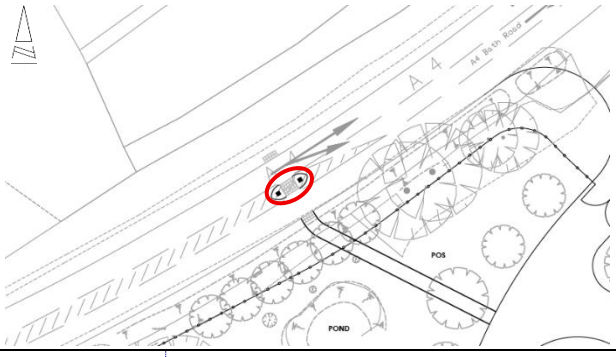
however, that cyclists particularly child cyclists travelling between the site and destinations to the east or from destinations to the west and the site, may attempt to utilise the uncontrolled crossing. It is noted that the 2 metre by 2 metre refuge may not be adequate to accommodate a bicycle which could encroach into the through lanes and could be struck by passing traffic leading to a vehicle to cyclist type collision.	
RECOMMENDATION:	
It is recommended the depth of the refuge is increased to accommodate a cyclist.	
Location Plan:  	
A.5	**SIGNS, MARKINGS AND LIGHTING**
	No Road Safety Concerns regarding SIGNS, MARKINGS AND LIGHTING have been raised at this stage

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

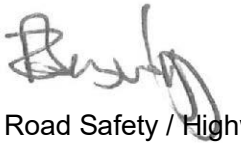
Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, NH RSA Certificate of Competency*

Signed: 

Position: Road Safety / Highway Engineer
Organisation: Fenley Road Safety Limited
Date: 25th June 2025

Audit Team Member

Name: **Zane Beswick** *MCIHT, MSoRSA*

Signed: 

Position: Road Safety / Highway Engineer
Organisation: Fenley Road Safety Limited
Date: 25th June 2025

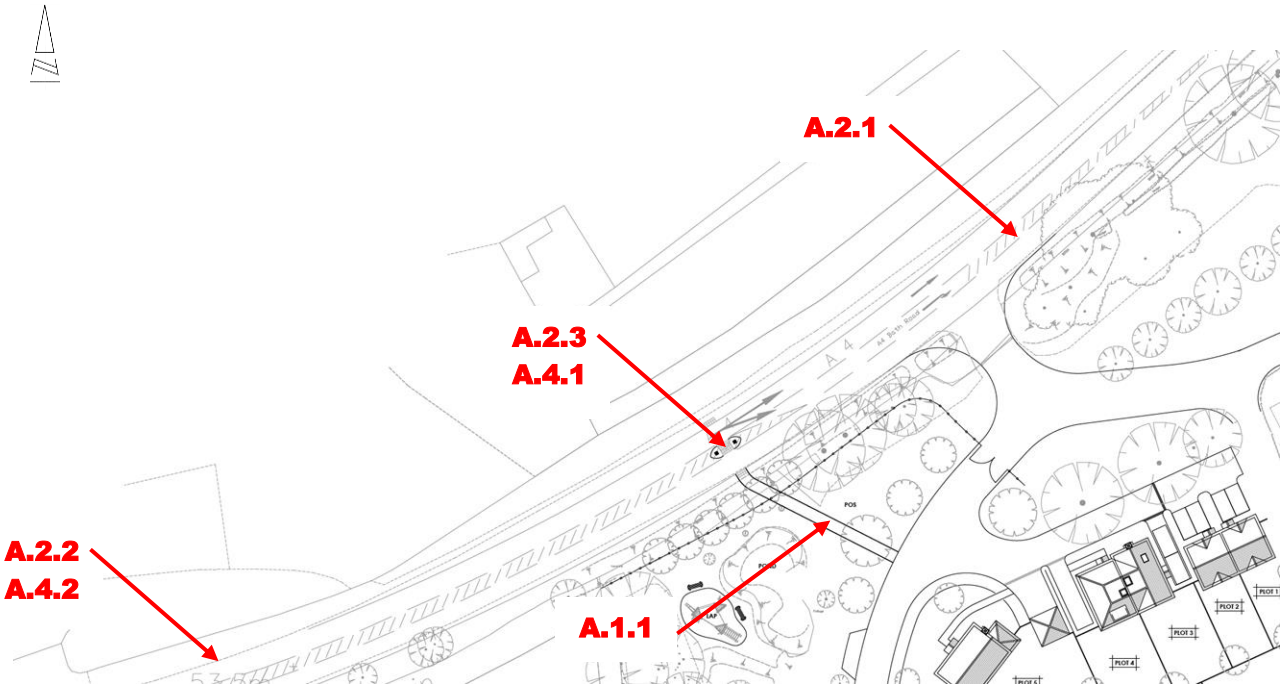
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

Audit Stage	Doc. No.	Rev	Title
Stage 1	ITB210007-003	-	Stage 1 Road Safety Audit Brief
	Dwg No.	Rev	Title
	ITB210007-GA-004	A	Potential Pedestrian Connection

Appendix A2

Item Location Plan


A.2.1
A.2.3
A.4.1
A.2.2
A.4.2
A.1.1


fenley

Road Safety Audit Report

Incorporating
Stage 1 Completion of Preliminary Design

Proposed on-site Street at the redevelopment of Ladds Garden Village along the A4 Bath Road Hare Hatch

Client:
i-Transport

Client reference:
ITB210007

Fenley
2 Blaenant
Emmer Green
READING
RG4 8PH

E: office@fenley.co.uk
www.fenley.co.uk

Report Status 1

Job no	**RSA-25-069**	**Issue no**	1	**Date**	June 2025
Prepared by	JJF	**Verified by**	ZB	**Approved by**	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-25/RSA-25-069-1				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	June 2025
Document reference and revision:	RSA-25-069-1
Prepared by:	Fenley Road Safety Limited
County Highway Authority:	Wokingham Borough Council
Design Organisation:	i-Transport
Project Sponsor:	Westbourne Homes

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions.	JJF			13th June 2025
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	ZB	JJF	25th June 2025

Contents:

Appendices:

2.0 INTRODUCTION

2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of the proposed on-site street at the redevelopment of Ladds Garden Village along the A4 Bath Road in Hare Hatch. The proposed on-site street is be served via a gated entrance off the existing access and is to consist of a shared surface cul-de-sac that is mostly 5.5 metres wide. A 2.0 metre grass margin is to be provided on both sides to allow for visibility splays as well as services and for pedestrians to step onto if required. It is understood that the proposals are to serve the just 19 homes that vary in size.

2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.

2.3 This Road Safety Audit was undertaken during June 2025 in accordance with the Road Safety Audit Brief provided on the 13th June 2025 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, Westbourne Homes. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided, detailed at **Appendix A1**. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of the Audit instructed. It has been confirmed that items such as surface water drainage, existing and proposed signage as well as bollards and utilities to include covers and telegraph poles, are to be assessed during the detail design stage of the scheme and are therefore only raised within this document if fundamental to the scheme. Further, it is identified that any existing features within the proposed splays will be removed.

2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications as well as experience accord with the requirements of GG119. The Audit Team consists:

Audit Team Leader
Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, National Highways RSA Certificate of Competency*
Road Safety / Highway Engineer

Audit Team Member
Zane Beswick *MCIHT, MSoRSA*
Road Safety / Highway Engineer

2.5 The A4 Bath Road is well known by the Audit Team who have travelled along the carriageway and visited the Garden Village numerous times but the site visit associated with this assessment was undertaken during the afternoon of Wednesday 25th June between the hours of 10:50 and 11:30. This site visit involved walking and driving around the local highway network for a total 40-minute period whilst observing local infrastructure and current off-peak traffic conditions. The weather during the site visits was overcast, the road surface was dry and visibility was good. No pedestrians but a n umber of cyclist were observed

during the site visits. Vehicular traffic was also observed to include powered two wheeled vehicles, cars, passenger service vehicles and light as well as heavy goods vehicles.

2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

3.1 Fenley Road Safety Limited have not been made aware of any previous road safety audits associated with the current scheme.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

A.1	**LOCAL ALIGNMENT**
	No Road Safety Concerns regarding LOCAL ALIGNMENT have been raised at this stage
A.2	**GENERAL**
A.2.1	**PROBLEM**
Location:	On-site Street
Summary:	Pedestrians within the shared surface street may not be clearly visible
Acc Type:	Vehicle / cyclist to pedestrian type collision

The scheme drawings provided with the Audit Brief, identify that the on-site street is to consist of shared surface carriageway that is adequate to accommodate the swept path of a refuse / recycling collection vehicle but at this stage, does not illustrate that any street lighting is to be provided. The Audit Team understand that the proposed redevelopment is to accommodate just 19 homes which are expected to generate up to just 10 two-way vehicular movements during the peak hours and that speeds are expected to be low, however, there are concerns that any pedestrians within the carriageway may not be clearly visible which could lead to a vehicle / cyclist to pedestrian type collisions.

RECOMMENDATION:

It is recommended that an appropriate level of lighting is provided within the proposed redevelopment.

Location Plan:

A.3	**JUNCTIONS**
	No Road Safety Concerns regarding JUNCTIONS have been raised at this stage

A.4	**WALKING, CYCLING AND HORSE RIDING**
A.4.1	**PROBLEM**
Location:	On-site footpath link
Summary:	Pedestrians may walk into the shared surface street unaware of the potential for traffic
Acc Type:	Vehicle / cyclist to pedestrian type collision

The scheme proposals include the provision of a footpath link that is to connect between the proposed redevelopment and a proposed uncontrolled crossing point along the A4 Bath Road which is to facilitate pedestrian access to and from the existing footway to the north. The proposed uncontrolled crossing point is to accommodate tactile paving to warn pedestrians of the live carriageway, however, it is noted that no measures are provided to highlight the change in route characteristics where the proposed footpath meets the on-site shared surface street. The Audit Team have concerns that a pedestrian may enter the on-site carriageway unaware of the potential for vehicular and cyclist traffic which could lead to a vehicle / cyclist to pedestrian type collision.

RECOMMENDATION:

It is recommended that appropriate measures are provided to highlight the transition between the proposed footpath and on-site share surface street.

Location Plan:

A.5	**SIGNS, MARKINGS AND LIGHTING**
	No Road Safety Concerns regarding SIGNS, MARKINGS AND LIGHTING have been raised at this stage

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, NH RSA Certificate of Competency*

Signed: 

Position: Road Safety / Highway Engineer
Organisation: Fenley Road Safety Limited
Date: 25th June 2025

Audit Team Member

Name: **Zane Beswick** *MCIHT, MSoRSA*

Signed: 

Position: Road Safety / Highway Engineer
Organisation: Fenley Road Safety Limited
Date: 25th June 2025

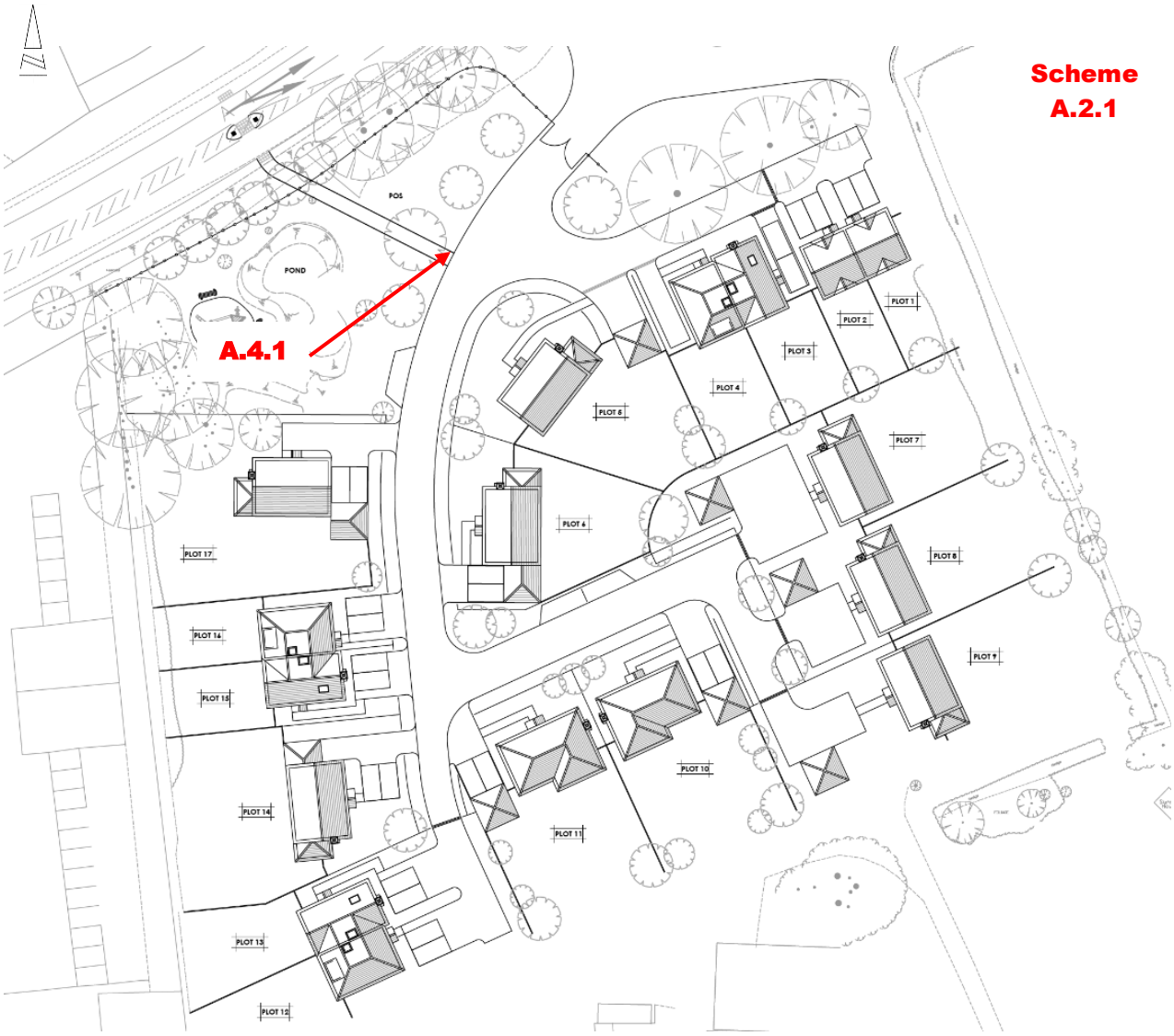
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

Audit Stage	Doc. No.	Rev	Title
Stage 1	ITB210007-002	-	Stage 1 Road Safety Audit Brief
	Dwg No.	Rev	Title
	ITB210007-GA-002	B	Site Layout Review – Swept Path Analysis – Refuse Vehicle
	ITB210007-GA-003	C	Site Layout Review – Swept Path Analysis – Fire Appliance

Appendix A2

Item Location Plan


Scheme
A.2.1
A.4.1
POS
POND
PLOT 1
PLOT 2
PLOT 3
PLOT 4
PLOT 5
PLOT 6
PLOT 7
PLOT 8
PLOT 9
PLOT 10
PLOT 11
PLOT 12
PLOT 13
PLOT 14
PLOT 15
PLOT 16
PLOT 17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APPENDIX D. WBC Parking Calculator Output

WOKINGHAM BOROUGH COUNCIL

PARKING DEMAND CALCULATION SHEET

Search your development location area by postcode: RG109SB

enter postcode with no spaces (e.g. RG40 1BN as RG401BN) and click on "find postcode"

Find Postcode

Total number of properties	19
Total allocated spaces	46
Total unallocated spaces	3

Select your development location from a map: Access Map

click "access map" and click on where your development is located

Development location: Village

Reset Sheet

Development composition

Property type	Tenure	no. habitable rooms	no. allocated spaces per property, excluding garages	Total number of properties	Total number of garages for property type	unallocated spaces (including visitor parking and 50% for garages)	allocated spaces (including 50% garages)
House or flat (choose from drop down list)	Owned or rented/shared (choose from drop down list)	1 to 4+ (choose from drop down list)	0-2				
Choose from drop down lists				Enter below			
House	owned	6	2	12		4.8	24.0
House	owned	8	2	3		1.8	6.0
Flat	shared/rental	2	1	2		0.6	2.0
Flat	shared/rental	4	2	2		0.6	4.0

APPENDIX E. TRICS Trip Rates

i-Transport The Square Basingstoke Licence No: 236601

Calculation Reference: AUDIT-236601-250605-0656

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BO	BEDFORD	1 days
	CT	CENTRAL BEDFORDSHIRE	1 days
	HC	HAMPSHIRE	3 days
	KC	KENT	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	DC	DORSET	1 days
	SD	SWINDON	1 days
04	EAST ANGLIA		
	NF	NORFOLK	4 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
09	NORTH		
	DH	DURHAM	1 days
	IM	ISLE OF MAN	1 days

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

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: No of Dwellings
Actual Range: 10 to 50 (units:)
Range Selected by User: 10 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

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:

Tuesday	5 days
Wednesday	12 days
Thursday	5 days

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

Selected survey types:

Manual count	21 days
Directional ATC Count	1 days

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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	15

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	22

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 Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	18 days - Selected

Secondary Filtering selection:

Use Class:

C3	22 days

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:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	7 days
10,001 to 15,000	5 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	3 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	2 days

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 days
1.1 to 1.5	14 days
1.6 to 2.0	1 days

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.

Travel Plan:

Yes	9 days
No	13 days

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:

No PTAL Present	22 days

This data displays the number of selected surveys with PTAL Ratings.

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

LIST OF SITES relevant to selection parameters

1 AC-03-A-04 TOWN HOUSES CHESHIRE WEST & CHESTER
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

2 BO-03-A-01 DETACHED HOUSES BEDFORD
CARNOUSTIE DRIVE
BEDFORD
GREAT DENHAM
Edge of Town
Residential Zone
Total No of Dwellings: 30
Survey date: THURSDAY *15/10/20* *Survey Type: MANUAL*

3 CT-03-A-01 MIXED HOUSES CENTRAL BEDFORDSHIRE
ARLESEY ROAD
STOTFOLD

Edge of Town
Residential Zone
Total No of Dwellings: 46
Survey date: WEDNESDAY *22/06/22* *Survey Type: MANUAL*

4 DC-03-A-10 MIXED HOUSES DORSET
ADDISON CLOSE
GILLINGHAM

Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *09/11/22* *Survey Type: MANUAL*

5 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

6 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

7 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

8 HC-03-A-37 MIXED HOUSES HAMPSHIRE
REDFIELDS LANE
FLEET
CHURCH CROOKHAM
Edge of Town
Residential Zone
Total No of Dwellings: 50
Survey date: WEDNESDAY *27/03/24* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 IM-03-A-05 MIXED HOUSES ISLE OF MAN
SCARLETT ROAD
CASTLETOWN

Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: TUESDAY 21/05/24 Survey Type: MANUAL

10 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY 09/06/21 Survey Type: MANUAL

11 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY 19/09/19 Survey Type: MANUAL

12 NF-03-A-10 MIXED HOUSES & FLATS NORFOLK
HUNSTANTON ROAD
HUNSTANTON

Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: WEDNESDAY 12/09/18 Survey Type: DIRECTIONAL ATC COUNT

13 NF-03-A-37 MIXED HOUSES NORFOLK
GREENFIELDS ROAD
DEREHAM

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: TUESDAY 27/09/22 Survey Type: MANUAL

14 NF-03-A-51 SEMI-DETACHED NORFOLK
CITY ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 34
Survey date: TUESDAY 13/09/22 Survey Type: MANUAL

15 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY 10/05/17 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16 NY-03-A-14 DETACHED & BUNGALOWS NORTH YORKSHIRE
PALACE ROAD
RIPON

Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: WEDNESDAY 18/05/22 Survey Type: MANUAL

17 SC-03-A-07 MIXED HOUSES SURREY
FOLLY HILL
FARNHAM

Edge of Town
Residential Zone
Total No of Dwellings: 41
Survey date: WEDNESDAY 11/05/22 Survey Type: MANUAL

18 SD-03-A-01 SEMI DETACHED SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY 22/09/16 Survey Type: MANUAL

19 ST-03-A-08 DETACHED HOUSES STAFFORDSHIRE
SILKMORE CRESCENT
STAFFORD
MEADOWCROFT PARK
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY 22/11/17 Survey Type: MANUAL

20 WK-03-A-03 DETACHED HOUSES WARWICKSHIRE
BRESE AVENUE
WARWICK
GUYS CLIFFE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL

21 WM-03-A-07 DETACHED HOUSES WEST MIDLANDS
EVESON ROAD
STOURBRIDGE
NORTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY 18/09/24 Survey Type: MANUAL

22 WO-03-A-07 MIXED HOUSES & FLATS WORCESTERSHIRE
RYE GRASS LANE
REDDITCH

Edge of Town
Residential Zone
Total No of Dwellings: 47
Survey date: THURSDAY 01/10/20 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
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	22	33	0.082	22	33	0.266	22	33	0.348
08:00 - 09:00	22	33	0.169	22	33	0.372	22	33	0.541
09:00 - 10:00	22	33	0.161	22	33	0.198	22	33	0.359
10:00 - 11:00	22	33	0.137	22	33	0.180	22	33	0.317
11:00 - 12:00	22	33	0.172	22	33	0.152	22	33	0.324
12:00 - 13:00	22	33	0.180	22	33	0.165	22	33	0.345
13:00 - 14:00	22	33	0.164	22	33	0.148	22	33	0.312
14:00 - 15:00	22	33	0.153	22	33	0.232	22	33	0.385
15:00 - 16:00	22	33	0.284	22	33	0.195	22	33	0.479
16:00 - 17:00	22	33	0.246	22	33	0.143	22	33	0.389
17:00 - 18:00	22	33	0.318	22	33	0.176	22	33	0.494
18:00 - 19:00	22	33	0.224	22	33	0.116	22	33	0.340
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.290			2.343			4.633

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.*

Parameter summary

Trip rate parameter range selected:	10 - 50 (units:)
Survey date date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

APPENDIX F. Junctions 11 Modelling Results

Junctions 11

PICADY 11 - Priority Intersection Module

Filename: Site_Acces_A4_Jct.j11
Path: T:\Projects\210000 Series\210007ITB - Ladds Garden Centre Bath Road\Tech\Junction Assessments\Picady
Report generation date: 12/06/2025 18:13:29

»2030 | with Development | AM
»2030 | with Development | PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2030 - with Development					
Stream B-AC	0.1	9.22	0.06	0.0	11.44	0.04
Stream C-AB	0.0	7.79	0.04	0.0	8.61	0.01

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	14/05/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\basingstoke.hotdesk
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D1	2025	Base	AM	ONE HOUR	06:45	08:15	15	✓	✓		
D2	2025	Base	PM	ONE HOUR	15:45	17:15	15		✓		
D3		Development Flows	AM	ONE HOUR	06:45	08:15	15	✓	✓		
D4		Development Flows	PM	ONE HOUR	15:45	17:15	15		✓		
D5	2030	with Development	AM	ONE HOUR	06:45	08:15	15	✓	✓	Simple	D1*G1+D3
D6	2030	with Development	PM	ONE HOUR	15:45	17:15	15		✓	Simple	D2*G2+D4

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	AM		1.0583
G2	AM		1.0583

Growth factors are only active if a Demand Set references them in a Relationship.

Analysis Set Details

ID	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	D5,D6	100.000	100.000

2030 | with Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D5 - 2030 | with Development | AM	Time results are shown for central hour only. (Model is run for a 90 minute period.)

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.21	A

Arms

Arms

Arm	Name	Description	Arm type
A	A4 (East)		Major
B	Site Access		Minor
C	A4 (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A4 (West)	8.45		✓	3.54	0.0	✓	18.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	4.27	23	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	560	0.090	0.226	0.142	0.323
B-C	721	0.101	0.254	-	-
C-B	658	0.228	0.228	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically	Relationship type	Relationship
D5	2030	with Development	AM	ONE HOUR	06:45	08:15	15	✓	✓	Simple	D1*G1+D3

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4 (East)		ONE HOUR	✓	701	100.000
B - Site Access		ONE HOUR	✓	21	100.000
C - A4 (West)		ONE HOUR	✓	843	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A4 (East)	B - Site Access	C - A4 (West)
From	A - A4 (East)	0	2	699
	B - Site Access	5	0	16
	C - A4 (West)	826	18	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A4 (East)	B - Site Access	C - A4 (West)
From	A - A4 (East)	0	0	3
	B - Site Access	0	0	0
	C - A4 (West)	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	9.22	0.1	A	21	21
C-AB	0.04	7.79	0.0	A	18	18
C-A					826	826
A-B					2	2
A-C					699	699

Main Results for each time segment

07:00 - 07:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	0.00	466	0.040	19	0.0	0.0	8.043	A
C-AB	16	4	0.00	514	0.031	16	0.0	0.0	7.226	A
C-A	742	186	0.00			742				
A-B	2	0.46	0.00			2				
A-C	628	157	0.00			628				

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	413	0.055	23	0.0	0.1	9.215	A
C-AB	20	5	0.00	482	0.041	20	0.0	0.0	7.787	A
C-A	909	227	0.00			909				
A-B	2	0.57	0.00			2				
A-C	769	192	0.00			769				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	413	0.055	23	0.1	0.1	9.217	A
C-AB	20	5	0.00	482	0.041	20	0.0	0.0	7.787	A
C-A	909	227	0.00			909				
A-B	2	0.57	0.00			2				
A-C	769	192	0.00			769				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	0.00	466	0.040	19	0.1	0.0	8.047	A
C-AB	16	4	0.00	514	0.031	16	0.0	0.0	7.227	A
C-A	742	186	0.00			742				
A-B	2	0.46	0.00			2				
A-C	628	157	0.00			628				

2030 | with Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.10	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2030	with Development	PM	ONE HOUR	15:45	17:15	15	✓	Simple	D2*G2+D4

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A4 (East)		ONE HOUR	✓	938	100.000
B - Site Access		ONE HOUR	✓	11	100.000
C - A4 (West)		ONE HOUR	✓	694	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A4 (East)	B - Site Access	C - A4 (West)
From	A - A4 (East)	0	4	933
	B - Site Access	3	0	8
	C - A4 (West)	690	4	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A - A4 (East)	B - Site Access	C - A4 (West)
From	A - A4 (East)	0	0	1
	B - Site Access	0	0	12
	C - A4 (West)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	11.44	0.0	B	11	16
C-AB	0.01	8.61	0.0	A	4	6
C-A					633	950
A-B					4	6
A-C					857	1285

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	0.00	461	0.019	9	0.0	0.0	8.647	A
C-AB	3	0.76	0.00	497	0.006	3	0.0	0.0	7.289	A
C-A	519	130	0.00			519				
A-B	3	0.76	0.00			3				
A-C	703	176	0.00			703				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	3	0.00	417	0.025	10	0.0	0.0	9.604	A
C-AB	4	0.91	0.00	466	0.008	4	0.0	0.0	7.791	A
C-A	620	155	0.00			620				
A-B	4	0.91	0.00			4				
A-C	839	210	0.00			839				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	0.00	355	0.036	13	0.0	0.0	11.434	B
C-AB	4	1	0.00	423	0.011	4	0.0	0.0	8.610	A
C-A	760	190	0.00			760				
A-B	4	1	0.00			4				
A-C	1028	257	0.00			1028				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	0.00	355	0.036	13	0.0	0.0	11.437	B
C-AB	4	1	0.00	423	0.011	4	0.0	0.0	8.610	A
C-A	760	190	0.00			760				
A-B	4	1	0.00			4				
A-C	1028	257	0.00			1028				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10	3	0.00	417	0.025	10	0.0	0.0	9.606	A
C-AB	4	0.91	0.00	466	0.008	4	0.0	0.0	7.793	A
C-A	620	155	0.00			620				
A-B	4	0.91	0.00			4				
A-C	839	210	0.00			839				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	0.00	461	0.019	9	0.0	0.0	8.651	A
C-AB	3	0.76	0.00	497	0.006	3	0.0	0.0	7.292	A
C-A	519	130	0.00			519				
A-B	3	0.76	0.00			3				
A-C	703	176	0.00			703				

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