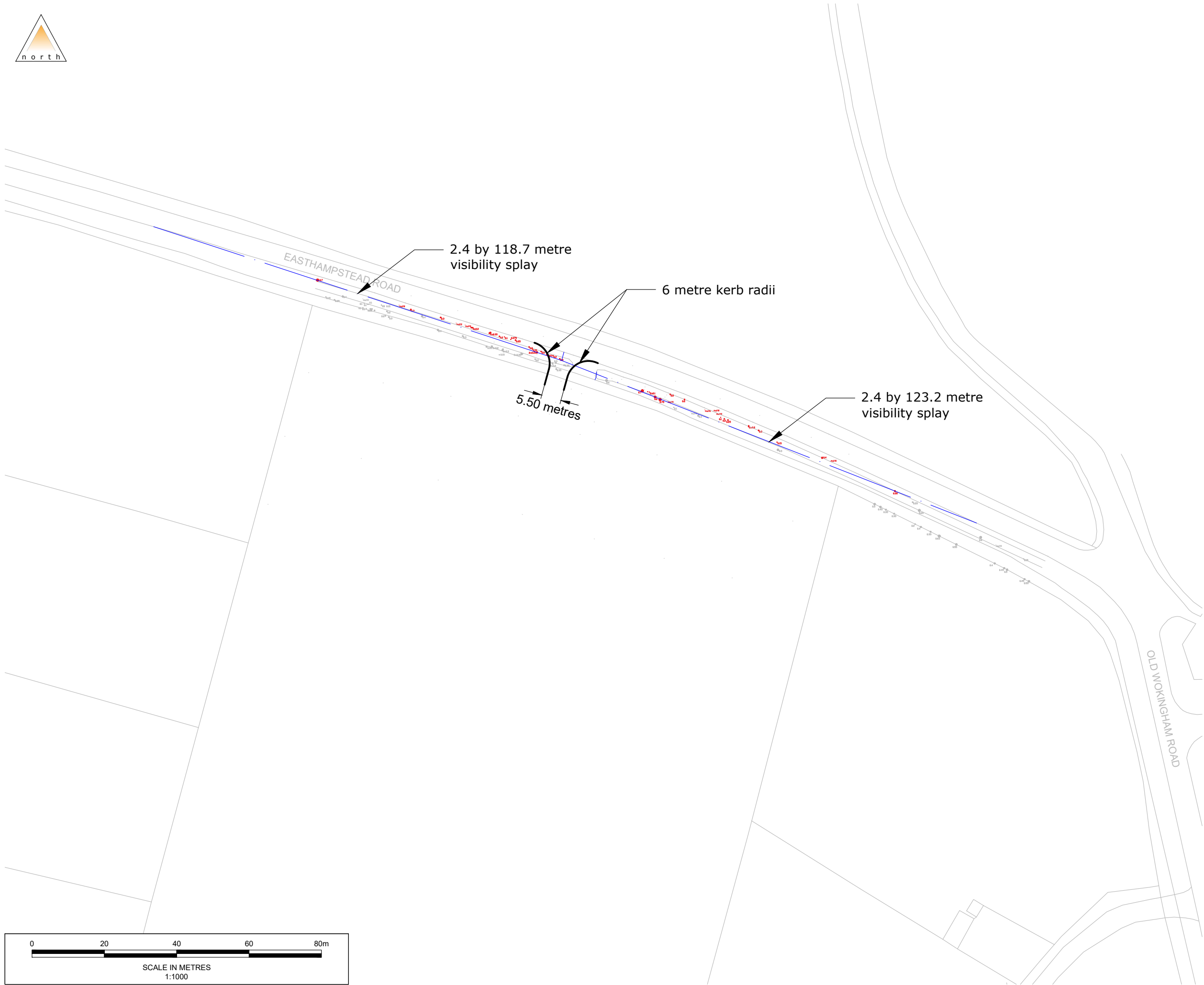
Wed 23	October	2024	Eastbound																									
Time	Total	RunTot	Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85				
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80										
0000	3	8062	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	32.8	36.3	39.5	0	0	-				
0100	3	8065	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	31.3	39	46.7	0	0	-				
0200	1	8066	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	48.9	48.9	48.9	0	0	-				
0300	3	8069	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	36.8	38.8	40.6	0	0	-				
0400	7	8076	0	0	0	0	0	1	0	3	1	1	0	1	0	0	0	0	28.4	41.4	56.8	0	0	-				
0500	13	8089	0	0	0	0	0	0	1	3	4	5	0	0	0	0	0	0	28.2	37.7	44.3	0	0	41.2				
0600	53	8142	0	0	0	0	0	1	6	15	17	10	1	3	0	0	0	0	22.9	36.6	53.8	0	0	42.5				
0700	75	8217	0	0	0	0	0	2	22	35	10	4	1	1	0	0	0	0	29	37.5	55.6	0	0	40.5				
0800	101	8318	0	0	2	3	4	15	36	23	14	3	1	0	0	0	0	0	13.8	33.9	53.1	0	0	40.5				
0900	106	8424	0	0	2	3	2	17	25	33	21	3	0	0	0	0	0	0	12.9	34.8	46.7	0	0	41.2				
1000	95	8519	0	0	0	0	5	16	36	30	2	5	1	0	0	0	0	0	21.1	33.9	52.3	0	0	38.7				
1100	110	8629	0	0	0	1	7	14	48	25	11	3	0	1	0	0	0	0	18.8	34	56	0	0	39.8				
1200	103	8732	0	0	2	2	4	21	33	29	10	1	1	0	0	0	0	0	13.2	33	50.4	0	0	38.7				
1300	89	8821	0	0	0	0	0	9	31	39	8	1	1	0	0	0	0	0	28.1	35.6	50.4	0	0	39.6				
1400	111	8932	0	0	0	0	2	12	44	37	15	1	0	0	0	0	0	0	24.4	34.8	46.7	0	0	39.6				
1500	162	9094	0	0	3	4	16	30	65	32	9	2	1	0	0	0	0	0	13.1	31.6	53.3	0	0	36.7				
1600	134	9228	0	1	1	3	10	34	37	38	6	4	0	0	0	0	0	0	9.5	32.3	48.6	0	0	38.5				
1700	152	9380	0	0	1	2	17	32	49	39	12	0	0	0	0	0	0	0	12	32.1	44.8	0	0	38.5				
1800	124	9504	0	0	0	3	7	29	47	24	12	2	0	0	0	0	0	0	15.9	32.4	47.9	0	0	37.6				
1900	94	9598	0	0	0	0	2	13	36	26	12	4	1	0	0	0	0	0	24.4	35.2	52.4	0	0	40.5				
2000	76	9674	0	0	0	0	1	11	18	30	13	3	0	0	0	0	0	0	24.2	36.1	48	0	0	41.6				
2100	59	9733	0	0	1	0	0	4	17	23	10	3	1	0	0	0	0	0	12.7	36.7	52.8	0	0	40.7				
2200	58	9791	0	0	0	0	1	12	22	20	2	0	1	0	0	0	0	0	23	33.8	50.5	0	0	38.3				
2300	22	9813	0	0	0	0	0	1	2	12	5	0	1	1	0	0	0	0	26	38.5	55.6	0	0	41.2				
07-19	1362	9813	0	1	11	21	74	231	473	384	130	29	6	2	0	0	0	0	9.5	33.5	56	0	0	39.4				
06-22	1644	9813	0	1	12	21	78	265	559	480	175	40	11	2	0	0	0	0	9.5	34	56	0	0	39.6				
06-00	1724	9813	0	1	12	21	79	278	583	512	182	40	13	3	0	0	0	0	9.5	34	56	0	0	39.6				
00-00	1754	9813	0	1	12	21	79	280	588	524	189	43	13	4	0	0	0	0	9.5	34.1	56.8	0	0	39.8				

Benchmark Data Collection

Thu 24 Time	October Total	2024 RunTot	Eastbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin 0	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	8	9821	0	0	0	0	0	0	0	3	3	1	1	0	0	0	0	0	36.4	42	51.4	0	0	-
0100	7	9828	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	32.4	37.9	41.3	0	0	-
0200	2	9830	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	42.1	42.3	42.4	0	0	-
0300	3	9833	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	33.3	40.5	50.1	0	0	-
0400	9	9842	0	0	0	0	0	0	0	1	2	4	2	0	0	0	0	0	34.9	41.4	45.4	0	0	-
0500	17	9859	0	0	0	0	0	0	1	4	5	6	1	0	0	0	0	0	27.1	37.7	48.3	0	0	41.2
0600	51	9910	0	0	0	0	0	0	11	13	11	12	4	0	0	0	0	0	25.9	36.5	48.5	0	0	43.4
0700	92	10002	0	0	0	0	5	6	28	40	10	2	1	0	0	0	0	0	21.1	35.3	51	0	0	39.6
0800	113	10115	0	0	1	8	13	29	28	24	8	1	1	0	0	0	0	0	14.2	31	50.2	0	0	37.8
0900	91	10206	0	0	2	0	1	14	30	32	11	1	0	0	0	0	0	0	10.5	34.1	45.4	0	0	38.5
1000	104	10310	0	0	0	1	3	10	37	37	13	3	0	0	0	0	0	0	19	35	46	0	0	39.8
1100	104	10414	0	0	0	0	0	20	35	33	12	3	1	0	0	0	0	0	25.1	34.8	50.7	0	0	39.8
1200	97	10511	0	0	0	1	2	11	39	28	14	2	0	0	0	0	0	0	15.7	34.8	47.5	0	0	39.8
1300	96	10607	0	0	1	0	2	14	31	38	8	2	0	0	0	0	0	0	13.2	34.5	45.8	0	0	38.9
1400	98	10705	0	0	0	0	3	6	40	32	14	2	1	0	0	0	0	0	23.4	35.5	51.8	0	0	40.3
1500	133	10838	0	0	0	0	1	26	62	25	13	3	3	0	0	0	0	0	24.7	34.2	54.3	0	0	39.8
1600	139	10977	3	3	7	2	7	28	43	31	15	0	0	0	0	0	0	0	3.3	31	44.8	0	0	38.7
1700	165	11142	1	2	7	10	19	29	49	35	11	2	0	0	0	0	0	0	4.7	30	46	0	0	37.1
1800	114	11256	0	0	1	5	9	22	47	22	6	1	1	0	0	0	0	0	12.5	31.6	53.1	0	0	36.9
1900	116	11372	0	0	0	5	6	15	46	27	12	4	1	0	0	0	0	0	17.2	33.6	54.2	0	0	39.8
2000	71	11443	0	0	0	0	0	3	17	41	6	3	1	0	0	0	0	0	26.5	36.6	50.2	0	0	39.1
2100	55	11498	0	0	0	1	2	6	16	16	10	3	0	1	0	0	0	0	19.4	35.9	57.3	0	0	41.4
2200	44	11542	0	0	0	0	0	3	24	11	2	4	0	0	0	0	0	0	26.4	35.1	49.9	0	0	38.5
2300	16	11558	0	0	0	0	0	0	3	5	2	2	4	0	0	0	0	0	26.7	37	47.4	0	0	46.3
07-19	1346	11558	4	5	19	27	65	215	469	377	135	22	8	0	0	0	0	0	3.3	33.2	54.3	0	0	39.1
06-22	1639	11558	4	5	19	33	73	250	561	472	175	36	10	1	0	0	0	0	3.3	33.6	57.3	0	0	39.6
06-00	1699	11558	4	5	19	33	73	256	590	485	179	44	10	1	0	0	0	0	3.3	33.6	57.3	0	0	39.6
00-00	1745	11558	4	5	19	33	73	257	597	499	197	48	12	1	0	0	0	0	3.3	33.8	57.3	0	0	39.8
Summary	Total	RunTot	Eastbound																Vmin	Mean	Vmax	>PSL 60	>PSL% 60	Vpp 85
			Vbin																					
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75						
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
	11558	11558	51	89	104	152	463	1612	3873	3470	1326	331	70	15	1	1	0	0	2.4	33.9	65.1	2	0	39.8

Appendix D

Proposed Access Arrangements



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on topographical survey information and Motion cannot guarantee the accuracy of the data provided.
3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
4. Red dots denote trees required to be removed in order to achieve appropriate visibility.

Legend

Visibility Splay

-	First Issue	WMC	DM	DM	13/12/2024
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
PROwe Planning Solutions (Redhill)

Project:
Brookfield Farm, Old Wokingham Road

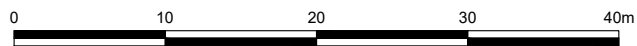
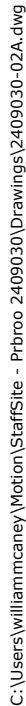
Title:
Proposed Access Arrangements
and Visibility Splays

Scale: 1:1,000 (@ A3)

Drawing: 2409030-01
Revision: -

Appendix E

Proposed Parking Arrangements

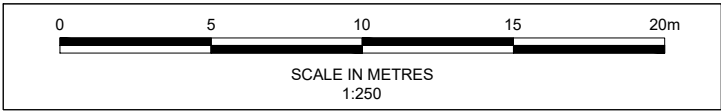
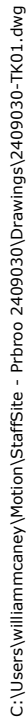


Total Number of Parking Spaces = 30

Drawing: 2409030-02 Revision: A

Appendix F

Swept Path Analysis – Delivery and Servicing Vehicles



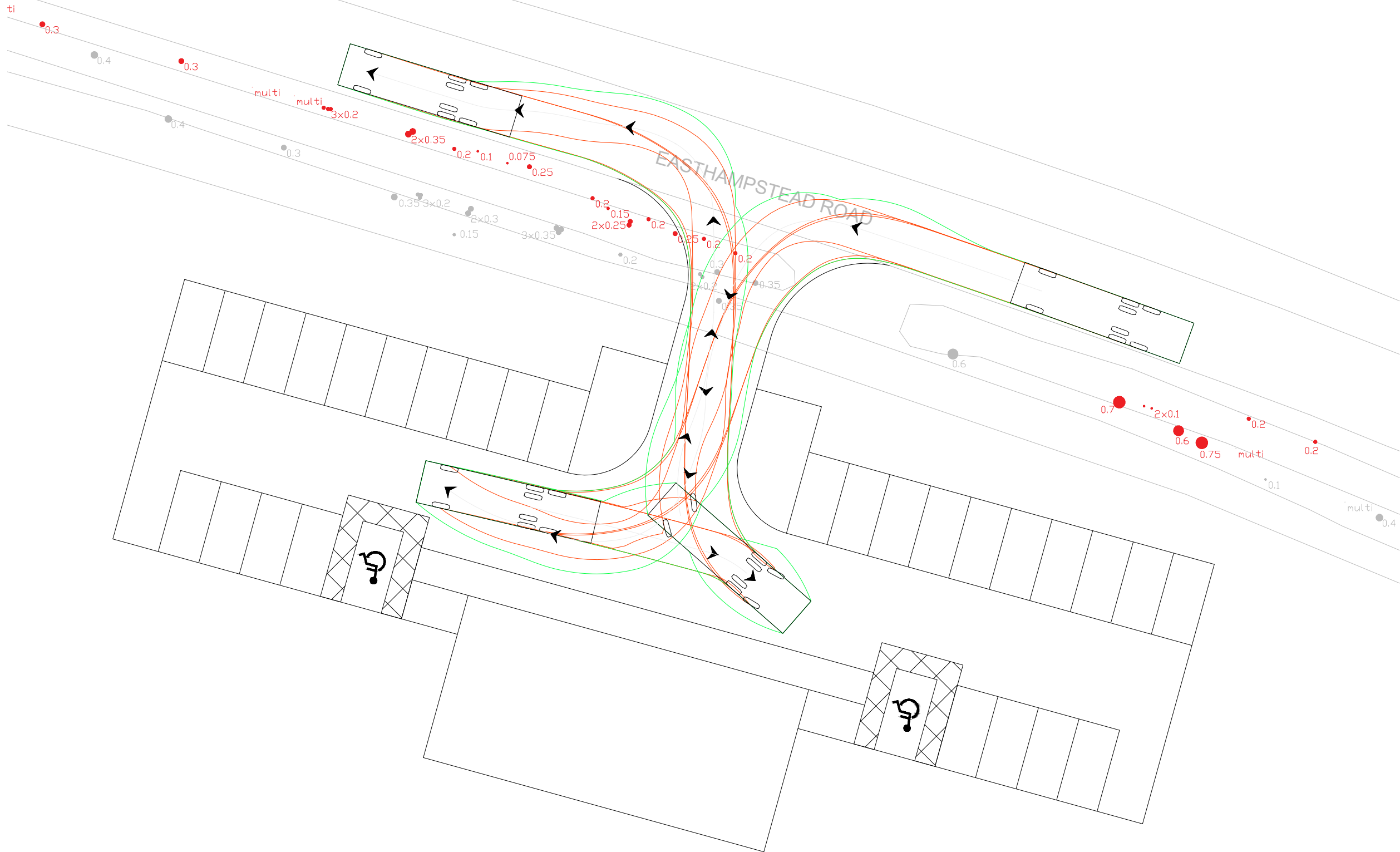
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This Drawing is based on topographical survey information and Motion cannot guarantee the accuracy of the data provided.
3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6mph / reversing 6mph.



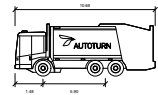
Drawing Status:



Drawing: 2409030-TK01 Revision: -



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on topographical survey information and Motion cannot guarantee the accuracy of the data provided.
 3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6mph / reversing 6mph.



Wokingham Refuse Vehicle

Width	2.0m
Length	4.0m
Height	2.0m
Turning Angle	45.0

-	First Issue	WMC	DM	DM	11/05/2026
Rev.	Description	Dm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:

PROwe Planning Solutions (Redhill)

Project:

Brookfield Farm, Old Wokingham Road

Title:

**Swept Path Analysis
Refuse Vehicle**

Scale: 1:250 (@ A3)

Drawing:

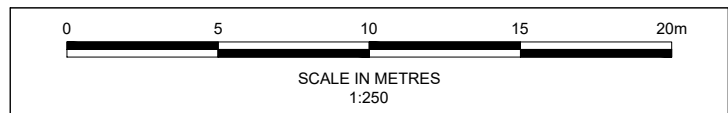
2409030-TK02

Revision:

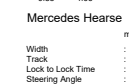
-

Appendix G

Swept Path Analysis - Hearse



1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on topographical survey information and Motion cannot guarantee the accuracy of the data provided.
3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or its vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6mph / reversing 6mph.

Drawing Status:

Guildford - Reading - London
www.motion.co.uk

Scale: 1:250 (@ A3)

Drawing: 2409030-TK03 Revision: -