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1. INTRODUCTION

- 1.1 This Highways Response Note (HRN) has been prepared by Paul Basham Associates on behalf of Dandara Southern Limited and Elstree Land in relation to an *'Outline application for the proposed erection of up to 111 no. dwellings with associated works, parking, landscaping, publicly accessible open space and access from Reading Road,'* at Land North of Reading Road, Arborfield (ref: 243099).
- 1.2 The application was accompanied by a Transport Assessment prepared by PBA. Wokingham Borough Council (WBC) in their role as the highway authority provided a consultation response dated 2nd Jan 2025. Following a meeting to discuss the response, this report sets out a response to the comments and provides the requested information. For ease, the rest of this report follows the structure of the highways comments and responds to each comment requiring information. A summary table is provided at the end of this report.

2. RESPONSE TO COMMENTS

Car parking, Cycle parking, EV charging

- 2.1 Comments 5 to 17 relate to on-site details such as car parking, cycle parking & EV charging. The application is outline in nature and therefore layout is a reserved matter. However, a plan attached in **Appendix A** has been prepared to demonstrate how compliance with the relevant standards could be achieved within the site. Approval for these matters would be sought through a Reserved Matters application, but it is considered that the plan demonstrates how the quantum of development could safely be accommodated within the site from a transport perspective. For the avoidance of doubt, this is considered to demonstrate how parking could be allocated and therefore fulfil a similar role to a framework car parking management plan.

Access

- 2.2 Comments 18 – 25 relate to the proposed access arrangements. For the sake of clarity, the indicative masterplan shows an aspiration for a connection through to the Church Lane bus stop, if WBC is willing to facilitate access over land in its ownership. The scheme is not reliant upon this connection given that a pedestrian connection is provided in the south east corner of the site to the Walden Avenue bus stops, including a new crossing over Reading Road. This is shown in Appendix B of the Transport Assessment.
- 2.3 Comment 24 requests an emergency access based on the scale of development. Manual for Streets states that the fire services adopt a less numbers-driven approach and consider each application based on a risk assessment for the site. Given the masterplan shows an alternative route into the rear of the site approximately 10m into the site, there is only a very short distance of road that would prevent access if blocked.
- 2.4 Nevertheless, there is an existing access in the south east of the site that is 3.7m wide and could connect to the internal road. It is therefore considered that this could deliver a suitable emergency access. Given it is existing and is only proposed for emergency access, an RSA of this is not necessary. The existing access is illustrated within **Photograph 1** below.



Photograph 1: Existing Eastern Access

Highway Impact

- 2.5 Comments 26-42 relate to the highway impact of the proposal. Comment 28 requests a summary of the weekday peak flows on Reading Road, which is contained within Appendix C of the TA.
- 2.6 Comment 39 requested evidence for the proposed traffic distribution, which is attached as **Appendix B**.
- 2.7 Comment 40 requested a plan of the proposed access geometries used in the modelling assessment, and this is attached in **Appendix C**. The visibility measurement to the west of the access has been marginally adjusted from 102m to 72m. Despite this, the modelling still forecasts that the site access junction will run well within capacity in 2019 when accounting for committed and proposed development flows, as outline within **Table 1**. The revised outputs are also in **Appendix C**.

Scenario		AM			PM		
		Max Q	Delay (s)	RFC	Max Q	Delay (s)	RFC
1– 2029 Forecast + Committed Development + Proposed Development	Site Access – Reading Road (East) (Stream B-C)	0.1	6.41	0.04	0.0	6.21	0.02
	Site Access – Reading Road (West) (Stream B-A)	0.0	7.70	0.03	0.0	7.59	0.01
	Reading Road (East) – Reading Road (West)/Site Access (Stream C-AB)	0.0	5.69	0.02	0.1	5.83	0.04

Table 1: Junctions 9 Site Access Modelling Results

Site Roads

- 2.8 Comments 43-48 relate to details of the internal roads. The intention is to offer the main internal site roads for adoption and the extent of this would be confirmed as part of a Reserved Matters application. For the avoidance of doubt the roads would be built to adoptable standard regardless.
- 2.9 Comment 48 requests forward visibility splays at bends. Although layout is a reserved matter, an assessment has been undertaken to provide comfort that the quantum of development can be accommodated within the site boundaries. Much of the internal road layout is characterised by junctions and therefore forward visibility splays are only relevant in two locations. Forward visibility splays have been drawn using a design speed of 15mph, based on the relatively sharp nature of the bends. This design speed accords with the WBC Highways Design Guide for tertiary streets, and the splays are shown in **Appendix D**.

Sustainability Assessment

- 2.10 Comments 49-57 relate to sustainability. Comment 50 requested a revised calculation of walk distances from a mid-point within the site, rather than the access. Table 2 of the TA has been amended below on this basis.

Amenity	Approximate Distance	Approximate Walking Journey Time (80m per minute)	Approximate Cycling Journey Time (250m per minute)
Reading Road Bus Stop (westbound) <i>(east of access)</i>	240m	3 minutes	1 minute
Reading Road Bus Stop (eastbound) <i>(east of access)</i>	260m	3 minutes	1 minute
Clip 'n Climb Reading Rock Climbing	830m	10 minutes	3 minutes
The Bull Inn Public House	830m	10 minutes	3 minutes
Arborfield Cross Recreation Ground	1.13km	14 minutes	5 minutes
Arborfield Village Montessori Nursery	1.13km	14 minutes	5 minutes
Sallyanns Hair & Beauty Salon	1.18km	15 minutes	5 minutes
Lockey Farm Shop & Butchers	1.23km	15 minutes	5 minutes
Sula Café & Pizzeria	1.23km	15 minutes	5 minutes
Berkshire Tai Chi Martial Arts School	1.23km	15 minutes	5 minutes
F1 Car Valeting Car Wash	1.23km	15 minutes	5 minutes
Arborfield Village Hall	1.23km	15 minutes	5 minutes
Londis Convenience Store	1.23km	15 minutes	5 minutes
The Coombes Church of England Primary School	1.43km	18 minutes	6 minutes

Table 2: Proximity to Local Amenities (from centre of site)

- 2.11 Comment 54 requests a contribution of £914 per dwelling towards improving public transport and specifically the Arborfield Bus Strategy relating to route 3. The applicant is willing to pay this contribution which would further enhance the sustainability of the site location as detailed in the TA. This would also be of wider public benefit.
- 2.12 Comment 55 requests additional pedestrian access near Walden Avenue bus stop, but as detailed above, this is already proposed as shown in Appendix A & B of the TA, including a new crossing of Reading Road.
- 2.13 Comment 56 requests consideration of enhancement of existing bus stops. The applicant is willing to provide a financial contribution for this purpose.

- 2.14 Comment 57 requests an audit of the walking route to local services. As part of the preparation of the TA, a site visit was undertaken in October 2024 and these routes were walked. This informed the proposal to provide a new pedestrian crossing over Reading Road.
- 2.15 A footway is provided opposite the site on the southern side of Reading Road and leads to Arborfield Cross, where many of the local facilities outlined in **Table 2** are located. The existing conditions of the footway along Reading Road are illustrated within **Photograph 2**.



Photograph 2: Reading Road Footway Facing East

- 2.16 The walking route crosses one junction at Walden Avenue, which is currently provided with dropped kerbs as shown in **Photograph 3**. The applicant is willing to improve this crossing by delivering tactile paving.



Photograph 3: Reading Road Footway Facing west

- 2.17 A footway is provided along the southern side of the Reading Road for the rest of the route to Arborfield Cross and there are no obvious further improvements required.

Visibility splays

- 2.18 Comments 58 – 62 relate to visibility. Comment 58 requests calculations of the visibility splays. The visibility splays were based on the recorded 39.6mph eastbound and 39.8mph westbound 85th percentile speeds. DMRB parameters were used, with a perception reaction time of 2 seconds and a deceleration rate of 0.25g.
- 2.19 The resultant 'y' distances are 101.7m to the west of the site access and 2.4m x 102.5m to the east of the site access shown on the drawing in Appendix B of the TA.
- 2.20 Comments 59 to 62 relate to details of the visibility splays. The requested information is provided in Appendix B of the TA, showing the splays based on a topographical survey at the access and at the proposed crossing of Reading Road. The visibility splays do not conflict with any trees and where landscaping and vegetation may be within sight lines, these will be maintained to a maximum of 0.6m high.

Swept Paths

- 2.21 Revised tracking of a refuse vehicle through the proposed access was requested, as well as throughout the development.

- 2.22 Swept paths of a Large Refuse Vehicle (11.347m length) have been undertaken through the access, as well as the fire tender (included in **Appendix E**). The refuse vehicle can safely turn into and out of the site without overhanging the footways. However, it is not possible to also show a car waiting to leave with the current design.
- 2.23 WBC's Highways Design Guide for Developers (2019) sets out a requirement for 5m carriageway width and 6m radii for a tertiary street serving up to 200 dwellings. The proposed access is already in excess of this, with 5.5m wide carriageway and 6m radii. In order to achieve a refuse vehicle passing a car, the access would need to be increased in size to 6m width and 10m radii. This radius size is only required for primary streets connecting neighbourhoods with through traffic, according to WBC guidance. It is therefore considered that this would represent an over-engineered solution for a situation that occurs approx. once per week.
- 2.24 Comment 65 requests tracking of a refuse vehicle and large car passing on the internal site road. Tracking of the refuse vehicle has been provided, and there are locations where a large car could pass. The drawing is in **Appendix F**. Given the internal layout is not for approval at this stage, it is considered that the drawing provides sufficient reassurance that the layout can be suitably developed at RM stage to provide appropriate provision for passing of the refuse vehicle and large car.

Other

- 2.25 The remainder of the comments request information relating to cycling & pedestrian matters, Framework Travel Plan, S106 contributions and Construction Method Statement.
- 2.26 Comment 69 requests completion of the Active Travel England toolkit, which is enclosed in **Appendix G**.
- 2.27 In order to estimate the likely multimodal trip rate that would be generated by the proposed development, the TRICS (v.7.11.4) database has been consulted using the following parameters:
- Land use: 'Residential', 'Houses Privately Owned';
 - Sites in England and Wales (excluding Greater London);
 - 6 – 300 Dwellings;
 - Weekday surveys only; and
 - 'Edge of Town' and 'Suburban Area' locations.

2.28 The results of the TRICS assessment, based on a development of 111 dwellings, are summarised in **Table 3** below, with the full outputs attached within **Appendix H**.

TRICS (v.7.11.4) "Houses Privately Owned"	AM Peak (0800-0900)			PM Peak (1700-1800)			TOTAL Daily
	Arrivals	Departures	Total	Arrivals	Departures	Total	
<i>Trip Rate (Cycle) per dwelling</i>	0.005	0.019	0.024	0.011	0.007	0.018	0.140
Cycle Trip Generation per 111 dwells	1	2	3	1	1	2	16
<i>Trip Rate (Pedestrians) per dwelling</i>	0.044	0.114	0.158	0.049	0.041	0.090	1.011
Pedestrian Trip Generation per 111 dwells	5	13	18	5	4	10	112
<i>Trip Rate (Bus) per dwelling</i>	0.004	0.034	0.038	0.012	0.003	0.015	0.198
Bus Trip Generation per 111 dwells	0	4	4	1	0	2	22
<i>Trip Rate (Rail) per dwelling</i>	0.000	0.010	0.010	0.007	0.000	0.007	0.051
National Rail Trip Generation per 111 dwells	0	1	1	1	0	1	6

Table 3: Proposed multi-modal travel patterns of the development site

2.29 These multi-modal forecasts are based on historic travel data from the TRICS database. Given the government's target for half of all journeys in towns and cities to be walked, wheeled or cycled by 2030, and the improvements to be delivered by the development and promoted through the travel plan, it is likely that these figures will increase at the expense of vehicle trips.

2.30 Comment 72 requests footways on both sides of the access to extend onto Reading Road and a 2m wide footway. The proposed footway is 2m as shown in Appendix B of the TA. A footway extending west from the site access along Reading Road is not necessary given the crossing provided just to the east of the access, and the other connections onto Church Lane. The highway design has to be balanced with other planning considerations and provision of a footway west of the access would have an unnecessary negative impact on arboricultural considerations. Comment 73 requests improvements between the site and PROW ARB019, and as detailed above, the crossing of Walden Avenue will be improved in addition to the new crossing of Reading Road.

2.31 Comment 75 requests a Framework Travel Plan, which has been submitted alongside this response. The developer intends to undertake the Travel Plan Coordination themselves such that a contribution to MyJourney would not be required. Comment 80 requests a Framework Construction Management Plan, which has also been submitted with this response.

3. SUMMARY

- 3.1 This Highways Response Note (HRN) has been prepared in response to WBC highways comments on application 243099 for an *'Outline application for the proposed erection of up to 111 no. dwellings with associated works, parking, landscaping, publicly accessible open space and access from Reading Road,'* at Land North of Reading Road, Arborfield.
- 3.2 The additional information and clarifications requested have been provided, and are summarised in the table below for ease of reference. Paul Basham Associates would therefore encourage WBC highways to provide a positive consultation response to the application.

Topic	Response
Car parking, Cycle parking, EV charging	Indicative plan provided
Emergency Access	Via existing access
Highway impact	Census data provided for distribution
Site Roads	Forward visibility splays provided
Sustainability Assessment	Applicant will pay contribution to public transport services & bus stops, provide crossing of Reading Road and improve Walden Avenue crossing
Visibility splays	Calculation parameters provided
Swept paths	Provided for large refuse vehicle and fire tender throughout site – details to be confirmed at RM stage
ATE Assessment	Toolkit completed
Framework Travel Plan	Provided as part of this submission
Framework Construction Management Plan	Provided as part of this submission

Appendix A



LEGEND - PARKING ALLOCATION

The parking provision has been designed in accordance with Wokingham Borough Council - Parking Standards Study Report dated October 2011

- 154 Allocated car parking spaces - for use by plot number quoted
- 2 Garages counted at 0.5 spaces each
- 49 Unallocated car parking spaces for use by residents
- 23 Unallocated car parking spaces for use by visitors
- 59 Garages in addition to parking requirements
- On-plot mounted EV charger
- Dual EV charger on pillar with to serve 2 spaces
- Cycle storage
Garages used to store cycles where applicable

LEGEND - UNIT TYPE

- 5 Bed House
- 4 Bed House
- 3 Bed House
- 2 Bed House
- 2 Bed Apartment
- 1 Bed Apartment
- 2 Bed Coachhouse



indicative parking plan



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Bottle Lane
Binfield
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RG42 5QX

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land at reading road, arborfield

rev date by details

Indicative Parking Plan

reference 052403-DAN-IPP

12.02.2025 created
1:500 @ A1 scaling
SB/CC contact
revision

Appendix B

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)
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population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
usual residence E02003456 : Wokingham 018 (2011 super output area - middle layer)

place of work	All categories: Method of travel to work (2001 specification)	Work mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work	Distributed 50/50	East from Site	West from Site	Total
E02003439 : Wokingham 001	16	0	0	0	0	0	1	15	0	0	0	0		1092	649	1741
E02003440 : Wokingham 002	6	0	0	0	0	0	0	4	0	1	1	0		62.72257	37.27743	100
E02003441 : Wokingham 003	11	0	0	0	1	0	0	10	0	0	0	0				
E02003442 : Wokingham 004	3	0	0	0	0	0	0	6	1	0	1	0				
E02003443 : Wokingham 005	17	0	0	0	0	0	0	15	1	0	1	0				
E02003444 : Wokingham 006	63	0	0	0	1	0	0	59	1	2	0	0				
E02003445 : Wokingham 007	5	0	0	0	0	0	0	5	0	0	0	0				
E02003446 : Wokingham 008	23	0	0	0	3	0	0	18	1	0	1	0				
E02003447 : Wokingham 009	64	0	0	0	0	0	0	58	3	1	2	0				
E02003448 : Wokingham 010	59	0	0	0	0	0	1	54	2	2	0	0				
E02003449 : Wokingham 011	12	0	0	0	0	0	1	8	1	1	1	0				
E02003450 : Wokingham 012	30	0	0	0	0	0	0	23	0	2	5	0				
E02003451 : Wokingham 013	129	0	0	0	7	0	1	104	14	1	2	0				
E02003452 : Wokingham 014	11	0	0	0	0	0	0	9	2	0	0	0				
E02003453 : Wokingham 015	17	0	0	0	0	0	0	15	1	0	1	0				
E02003454 : Wokingham 016	130	0	0	1	3	1	0	108	13	2	2	0				
E02003455 : Wokingham 017	38	0	0	0	0	0	0	31	5	0	1	1				
E02003457 : Wokingham 019	40	0	0	0	0	0	0	25	0	2	12	0				
E02003458 : Wokingham 020	29	0	0	0	0	0	0	29	0	0	0	0				
East	20	0	0	1	1	0	0	14	0	1	2	1				
East Midlands	3	0	0	0	0	0	0	3	0	0	0	0				
London	173	0	2	61	1	0	2	104	0	2	1	0				
North East	0	0	0	0	0	0	0	0	0	0	0	0				
North West	1	0	0	0	0	0	0	1	0	0	0	0				
Northern Ireland	0	0	0	0	0	0	0	0	0	0	0	0				
Scotland	3	0	0	0	0	0	0	2	1	0	0	0				
South West	21	0	0	0	0	0	0	19	0	0	1	1				
Wales	1	0	0	0	0	0	0	0	0	0	1	0				
West Midlands	6	0	0	0	0	0	0	5	0	1	0	0				
Yorkshire and The Humber	8	0	0	0	0	0	0	8	0	0	0	0				
Adur	0	0	0	0	0	0	0	0	0	0	0	0				
Arun	0	0	0	0	0	0	0	0	0	0	0	0				
Ashted	0	0	0	0	0	0	0	0	0	0	0	0				
Aylesbury Vale	5	0	0	0	0	0	0	4	0	0	1	0				
Barnack and Ouse	48	0	0	1	0	0	0	45	2	0	0	0				
Bracknell Forest	269	0	0	7	2	0	4	231	8	3	11	3				
Brighton and Hove	0	0	0	0	0	0	0	0	0	0	0	0				
Canterbury	0	0	0	0	0	0	0	0	0	0	0	0				
Cherwell	2	0	0	0	0	0	0	2	0	0	0	0				
Chichester	1	0	0	0	0	0	0	0	0	0	0	0				
Chiltern	2	0	0	0	0	0	0	2	0	0	0	0				
Crawley	1	0	0	0	0	0	0	1	0	0	0	0				
Dartford	0	0	0	0	0	0	0	0	0	0	0	0				
Dover	0	0	0	0	0	0	0	0	0	0	0	0				
East Hampshire	4	0	0	0	0	0	0	4	0	0	0	0				
Eastbourne	0	0	0	0	0	0	0	0	0	0	0	0				
Eastleigh	1	0	0	0	0	0	0	1	0	0	0	0				
Elmbridge	9	0	0	0	0	0	0	9	0	0	0	0				
Epsom and Ewell	1	0	0	0	0	0	0	1	0	0	0	0				
Fareham	2	0	0	0	0	0	0	1	0	0	1	0				
Gosport	0	0	0	0	0	0	0	0	0	0	0	0				
Gravesham	0	0	0	0	0	0	0	0	0	0	0	0				
Guildford	22	0	0	3	0	0	0	19	0	0	0	0				
Hart	108	0	0	0	0	0	0	84	7	7	0	0				
Hastings	0	0	0	0	0	0	0	0	0	0	0	0				
Havant	0	0	0	0	0	0	0	0	0	0	0	0				
Horsham	0	0	0	0	0	0	0	0	0	0	0	0				
Isle of Wight	0	0	0	0	0	0	0	0	0	0	0	0				
Lewes	0	0	0	0	0	0	0	0	0	0	0	0				
Maldstone	0	0	0	0	0	0	0	0	0	0	0	0				
Medway	0	0	0	0	0	0	0	0	0	0	0	0				
Mid Sussex	1	0	0	0	0	0	0	1	0	0	0	0				
Milton Keynes	1	0	0	0	0	0	0	1	0	0	0	0				
Mole Valley	4	0	0	0	0	0	0	4	0	0	0	0				
New Forest	0	0	0	0	0	0	0	0	0	0	0	0				
Oxford	2	0	0	0	0	0	1	1	0	0	0	0				
Portsmouth	0	0	0	0	0	0	0	0	0	0	0	0				
Reigate and Banstead	321	0	0	12	31	0	3	251	9	9	5	1				
Rother	0	0	0	0	0	0	0	0	0	0	0	0				
Runnymede	23	0	0	0	0	0	0	22	1	0	0	0				
Rushmore	46	0	0	1	1	0	1	41	2	0	0	0				
Sevenoaks	1	0	0	0	0	0	0	1	0	0	0	0				
Sheppway	1	0	0	0	0	0	0	0	0	0	1	0				
Slough	61	0	0	0	1	0	0	55	4	1	0	0				
South Bucks	11	0	0	1	0	0	0	10	0	0	0	0				
South Oxfordshire	19	0	0	0	0	0	0	17	1	0	1	0				
Southampton	0	0	0	0	0	0	0	0	0	0	0	0				
Spelthorne	9	0	0	0	0	0	0	7	1	0	0	1				
Surrey Heath	43	0	0	2	0	0	0	39	0	1	1	0				
Swale	0	0	0	0	0	0	0	0	0	0	0	0				
Tandridge	0	0	0	0	0	0	0	0	0	0	0	0				
Test Valley	5	0	0	0	0	0	0	5	0	0	0	0				
Thanet	0	0	0	0	0	0	0	0	0	0	0	0				
Tonbridge and Malling	0	0	0	0	0	0	0	0	0	0	0	0				
Tunbridge Wells	0	0	0	0	0	0	0	0	0	0	0	0				
Vale of White Horse	13	0	0	0	0	0	0	12	0	0	1	0				
Waverley	9	0	0	0	0	0	0	9	0	0	0	0				
Wealden	1	0	0	0	0	0	0	1	0	0	0	0				
West Berkshire	96	0	0	1	0	0	1	88	4	0	1	0				
West Oxfordshire	2	0	0	1	0	0	0	1	0	0	0	0				
Winchester	1	0	0	0	0	0	0	1	0	0	0	0				
Windsor and Maidenhead	100	0	0	4	0	0	1	86	2	1	5	1				
Woking	4	0	0	1	0	0	0	3	0	0	0	0				
Worthing	0	0	0	0	0	0	0	0	0	0	0	0				
Wycombe	35	0	0	0	0	0	0	34	1	0	0	0				

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix C

Junctions 9				
PICADY 9 - Priority Intersection Module				
Version: 9.0.2.5947				
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Filename: 147.0017 Junctions 9.j9

Path: P:\Southern\140-149\147 Dandara\147.0017 Reading Road, Arborfield\03 Technical\TPLModelling

Report generation date: 14/02/2025 13:52:42

»2029 Forecast + Committed Development + Proposed Development, AM

»2029 Forecast + Committed Development + Proposed Development , PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2029 Forecast + Committed Development + Proposed Development								
Stream B-C	0.1	6.41	0.04	A	0.0	6.21	0.02	A
Stream B-A	0.0	7.70	0.03	A	0.0	7.59	0.01	A
Stream C-AB	0.0	5.69	0.02	A	0.1	5.83	0.04	A

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	(untitled)
Location	
Site number	
Date	10/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ADVACmodelling
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2029 Forecast + Committed Development + Proposed Development	AM	ONE HOUR	07:45	09:15	15
D2	2029 Forecast + Committed Development + Proposed Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2029 Forecast + Committed Development + Proposed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	1.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.46			160.0	✓	0.00

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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	8.78	2.82	2.75	2.75	2.75		1.00	107	72

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	592	0.106	0.267	0.168	0.381
1	B-C	684	0.103	0.260	-	-
1	C-B	667	0.253	0.253	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2029 Forecast + Committed Development + Proposed Development	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	116	100.000
B		✓	41	100.000
C		✓	137	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	6	110
	B	15	0	26
	C	126	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.04	6.41	0.1	A
B-A	0.03	7.70	0.0	A
C-AB	0.02	5.69	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	20	658	0.030	19	0.0	6.197	A
B-A	11	550	0.021	11	0.0	7.351	A
C-AB	10	705	0.014	10	0.0	5.690	A
C-A	94			94			
A-B	5			5			
A-C	83			83			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	23	653	0.036	23	0.0	6.286	A
B-A	13	542	0.025	13	0.0	7.495	A
C-AB	12	713	0.017	12	0.0	5.644	A
C-A	111			111			
A-B	5			5			
A-C	99			99			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	29	646	0.044	29	0.1	6.409	A
B-A	17	531	0.031	16	0.0	7.703	A
C-AB	15	724	0.021	15	0.0	5.583	A
C-A	136			136			
A-B	7			7			
A-C	121			121			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	29	646	0.044	29	0.1	6.410	A
B-A	17	531	0.031	17	0.0	7.703	A
C-AB	15	724	0.021	15	0.0	5.586	A
C-A	136			136			
A-B	7			7			
A-C	121			121			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	23	653	0.036	23	0.0	6.287	A
B-A	13	542	0.025	14	0.0	7.496	A
C-AB	12	713	0.017	12	0.0	5.647	A
C-A	111			111			
A-B	5			5			
A-C	99			99			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	20	658	0.030	20	0.0	6.200	A
B-A	11	550	0.021	11	0.0	7.355	A
C-AB	10	705	0.014	10	0.0	5.692	A
C-A	94			94			
A-B	5			5			
A-C	83			83			

2029 Forecast + Committed Development + Proposed Development , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	1.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2029 Forecast + Committed Development + Proposed Development	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	116	100.000
B		✓	19	100.000
C		✓	135	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	13	103
	B	7	0	12
	C	112	23	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	10	10
	B	10	0	10
	C	10	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-C	0.02	6.21	0.0	A
B-A	0.01	7.59	0.0	A
C-AB	0.04	5.83	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	9	661	0.014	9	0.0	6.074	A
B-A	5	549	0.010	5	0.0	7.280	A
C-AB	20	699	0.028	20	0.0	5.831	A
C-A	82			82			
A-B	10			10			
A-C	78			78			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	11	656	0.016	11	0.0	6.132	A
B-A	6	541	0.012	6	0.0	7.408	A
C-AB	24	705	0.034	24	0.0	5.816	A
C-A	97			97			
A-B	12			12			
A-C	93			93			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	13	650	0.020	13	0.0	6.215	A
B-A	8	529	0.015	8	0.0	7.590	A
C-AB	31	714	0.043	31	0.1	5.795	A
C-A	118			118			
A-B	14			14			
A-C	113			113			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	13	650	0.020	13	0.0	6.215	A
B-A	8	529	0.015	8	0.0	7.590	A
C-AB	31	714	0.043	31	0.1	5.796	A
C-A	118			118			
A-B	14			14			
A-C	113			113			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	11	656	0.016	11	0.0	6.135	A
B-A	6	541	0.012	6	0.0	7.411	A
C-AB	24	705	0.034	24	0.1	5.816	A
C-A	97			97			
A-B	12			12			
A-C	93			93			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-C	9	661	0.014	9	0.0	6.077	A
B-A	5	549	0.010	5	0.0	7.282	A
C-AB	20	699	0.028	20	0.0	5.835	A
C-A	82			82			
A-B	10			10			
A-C	78			78			

Appendix D

GENERAL NOTES

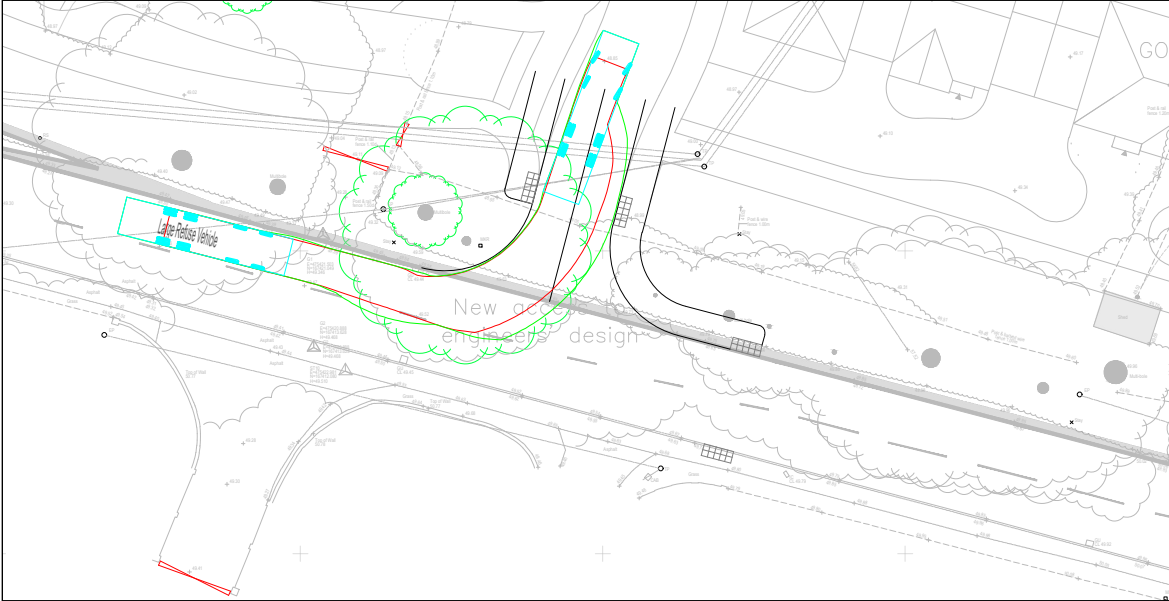
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DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

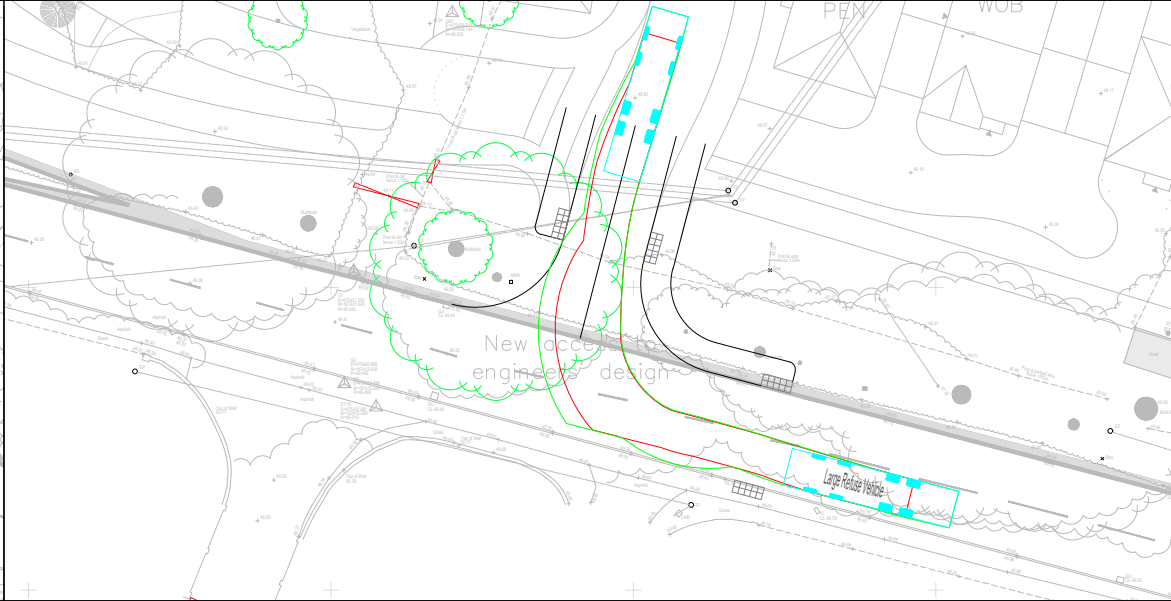
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Project Name READING ROAD, ARBORFIELD	Title SITE FORWARD VISIBILITY SPLAYS	 Paul Basham Associates Ltd The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ 01235 352150 info@paulbashamassociates.com www.paulbashamassociates.com	Client 
Project Phase PRELIMINARY			

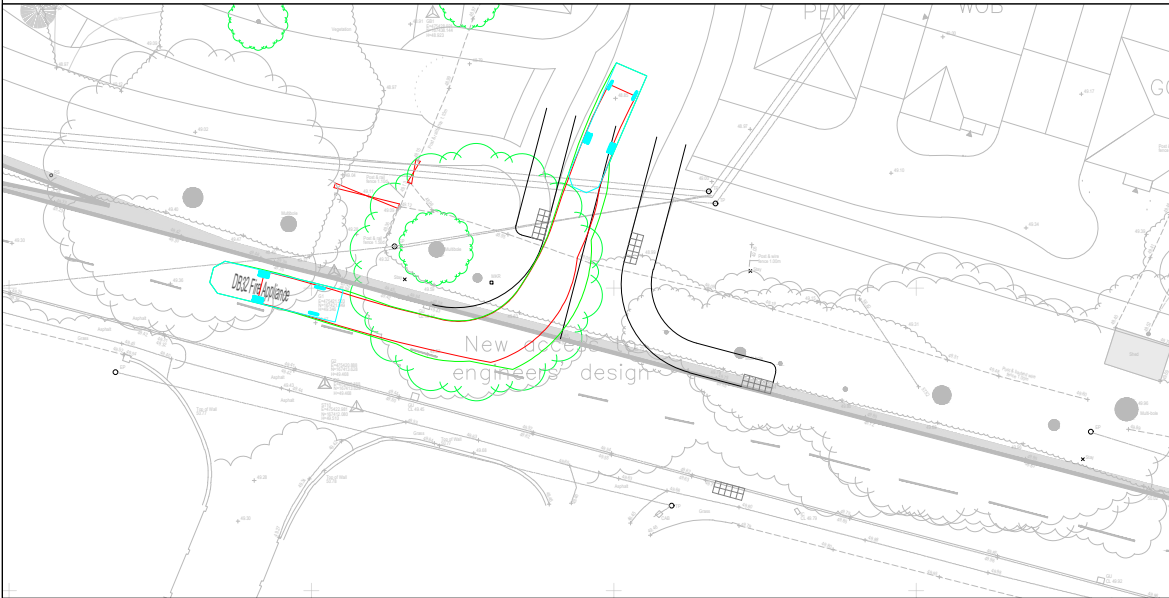
Appendix E



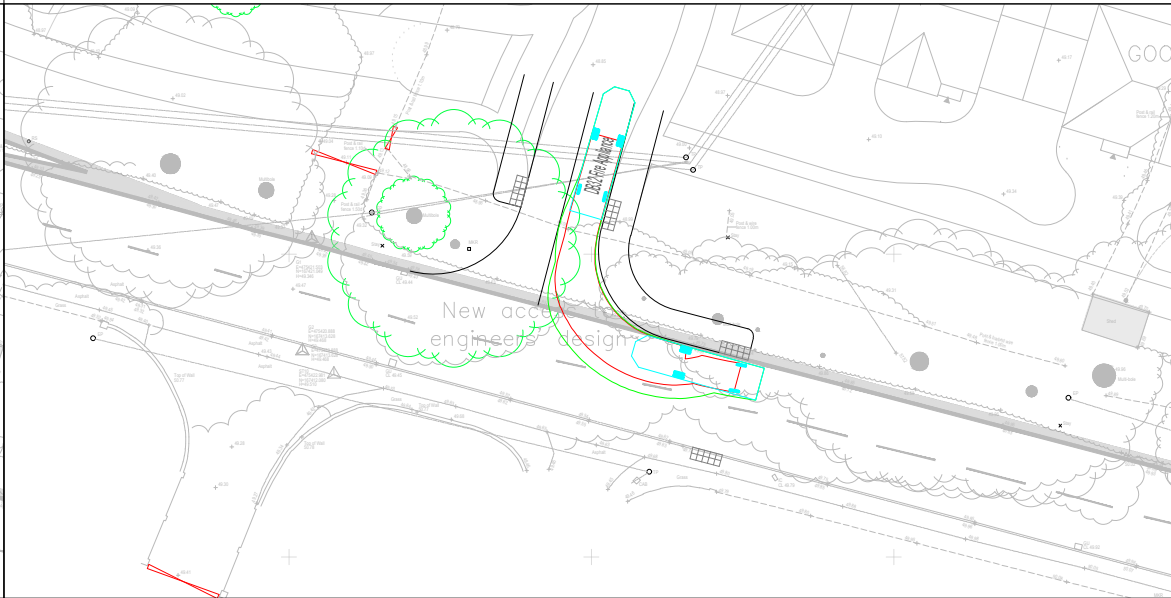
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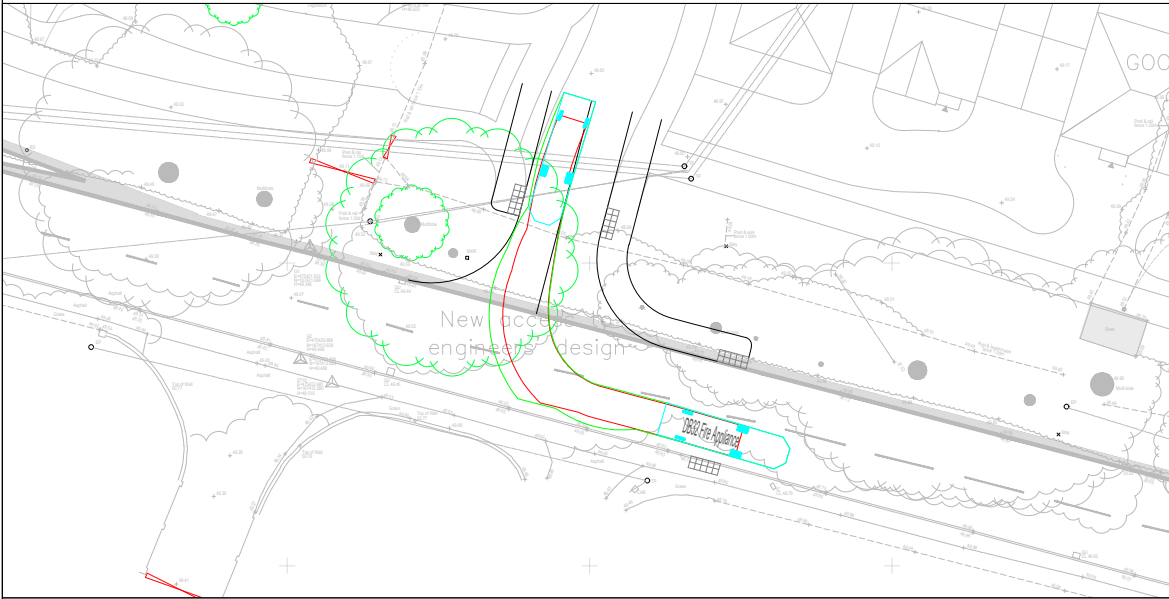
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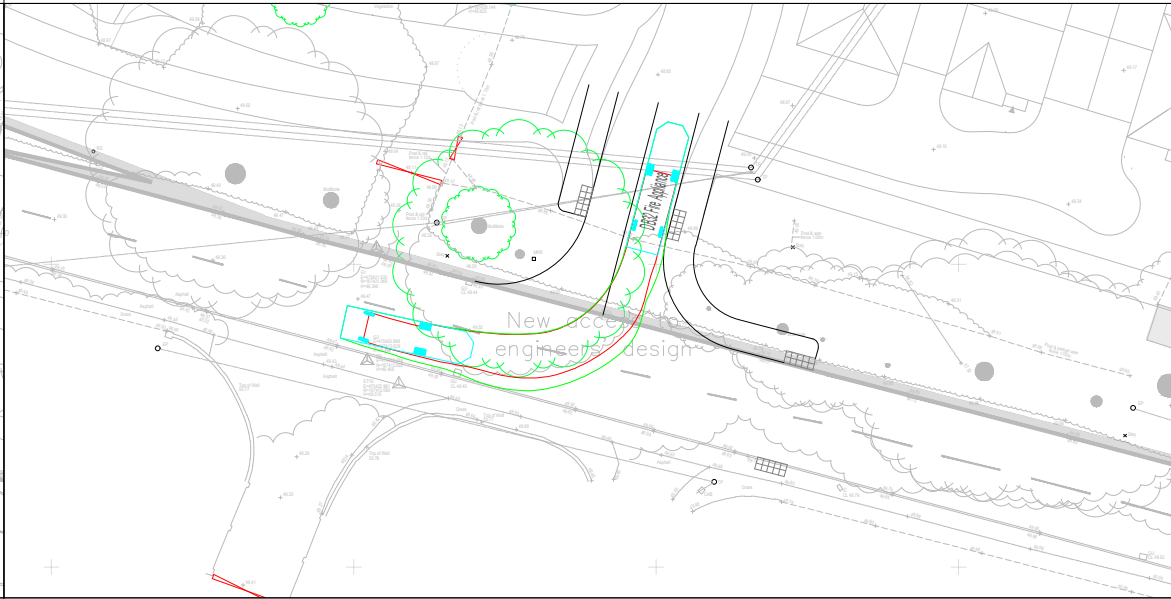
FIRE APPLIANCE TRACKING - LEFT IN



FIRE APPLIANCE TRACKING - LEFT OUT



FIRE APPLIANCE TRACKING - RIGHT IN



FIRE APPLIANCE TRACKING - RIGHT OUT

Project Name

READING ROAD,
ARBORFIELD

Project Phase

PRELIMINARY

Title

REFUSE VEHICLE AND FIR
APPLIANCE TRACKING -
PROPOSED SITE ACCESS

paulbasham

associates

Paul Basham Associates Ltd

The Lambourn, Wyndyke Furlong, Abingdon,

Oxfordshire, OX14 1UJ

01235 352150

info@paulbashamassociates.com www.paulbashamassociates.com

Client

dandara

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VEHICLE PROFILE

11.347

1.82 1.75 3.352 3.36 5.8

Large Refuse Vehicle

Overall Length

2.500m

Overall Width

3.751m

Overall Body Height

0.304m

Min Body Ground Clearance

2.500m

Track Width

6.00s

Lock to lock time

11.330m

Wall to Wall Turning Radius

8.68

1.52 3.81

DB32 Fire Appliance

Overall Length

2.180m

Overall Width

3.452m

Overall Body Height

0.337m

Min Body Ground Clearance

2.121m

Max Track Width

6.00s

Lock to lock time

7.910m

Kerb to Kerb Turning Radius

NORTH

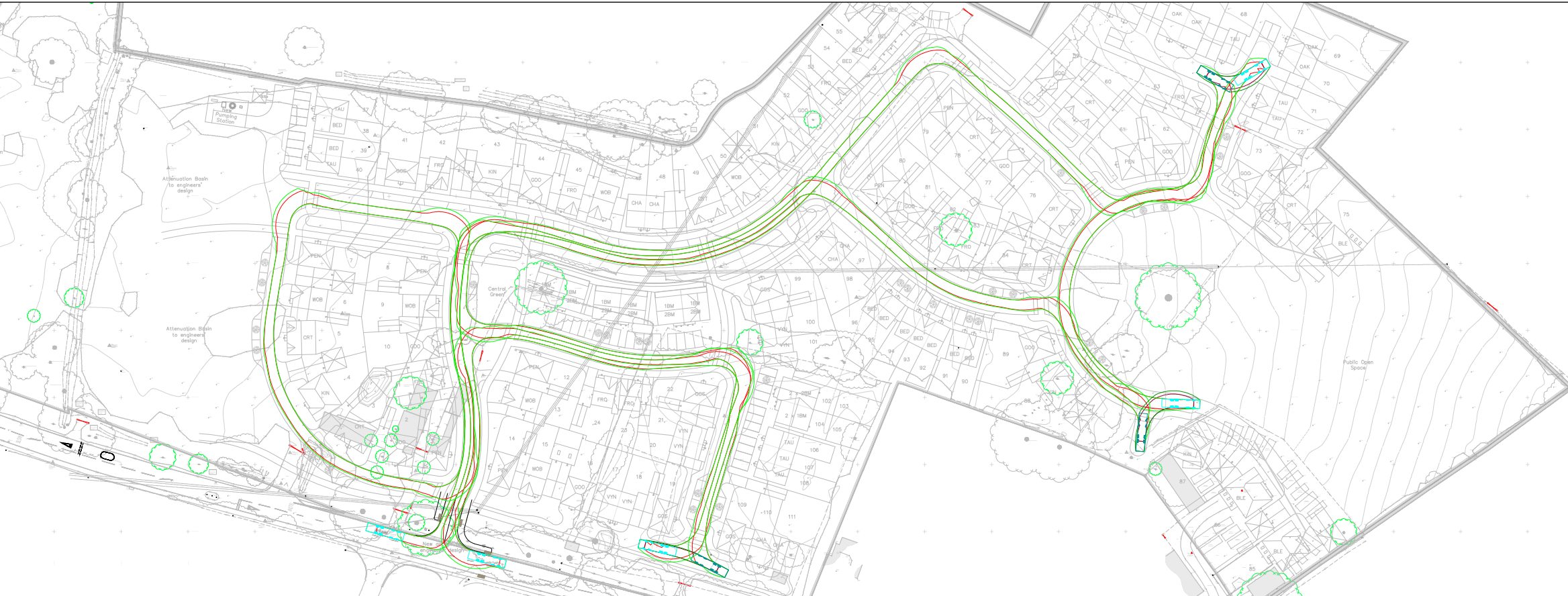
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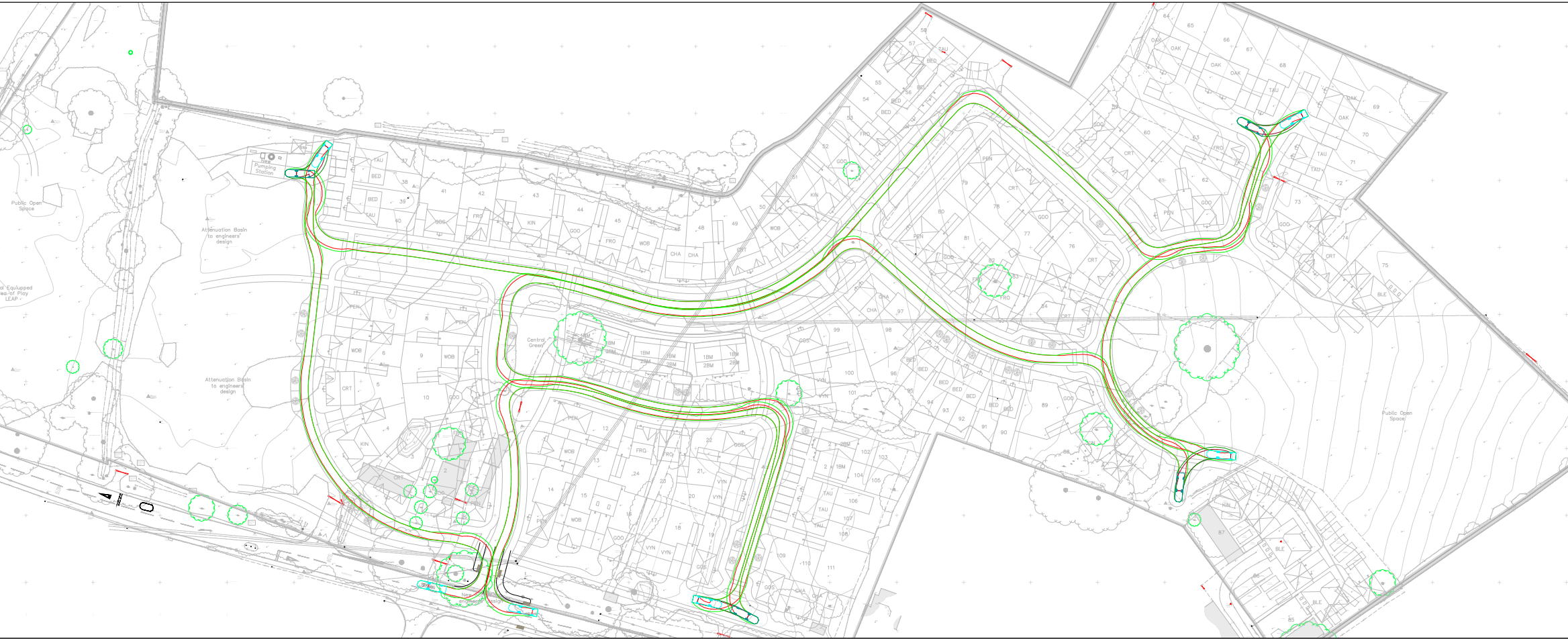
P01	FIRST ISSUE	14.02.25	LMR	JNR
Rev	Description	Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code
	12.02.25	LMR	JNR	-
	PBA Project Number	Scale	(AT A3)	
	147.0017	1:500		
PBA Drawing No:			Revision	
147.0017.0006			P01	

QMS2011/v8/210723/JM

Appendix F



REFUSE VEHICLE TRACKING



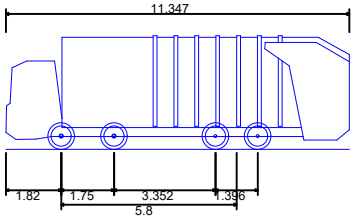
FIRE APPLIANCE TRACKING

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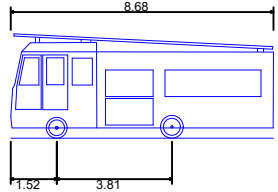
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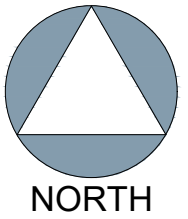
VEHICLE PROFILE:



Large Refuse Vehicle
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m



DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m



PRELIMINARY
DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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Project Name READING ROAD, ARBORFIELD		Title REFUSE VEHICLE AND FIRE APPLIANCE VEHICLE TRACKING ON-SITE		Client dandara	
Project Phase PRELIMINARY		Paul Basham Associates Ltd The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ 01235 352150 info@paulbashamassociates.com www.paulbashamassociates.com		P01 FIRST ISSUE 14.02.25 LMR JNR	
Date Created 12.02.25		Drawn By LMR		Approved By JNR	
PBA Project Number 147.0017		Scale 1:1,500		(AT A3)	
PBA Drawing No: 147.0017.0005		Revision P01			

Appendix G

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active
Travel
England

Active Travel England Planning Application Assessment Toolkit Appraiser Report

Site address	Land north of Reading Road, Arborfield
Summary of proposal	Outline planning application for the erection of up to 111 dwellings, with associated works, parking, landscaping and publicly accessible open space, with access from Reading Road.
ATE reference	
Local authority reference	243099
Local planning authority	Wokingham
Local highway authority	Wokingham
Completed by	JR, Paul Basham Associates
Date (DD/MM/YY)	14 February 2025
Application type	Outline planning permission
Model version	2.0

Assessment Report			
Criterion	Rating	Appraiser Comments	Relevant Policy & Guidance
1. Trip generation and assignment	Pass	This information is provided within the response to WBC highways comments with mutli-modal trip generation for the whole day	National Planning Policy Framework: 108, 114, 117; Planning Policy Guidance: Travel Plans, Transport Assessments and Statements; LTN 1/20: 14.3.6; ; Wokingham Local Plan WSTM 4
2. Active travel route audit	Pass	The accessibility of the site by walking and cycling has been assessed in detail within the Transport Assessment submitted as part of the application. A further pedestrian audit has been undertaken and presented within the accompanying Highways Response Note.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 81, 82, 83, 119; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; PAS 6463; ; Wokingham Borough Council Local Cycling and Walking Infrastructure Plan (LCWIP)
3. Pedestrian access to local amenities	Concern	There are amenities within a 800m of the centre of the site including bus stops however, the majority of the local amenities are within a distance greater than 800m, but less than 1.5km.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; Manual for Streets: 4.4; PAS 6463; ; Wokingham Core Strategy

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active
Travel
England

Active Travel England Planning Application Assessment Toolkit Appraiser Report

Site address	Land north of Reading Road, Arborfield		
Summary of proposal	Outline planning application for the erection of up to 111 dwellings, with associated works, parking, landscaping and publicly accessible open space, with access from Reading Road.		
ATE reference			
Local authority reference	243099		
Local planning authority	Wokingham		
Local highway authority	Wokingham		
4. Cycling accessibility	Pass	Reading Road is considered to be an attractive option for cyclists due to the traffic calming features and lightly-trafficked nature. Reading Road forms part of WBC's proposed Greenway network and is also a primary route on the Cycling Network in the WBC LCWIP	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Inclusive Mobility; LTN 1/20; PAS 6463; ; Wokingham Borough Council LCWIP
5. Access to public transport	Pass	The centre of the site is within 400m of two bus stops provided with a regular bus service. A new crossing of Reading Road is provided to access westbound bus stops. A contribution to improving the bus stops will be agreed with WBC.	National Planning Policy Framework: 8, 74, 85, 87, 108, 116; National Design Guide: 81; National Model Design Code: 59i-ii (Part 1); M.1.ii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Buses in Urban Developments (CIHT): A.4.1-A.4.5, B.2.3, B.7.2; Inclusive Mobility: Chapter 9; LTN 1/24; ; Wokingham Borough Council Public Transport Plan 2011-2026
6. Off-site transport infrastructure	Pass	Direct pedestrian connections to bus stops will be provided, including a crossing of Reading Road. In addition, the application will improve the Walden Avenue bus stops, and provide a contribution of £914 to the Arborfield Bus Strategy per dwelling. The trigger points for these payments will be discussed with WBC and secured by S106.	National Planning Policy Framework: 108, 112, 114, 116; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Planning Obligations; LTN 1/20: 14.3.12; ; Wokingham Borough Council Local Cycling and Walking Infrastructure Plan (LCWIP)

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active
Travel
England

Active Travel England Planning Application Assessment Toolkit Appraiser Report

Site address	Land north of Reading Road, Arborfield		
Summary of proposal	Outline planning application for the erection of up to 111 dwellings, with associated works, parking, landscaping and publicly accessible open space, with access from Reading Road.		
ATE reference			
Local authority reference	243099		
Local planning authority	Wokingham		
Local highway authority	Wokingham		
7. Site permeability	Pass	Dedicated active travel access points are provided in several locations, informed by WBC LCWIP ambitions. In addition, a new crossing of Reading Road is proposed, as well as improvements to existing junctions where tactile paving is lacking. Site layout is a reserved matter and the design of internal layout will therefore be considered at detailed design stage.	National Planning Policy Framework: 96, 108, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: Figure 11, 59i-ii (Part 1); M.1.i, M.1.iii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; Manual for Streets: 4.2, 6.3, 6.4; Manual for Streets 2: 9.3, 9.4; PAS 6463; ; Wokingham Borough Council Local Cycling and Walking Infrastructure Plan (LCWIP)
8. Placemaking	N/A - exclude	Layout is a reserved matter	
9. Cycle parking and trip-end facilities	N/A - exclude	Layout is a reserved matter	

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active
Travel
England

Active Travel England Planning Application Assessment Toolkit Appraiser Report

Site address	Land north of Reading Road, Arborfield		
Summary of proposal	Outline planning application for the erection of up to 111 dwellings, with associated works, parking, landscaping and publicly accessible open space, with access from Reading Road.		
ATE reference			
Local authority reference	243099		
Local planning authority	Wokingham		
Local highway authority	Wokingham		
10. Travel planning	Pass	This information is contained within the Framework TP which includes targets to achieve a 10% reduction in modal share for private vehicle trips and a 10% increase in active travel mode share. This is aligned with the 2026 target in WBC LTP3 for at least 20% of journeys to work to be by foot or bicycle. Targets can be refined once the new LTP is published, if necessary, through the Full Travel Plan.	National Planning Policy Framework: 114, 117; Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): 2.4; ; Wokingham Borough Council Local Transport Plan 3 2011-2026

Appendix H

Calculation Reference: AUDIT-247601-250214-0234

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	7 days
	EX ESSEX	1 days
	HC HAMPSHIRE	11 days
	HF HERTFORDSHIRE	4 days
	KC KENT	5 days
	MW MEDWAY	1 days
	SC SURREY	3 days
	SP SOUTHAMPTON	1 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DC DORSET	2 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	13 days
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	2 days
	IM ISLE OF MAN	3 days
10	WALES	
	VG VALE OF GLAMORGAN	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: 8 to 300 (units:)
Range Selected by User: 6 to 300 (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:

Monday	15 days
Tuesday	25 days
Wednesday	12 days
Thursday	12 days
Friday	5 days

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

Selected survey types:

Manual count	69 days
Directional ATC Count	0 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	11
Edge of Town	58

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	64
Village	1
Out of Town	2
No Sub Category	2

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	22 days - Selected
Servicing vehicles Excluded	69 days - Selected

Secondary Filtering selection:

Use Class:

C3	69 days
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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	5 days
5,001 to 10,000	20 days
10,001 to 15,000	22 days
15,001 to 20,000	14 days
20,001 to 25,000	7 days
25,001 to 50,000	1 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	10 days
25,001 to 50,000	10 days
50,001 to 75,000	10 days
75,001 to 100,000	7 days
100,001 to 125,000	3 days
125,001 to 250,000	25 days
250,001 to 500,000	4 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	16 days
1.1 to 1.5	49 days
1.6 to 2.0	4 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	45 days
No	24 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	69 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19	TOWN HOUSES	CHESHIRE WEST & CHESTER
2	CT-03-A-03 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Total No of Dwellings: 73 Survey date: TUESDAY 27/06/23	MIXED HOUSES	CENTRAL BEDFORDSHIRE
3	DC-03-A-10 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 09/11/22	MIXED HOUSES	DORSET
4	DC-03-A-11 A350 SHAFTESBURY Edge of Town No Sub Category Total No of Dwellings: 141 Survey date: TUESDAY 31/10/23	MIXED HOUSES	DORSET
5	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17	SEMI DETACHED	DURHAM
6	DH-03-A-03 PILGRIMS WAY DURHAM Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18	SEMI-DETACHED & TERRACED	DURHAM
7	ES-03-A-03 SHEPHAM LANE POLEGATE Edge of Town Residential Zone Total No of Dwellings: 212 Survey date: MONDAY 11/07/16	MIXED HOUSES & FLATS	EAST SUSSEX
8	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19	MIXED HOUSES & FLATS	EAST SUSSEX

LIST OF SITES relevant to selection parameters (Cont.)

9	ES-03-A-08 WRESTWOOD ROAD BEXHILL	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: WEDNESDAY 12/10/22		Survey Type: MANUAL
10	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI-DETACHED	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 47 Survey date: MONDAY 13/03/23		Survey Type: MANUAL
11	ES-03-A-10 WATERGATE BEXHILL-ON-SEA	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 139 Survey date: THURSDAY 28/09/23		Survey Type: MANUAL
12	ES-03-A-13 A265 HEATHFIELD	DETACHED HOUSES	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 36 Survey date: MONDAY 18/03/24		Survey Type: MANUAL
13	ES-03-A-14 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 120 Survey date: TUESDAY 30/04/24		Survey Type: MANUAL
14	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 123 Survey date: MONDAY 27/09/21		Survey Type: MANUAL
15	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 39 Survey date: TUESDAY 13/11/18		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	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	
17	HC-03-A-23	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	62		
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL	
18	HC-03-A-27	MIXED HOUSES		HAMPSHIRE
	DAIRY ROAD			
	ANDOVER			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	73		
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL	
19	HC-03-A-28	MIXED HOUSES & FLATS		HAMPSHIRE
	EAGLE AVENUE			
	WATERLOOVILLE			
	LOVEDEAN			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	125		
	Survey date: MONDAY	08/11/21	Survey Type: MANUAL	
20	HC-03-A-31	MIXED HOUSES & FLATS		HAMPSHIRE
	KILN ROAD			
	LIPHOOK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	44		
	Survey date: FRIDAY	07/10/22	Survey Type: MANUAL	
21	HC-03-A-34	MIXED HOUSES & FLATS		HAMPSHIRE
	STONEHAM LANE			
	EASTLEIGH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	243		
	Survey date: TUESDAY	14/11/23	Survey Type: MANUAL	
22	HC-03-A-35	MIXED HOUSES & FLATS		HAMPSHIRE
	EAGLE AVENUE			
	WATERLOOVILLE			
	LOVEDEAN			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	289		
	Survey date: TUESDAY	31/10/23	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

23	HC-03-A-36 HAVANT ROAD EMSWORTH	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	145	
	Survey date: TUESDAY	12/09/23	Survey Type: MANUAL
24	HC-03-A-37 REDFIELDS LANE FLEET CHURCH CROOKHAM	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	50	
	Survey date: WEDNESDAY	27/03/24	Survey Type: MANUAL
25	HC-03-A-38 CROW LANE RINGWOOD CROW	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	195	
	Survey date: WEDNESDAY	26/06/24	Survey Type: MANUAL
26	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
27	HF-03-A-05 HOLMSIDE RISE WATFORD SOUTH OXHEY	TERRACED HOUSES	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	8	
	Survey date: MONDAY	05/06/23	Survey Type: MANUAL
28	HF-03-A-06 A505 ROYSTON	MIXED HOUSES & FLATS	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	180	
	Survey date: TUESDAY	28/11/23	Survey Type: MANUAL
29	HF-03-A-07 BAKER STREET POTTERS BAR	MIXED HOUSES & BUNGALOWS	HERTFORDSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	92	
	Survey date: MONDAY	25/03/24	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

30	IM-03-A-04	MIXED HOUSES	ISLE OF MAN
	NEW CASTLETOWN ROAD		
	DOUGLAS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	73	
	Survey date: MONDAY	20/05/24	Survey Type: MANUAL
31	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
32	IM-03-A-06	MIXED HOUSES	ISLE OF MAN
	MOORAGH PROMENADE		
	RAMSEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	129	
	Survey date: THURSDAY	23/05/24	Survey Type: MANUAL
33	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	ASHFORD		
	WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
34	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD		
	AYLESFORD		
	DITTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
35	KC-03-A-07	MIXED HOUSES	KENT
	RECULVER ROAD		
	HERNE BAY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
36	KC-03-A-10	MIXED HOUSES	KENT
	HEADCORN ROAD		
	STAPLEHURST		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	106	
	Survey date: TUESDAY	09/05/23	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

37	KC-03-A-12	MIXED HOUSES & FLATS	KENT
	WESTERN LINK		
	FAVERSHAM		
	DAVINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	186	
	Survey date: TUESDAY	19/09/23	Survey Type: MANUAL
38	MW-03-A-02	MIXED HOUSES	MEDWAY
	OTTERHAM QUAY LANE		
	RAINHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	19	
	Survey date: MONDAY	06/06/22	Survey Type: MANUAL
39	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
40	NF-03-A-06	MIXED HOUSES	NORFOLK
	BEAUFORT WAY		
	GREAT YARMOUTH		
	BRADWELL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	275	
	Survey date: MONDAY	23/09/19	Survey Type: MANUAL
41	NF-03-A-25	MIXED HOUSES & FLATS	NORFOLK
	WOODFARM LANE		
	GORLESTON-ON-SEA		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	55	
	Survey date: TUESDAY	21/09/21	Survey Type: MANUAL
42	NF-03-A-30	MIXED HOUSES	NORFOLK
	BRANDON ROAD		
	SWAFFHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	266	
	Survey date: THURSDAY	23/09/21	Survey Type: MANUAL
43	NF-03-A-33	MIXED HOUSES	NORFOLK
	LONDON ROAD		
	ATTLEBOROUGH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	143	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

44	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		80	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
45	NF-03-A-35 REPTON AVENUE NORWICH	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		116	
	Survey date: WEDNESDAY		28/09/22	Survey Type: MANUAL
46	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES		NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:		75	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL
47	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		44	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
48	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		212	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
49	NF-03-A-46 BURGH ROAD AYLSHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		300	
	Survey date: TUESDAY		14/09/21	Survey Type: MANUAL
50	NF-03-A-51 CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	SEMI-DETACHED		NORFOLK
	Survey date: TUESDAY		13/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

51	NF-03-A-52 LYNNSPORT WAY KING'S LYNN	MIXED HOUSES		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 130 Survey date: TUESDAY 07/11/23 Survey Type: MANUAL			
52	NT-03-A-08 WIGHAY ROAD HUCKNALL	DETACHED HOUSES		NOTTINGHAMSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 36 Survey date: MONDAY 18/10/21 Survey Type: MANUAL			
53	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND	TERRACED HOUSES		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 10/05/17 Survey Type: MANUAL			
54	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 45 Survey date: WEDNESDAY 18/05/22 Survey Type: MANUAL			
55	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 17/10/16 Survey Type: MANUAL			
56	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings: 207 Survey date: MONDAY 01/04/19 Survey Type: MANUAL			
57	SC-03-A-11 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings: 96 Survey date: TUESDAY 14/05/24 Survey Type: MANUAL			

LIST OF SITES relevant to selection parameters (Cont.)

58	SC-03-A-12 AARONS HILL GODALMING	MIXED HOUSES & FLATS	SURREY
	Edge of Town Residential Zone Total No of Dwellings:	252	
	Survey date: WEDNESDAY	12/06/24	Survey Type: MANUAL
59	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED	SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
60	SP-03-A-02 BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END	MIXED HOUSES & FLATS	SOUTHAMPTON
	Edge of Town Out of Town Total No of Dwellings:	250	
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL
61	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
62	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings:	12	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
63	WB-03-A-03 DORKING WAY READING CALCOT	MIXED HOUSES	WEST BERKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	108	
	Survey date: FRIDAY	09/09/22	Survey Type: MANUAL
64	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES	WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	49	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

65	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
66	WS-03-A-14	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	117	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL
67	WS-03-A-22	MIXED HOUSES & FLATS	WEST SUSSEX
	SHOPWHYKE ROAD		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	129	
	Survey date: TUESDAY	19/03/24	Survey Type: MANUAL
68	WS-03-A-23	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD		
	EAST GRINSTEAD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: TUESDAY	14/05/24	Survey Type: MANUAL
69	WS-03-A-24	MIXED HOUSES	WEST SUSSEX
	MADGWICK LANE		
	CHICHESTER		
	WESTHAMPNETT		
	Edge of Town		
	Village		
	Total No of Dwellings:	300	
	Survey date: THURSDAY	23/05/24	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-03-A-09	Covid
SF-03-A-10	Covid
WS-03-A-13	Covid

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.74

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	69	117	0.081	69	117	0.295	69	117	0.376
08:00 - 09:00	69	117	0.153	69	117	0.376	69	117	0.529
09:00 - 10:00	69	117	0.140	69	117	0.174	69	117	0.314
10:00 - 11:00	69	117	0.120	69	117	0.150	69	117	0.270
11:00 - 12:00	69	117	0.134	69	117	0.146	69	117	0.280
12:00 - 13:00	69	117	0.153	69	117	0.147	69	117	0.300
13:00 - 14:00	69	117	0.158	69	117	0.150	69	117	0.308
14:00 - 15:00	69	117	0.160	69	117	0.182	69	117	0.342
15:00 - 16:00	69	117	0.269	69	117	0.175	69	117	0.444
16:00 - 17:00	69	117	0.281	69	117	0.168	69	117	0.449
17:00 - 18:00	69	117	0.335	69	117	0.157	69	117	0.492
18:00 - 19:00	69	117	0.271	69	117	0.139	69	117	0.410
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.255			2.259			4.514

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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Parameter summary

Trip rate parameter range selected:	8 - 300 (units:)
Survey date date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	69
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	19
Surveys manually removed from selection:	3

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.

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

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	69	117	0.003	69	117	0.003	69	117	0.006
08:00 - 09:00	69	117	0.008	69	117	0.007	69	117	0.015
09:00 - 10:00	69	117	0.003	69	117	0.003	69	117	0.006
10:00 - 11:00	69	117	0.003	69	117	0.003	69	117	0.006
11:00 - 12:00	69	117	0.002	69	117	0.002	69	117	0.004
12:00 - 13:00	69	117	0.003	69	117	0.003	69	117	0.006
13:00 - 14:00	69	117	0.003	69	117	0.003	69	117	0.006
14:00 - 15:00	69	117	0.002	69	117	0.002	69	117	0.004
15:00 - 16:00	69	117	0.005	69	117	0.006	69	117	0.011
16:00 - 17:00	69	117	0.004	69	117	0.004	69	117	0.008
17:00 - 18:00	69	117	0.003	69	117	0.003	69	117	0.006
18:00 - 19:00	69	117	0.002	69	117	0.002	69	117	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.041			0.082

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.

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	69	117	0.003	69	117	0.011	69	117	0.014
08:00 - 09:00	69	117	0.005	69	117	0.019	69	117	0.024
09:00 - 10:00	69	117	0.003	69	117	0.004	69	117	0.007
10:00 - 11:00	69	117	0.003	69	117	0.003	69	117	0.006
11:00 - 12:00	69	117	0.002	69	117	0.002	69	117	0.004
12:00 - 13:00	69	117	0.003	69	117	0.003	69	117	0.006
13:00 - 14:00	69	117	0.003	69	117	0.002	69	117	0.005
14:00 - 15:00	69	117	0.004	69	117	0.003	69	117	0.007
15:00 - 16:00	69	117	0.011	69	117	0.006	69	117	0.017
16:00 - 17:00	69	117	0.013	69	117	0.007	69	117	0.020
17:00 - 18:00	69	117	0.011	69	117	0.007	69	117	0.018
18:00 - 19:00	69	117	0.007	69	117	0.005	69	117	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.068			0.072			0.140

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.

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	69	117	0.017	69	117	0.042	69	117	0.059
08:00 - 09:00	69	117	0.044	69	117	0.114	69	117	0.158
09:00 - 10:00	69	117	0.040	69	117	0.035	69	117	0.075
10:00 - 11:00	69	117	0.023	69	117	0.029	69	117	0.052
11:00 - 12:00	69	117	0.028	69	117	0.031	69	117	0.059
12:00 - 13:00	69	117	0.031	69	117	0.030	69	117	0.061
13:00 - 14:00	69	117	0.028	69	117	0.028	69	117	0.056
14:00 - 15:00	69	117	0.032	69	117	0.034	69	117	0.066
15:00 - 16:00	69	117	0.097	69	117	0.049	69	117	0.146
16:00 - 17:00	69	117	0.066	69	117	0.040	69	117	0.106
17:00 - 18:00	69	117	0.049	69	117	0.041	69	117	0.090
18:00 - 19:00	69	117	0.046	69	117	0.037	69	117	0.083
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.501			0.510			1.011

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.

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	69	117	0.001	69	117	0.018	69	117	0.019
08:00 - 09:00	69	117	0.004	69	117	0.034	69	117	0.038
09:00 - 10:00	69	117	0.003	69	117	0.009	69	117	0.012
10:00 - 11:00	69	117	0.004	69	117	0.006	69	117	0.010
11:00 - 12:00	69	117	0.004	69	117	0.005	69	117	0.009
12:00 - 13:00	69	117	0.005	69	117	0.004	69	117	0.009
13:00 - 14:00	69	117	0.005	69	117	0.004	69	117	0.009
14:00 - 15:00	69	117	0.005	69	117	0.005	69	117	0.010
15:00 - 16:00	69	117	0.026	69	117	0.007	69	117	0.033
16:00 - 17:00	69	117	0.018	69	117	0.003	69	117	0.021
17:00 - 18:00	69	117	0.012	69	117	0.003	69	117	0.015
18:00 - 19:00	69	117	0.010	69	117	0.003	69	117	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.097			0.101			0.198

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.

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	69	117	0.000	69	117	0.011	69	117	0.011
08:00 - 09:00	69	117	0.000	69	117	0.010	69	117	0.010
09:00 - 10:00	69	117	0.000	69	117	0.003	69	117	0.003
10:00 - 11:00	69	117	0.000	69	117	0.002	69	117	0.002
11:00 - 12:00	69	117	0.000	69	117	0.000	69	117	0.000
12:00 - 13:00	69	117	0.000	69	117	0.001	69	117	0.001
13:00 - 14:00	69	117	0.001	69	117	0.000	69	117	0.001
14:00 - 15:00	69	117	0.001	69	117	0.000	69	117	0.001
15:00 - 16:00	69	117	0.003	69	117	0.000	69	117	0.003
16:00 - 17:00	69	117	0.004	69	117	0.000	69	117	0.004
17:00 - 18:00	69	117	0.007	69	117	0.000	69	117	0.007
18:00 - 19:00	69	117	0.008	69	117	0.000	69	117	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.027			0.051

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.