

Technical Note: Transport Implications

Site: 67 Amblecote Road, Reading
Prepared by: Chris Saunders
Approved by: Laura Harris
Date: 27th May 2026

motion
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1.0 Introduction

- 1.1 Motion has been instructed by Mr Dan Stannard to provide transport consultancy advice with regards the proposals to convert the existing dwelling at 67 Amblecote Road Reading in to 2 semi-detached bungalows.
- 1.2 Following this introduction, the Technical Note provides information on:
- ▶ The surrounding baseline conditions and the accessibility of the site;
 - ▶ Proposed Development;
 - ▶ Parking Provision;
 - ▶ Access design; and,
 - ▶ Vehicle generation.

2.0 Baseline Conditions

- 2.1 Amblecote Road is a non-classified 5.5 metre wide residential road with 1.8 metre wide footways which are separated from the carriageway by 1.5 metre wide verges. The road is street lit and subjected to a 30 miles per hour speed limit.
- 2.2 Amblecote Road runs between Water Road and Dee Road to the north of Prospect Park, in West Reading. The site is located on the inside of the bend located along its length as detailed within Figure 2.1.



Figure 2.1 – Site Location

- 2.3 Figure 2.1 details that the closest bus stops to the site are located 220 metres to the south east of the site on Tilehurst Road which is served by route 33 and 350 metres to the north west of the site on Spey Road served by route 15.
- 2.4 Route 33 runs on a 20 minute frequency and provides a link between Reading station and town centre with Tilehurst and Little Heath. Connections to other routes are available within the town centre and in Tilehurst. Route 15 operates on a 20 minute frequency between Tilehurst Triangle and Reading town centre via the Oxford Road, with one service an hour operating as the 15a and continuing to Sainsbury's at Calcot, Theale and the Arlington Business Park
- 2.5 The Meadway shopping centre which includes a large Asda superstore, pharmacy, gym, take aways and local shops is within a 800 metre walk of the site. The Prospect secondary school is within 1,100 metres of the site while Prospect park is within 200 metres.
- 2.6 The site is therefore in a sustainable location in accordance with the overarching principles of the National Planning Policy Framework and Policy TR1, Achieving the Transport Strategy of the adopted Reading Local Plan.

Vehicle Speeds and Volume

- 2.7 To determine the volume of vehicular movements and speed of traffic along Amblecote Road, an Automated Traffic Count (ATC) was placed adjacent to the site between Tuesday March 24th and Monday March 30th 2026. The full results are within **Appendix A** and summarised within Table 2.1.

Direction	Volume (Average Daily Traffic)	Mean Speed	85 th Percentile
Westbound	114	13.3 mph	15.9 mph
Eastbound	105	12.6 mph	15.4 mph

Table 2.1 – Summary of ATC Results

- 2.8 Table 2.1 details that past the site frontage, vehicle speeds in both directions are below 20 miles per hour, via total vehicle movements are extremely low.

3.0 Proposed Development

- 3.1 The proposals are to divide the existing property into two bungalows a one bed and a two bed dwelling, with a new access and parking area provide to the south of the property as detailed on the proposed site plan which is included within **Appendix B**.

4.0 Parking Provision

- 4.1 In line with Local Plan Policy TR5, Car and Cycle Parking, parking standards for Reading are contained within the "Revised Parking Standards and Design SPD", adopted in October 2011. The SPD divides the borough into zones depending on the availability of public transport and the facilities available for walking and cycling. The site is within Zone 3, Secondary Core Area, which are areas which include local centres for day to day needs and are within 400 metres of a high frequency bus route.
- 4.2 The parking requirement for a two bed dwelling within Zone 3, is 1.5 spaces per dwelling, while for a one bed dwelling the requirement is one space per dwelling.
- 4.3 The proposals include two spaces for the proposed two bed dwelling to the south of the building and a space for the one bed dwelling located on the existing parking space for the dwelling to the north of the building, as detailed on the site plan within **Appendix B**.
- 4.4 Cycle parking will be provided in a cycle store located within each properties gardens.
- 4.5 The car and cycle parking provision, therefore, is fully in accordance with the requirements of the Parking Standards SPD and complies with Local Plan Policy TR5.

5.0 Access

- 5.1 The parking for the one bed dwelling will utilise the existing parking space for the dwelling, while the two bed dwelling will access the new parking area from a new dropped crossing.
- 5.2 The visibility splays from the new dropped crossing of 2.4 metres by 19 metres are in accordance with the parameters stated within 'Manual for Streets' and are commensurate with the observed 85th percentile speeds along Amblecote Road as presented within Section 2 of 15.9 miles per hour westbound and 15.4 miles per hour eastbound.
- 5.3 The visibility calculations are provided within **Appendix C**, while the visibility splay drawing detailing that the splays are within land under the control of the applicant or highway land is presented within **Appendix D**.
- 5.4 Swept path analysis provided within **Appendix E**, details that vehicles can enter and leave the new parking area within a forward gear.

6.0 Vehicle Generation

- 6.1 This section outlines the trip generating potential of the additional residential dwelling during the morning (AM) and evening (PM) peak hours and across the course of a typical day, which for the purposes of this assessment is taken to be between 07:00 and 19:00.
- 6.2 The TRICS database has been interrogated to find comparable sites in order to obtain trip rate information for the proposed residential dwellings. The subsequent TRICS Output files are attached at **Appendix F**.
- 6.3 Table 6.1 below shows the daily number of vehicle trips associated with the proposed new dwelling.

Time Period	Trip Generation (One Dwelling)		
	Arrivals	Departures	Two-Way
AM Peak (08:00-09:00)	0	1	1
PM Peak (17:00-18:00)	1	0	1
Daily (07:00-19:00)	3	3	6

Table 6.1 - Trip Generation of the Proposed Houses

- 6.4 Table 6.1 indicates the proposed residential dwellings will generate six vehicle movements per day and one vehicle movement in the peak hours, which is within the daily fluctuations seen on the network. On this basis, it is clear that the proposed development is entirely consistent with the guiding principles of the NPPF and there are thus no justifiable reason why this scheme could be refused on transportation grounds. This is particularly evident given that the proposed development will result in a negligible change in vehicle trips.
- 6.5 On this basis it is considered that the proposals will not prejudice road safety or the free-flow of traffic or operation of the neighbouring highway network in accordance with the Local Plan. It is therefore clear that there are no highways and transportation reasons why this proposed development should be resisted.

Appendix A

ATC Results

VEHICLE CLASSIFICATION AND SPEED SURVEY – AMBLECOTE ROAD, READING, RG30 4BS.

DATASETS:

Site: [Reading] Amblecote Road, Reading, o/s 67
Direction: West bound A>B, East bound B>A. Lane: 0
Survey Duration: 00:00 24 March 2026 => 00:00 31 March 2026
File: reading01Apr2026.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*

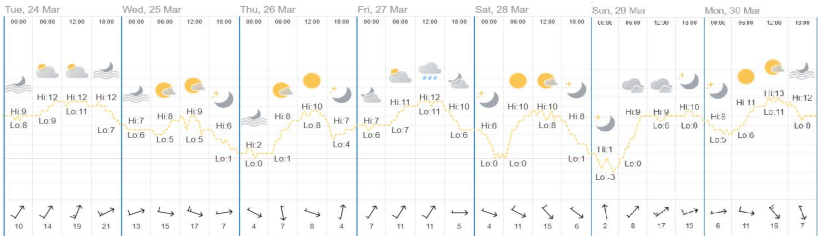
Time - Time period commencing. (1-hour summaries given).
Total - Total number of vehicles counted in time period.
RunTot - Running or cumulative total of vehicles over survey period.
Vbin
30 (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).
35
Mean - Mean speed.
Vmin - Minimum speed.
Vmax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

*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 (LGV / 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

Tue 24 Time	March Total	2026 RunTot	Westbound Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	11.6	11.6	11.6	0	0	-
0100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	23.1	23.1	23.1	0	0	-
0600	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	10.9	10.9	10.9	0	0	-
0700	9	12	1	0	7	0	1	0	0	0	0	0	0	0	0	6.5	12.4	15.2	0	0	-
0800	8	20	0	1	6	0	1	0	0	0	0	0	0	0	0	9.9	15.1	18.6	0	0	-
0900	7	27	0	0	6	0	1	0	0	0	0	0	0	0	0	10.7	12.8	15.1	0	0	-
1000	16	43	0	0	14	0	2	0	0	0	0	0	0	0	0	8	12.6	19.2	0	0	14.8
1100	14	57	0	0	13	0	1	0	0	0	0	0	0	0	0	5	10.5	15.3	0	0	12.5
1200	9	66	0	0	9	0	0	0	0	0	0	0	0	0	0	9.5	12.4	15	0	0	-
1300	12	78	0	0	11	0	1	0	0	0	0	0	0	0	0	7.6	12.6	15.5	0	0	13.9
1400	9	87	0	0	8	0	1	0	0	0	0	0	0	0	0	8.6	14	26.8	0	0	-
1500	10	97	1	1	6	0	1	1	0	0	0	0	0	0	0	7.3	13.5	23.5	0	0	-
1600	7	104	0	1	6	0	0	0	0	0	0	0	0	0	0	9.3	13.6	17.5	0	0	-
1700	15	119	0	0	15	0	0	0	0	0	0	0	0	0	0	9.6	12.9	17.7	0	0	14.5
1800	7	126	0	0	7	0	0	0	0	0	0	0	0	0	0	11.3	14.2	17.4	0	0	-
1900	6	132	0	0	6	0	0	0	0	0	0	0	0	0	0	12.3	14.4	16.5	0	0	-
2000	4	136	0	1	3	0	0	0	0	0	0	0	0	0	0	6.5	11.6	17.4	0	0	-
2100	4	140	0	0	3	0	1	0	0	0	0	0	0	0	0	8.7	11.2	14	0	0	-
2200	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	123	140	2	3	108	0	9	1	0	0	0	0	0	0	0	5	12.9	26.8	0	0	15
06-22	138	140	2	4	121	0	10	1	0	0	0	0	0	0	0	5	12.8	26.8	0	0	15.2
06-00	138	140	2	4	121	0	10	1	0	0	0	0	0	0	0	5	12.8	26.8	0	0	15.2
00-00	140	140	2	4	123	0	10	1	0	0	0	0	0	0	0	5	12.9	26.8	0	0	15.2

Benchmark Data Collection

Wed 25 Time	March Total	2026 RunTot	Westbound Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	141	0	0	1	0	0	0	0	0	0	0	0	0	0	20.5	20.5	20.5	0	0	-
0600	1	142	0	0	1	0	0	0	0	0	0	0	0	0	0	14.8	14.8	14.8	0	0	-
0700	6	148	0	1	4	0	1	0	0	0	0	0	0	0	0	8	12.2	15.3	0	0	-
0800	8	156	0	1	6	0	1	0	0	0	0	0	0	0	0	8.9	13.4	16.9	0	0	-
0900	6	162	0	0	5	0	0	1	0	0	0	0	0	0	0	7.8	13.1	17.1	0	0	-
1000	6	168	0	0	6	0	0	0	0	0	0	0	0	0	0	10.9	13.6	16.9	0	0	-
1100	13	181	0	0	11	0	2	0	0	0	0	0	0	0	0	7.2	10.9	14.7	0	0	12.5
1200	8	189	0	1	7	0	0	0	0	0	0	0	0	0	0	11.3	14.6	20.3	0	0	-
1300	6	195	0	0	6	0	0	0	0	0	0	0	0	0	0	8.4	13.5	16.7	0	0	-
1400	4	199	0	0	4	0	0	0	0	0	0	0	0	0	0	11.7	16.4	19.1	0	0	-
1500	14	213	0	1	12	0	1	0	0	0	0	0	0	0	0	6.9	13.6	19.9	0	0	17
1600	8	221	0	0	7	0	1	0	0	0	0	0	0	0	0	10.5	14.3	17.2	0	0	-
1700	14	235	0	0	14	0	0	0	0	0	0	0	0	0	0	9.3	13.3	16.1	0	0	15.7
1800	9	244	0	1	8	0	0	0	0	0	0	0	0	0	0	10.6	13.5	16	0	0	-
1900	6	250	0	0	6	0	0	0	0	0	0	0	0	0	0	11.4	13.7	17.9	0	0	-
2000	11	261	0	0	9	0	2	0	0	0	0	0	0	0	0	10.5	13.5	15.8	0	0	15.2
2100	2	263	0	0	2	0	0	0	0	0	0	0	0	0	0	12.4	14.9	17.5	0	0	-
2200	3	266	0	0	3	0	0	0	0	0	0	0	0	0	0	10	11.8	14.1	0	0	-
2300	0	266	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	102	266	0	5	90	0	6	1	0	0	0	0	0	0	0	6.9	13.3	20.3	0	0	15.9
06-22	122	266	0	5	108	0	8	1	0	0	0	0	0	0	0	6.9	13.4	20.3	0	0	15.9
06-00	125	266	0	5	111	0	8	1	0	0	0	0	0	0	0	6.9	13.3	20.3	0	0	15.9
00-00	126	266	0	5	112	0	8	1	0	0	0	0	0	0	0	6.9	13.4	20.5	0	0	15.9

Benchmark Data Collection

Thu 26 Time	March Total	2026 RunTot	Westbound Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	2	268	0	0	2	0	0	0	0	0	0	0	0	0	0	15.1	16.6	18.1	0	0	-
0100	0	268	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	1	269	0	0	0	0	1	0	0	0	0	0	0	0	0	17.9	17.9	17.9	0	0	-
0300	0	269	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	269	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	2	271	0	0	2	0	0	0	0	0	0	0	0	0	0	13.8	17.1	20.3	0	0	-
0600	1	272	0	0	1	0	0	0	0	0	0	0	0	0	0	13.1	13.1	13.1	0	0	-
0700	5	277	0	0	5	0	0	0	0	0	0	0	0	0	0	8.1	12.3	14.9	0	0	-
0800	10	287	1	1	8	0	0	0	0	0	0	0	0	0	0	10.7	15.2	18.5	0	0	-
0900	3	290	0	0	3	0	0	0	0	0	0	0	0	0	0	13.3	14.7	16.5	0	0	-
1000	5	295	0	0	4	0	1	0	0	0	0	0	0	0	0	10.1	12.7	13.8	0	0	-
1100	10	305	0	0	10	0	0	0	0	0	0	0	0	0	0	7.5	11.7	17.1	0	0	-
1200	7	312	0	0	7	0	0	0	0	0	0	0	0	0	0	7.3	13	16.1	0	0	-
1300	8	320	0	0	8	0	0	0	0	0	0	0	0	0	0	11.1	14.1	17.3	0	0	-
1400	5	325	0	0	5	0	0	0	0	0	0	0	0	0	0	11.3	14.8	18.9	0	0	-
1500	6	331	0	0	6	0	0	0	0	0	0	0	0	0	0	6	11.6	15.3	0	0	-
1600	10	341	0	0	9	0	1	0	0	0	0	0	0	0	0	10.9	12.8	15.4	0	0	-
1700	9	350	0	0	9	0	0	0	0	0	0	0	0	0	0	10.7	14.1	18.9	0	0	-
1800	13	363	0	1	11	0	1	0	0	0	0	0	0	0	0	6.9	13.8	19.4	0	0	16.6
1900	6	369	0	1	5	0	0	0	0	0	0	0	0	0	0	10.4	15.1	21.4	0	0	-
2000	5	374	0	0	5	0	0	0	0	0	0	0	0	0	0	11.1	12.9	14.8	0	0	-
2100	4	378	0	1	3	0	0	0	0	0	0	0	0	0	0	14.2	15.4	17.3	0	0	-
2200	0	378	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	1	379	0	0	1	0	0	0	0	0	0	0	0	0	0	16.1	16.1	16.1	0	0	-
07-19	91	379	1	2	85	0	3	0	0	0	0	0	0	0	0	6	13.4	19.4	0	0	15.9
06-22	107	379	1	4	99	0	3	0	0	0	0	0	0	0	0	6	13.5	21.4	0	0	16.1
06-00	108	379	1	4	100	0	3	0	0	0	0	0	0	0	0	6	13.6	21.4	0	0	16.1
00-00	113	379	1	4	104	0	4	0	0	0	0	0	0	0	0	6	13.7	21.4	0	0	16.3

Benchmark Data Collection

Fri 27 Time	March Total	2026 RunTot	Westbound Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	1	380	0	0	1	0	0	0	0	0	0	0	0	0	0	11.6	11.6	11.6	0	0	-
0100	0	380	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	380	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	380	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	380	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	381	0	0	1	0	0	0	0	0	0	0	0	0	0	20.4	20.4	20.4	0	0	-
0600	1	382	0	0	1	0	0	0	0	0	0	0	0	0	0	27.7	27.7	27.7	0	0	-
0700	6	388	0	0	6	0	0	0	0	0	0	0	0	0	0	7.6	13	18.2	0	0	-
0800	6	394	0	1	5	0	0	0	0	0	0	0	0	0	0	13.3	15.7	17.3	0	0	-
0900	4	398	0	0	3	0	0	1	0	0	0	0	0	0	0	9.7	14.4	17.9	0	0	-
1000	5	403	0	0	5	0	0	0	0	0	0	0	0	0	0	12.7	15.5	21.1	0	0	-
1100	6	409	0	0	6	0	0	0	0	0	0	0	0	0	0	7.6	14.3	16.4	0	0	-
1200	9	418	0	0	8	0	1	0	0	0	0	0	0	0	0	9.1	12.4	15.9	0	0	-
1300	10	428	0	0	8	0	2	0	0	0	0	0	0	0	0	8.8	13.6	20	0	0	-
1400	11	439	0	0	11	0	0	0	0	0	0	0	0	0	0	10	13.6	19	0	0	14.5
1500	6	445	0	0	5	0	1	0	0	0	0	0	0	0	0	11.1	13.8	16.3	0	0	-
1600	10	455	0	0	10	0	0	0	0	0	0	0	0	0	0	5.9	12.8	18.1	0	0	-
1700	7	462	0	1	5	0	1	0	0	0	0	0	0	0	0	7.3	11.1	13.1	0	0	-
1800	13	475	0	1	11	0	0	0	1	0	0	0	0	0	0	8	13.1	18.2	0	0	15.7
1900	6	481	0	0	6	0	0	0	0	0	0	0	0	0	0	9.3	12.3	14.6	0	0	-
2000	4	485	0	0	4	0	0	0	0	0	0	0	0	0	0	11.4	13.6	14.7	0	0	-
2100	1	486	0	0	1	0	0	0	0	0	0	0	0	0	0	14.4	14.4	14.4	0	0	-
2200	3	489	0	0	3	0	0	0	0	0	0	0	0	0	0	11.1	12.4	13.7	0	0	-
2300	1	490	0	0	1	0	0	0	0	0	0	0	0	0	0	8.6	8.6	8.6	0	0	-
07-19	93	490	0	3	83	0	5	1	1	0	0	0	0	0	0	5.9	13.4	21.1	0	0	16.1
06-22	105	490	0	3	95	0	5	1	1	0	0	0	0	0	0	5.9	13.5	27.7	0	0	16.1
06-00	109	490	0	3	99	0	5	1	1	0	0	0	0	0	0	5.9	13.5	27.7	0	0	16.1
00-00	111	490	0	3	101	0	5	1	1	0	0	0	0	0	0	5.9	13.5	27.7	0	0	16.1

Benchmark Data Collection

Sat 28 Time	March Total	2026 RunTot	Westbound Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	490	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	490	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	490	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	490	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	490	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	490	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	1	491	0	0	1	0	0	0	0	0	0	0	0	0	0	18.4	18.4	18.4	0	0	-
0700	1	492	0	0	1	0	0	0	0	0	0	0	0	0	0	15.2	15.2	15.2	0	0	-
0800	2	494	2	0	0	0	0	0	0	0	0	0	0	0	0	5.5	6.2	6.9	0	0	-
0900	5	499	0	0	5	0	0	0	0	0	0	0	0	0	0	11.9	14.1	15.4	0	0	-
1000	16	515	0	1	14	0	1	0	0	0	0	0	0	0	0	7.8	12.4	16.7	0	0	15
1100	12	527	0	1	11	0	0	0	0	0	0	0	0	0	0	6.6	13.1	16.8	0	0	16.1
1200	7	534	0	1	6	0	0	0	0	0	0	0	0	0	0	12.7	14.5	17.9	0	0	-
1300	7	541	1	0	5	0	1	0	0	0	0	0	0	0	0	11.9	13.6	15.6	0	0	-
1400	6	547	1	0	4	0	0	1	0	0	0	0	0	0	0	10.7	15	21.1	0	0	-
1500	5	552	0	0	3	0	2	0	0	0	0	0	0	0	0	7.1	10.3	12.5	0	0	-
1600	7	559	0	0	7	0	0	0	0	0	0	0	0	0	0	13.1	16.8	22.2	0	0	-
1700	10	569	0	0	8	0	1	1	0	0	0	0	0	0	0	4.8	10.7	14.3	0	0	-
1800	7	576	0	0	7	0	0	0	0	0	0	0	0	0	0	11.4	14.3	18.5	0	0	-
1900	9	585	0	0	9	0	0	0	0	0	0	0	0	0	0	7.9	12	17.7	0	0	-
2000	7	592	0	1	6	0	0	0	0	0	0	0	0	0	0	10.2	15.2	24.9	0	0	-
2100	3	595	0	0	3	0	0	0	0	0	0	0	0	0	0	12.7	13.7	14.8	0	0	-
2200	1	596	0	0	1	0	0	0	0	0	0	0	0	0	0	10.6	10.6	10.6	0	0	-
2300	2	598	0	0	2	0	0	0	0	0	0	0	0	0	0	12.4	13.1	13.8	0	0	-
07-19	85	598	4	3	71	0	5	2	0	0	0	0	0	0	0	4.8	13.1	22.2	0	0	15.4
06-22	105	598	4	4	90	0	5	2	0	0	0	0	0	0	0	4.8	13.2	24.9	0	0	15.7
06-00	108	598	4	4	93	0	5	2	0	0	0	0	0	0	0	4.8	13.2	24.9	0	0	15.7
00-00	108	598	4	4	93	0	5	2	0	0	0	0	0	0	0	4.8	13.2	24.9	0	0	15.7

Benchmark Data Collection

Sun 29 Time	March Total	2026 RunTot	Westbound Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	598	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	2	600	0	0	2	0	0	0	0	0	0	0	0	0	0	8.9	10.4	12	0	0	-
0200	0	600	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	600	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	0	600	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	0	600	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0600	3	603	0	0	3	0	0	0	0	0	0	0	0	0	0	14.1	14.9	16.2	0	0	-
0700	3	606	0	0	3	0	0	0	0	0	0	0	0	0	0	9.7	12.1	15.4	0	0	-
0800	3	609	0	0	3	0	0	0	0	0	0	0	0	0	0	9.6	11.4	12.9	0	0	-
0900	9	618	0	0	9	0	0	0	0	0	0	0	0	0	0	7.2	12.6	15.8	0	0	-
1000	11	629	0	0	11	0	0	0	0	0	0	0	0	0	0	9.5	12.7	14.7	0	0	13.9
1100	6	635	0	1	5	0	0	0	0	0	0	0	0	0	0	8.9	14.7	19.1	0	0	-
1200	8	643	0	0	8	0	0	0	0	0	0	0	0	0	0	7.8	13.1	14.8	0	0	-
1300	8	651	0	0	8	0	0	0	0	0	0	0	0	0	0	10.5	13.8	18.3	0	0	-
1400	10	661	0	1	9	0	0	0	0	0	0	0	0	0	0	7.7	11.5	18.6	0	0	-
1500	5	666	0	0	5	0	0	0	0	0	0	0	0	0	0	10.6	12.6	14.5	0	0	-
1600	5	671	0	0	5	0	0	0	0	0	0	0	0	0	0	11	13.6	16.5	0	0	-
1700	6	677	1	0	5	0	0	0	0	0	0	0	0	0	0	8.8	11.4	13.1	0	0	-
1800	3	680	0	0	3	0	0	0	0	0	0	0	0	0	0	12.4	13.6	15	0	0	-
1900	4	684	0	0	4	0	0	0	0	0	0	0	0	0	0	12.3	13.5	15.1	0	0	-
2000	1	685	0	0	1	0	0	0	0	0	0	0	0	0	0	15.9	15.9	15.9	0	0	-
2100	1	686	0	0	1	0	0	0	0	0	0	0	0	0	0	14.7	14.7	14.7	0	0	-
2200	0	686	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	686	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	77	686	1	2	74	0	0	0	0	0	0	0	0	0	0	7.2	12.7	19.1	0	0	14.8
06-22	86	686	1	2	83	0	0	0	0	0	0	0	0	0	0	7.2	12.9	19.1	0	0	15
06-00	86	686	1	2	83	0	0	0	0	0	0	0	0	0	0	7.2	12.9	19.1	0	0	15
00-00	88	686	1	2	85	0	0	0	0	0	0	0	0	0	0	7.2	12.9	19.1	0	0	15

Benchmark Data Collection

Mon 30 Time	March Total	2026 RunTot	Westbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	686	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	1	687	0	0	0	0	1	0	0	0	0	0	0	0	0	18.3	18.3	18.3	0	0	-
0200	0	687	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	687	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	688	0	0	1	0	0	0	0	0	0	0	0	0	0	17.3	17.3	17.3	0	0	-
0500	2	690	0	0	2	0	0	0	0	0	0	0	0	0	0	15.6	18.2	20.8	0	0	-
0600	2	692	0	0	2	0	0	0	0	0	0	0	0	0	0	7.5	10.1	12.7	0	0	-
0700	7	699	1	1	5	0	0	0	0	0	0	0	0	0	0	9	12.7	17.3	0	0	-
0800	3	702	0	0	3	0	0	0	0	0	0	0	0	0	0	10.4	13.7	15.7	0	0	-
0900	7	709	1	0	6	0	0	0	0	0	0	0	0	0	0	9.5	13.9	16.1	0	0	-
1000	6	715	0	0	6	0	0	0	0	0	0	0	0	0	0	8.3	13.2	15.6	0	0	-
1100	13	728	1	0	12	0	0	0	0	0	0	0	0	0	0	5.9	10.8	16	0	0	13.6
1200	13	741	0	0	12	0	0	1	0	0	0	0	0	0	0	9.1	12.3	18	0	0	13.6
1300	9	750	0	0	7	0	2	0	0	0	0	0	0	0	0	12.5	15.7	18.7	0	0	-
1400	6	756	0	0	6	0	0	0	0	0	0	0	0	0	0	10.5	13	14.9	0	0	-
1500	6	762	0	0	4	0	2	0	0	0	0	0	0	0	0	10.7	13.4	16.9	0	0	-
1600	8	770	0	0	8	0	0	0	0	0	0	0	0	0	0	10.5	14.5	19.8	0	0	-
1700	5	775	0	0	5	0	0	0	0	0	0	0	0	0	0	13	14.5	16.3	0	0	-
1800	7	782	0	0	6	0	1	0	0	0	0	0	0	0	0	12.2	13.8	15.6	0	0	-
1900	10	792	0	0	10	0	0	0	0	0	0	0	0	0	0	11.4	14.3	17.6	0	0	-
2000	5	797	0	0	5	0	0	0	0	0	0	0	0	0	0	7.7	13.6	18.5	0	0	-
2100	1	798	0	0	1	0	0	0	0	0	0	0	0	0	0	20.7	20.7	20.7	0	0	-
2200	0	798	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	2	800	0	0	2	0	0	0	0	0	0	0	0	0	0	7.6	11	14.5	0	0	-
07-19	90	800	3	1	80	0	5	1	0	0	0	0	0	0	0	5.9	13.2	19.8	0	0	15.9
06-22	108	800	3	1	98	0	5	1	0	0	0	0	0	0	0	5.9	13.4	20.7	0	0	16.1
06-00	110	800	3	1	100	0	5	1	0	0	0	0	0	0	0	5.9	13.3	20.7	0	0	16.1
00-00	114	800	3	1	103	0	6	1	0	0	0	0	0	0	0	5.9	13.5	20.8	0	0	16.3
Summary																					
Total		RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
	800	800	11	23	721	0	38	6	1	0	0	0	0	0	0	4.8	13.3	27.7	0	0	15.9

Benchmark Data Collection

Tue 24 Time	March Total	2026 RunTot	Eastbound Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	8.8	8.8	8.8	0	0	-
0100	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	9.3	9.3	9.3	0	0	-
0400	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	14.4	14.4	14.4	0	0	-
0500	1	4	0	0	1	0	0	0	0	0	0	0	0	0	0	15.8	15.8	15.8	0	0	-
0600	3	7	0	0	3	0	0	0	0	0	0	0	0	0	0	9.8	15.3	22.4	0	0	-
0700	7	14	0	0	6	0	1	0	0	0	0	0	0	0	0	9.1	12.7	16.1	0	0	-
0800	9	23	2	0	7	0	0	0	0	0	0	0	0	0	0	8.8	12.1	16.9	0	0	-
0900	12	35	0	0	11	0	1	0	0	0	0	0	0	0	0	9	12.8	18.6	0	0	14.8
1000	6	41	0	0	4	0	2	0	0	0	0	0	0	0	0	9	11	12.2	0	0	-
1100	11	52	0	0	10	0	1	0	0	0	0	0	0	0	0	4.2	9	12.8	0	0	10.7
1200	8	60	0	0	7	0	1	0	0	0	0	0	0	0	0	11.2	13	19.5	0	0	-
1300	4	64	1	0	3	0	0	0	0	0	0	0	0	0	0	9.8	10.8	11.7	0	0	-
1400	11	75	0	0	10	0	1	0	0	0	0	0	0	0	0	7	13	18.8	0	0	17
1500	16	91	0	2	13	0	1	0	0	0	0	0	0	0	0	8.6	15.1	18.8	0	0	18.3
1600	9	100	0	1	8	0	0	0	0	0	0	0	0	0	0	7.8	12.3	15.7	0	0	-
1700	4	104	0	0	4	0	0	0	0	0	0	0	0	0	0	11.1	12.9	14.7	0	0	-
1800	4	108	0	0	4	0	0	0	0	0	0	0	0	0	0	12	13.4	15.3	0	0	-
1900	4	112	1	0	3	0	0	0	0	0	0	0	0	0	0	8.6	12	15.5	0	0	-
2000	3	115	0	0	3	0	0	0	0	0	0	0	0	0	0	11.2	12.2	12.9	0	0	-
2100	3	118	0	0	2	0	1	0	0	0	0	0	0	0	0	9.4	12.2	14	0	0	-
2200	1	119	0	0	1	0	0	0	0	0	0	0	0	0	0	4	4	4	0	0	-
2300	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	101	119	3	3	87	0	8	0	0	0	0	0	0	0	0	4.2	12.5	19.5	0	0	15.9
06-22	114	119	4	3	98	0	9	0	0	0	0	0	0	0	0	4.2	12.6	22.4	0	0	15.9
06-00	115	119	4	3	99	0	9	0	0	0	0	0	0	0	0	4	12.5	22.4	0	0	15.9
00-00	119	119	4	3	103	0	9	0	0	0	0	0	0	0	0	4	12.5	22.4	0	0	15.7

Benchmark Data Collection

Wed 25 Time	March Total	2026 RunTot	Eastbound Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	120	0	0	1	0	0	0	0	0	0	0	0	0	0	9.2	9.2	9.2	0	0	-
0500	3	123	0	0	3	0	0	0	0	0	0	0	0	0	0	9.3	13.6	15.8	0	0	-
0600	1	124	0	0	1	0	0	0	0	0	0	0	0	0	0	12.4	12.4	12.4	0	0	-
0700	10	134	0	0	8	0	2	0	0	0	0	0	0	0	0	7.6	12.8	16	0	0	-
0800	14	148	1	1	11	0	1	0	0	0	0	0	0	0	0	8.8	13.2	19.6	0	0	16.6
0900	8	156	0	0	8	0	0	0	0	0	0	0	0	0	0	11.2	13.8	16	0	0	-
1000	4	160	0	0	4	0	0	0	0	0	0	0	0	0	0	10	13.8	17.3	0	0	-
1100	14	174	0	0	14	0	0	0	0	0	0	0	0	0	0	7.8	11.3	19.2	0	0	12.3
1200	5	179	0	0	5	0	0	0	0	0	0	0	0	0	0	7.4	13.4	18.5	0	0	-
1300	4	183	1	0	3	0	0	0	0	0	0	0	0	0	0	7.7	11.4	14.5	0	0	-
1400	7	190	1	0	5	0	1	0	0	0	0	0	0	0	0	11.8	13.6	16.8	0	0	-
1500	9	199	1	0	8	0	0	0	0	0	0	0	0	0	0	10.3	13.6	18.5	0	0	-
1600	1	200	1	0	0	0	0	0	0	0	0	0	0	0	0	14.9	14.9	14.9	0	0	-
1700	6	206	0	1	5	0	0	0	0	0	0	0	0	0	0	6.8	12.6	15.1	0	0	-
1800	8	214	0	1	7	0	0	0	0	0	0	0	0	0	0	7.9	12.2	14.1	0	0	-
1900	1	215	0	1	0	0	0	0	0	0	0	0	0	0	0	15.4	15.4	15.4	0	0	-
2000	7	222	0	0	6	0	1	0	0	0	0	0	0	0	0	11.1	13.3	17.3	0	0	-
2100	4	226	0	1	3	0	0	0	0	0	0	0	0	0	0	11.3	12.4	13.6	0	0	-
2200	1	227	0	0	1	0	0	0	0	0	0	0	0	0	0	12.8	12.8	12.8	0	0	-
2300	0	227	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	90	227	5	3	78	0	4	0	0	0	0	0	0	0	0	6.8	12.8	19.6	0	0	15.4
06-22	103	227	5	5	88	0	5	0	0	0	0	0	0	0	0	6.8	12.9	19.6	0	0	15.4
06-00	104	227	5	5	89	0	5	0	0	0	0	0	0	0	0	6.8	12.9	19.6	0	0	15.4
00-00	108	227	5	5	93	0	5	0	0	0	0	0	0	0	0	6.8	12.9	19.6	0	0	15.7

Benchmark Data Collection

Thu 26 Time	March Total	2026 RunTot	Eastbound Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	227	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	227	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	1	228	0	0	1	0	0	0	0	0	0	0	0	0	0	15.1	15.1	15.1	0	0	-
0300	0	228	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	229	0	0	1	0	0	0	0	0	0	0	0	0	0	13.8	13.8	13.8	0	0	-
0500	2	231	0	0	2	0	0	0	0	0	0	0	0	0	0	10.3	12.9	15.5	0	0	-
0600	2	233	0	0	2	0	0	0	0	0	0	0	0	0	0	11.2	13.3	15.5	0	0	-
0700	11	244	0	0	10	0	1	0	0	0	0	0	0	0	0	8	12.8	16.7	0	0	15.4
0800	20	264	3	0	15	0	2	0	0	0	0	0	0	0	0	7	14.9	20.5	0	0	18.1
0900	2	266	0	0	2	0	0	0	0	0	0	0	0	0	0	10.8	11.3	11.9	0	0	-
1000	10	276	0	0	9	0	1	0	0	0	0	0	0	0	0	6.2	11.5	16.1	0	0	-
1100	6	282	0	0	4	0	2	0	0	0	0	0	0	0	0	7.6	12.2	16.6	0	0	-
1200	6	288	0	0	5	0	1	0	0	0	0	0	0	0	0	12.2	13.9	16.4	0	0	-
1300	4	292	1	0	3	0	0	0	0	0	0	0	0	0	0	9.1	11	12.7	0	0	-
1400	4	296	0	0	3	0	1	0	0	0	0	0	0	0	0	8.8	12.1	14.5	0	0	-
1500	10	306	0	0	8	0	2	0	0	0	0	0	0	0	0	9.7	14.9	21.6	0	0	-
1600	5	311	1	0	4	0	0	0	0	0	0	0	0	0	0	10.7	12	12.9	0	0	-
1700	9	320	2	0	7	0	0	0	0	0	0	0	0	0	0	10.5	13	16.4	0	0	-
1800	4	324	0	0	4	0	0	0	0	0	0	0	0	0	0	8.2	10.6	13	0	0	-
1900	5	329	0	1	4	0	0	0	0	0	0	0	0	0	0	11.2	15.1	21.9	0	0	-
2000	6	335	0	0	6	0	0	0	0	0	0	0	0	0	0	11.8	13.6	16.5	0	0	-
2100	6	341	0	0	6	0	0	0	0	0	0	0	0	0	0	11.3	14.2	16	0	0	-
2200	0	341	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	1	342	0	0	1	0	0	0	0	0	0	0	0	0	0	13	13	13	0	0	-
07-19	91	342	7	0	74	0	10	0	0	0	0	0	0	0	0	6.2	13.1	21.6	0	0	16.3
06-22	110	342	7	1	92	0	10	0	0	0	0	0	0	0	0	6.2	13.3	21.9	0	0	16.3
06-00	111	342	7	1	93	0	10	0	0	0	0	0	0	0	0	6.2	13.3	21.9	0	0	16.1
00-00	115	342	7	1	97	0	10	0	0	0	0	0	0	0	0	6.2	13.3	21.9	0	0	16.1

Benchmark Data Collection

Fri 27 Time	March Total	2026 RunTot	Eastbound Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	342	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	342	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	0	342	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	0	342	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	1	343	0	0	1	0	0	0	0	0	0	0	0	0	0	12.1	12.1	12.1	0	0	-
0500	2	345	0	0	2	0	0	0	0	0	0	0	0	0	0	14.5	15.7	16.8	0	0	-
0600	0	345	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0700	7	352	0	0	7	0	0	0	0	0	0	0	0	0	0	7.9	12.3	15.7	0	0	-
0800	14	366	3	0	10	0	0	0	1	0	0	0	0	0	0	9.5	12.7	16.4	0	0	15.2
0900	7	373	0	0	5	0	2	0	0	0	0	0	0	0	0	10.9	13.5	15.7	0	0	-
1000	5	378	0	0	4	0	1	0	0	0	0	0	0	0	0	7.7	11.9	18.8	0	0	-
1100	8	386	0	0	6	0	1	1	0	0	0	0	0	0	0	6.3	12.2	16.1	0	0	-
1200	8	394	0	0	8	0	0	0	0	0	0	0	0	0	0	10.4	12.8	15.8	0	0	-
1300	8	402	1	1	5	0	1	0	0	0	0	0	0	0	0	7	11.4	17.5	0	0	-
1400	6	408	0	0	6	0	0	0	0	0	0	0	0	0	0	9.3	12.8	16.2	0	0	-
1500	7	415	0	0	6	0	1	0	0	0	0	0	0	0	0	9.2	12.4	14.8	0	0	-
1600	5	420	0	0	5	0	0	0	0	0	0	0	0	0	0	7.1	11.6	14.3	0	0	-
1700	7	427	0	1	6	0	0	0	0	0	0	0	0	0	0	8.2	10.3	14.4	0	0	-
1800	4	431	0	0	3	0	1	0	0	0	0	0	0	0	0	12.5	13.4	14.9	0	0	-
1900	5	436	0	0	5	0	0	0	0	0	0	0	0	0	0	8.9	13.3	16.5	0	0	-
2000	1	437	0	0	1	0	0	0	0	0	0	0	0	0	0	10.6	10.6	10.6	0	0	-
2100	7	444	0	0	7	0	0	0	0	0	0	0	0	0	0	12.1	14.9	17.5	0	0	-
2200	3	447	0	0	3	0	0	0	0	0	0	0	0	0	0	11.8	13.9	16.2	0	0	-
2300	2	449	0	0	2	0	0	0	0	0	0	0	0	0	0	7.4	11.1	14.8	0	0	-
07-19	86	449	4	2	71	0	7	1	1	0	0	0	0	0	0	6.3	12.3	18.8	0	0	15
06-22	99	449	4	2	84	0	7	1	1	0	0	0	0	0	0	6.3	12.5	18.8	0	0	15
06-00	104	449	4	2	89	0	7	1	1	0	0	0	0	0	0	6.3	12.5	18.8	0	0	15
00-00	107	449	4	2	92	0	7	1	1	0	0	0	0	0	0	6.3	12.6	18.8	0	0	15.2

Benchmark Data Collection

Sat 28 Time	March Total	2026 RunTot	Eastbound Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	1	450	0	0	1	0	0	0	0	0	0	0	0	0	0	12	12	12	0	0	-
0100	2	452	0	0	2	0	0	0	0	0	0	0	0	0	0	11.2	12.1	12.9	0	0	-
0200	0	452	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0300	1	453	0	0	1	0	0	0	0	0	0	0	0	0	0	13	13	13	0	0	-
0400	0	453	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	454	0	0	1	0	0	0	0	0	0	0	0	0	0	10.4	10.4	10.4	0	0	-
0600	3	457	0	0	3	0	0	0	0	0	0	0	0	0	0	14.4	15.1	15.9	0	0	-
0700	0	457	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0800	9	466	1	0	8	0	0	0	0	0	0	0	0	0	0	8.3	12.6	18.4	0	0	-
0900	11	477	0	0	11	0	0	0	0	0	0	0	0	0	0	6.6	13.4	17.4	0	0	15.9
1000	6	483	0	0	5	0	1	0	0	0	0	0	0	0	0	7.2	10.2	14.3	0	0	-
1100	7	490	0	1	6	0	0	0	0	0	0	0	0	0	0	7.4	13.9	17.4	0	0	-
1200	7	497	0	1	6	0	0	0	0	0	0	0	0	0	0	12.3	14.3	16.7	0	0	-
1300	8	505	2	0	6	0	0	0	0	0	0	0	0	0	0	4.5	10.9	13.7	0	0	-
1400	8	513	0	0	7	0	1	0	0	0	0	0	0	0	0	5.6	10.9	14.5	0	0	-
1500	5	518	0	0	5	0	0	0	0	0	0	0	0	0	0	10.3	11.8	12.9	0	0	-
1600	10	528	0	0	10	0	0	0	0	0	0	0	0	0	0	9.1	12.3	17.8	0	0	-
1700	8	536	0	0	8	0	0	0	0	0	0	0	0	0	0	9	12.8	20.2	0	0	-
1800	7	543	0	0	7	0	0	0	0	0	0	0	0	0	0	10.1	13.1	16.3	0	0	-
1900	5	548	0	0	5	0	0	0	0	0	0	0	0	0	0	10.5	12.5	15.7	0	0	-
2000	3	551	0	1	2	0	0	0	0	0	0	0	0	0	0	9	12.5	16.3	0	0	-
2100	8	559	0	1	7	0	0	0	0	0	0	0	0	0	0	8.9	12	14.4	0	0	-
2200	0	559	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	559	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	86	559	3	2	79	0	2	0	0	0	0	0	0	0	0	4.5	12.4	20.2	0	0	15
06-22	105	559	3	4	96	0	2	0	0	0	0	0	0	0	0	4.5	12.5	20.2	0	0	15
06-00	105	559	3	4	96	0	2	0	0	0	0	0	0	0	0	4.5	12.5	20.2	0	0	15
00-00	110	559	3	4	101	0	2	0	0	0	0	0	0	0	0	4.5	12.5	20.2	0	0	15

Benchmark Data Collection

Sun 29 Time	March Total	2026 RunTot	Eastbound Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	559	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	4	563	0	0	4	0	0	0	0	0	0	0	0	0	0	12.3	13.9	15.4	0	0	-
0200	1	564	0	0	1	0	0	0	0	0	0	0	0	0	0	18.1	18.1	18.1	0	0	-
0300	1	565	0	0	1	0	0	0	0	0	0	0	0	0	0	7.8	7.8	7.8	0	0	-
0400	0	565	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0500	1	566	0	0	1	0	0	0	0	0	0	0	0	0	0	17	17	17	0	0	-
0600	2	568	0	0	2	0	0	0	0	0	0	0	0	0	0	9.5	9.8	10	0	0	-
0700	8	576	1	0	7	0	0	0	0	0	0	0	0	0	0	8.4	11	15.6	0	0	-
0800	2	578	0	0	2	0	0	0	0	0	0	0	0	0	0	10	10.8	11.7	0	0	-
0900	6	584	0	0	6	0	0	0	0	0	0	0	0	0	0	7.5	11.1	16.2	0	0	-
1000	11	595	0	0	11	0	0	0	0	0	0	0	0	0	0	6.5	12.6	15.8	0	0	15
1100	10	605	2	0	7	0	1	0	0	0	0	0	0	0	0	8	11.7	14	0	0	-
1200	6	611	2	0	4	0	0	0	0	0	0	0	0	0	0	9.5	12.6	15.8	0	0	-
1300	3	614	0	0	3	0	0	0	0	0	0	0	0	0	0	11.1	12.3	13.2	0	0	-
1400	6	620	0	0	6	0	0	0	0	0	0	0	0	0	0	8.1	10.3	14.8	0	0	-
1500	9	629	0	0	9	0	0	0	0	0	0	0	0	0	0	9.5	11.3	12.2	0	0	-
1600	7	636	0	0	7	0	0	0	0	0	0	0	0	0	0	9.6	11.9	15.2	0	0	-
1700	2	638	0	1	1	0	0	0	0	0	0	0	0	0	0	12.2	12.4	12.5	0	0	-
1800	0	638	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
1900	2	640	0	0	2	0	0	0	0	0	0	0	0	0	0	13.2	13.8	14.3	0	0	-
2000	2	642	0	0	2	0	0	0	0	0	0	0	0	0	0	10.6	13.2	15.8	0	0	-
2100	1	643	0	0	1	0	0	0	0	0	0	0	0	0	0	14.3	14.3	14.3	0	0	-
2200	0	643	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	0	643	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
07-19	70	643	5	1	63	0	1	0	0	0	0	0	0	0	0	6.5	11.6	16.2	0	0	13.9
06-22	77	643	5	1	70	0	1	0	0	0	0	0	0	0	0	6.5	11.7	16.2	0	0	14.1
06-00	77	643	5	1	70	0	1	0	0	0	0	0	0	0	0	6.5	11.7	16.2	0	0	14.1
00-00	84	643	5	1	77	0	1	0	0	0	0	0	0	0	0	6.5	11.9	18.1	0	0	14.3

Benchmark Data Collection

Mon 30 Time	March Total	2026 RunTot	Eastbound		Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
0000	0	643	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0100	0	643	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	1	644	0	0	1	0	0	0	0	0	0	0	0	0	0	14.1	14.1	14.1	0	0	-
0300	0	644	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	2	646	0	0	2	0	0	0	0	0	0	0	0	0	0	13.2	13.8	14.5	0	0	-
0500	2	648	0	0	2	0	0	0	0	0	0	0	0	0	0	12.3	13.6	14.9	0	0	-
0600	4	652	0	0	4	0	0	0	0	0	0	0	0	0	0	12.8	13.7	15.5	0	0	-
0700	9	661	1	0	8	0	0	0	0	0	0	0	0	0	0	6.3	12.5	15.9	0	0	-
0800	6	667	0	0	6	0	0	0	0	0	0	0	0	0	0	10.5	12.6	14.8	0	0	-
0900	8	675	0	0	8	0	0	0	0	0	0	0	0	0	0	10.5	12.1	15	0	0	-
1000	6	681	1	0	5	0	0	0	0	0	0	0	0	0	0	8.2	12.2	15.4	0	0	-
1100	12	693	2	0	9	0	1	0	0	0	0	0	0	0	0	3.5	11.6	18.8	0	0	13.9
1200	6	699	1	0	4	0	1	0	0	0	0	0	0	0	0	8.9	12	16.1	0	0	-
1300	11	710	1	0	9	0	1	0	0	0	0	0	0	0	0	10.2	12.9	17.1	0	0	15
1400	2	712	0	1	1	0	0	0	0	0	0	0	0	0	0	16.1	16.2	16.3	0	0	-
1500	6	718	1	1	4	0	0	0	0	0	0	0	0	0	0	7.7	13.8	18.4	0	0	-
1600	6	724	0	0	6	0	0	0	0	0	0	0	0	0	0	10.9	13.4	14.3	0	0	-
1700	3	727	0	0	3	0	0	0	0	0	0	0	0	0	0	11.3	12.2	13.1	0	0	-
1800	2	729	0	0	2	0	0	0	0	0	0	0	0	0	0	9.9	12.4	14.9	0	0	-
1900	3	732	0	0	3	0	0	0	0	0	0	0	0	0	0	10.6	12.5	14.7	0	0	-
2000	4	736	0	0	4	0	0	0	0	0	0	0	0	0	0	8.8	11.9	15.5	0	0	-
2100	1	737	0	0	1	0	0	0	0	0	0	0	0	0	0	10.1	10.1	10.1	0	0	-
2200	0	737	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
2300	1	738	0	0	1	0	0	0	0	0	0	0	0	0	0	11.8	11.8	11.8	0	0	-
07-19	77	738	7	2	65	0	3	0	0	0	0	0	0	0	0	3.5	12.6	18.8	0	0	15
06-22	89	738	7	2	77	0	3	0	0	0	0	0	0	0	0	3.5	12.6	18.8	0	0	15.2
06-00	90	738	7	2	78	0	3	0	0	0	0	0	0	0	0	3.5	12.5	18.8	0	0	15.2
00-00	95	738	7	2	83	0	3	0	0	0	0	0	0	0	0	3.5	12.6	18.8	0	0	15
Summary																					
Total		RunTot	Bicycle	Motor Cycle	Car / Van	Car / Van (T)	R2 / Bus	R3 / Bus	R4	A3	A4	A5	A6	A6 [2]	A7 [2]	Vmin	Mean	Vmax	>PSL 30	>PSL% 30	Vpp 85
	738	738	35	18	646	0	37	1	1	0	0	0	0	0	0	3.5	12.6	22.4	0	0	15.4

Appendix B

Site Plan

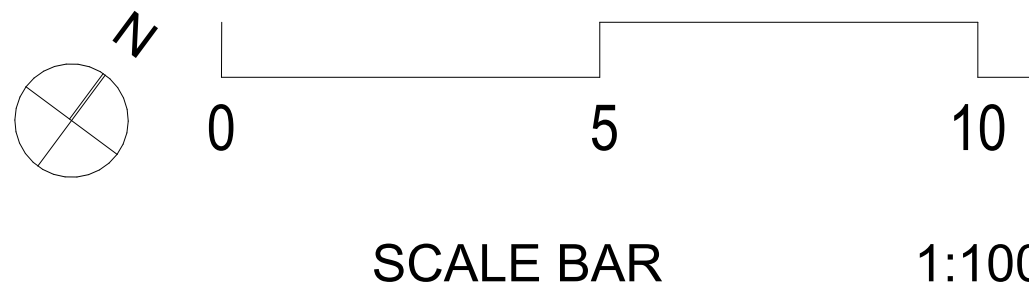
KEY:

- EXISTING TO BE DEMOLISHED
- BOUNDARY LINE
- PL/20-1769 APPROVED OUTLINE
- +0.00

EXISTING AOD GROUND LEVEL
- +0.00

EXISTING AOD FENCE LEVEL

- GRASS
- NATIVE HEDGE
- GRASSCRETE
- TILES
- DECKING
- CONCRETE, GRAVEL



Issue

02/06/2026 PLANNING ISSUE

Client

Dan Stannard

Job title

67 Amblecote Road,
RG30 4BS

Drawing title

EXISTING AND
PROPOSED BLOCK
PLAN

Scale @ Drawing Size

1:100 @A1

Drawn

LC

Checked

HW

Status

PLANNING

HIVES ARCHITECTS

SINCE 1934

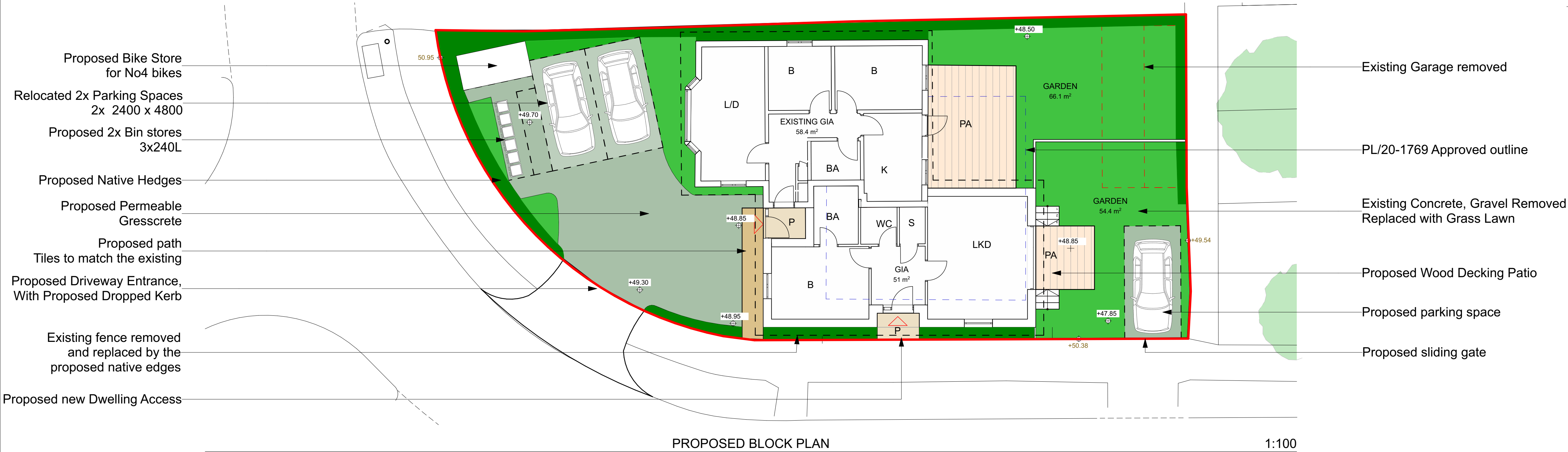
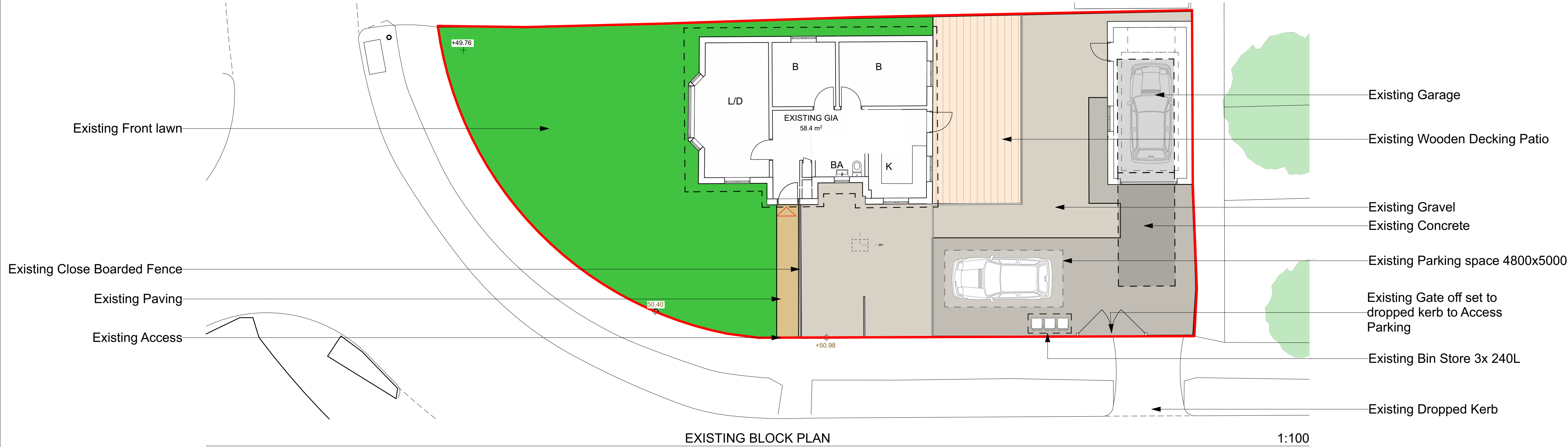
Hives Architects LLP
John Adams House
29 Castle Street
Reading
RG1 7SB
0118 958 7331
admin@hivesarchitects.co.uk

Project

Drawing

Revision

2708 005P2



Appendix C

Visibility Splay Calculations

Visibility Splay Calculator (Eastbound)

Speed (miles per hour) 15.4

Speed (metres per second) 6.88

Perception-reaction time (seconds) 1.5

Deceleration rate (g) 0.45

0.25g = 2.45 m/s², 0.45g = 4.41m/s² 0.375g = 3.677m/s²

Gradient (%) 0

(enter either '+' or '-' or '0' if level)

Deceleration rate including Gradient (m/s²) 4.4145

SSD (m) 15.69

SSD asjusted for bonnet length (m) 18.09

Visibility Splay Calculator (Westbound)

Speed (miles per hour) 15.9

Speed (metres per second) 7.11

Perception-reaction time (seconds) 1.5

Deceleration rate (g) 0.45

0.25g = 2.45 m/s², 0.45g = 4.41m/s²

0.375g = 3.677m/s²

Gradient (%) 0

(enter either '+' or '-' or '0' if level)

Deceleration rate including Gradient (m/s²) 4.4145

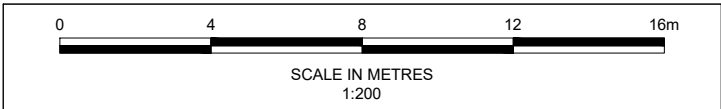
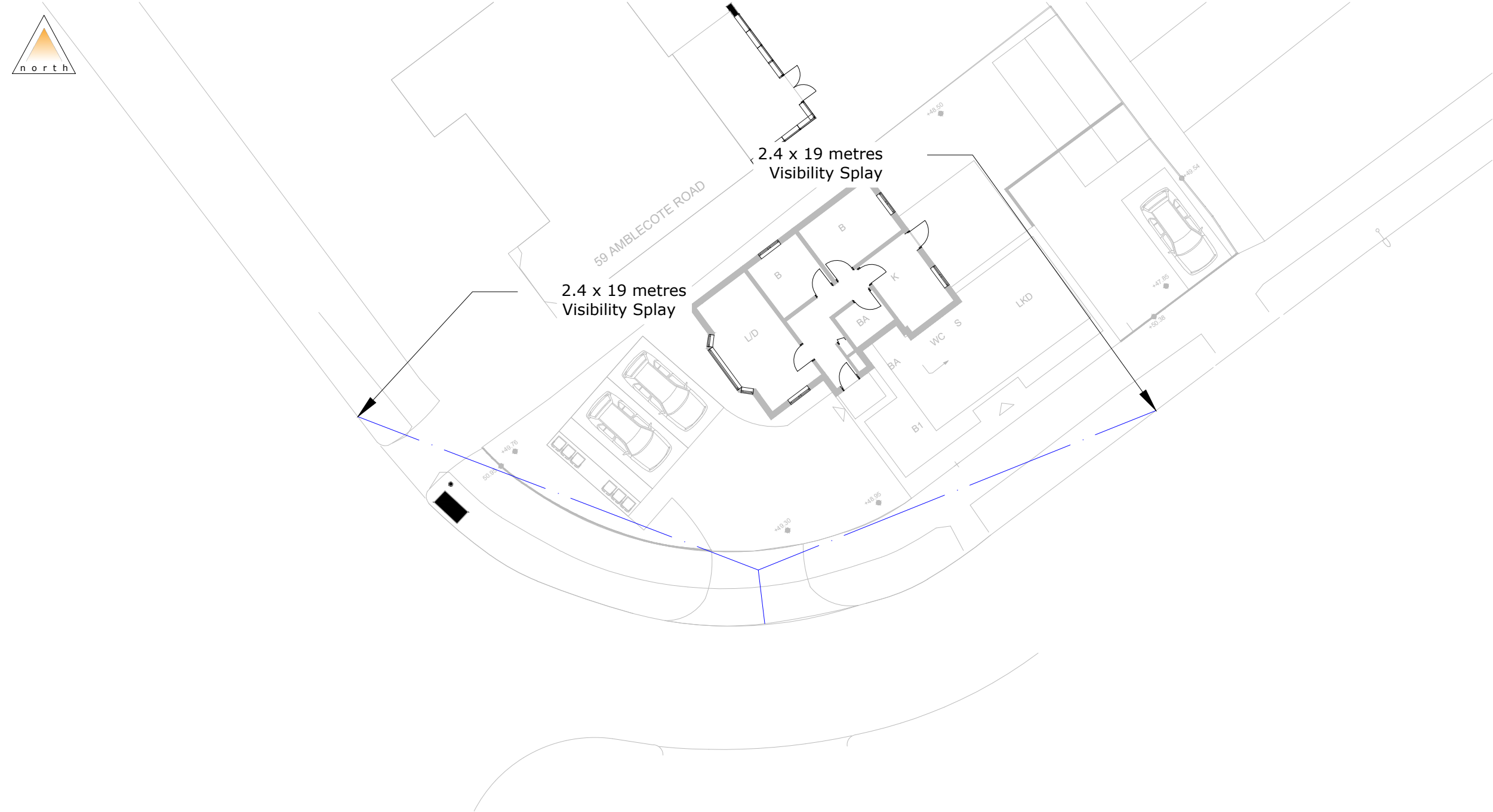
SSD (m) 16.38

SSD asjusted for bonnet length (m) 18.78

Appendix D

Visibility Splay Drawings

C:\Users\omurphy\Motion\StaffSite - Hirea8 2602094\Drawings\2602094-02A.dwg



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 OS mapping and Motion cannot guarantee the accuracy of the data.

Legend

— Visibility Splay

A	Updated Site Layout	OM	CS	CS	21/05/2026
-	First Issue	OM	CS	CS	16/04/2026
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

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

Client:

Hive Architects

Project:

Land North of Amblecote Road, Reading

Title:

Visibility Splays from Proposed Access

Scale: 1:200 (@ A3)

Drawing:

2602094-02

Revision:

A

Appendix E

Swept Path Analysis

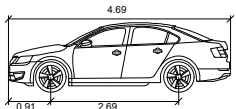


59 AMBLECOTE ROAD

59 AMBLECOTE ROAD

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 OS mapping and Motion cannot guarantee the accuracy of the data.
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 6kph / reversing 6kph



Skoda Octavia 2022metres

Width : 1.83
Track : 1.54
Lock to Lock Time : 6.0
Steering Angle : 36.9

Updated Site Layout	OM	CS	CS	21/05/2026
- First Issue	OM	CS	CS	16/04/2026
Rev. Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion

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

Client:

Hive Architects

Project:

Land North of Amblecote Road, Reading

Title:

Visibility Splays from Proposed Access

Scale: 1:200 (@ A3)

Drawing:

2602094-TK01

Revision:

A



Appendix F

TRICS Outputs

Audit Code: cfb0bdb0-9263-423b-9853-db64a71be863

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
	KI	KINGSTON
02	SOUTH EAST	
	ES	EAST SUSSEX
	HF	HERTFORDSHIRE
	KC	KENT
	MW	MEDWAY
04	EAST ANGLIA	
	NF	NORFOLK
	PB	PETERBOROUGH
	SF	SUFFOLK
06	WEST MIDLANDS	
	SH	SHROPSHIRE
	ST	STAFFORDSHIRE
	WK	WARWICKSHIRE
	WM	WEST MIDLANDS
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY	BARNSELY
	NY	NORTH YORKSHIRE
08	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER
	MS	MERSEYSIDE
09	NORTH	
	TW	TYNE & WEAR
10	WALES	
	PS	POWYS
	VG	VALE OF GLAMORGAN

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

Audit Code: cfb0bdb0-9263-423b-9853-db64a71be863

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 1882 (units:DWELLS)
Range Selected by User:	4 to 20 (units:DWELLS)
Parking Spaces Range:	6 - 2696

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	13/11/25 to 13/11/25

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:	
Friday	4 days
Monday	5 days
Thursday	4 days
Tuesday	3 days
Wednesday	9 days

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

Selected survey types:	
Manual count	25
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	10 days
Edge of Town Centre	2 days
Neighbourhood Centre	3 days
Suburban Area	10 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:	
No Sub Category	1 days
Residential Zone	21 days
Village	3 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	22 days
Servicing vehicles Included	3 days

Audit Code: cfb0bdb0-9263-423b-9853-db64a71be863

Secondary Filtering Selection:

Use Class:

C3	25 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 - 5250

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	7 surveys
25,001 to 50,000	4 surveys
250,001 to 500,000	6 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	2 surveys
500,001 or More	2 surveys
75,001 to 100,000	2 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	12 surveys
1.1 to 1.5	11 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: cfb0bdb0-9263-423b-9853-db64a71be863

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	20 surveys
Yes	5 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
3 - Moderate	1 surveys
4 - Good	1 surveys
No PTAL Present	22 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: cfb0bdb0-9263-423b-9853-db64a71be863

1	AC-03-A-02	DETACHED	CHESHIRE WEST & CHESTER
WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area Residential Zone Site area: 0.47999998927116394 hect Survey date: Tuesday 22/05/2012			
			Survey Type: Manual
2	BY-03-A-01	BUNGALOWS & DETACHED	BARNLEY
CHURCH LANE NEAR BARNLEY WORSBROUGH Neighbourhood Centre Village Site area: 1.1690000295639038 hect Survey date: Wednesday 09/09/2020			
			Survey Type: Manual
3	EN-03-A-02	DETACHED HOUSES	ENFIELD
DUCHY ROAD HADLEY WOOD Edge of Town Residential Zone Site area: 0.6700000166893005 hect Survey date: Wednesday 14/09/2022			
			Survey Type: Manual
4	ES-03-A-06	MIXED HOUSES	EAST SUSSEX
BISHOPS LANE RINGMER Neighbourhood Centre Village Site area: 0.9900000095367432 hect Survey date: Wednesday 16/06/2021			
			Survey Type: Manual
5	ES-03-A-20	DETACHED & SEMI-DETACHED	EAST SUSSEX
NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Site area: 0.51 hect Survey date: Wednesday 06/11/2024			
			Survey Type: Manual
6	HF-03-A-05	TERRACED HOUSES	HERTFORDSHIRE
HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Site area: 0.1899999976158142 hect Survey date: Monday 05/06/2023			
			Survey Type: Manual
7	KC-03-A-09	MIXED HOUSES & FLATS	KENT
WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Site area: 1.1100000143051147 hect Survey date: Wednesday 09/06/2021			
			Survey Type: Manual
8	KI-03-A-01	DETACHED	KINGSTON
COOMBE RISE			

Audit Code: cfb0bdb0-9263-423b-9853-db64a71be863

KINGSTON UPON THAMES

Suburban Area

Residential Zone

Site area: 1.3700000047683716 hect

Survey date: Thursday 24/06/2010

Survey Type: Manual

9 KI-03-A-02 DETACHED KINGSTON

WOLSEY CLOSE

KINGSTON UPON THAMES

Suburban Area

Residential Zone

Site area: 2.259999990463257 hect

Survey date: Thursday 24/06/2010

Survey Type: Manual

10 MS-03-A-03 DETACHED MERSEYSIDE

BEMPTON ROAD

LIVERPOOL

OTTERSPOOL

Suburban Area

Residential Zone

Site area: 0.5 hect

Survey date: Friday 21/06/2013

Survey Type: Manual

11 MW-03-A-01 DETACHED & SEMI-DETACHED MEDWAY

ROCHESTER ROAD

NEAR CHATHAM

BURHAM

Neighbourhood Centre

Village

Site area: 0.20000000298023224 hect

Survey date: Friday 22/09/2017

Survey Type: Manual

12 MW-03-A-02 MIXED HOUSES MEDWAY

OTTERHAM QUAY LANE

RAINHAM

Edge of Town

Residential Zone

Site area: 0.699999988079071 hect

Survey date: Monday 06/06/2022

Survey Type: Manual

13 NF-03-A-03 DETACHED HOUSES NORFOLK

HALING WAY

THETFORD

Edge of Town

Residential Zone

Site area: 0.6299999952316284 hect

Survey date: Wednesday 16/09/2015

Survey Type: Manual

14 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE

CATTERICK ROAD

CATTERICK GARRISON

OLD HOSPITAL COMPOUND

Suburban Area

Residential Zone

Site area: 0.30000001192092896 hect

Survey date: Wednesday 10/05/2017

Survey Type: Manual

15 PB-03-A-03 DETACHED PETERBOROUGH

PETERBOROUGH

THORPE PARK ROAD

Suburban Area

Residential Zone

Site area: 0.47999998927116394 hect

Audit Code: cfb0bdb0-9263-423b-9853-db64a71be863

Survey date: Tuesday 18/10/2011

Survey Type: Manual

16 BRYN GLAS WELSHPOOL Edge of Town Centre Residential Zone Site area: 1.1200000047683716 hect Survey date: Monday 11/05/2015	PS-03-A-01	MIXED HOUSES	POWYS	Survey Type: Manual
17 NORMANSTON DRIVE LOWESTOFT Suburban Area Residential Zone Site area: 0.5899999737739563 hect Survey date: Tuesday 23/10/2012	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK	Survey Type: Manual
18 VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Site area: 1.149999976158142 hect Survey date: Wednesday 09/09/2015	SF-03-A-05	DETACHED HOUSES	SUFFOLK	Survey Type: Manual
19 ELLESMERE ROAD SHREWSBURY Edge of Town Residential Zone Site area: 0.800000011920929 hect Survey date: Thursday 22/05/2014	SH-03-A-06	BUNGALOWS	SHROPSHIRE	Survey Type: Manual
20 STANFORD ROAD WOLVERHAMPTON BLAKENHALL Edge of Town Centre No Sub Category Site area: 0.3700000047683716 hect Survey date: Friday 09/05/2014	ST-03-A-06	SEMI-DET. & TERRACED	STAFFORDSHIRE	Survey Type: Manual
21 WEST PARK ROAD GATESHEAD Suburban Area Residential Zone Site area: 0.550000011920929 hect Survey date: Monday 07/10/2013	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR	Survey Type: Manual
22 ARTHUR STREET BARRY Edge of Town Residential Zone Site area: 0.20999999344348907 hect Survey date: Monday 08/05/2017	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN	Survey Type: Manual
23 ARLINGTON AVENUE LEAMINGTON SPA Suburban Area	WK-03-A-01	TERRACED/SEMI/DET.	WARWICKSHIRE	

Audit Code: cfb0bdb0-9263-423b-9853-db64a71be863

Residential Zone
Site area: 0.10000000149011612 hect
Survey date: Friday 21/10/2011

Survey Type: Manual

24	WM-03-A-06	BUNGALOWS	WEST MIDLANDS
----	------------	-----------	---------------

NARBERTH WAY
COVENTRY
POTTERS GREEN
Edge of Town
Residential Zone
Site area: 0.4699999988079071 hect
Survey date: Thursday 17/10/2013

Survey Type: Manual

25	WM-03-A-07	DETACHED HOUSES	WEST MIDLANDS
----	------------	-----------------	---------------

EVESON ROAD
STOURBRIDGE
NORTON
Suburban Area
Residential Zone
Site area: 0.7799999713897705 hect
Survey date: Wednesday 18/09/2024

Survey Type: Manual

Audit Code: cfb0bdb0-9263-423b-9853-db64a71be863

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.241	0.375	0.616
17:00-18:00	0.299	0.186	0.485
07:00-19:00	2.544	2.661	5.205

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	25	13	0.113	0.277	0.390
08:00-09:00	25	13	0.241	0.375	0.616
09:00-10:00	25	13	0.113	0.168	0.281
10:00-11:00	25	13	0.189	0.174	0.363
11:00-12:00	25	13	0.174	0.198	0.372
12:00-13:00	25	13	0.244	0.262	0.506
13:00-14:00	25	13	0.235	0.198	0.433
14:00-15:00	25	13	0.168	0.189	0.357
15:00-16:00	25	13	0.259	0.235	0.494
16:00-17:00	25	13	0.256	0.198	0.454
17:00-18:00	25	13	0.299	0.186	0.485
18:00-19:00	25	13	0.253	0.201	0.454
19:00-20:00	1	9	0.111	0.111	0.222
20:00-21:00	1	9	0.111	0.000	0.111
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.766	2.772	5.538

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.

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Audit Code: cfb0bdb0-9263-423b-9853-db64a71be863

Parameter Summary:

Trip rate parameter range selected:	4 - 20 (units: DWELLS)
Survey date date range:	24/06/2010 - 06/11/2024
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	10
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.