

Transport Statement

Land to the Rear of 19 Parkside Road,
Reading

On behalf of: Mr. R. Stimpson



Bellamy Roberts

Document Control Sheet

Mr R. Stimpson



Bellamy Roberts
Clover House
Western Lane
Odiham
Hants RG29 1TU
Tel: 01256 703355

Report Issue No.	Status	Date	Author	Authorised
MT/5843/TS.1	1 st Draft	2 nd October 2025	MT	MT
MT/5843/TS.2	Final	7 th October 2025	MT	MT

Disclaimer

The material presented in this report is confidential. This report has been prepared for the exclusive use of Mr R. Stimpson within the terms of the contract and shall not be distributed or made available to any other company or person without the knowledge and written consent of Bellamy Roberts.
Any such party relies on the report at their own risk.

© Bellamy Roberts

Contents

Sections

1	INTRODUCTION	1
2	EXISTING SITE & LOCAL HIGHWAY NETWORK	2
3	THE PROPOSAL	5
4	ACCESSIBILITY AUDIT	8
5	TRAFFIC GENERATION	10
6	SUMMARY & CONCLUSIONS	11

Appendices

Appendix 1	Proposed Access Visibility (5843/001 Rev. C)
Appendix 2	Adopted Highway Boundary Plan
Appendix 3	Swept Path Analysis (5843/201 Rev. C, 5843/203 Rev. C, 5843/204 Rev. A, 5843/209 Rev. A)
Appendix 4	TRICS Output

1 Introduction

- 1.1** Bellamy Roberts has been instructed by Mr R. Stimpson to prepare a Transport Statement in support of an application for phased outline planning permission for 4 no. residential dwellings, associated demolition of outbuildings with access from Parkside Road and Kearsley Road at land to the rear of 19 Parkside Road, Reading.
- 1.2** Pre-application comments were received from the Highway Authority and these have been considered and addressed within this Report.
- 1.3** This Transport Statement has been prepared to assess the impact of the proposed development in highway and transportation terms. In this regard, it will consider the proposed levels of traffic generation as a result of the proposal, the suitability of the proposed access arrangement, and the sustainability of the site in terms of accessibility by non-car modes of travel. The LPA car and cycle parking standards have been reviewed, and swept path analysis of all relevant vehicles has been undertaken.
- 1.4** The proposal has been considered against the key principles set out in NPPF and is found to be acceptable in highway safety and transport terms.

2 Existing Site & Local Highway Network

- 2.1** This section of the Transport Statement considers the location of the site and the operation of the local highway network. It also includes a review of personal injury accident (PIA) data obtained from CrashMap.

Existing Site

- 2.2** The site is surplus garden land associated with the existing dwelling (19 Parkside Road). The existing dwelling is served from Parkside Road via two gated accesses.
- 2.3** For clarity, an extract of the site location plan is provided in Figure 1.

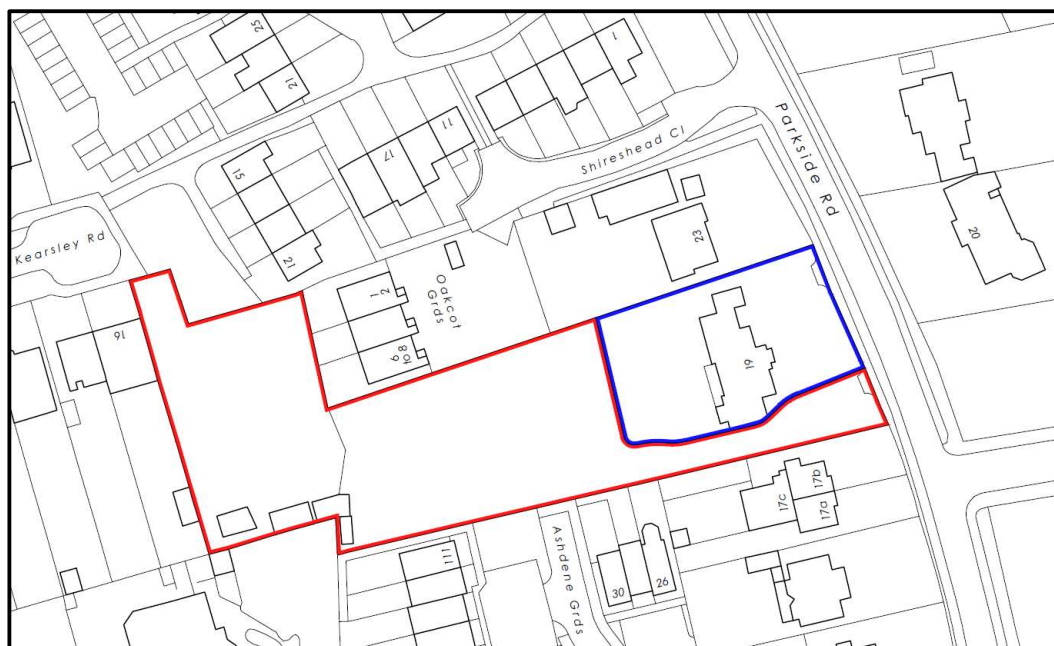


Figure 1: Site Location Plan

Local Highway Network

- 2.4** Parkside Road is a single-carriageway road and subject to a posted speed limit of 20mph. It is approximately 5m wide in the vicinity of the site frontage and footways and streetlighting are present on both sides of the road. Double yellow road markings are provided on both sides of the carriageway.

2.5 Vehicular access is also achieved from Kearsley Road via a gated access. Planning consent was granted in August 2020 to replace the access gates at this location. These gates have planning permission and have been implemented. The access at this location is approximately 3.7m wide and suitable to allow one-way working for a single vehicle and pedestrian.

2.6 Kearsley Road is a single-carriageway road and is subject to a speed limit of 30mph. It is approximately 5.5m wide and footways and streetlighting are present on both sides.

2.7 The gated access into the site is located at the turning head of Kearsley Road, immediately adjacent to 16 Kearsley Road.

Personal Injury Accident Data

2.8 Personal Injury (PIA) Accident data has been obtained from CrashMap for the highway network in the vicinity of the application site.

2.9 Planning Practice Guidance (PPG) identifies that an assessment for the most recent 3-year period, or 5-year period if the site has been identified in a high accident area, should be undertaken. For robustness, accident data for the most recent 5-year period has been obtained (2019-2023).

2.10 The accidents are classed into three categories: 'slight', 'serious', and 'fatal'. The definitions of which are provided as follows:

- **Slight Injury** - Injuries of a minor nature such as sprains, bruises or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not pre-requisite for an injury to be defined as slight).
- **Serious Injury** - Injuries for which a person is detained in hospital as an inpatient or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the collision. A serious category therefore covers a very broad range of injury.
- **Fatal Injury** - Injuries which cause death either immediately or at any time up to 30 days after the collision.

2.11 The results obtained from CrashMap for the most recent five-year period can be seen in Figure 2 and shows that no collisions have been recorded at or near the vicinity of the site. As such, there are no existing safety issues on the local highway network at the existing access serving the site.



Figure 2: Summary of Accident Data (CrashMap)

Summary

2.12 In summary, the application site is well located to take advantage of the existing local highway network. A review of personal accident data from CrashMap does not identify any specific road safety problems with the local highway network.

3 The Proposal

- 3.1** This scheme will provide four residential dwellings. The housing mix will be considered at the reserved matters stage.

Vehicular and Pedestrian Access

- 3.2** Access to units 1 and 2 will be achieved from Parkside Road and access to units 3 and 4 will be achieved from Kearsley Road.

Parkside Road

- 3.3** The large dwelling that occupies the eastern end of the site is accessed from Parkside Road, via two existing vehicular accesses. It is proposed that the existing dwelling be retained to be served by the northern access. The existing southern access will be widened and will serve two of the four new dwellings only.
- 3.4** Parkside Road is subject to a speed limit of 20mph and in accordance with Manual for Streets guidance, the commensurate visibility splays are 2.4m x 22m in both directions. Drawing 5843/001 rev. C shows commensurate visibility splays can be achieved. See **Appendix 2**.
- 3.5** A copy of the adopted highway boundary has been obtained from Reading Borough Council and is provided at **Appendix 3**.
- 3.6** Pedestrian access will also be achieved from this location also and as will be evidenced later, the two proposed units served by this access will generate minimal traffic flows. Therefore, given the low number of predicted vehicle movements, the access route will be shared surface and this accords with the advice in Manual for Streets.

Kearsley Road

- 3.7** Access to the site from Kearsley Road is via an existing gated access that is approximately 3.7m wide and therefore suitable to allow one-way working of cars and pedestrians. This then widens to 4.2m within the site.
- 3.8** In their pre-application comments, the Highway Authority stated that the Kearsley Road access should be widened to accommodate two-way traffic movements.
- 3.9** The two proposed dwellings would generate around 1 two-way movement during the peak hour periods therefore it is very unlikely that two vehicles would need to pass one another. **As such, the access does not need to be widened to accommodate the two-way movements of vehicles.**
- 3.10** Given the low number of predicted vehicle movements, this layout is suitable to be a shared surface and accords with the advice in Manual for Streets.
- 3.11** The guidance in Manual for Streets refers to 'traditional street layouts'. The scheme proposes two private access drives which do not require a segregated footway to achieve safe and suitable access for all users.

Parking Standards

- 3.12** The Reading Borough Council residential car parking standards classify the site as being within zone 3. It will be ensured that sufficient car parking is provided for each dwelling, in accordance with the LPA standard.
- 3.13** Each Regarding secure cycle parking, this will also be provided in accordance with the LPA's standard and each plot is of sufficient size to accommodate cycle storage. This will be detailed at the reserved matters stage.

Servicing

- 3.14** Refuse collection will take place from within the site for the two dwellings accessed from Parkside Road and from Kearsley Road for the other two dwellings. Swept path analysis of an 11.2m long refuse vehicle has been undertaken.



- 3.15** This demonstrates that refuse vehicle can manoeuvre within the distances set out in Manual for Streets (30m for residents and 25m for waste collection operatives).
- 3.16** Swept path analysis of a delivery vehicle serving the properties from Kearsley Road has also been undertaken.
- 3.17** This analysis is presented at **Appendix 4**.

4 Accessibility Audit

4.1 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institute of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents, it is suggested that:

- Most people will walk to a destination that is less than one mile (circa 1.6 kilometres) – Planning for Walking, 2015;
- The bicycle is a potential mode of transport for all journeys under five miles (circa 8 kilometres) – Planning for Cycling 2015; and
- Walking distances to bus stops should not exceed 400 metres, whilst people are prepared to walk twice as far to rail stations – Planning for Walking, 2015.

4.2 The Department for Transport's 'Manual for Streets identifies 'walking neighbourhoods' as being "characterised by having a range of facilities within 10 minutes (up to about 800 metres) walking distance of residential area which residents may access comfortably on foot". However, MfS does not consider 800 metres to be maximum walking distance, and the publication contends that walking can be used to access a variety of destinations within a range of up to 2 kilometres. Further, 81% of all trips that cover a maximum distance of 1 mile are completed on foot (National Travel Survey, 2023. See Figure 3.

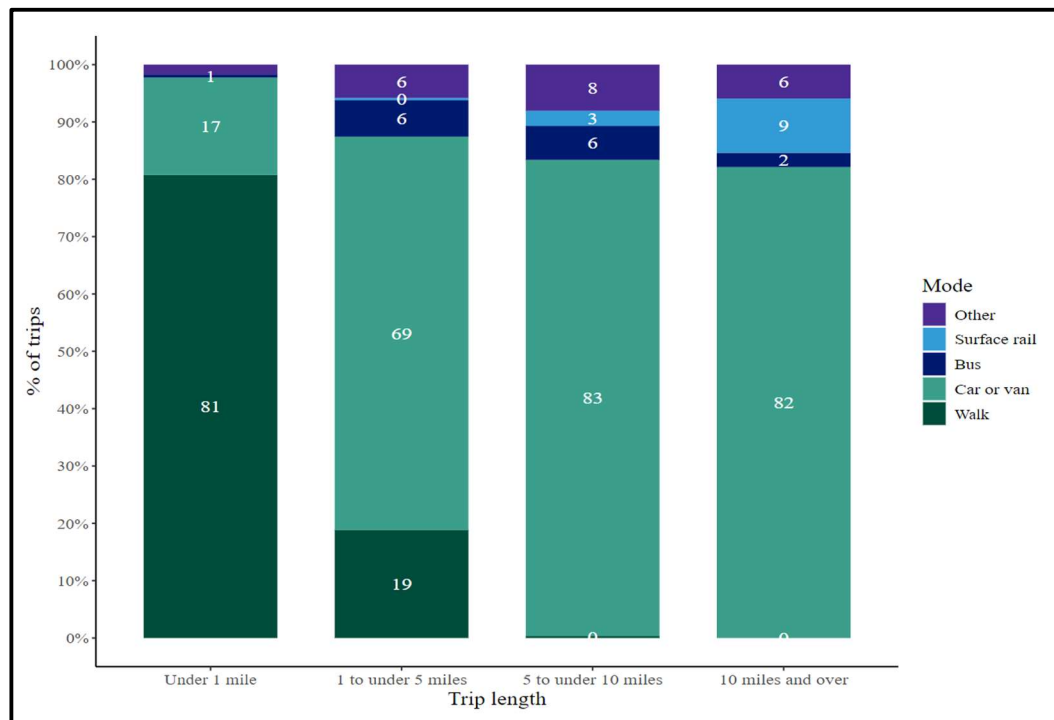


Figure 3: National Travel Survey, England (2023)

4.3 The site is well located to make use of the existing footway network on both Parkside Road and Kearsley Road and would allow opportunities to cycle also.

4.4 Bus stops are located close by on Bath Road and Tilehurst Road and Reading West railway station is approximately 1.5km walking/cycling distance from the site.

Summary

4.5 In summary, the site is located within easy walking and cycling distance of local facilities and public transport connections. Bus stops are located within easy walking distance from the site, providing access to frequent bus services to the surrounding area.

4.6 It is evident that the site is located in an accessible area with genuine opportunities for residents and visitors to the site to travel to/from the site using sustainable modes of transport.

5 Traffic Generation

- 5.1** To determine the impact of the proposal in traffic generation terms, the TRICS database (8.25.6) has been interrogated. The full TRICS output is presented at [Appendix 5](#) and a summary of the calculated trip rates and subsequent traffic generation is summarised in Table 5.

Table 5: Proposed Trip Rates and Traffic Generation

Time	Trip Rate (per dwelling)			Traffic Generation (4 dwellings)		
	Arrivals	Departures	2-Way	Arrivals	Departures	2-Way
Morning Peak 0800-0900	0.220	0.397	0.617	1	1	2
Evening Peak 1700-1800	0.325	0.237	0.562	1	1	2
Daily 0700-1900	2.635	2.749	5.384	11	11	22

- 5.2** The proposed development is expected to generate 2 two-way movements during the morning and evening peak hour periods. These movements will be distributed between Kearsley Road and Parkside Road and would be imperceptible to users of the local highway network.
- 5.3** Given the analysis set out above, the traffic associated with the proposal will not have a significant impact on the local highway network and would not result in any material capacity or safety concerns at nearby junctions. The proposal would not result in a severe impact on the highway network.

6 Summary & Conclusions

Summary

- 6.1** Bellamy Roberts has been instructed by Mr R. Stimpson to prepare a Transport Statement in support of an application for phased outline planning permission for 4 no. residential dwellings, associated demolition of outbuildings with access from Parkside Road and Kearsley Road at land to the rear of 19 Parkside Road, Reading.
- 6.2** Having undertaken an analysis of the local highway network, it has been demonstrated that the re-development would not result in an unacceptable impact on highway safety, and the residual cumulative impacts on the road would not be severe. The proposal would result in a negligible level of traffic generated and will be insignificant when dissipated on the local highway network.
- 6.3** It has been demonstrated that the site is sustainably located whereby future residents and visitors of the site can access facilities using sustainable travel modes without placing a reliance on a private car.
- 6.4** Swept path analysis has been undertaken and demonstrates that the site can accommodate the movements of the largest vehicles accessing the site.
- 6.5** A review of accident data of the local highway using CrashMap demonstrates that there are no existing highway safety issues on the local highway network.
- 6.6** The commensurate visibility splays at the proposed access are being provided in accordance with Manual for Streets (MfS).
- 6.7** Car and cycle parking is being provided in accordance with Reading Borough Council's adopted parking guidance.

Conclusions

6.8

It has been demonstrated that:

- The site is sustainably located in terms of accessibility with a wide range of facilities within walking/cycling distance from the site;
- There are genuine opportunities for residents and visitors to travel to/from the development site using sustainable modes of transport;
- The access would be safe and suitable to serve all users;
- The local highway network and strategic road network can accommodate the traffic generated by the site during the peak periods without resulting in a severe residual cumulative impact.

6.9

The proposal is consistent with National and Local Planning Policies and should be recommended for approval.

APPENDICES

APPENDIX 1

Proposed Access Visibility



- Notes
- Site
 - Highway Boundary

REVISION	AMENDMENT	DRN	DATE	CHK
A	Southern access and visibilities removed	DRN	00/00/00	CHK
B	Site and visibility updated	MB	04/12/24	IR
C	Site updated	CO	23/09/25	IR



Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT R. Stimpson		
PROJECT Parkside Road, Reading		
TITLE Access Visibility		
DRAWN BY MB	DESIGN BY -	CHK BY MT
DATE 07/12/22	DRAWING No. 5843 / 001	
SCALE 1:250 @ A3	REV No. C	

APPENDIX 2

Adopted Highway Boundary Plan



iShare Printing

Scale: 1:1850

Printed on:2022-11-15 15:20:15

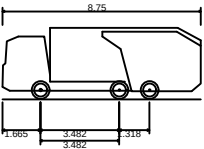


APPENDIX 3

Swept Path Analysis



Notes



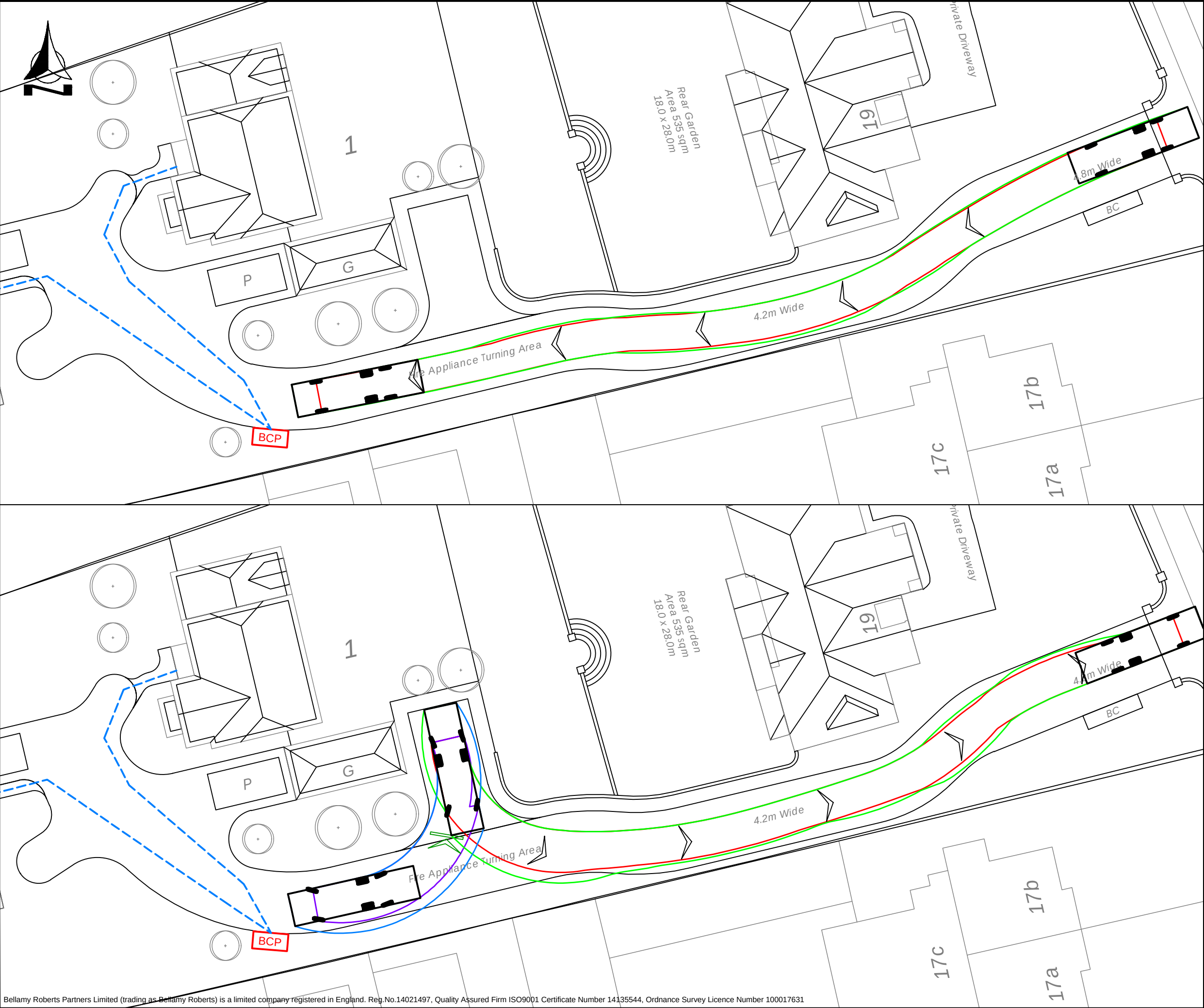
Reading Borough Council 8.75m Refuse Vehicle
Overall Length 8.750m
Overall Width 2.250m
Overall Body Height 3.162m
Min Body Ground Clearance 0.367m
Track Width 2.250m
Lock to lock time 4.00s
Wall to Wall Turning Radius 10.150m

C	Site and tracking updated	IO	23/09/25	MT
B	Site and tracking updated	MB	23/12/24	MT
A	Site updated	MB	09/01/24	MT
REVISION	AMENDMENT	DRN	DATE	CHK



Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT	R. Stimpson		
PROJECT	Parkside Road, Reading		
TITLE	Refuse East Access Tracking		
DRAWN BY	MB	DESIGN BY	-
DATE	14/12/22	DRAWING No.	5843 / 201
SCALE	1:250 @ A3	CHK BY	MT
		REV No.	C



Notes

Reading Borough Council 8.75m Refuse Vehicle
Overall Length 8.75m
Overall Width 2.250m
Overall Body Height 3.162m
Min Body Ground Clearance 0.367m
Track Width 2.250m
Lock to lock time 4.00s
Wall to Wall Turning Radius 10.150m

Carry Distances: — —

Plot 1 - 25m
Plot 2 - 24m

C	Site and tracking updated	IO	23/09/25	MT
B	Site and tracking updated	MB	23/12/24	MT
A	Site and tracking updated	MB	09/01/24	MT
REVISION	AMENDMENT	DRN	DATE	CHK

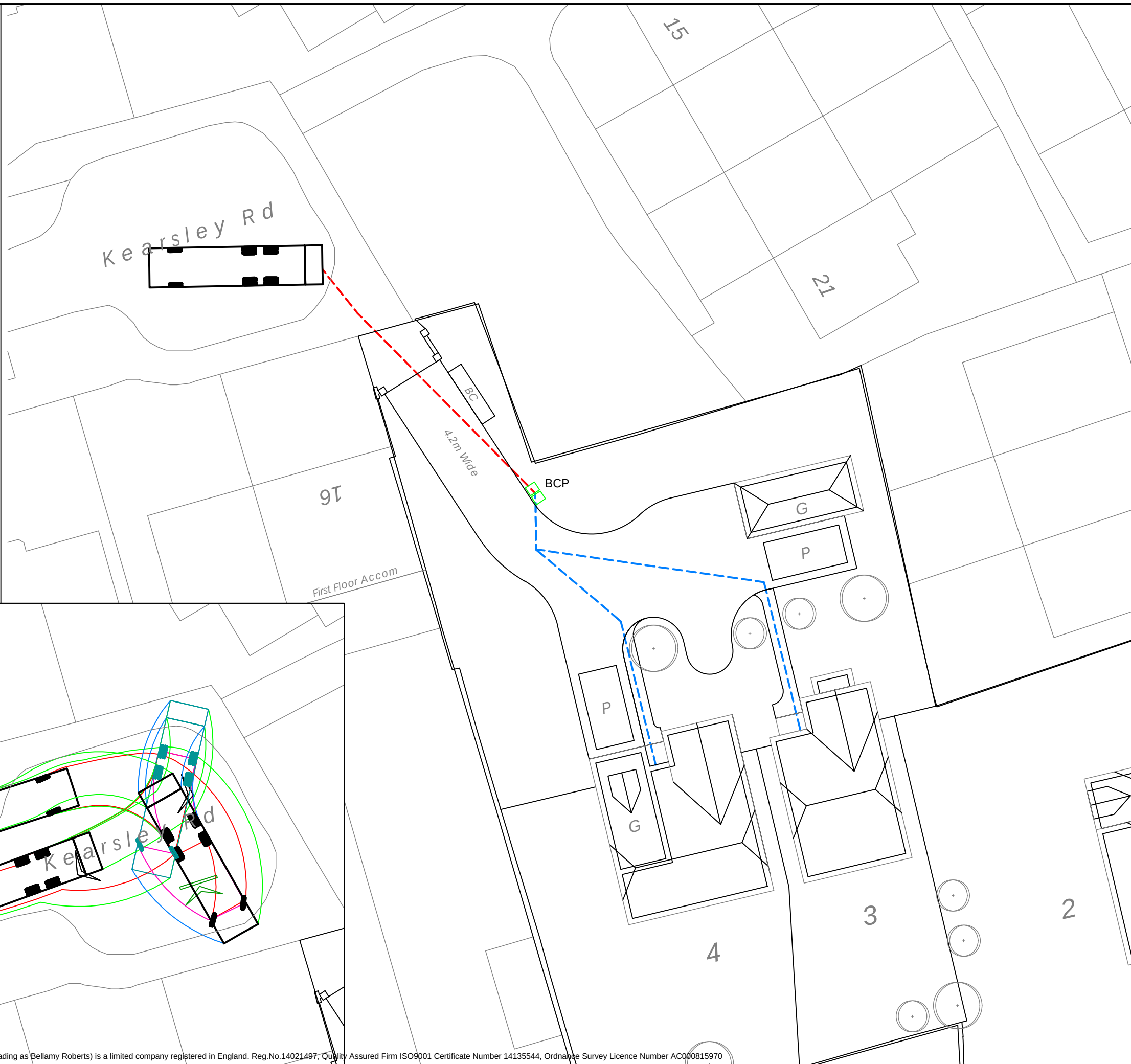
Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT
R. Stimpson

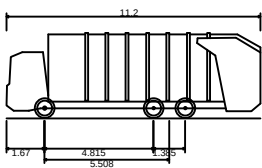
PROJECT
Parkside Road, Reading

TITLE
Refuse Internal Tracking

DRAWN BY MB	DESIGN BY -	CHK BY MT
DATE 14/12/22	DRAWING No. 5843 / 203	REV No. C
SCALE 1:250 @ A3		



Notes



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

Carry Distances: — / —

Refuse - 20m

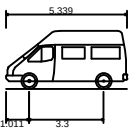
Plot 3 - 28m

Plot 4 - 20m

A	Site Layout updated	IO	24/09/25	CHK
REVISION	AMENDMENT	DRN	DATE	CHK
 Bellamy Roberts Clover House Western Lane Odiham Hampshire, RG29 1TU Tel: 01256 703355 Email: info@bellamyroberts.co.uk				
CLIENT		Richard Stimpson		
PROJECT		Kearsley & Parkside Roads, Reading		
TITLE		Western Refuse Tracking and Bin Drag Distances		
DRAWN BY		MB	DESIGN BY	MT
DATE		25/06/24	DRAWING NO.	
SCALE		1:250 @ A3	REV No.	
5843 / 204			A	



Notes



3.5t Panel Van
Overall Length 5.339m
Overall Width 1.986m
Overall Body Height 2.565m
Min Body Ground Clearance 0.338m
Track Width 1.986m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.400m

REVISION	A	Site and tracking updated	IO	MT
		AMENDMENT	DRN	CHK



Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT	R. Stimpson		
PROJECT	Parkside Road, Reading		
TITLE	Delivery Vehicle Internal Tracking - West		

DRAWN BY	MB	DESIGN BY	-	CHK BY	MT
DATE	15/07/25	DRAWING No.	5843 / 209	REV No.	A
SCALE	1:250 @ A3				

APPENDIX 4

TRICS Output

Audit Code: f36ec041-46f5-4be1-8bc6-5c2afb93b86d

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	EN	ENFIELD
	WF	WALTHAM FOREST
02	SOUTH EAST	
	BO	BEDFORD
	HF	HERTFORDSHIRE
	KC	KENT
	MW	MEDWAY
03	SOUTH WEST	
	DC	DORSET
	SD	SWINDON
04	EAST ANGLIA	
	NF	NORFOLK
	PB	PETERBOROUGH
06	WEST MIDLANDS	
	ST	STAFFORDSHIRE
	WK	WARWICKSHIRE
	WM	WEST MIDLANDS
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
08	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER
10	WALES	
	VG	VALE OF GLAMORGAN
12	CONNAUGHT	
	LT	LEITRIM
14	LEINSTER	
	CC	CARLOW
15	GREATER DUBLIN	
	DL	DUBLIN
16	ULSTER (REPUBLIC OF IRELAND)	
	DN	DONEGAL

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

Audit Code: f36ec041-46f5-4be1-8bc6-5c2afb93b86d

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	4 to 4334 (units:DWELLS)
Range Selected by User:	4 to 30 (units:DWELLS)
Parking Spaces Range:	6 - 2696

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

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

Selected survey days:

Monday	5 days
Thursday	4 days
Wednesday	12 days

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

Selected survey types:

Manual count	21
Direction ATC Count	0

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

Selected Locations:

Edge of Town	11 days
Edge of Town Centre	3 days
Suburban Area (PPS6 Out of Centre)	7 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	21 days
------------------	---------

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	15 days
Servicing vehicles Included	6 days

Audit Code: f36ec041-46f5-4be1-8bc6-5c2afb93b86d

Secondary Filtering Selection:

Use Class:

C3	21 surveys
----	------------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 8990

Population within 1 mile:

1,001 to 5,000	4 surveys
10,001 to 15,000	3 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	4 surveys
25,001 to 50,000	2 surveys
5,001 to 10,000	5 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	6 surveys
25,001 to 50,000	3 surveys
250,001 to 500,000	3 surveys
5,000 or Less	1 surveys
5,001 to 25,000	3 surveys
50,001 to 75,000	2 surveys
500,001 or More	2 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	7 surveys
1.1 to 1.5	12 surveys
1.6 to 2.0	2 surveys

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

Audit Code: f36ec041-46f5-4be1-8bc6-5c2afb93b86d

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	17 surveys
Yes	4 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

1a (Low) - Very poor	1 surveys
5 - Very good	1 surveys
No PTAL Present	19 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: f36ec041-46f5-4be1-8bc6-5c2afb93b86d

1	AC-03-A-04	TOWN HOUSES	CHESHIRE WEST & CHESTER
LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.5 hect Survey date: Thursday 06/06/2019			
			Survey Type: Manual
2	BO-03-A-01	DETACHED HOUSES	BEDFORD
CARNOUSTIE DRIVE BEDFORD GREAT DENHAM Edge of Town Residential Zone Site area: 4.23 hect Survey date: Thursday 15/10/2020			
			Survey Type: Manual
3	CC-03-A-01	DETACHED HOUSES	CARLOW
R417 ANTHY ROAD CARLOW Edge of Town Residential Zone Site area: 1.45 hect Survey date: Wednesday 25/05/2016			
			Survey Type: Manual
4	DC-03-A-10	MIXED HOUSES	DORSET
ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Site area: 1.4 hect Survey date: Wednesday 09/11/2022			
			Survey Type: Manual
5	DL-03-A-11	SEMI-DETACHED HOUSES	DUBLIN
GRACE PARK ROAD DUBLIN WHITEHALL Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.39 hect Survey date: Wednesday 19/05/2021			
			Survey Type: Manual
6	DN-03-A-06	DETACHED HOUSING	DONEGAL
GLENFIN ROAD BALLYBOFEY Edge of Town Residential Zone Site area: 1.02 hect Survey date: Wednesday 10/10/2018			
			Survey Type: Manual
7	DN-03-A-07	DETACHED & SEMI-DETACHED	DONEGAL
ST ORANS ROAD BUNCRANA Edge of Town Centre Residential Zone Site area: 0.992 hect Survey date: Wednesday 29/05/2019			
			Survey Type: Manual
8	EN-03-A-02	DETACHED HOUSES	ENFIELD
DUCHY ROAD HADLEY WOOD Edge of Town			

Audit Code: f36ec041-46f5-4be1-8bc6-5c2afb93b86d

Residential Zone

Site area: 0.67 hect

Survey date: Wednesday 14/09/2022

Survey Type: Manual

9 HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Site area: 0.19 hect Survey date: Monday 05/06/2023	HF-03-A-05	TERRACED HOUSES	HERTFORDSHIRE	Survey Type: Manual
10 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Site area: 1.11 hect Survey date: Wednesday 09/06/2021	KC-03-A-09	MIXED HOUSES & FLATS	KENT	Survey Type: Manual
11 ARD ÁLAINN CARRICK-ON-SHANNON GALLOW'S HILL Edge of Town Centre Residential Zone Site area: 1.306 hect Survey date: Monday 22/05/2017	LT-03-A-02	BUNGALOWS	LEITRIM	Survey Type: Manual
12 OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Site area: 0.7 hect Survey date: Monday 06/06/2022	MW-03-A-02	MIXED HOUSES	MEDWAY	Survey Type: Manual
13 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Site area: 0.7 hect Survey date: Wednesday 12/09/2018	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
14 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.3 hect Survey date: Wednesday 10/05/2017	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE	Survey Type: Manual
15 EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 1.71 hect Survey date: Monday 17/10/2016	PB-03-A-04	DETACHED HOUSES	PETERBOROUGH	Survey Type: Manual



Audit Code: f36ec041-46f5-4be1-8bc6-5c2afb93b86d

16 HEADLANDS GROVE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 1.16 hect Survey date: Thursday 22/09/2016	SD-03-A-01	SEMI DETACHED	SWINDON	Survey Type: Manual
17 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Site area: 0.8 hect Survey date: Wednesday 22/11/2017	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE	Survey Type: Manual
18 ARTHUR STREET BARRY Edge of Town Residential Zone Site area: 0.21 hect Survey date: Monday 08/05/2017	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN	Survey Type: Manual
19 PALMERSTON ROAD WALTHAMSTOW Edge of Town Centre Residential Zone Site area: 0.12 hect Survey date: Thursday 06/06/2019	WF-03-A-02	SEMI DETACHED & TERRACED	WALTHAM FOREST	Survey Type: Manual
20 BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.85 hect Survey date: Wednesday 25/09/2019	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE	Survey Type: Manual
21 EVESON ROAD STOURBRIDGE NORTON Suburban Area (PPS6 Out of Centre) Residential Zone Site area: 0.78 hect Survey date: Wednesday 18/09/2024	WM-03-A-07	DETACHED HOUSES	WEST MIDLANDS	Survey Type: Manual

Audit Code: f36ec041-46f5-4be1-8bc6-5c2afb93b86d

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	21	17	0.094	0.245	0.339
08:00-09:00	21	17	0.220	0.397	0.617
09:00-10:00	21	17	0.135	0.190	0.325
10:00-11:00	21	17	0.157	0.190	0.347
11:00-12:00	21	17	0.220	0.187	0.407
12:00-13:00	21	17	0.215	0.193	0.408
13:00-14:00	21	17	0.207	0.234	0.441
14:00-15:00	21	17	0.209	0.262	0.471
15:00-16:00	21	17	0.311	0.251	0.562
16:00-17:00	21	17	0.300	0.198	0.498
17:00-18:00	21	17	0.325	0.237	0.562
18:00-19:00	21	17	0.242	0.165	0.407
19:00-20:00	2	9	0.056	0.056	0.112
20:00-21:00	2	9	0.111	0.000	0.111
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.802	2.805	5.607

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

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: f36ec041-46f5-4be1-8bc6-5c2afb93b86d

Parameter Summary:

Trip rate parameter range selected:	4 - 30 (units: DWELLS)
Survey date date range:	25/05/2016 - 18/09/2024
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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



HIGHWAY, TRANSPORTATION AND
INFRASTRUCTURE CONSULTANTS

Experience and expertise working together