

Eversley Road, Arborfield. Wokingham

Transport Statement – TRANSPORT Access

1. INTRODUCTION

1.1 Introduction

- 1.1.1 This Transport Statement (TS) has been prepared by Entran Ltd. to detail and assess transport matters associated with the intensification of an existing access from Eversley Road, Arborfield, Wokingham.
- 1.1.2 The site benefits from an existing access directly from Eversley Rd for use for the development proposals outlined within this TS.
- 1.1.3 Furthermore, the application site has a further existing access to the west via the roundabout junction of Eversley Rd (NE)/ Eversley Rd (SW)/ Poperingue Way.
- 1.1.4 Whilst there is an existing access to the wider site via the roundabout to the SW this application is being proposed using the extant position and use of the existing access directly with Eversley Road.
- 1.1.5 Adjacent to the application site benefits from historic planning consents for travellers' pitches using the roundabout with Poperingue Way.

1.2 Policy

- 1.2.1 This TS has sought to reference both National and Local Policy and Plan Documents including:
 - NPPF;
 - DMRB;
 - Manual for Streets;
 - Wokingham Borough Council
 - Core Strategy
 - Local Plan
 - SPG, Living Streets A Highways Guide for Developers in Wokingham
- 1.2.2 It is noted that a site visit has been undertaken.

1.3 Structure of Report

- 1.3.1 This report provides details of the traffic and transportation issues associated with the development proposals and addresses the following:
 - Section 1 - Introduction
 - Section 2 - Site Location and Description
 - Section 3 - Traffic Surveys
 - Section 4 - Highway Safety
 - Section 5 - Proposed Development
 - Section 6 - Trip Generation
 - Section 7 - Traffic Impact
 - Section 8 - Conclusion

2. SITE LOCATION AND DESCRIPTION

2.1 Site Location

- 2.1.1 The application site is located off the A327 Eversley Road, Arborfield. Wokingham.
- 2.1.2 Eversley Road can be described as a primary distributor road between the M3 to the south, the M4 to the north at Reading and to the northeast Wokingham.
- 2.1.3 The wider area is characterised by the main residential settlement of Arborfield.
- 2.1.4 The site currently has access to/from Eversley Road for agricultural use only. This is the historic and extant position for the access to/from Eversley Road.
- 2.1.5 See Site Location is illustrated in **Figure 2.1** below:

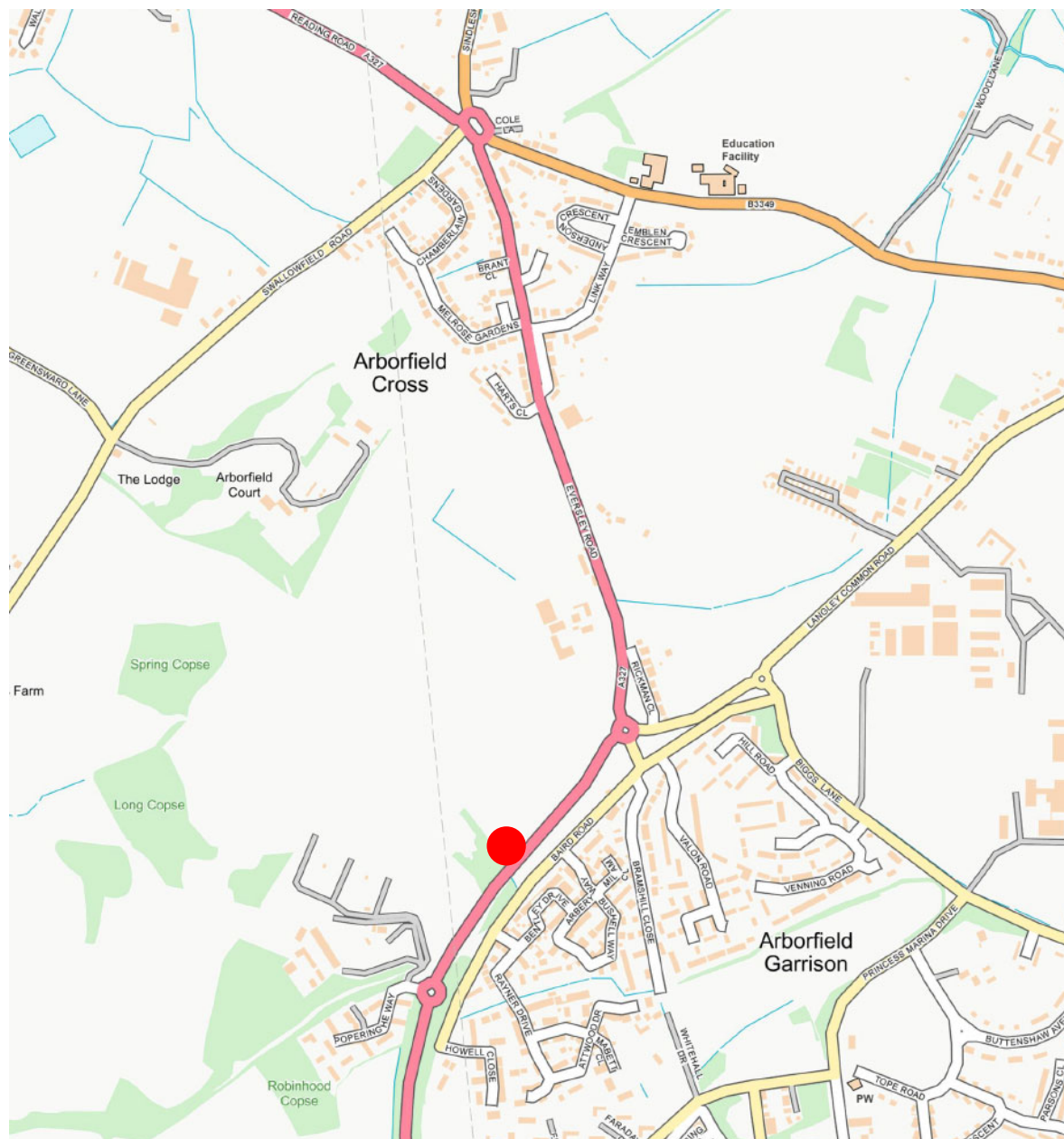


Figure 2.1 –Site Location



2.2 General

- 2.2.1 The A327 Eversley Road is approximately 6.5m wide with grass verges either side.
- 2.2.2 There is currently no footway present along Eversley Road in the location of the site frontage or access.
- 2.2.3 To the southwest of the current access location along Eversley road and adjacent to the roundabout there is a controlled pedestrian crossing connecting Eversley Road and the application to the main settlement of Arborfield to the south of Eversley Road.
- 2.2.4 There is currently an internal footway network providing for pedestrians to enable them to connect to the existing footway network and directly to the signalised pedestrian crossing.
- 2.2.5 Eversley Road is subject to a posted speed limit of 50mph.

2.3 Access

- 2.3.1 The existing access can be described as an existing agricultural access that is approximately 6m wide and includes for dropped kerbing but no bell mouth radii or standard priority junction in place.
- 2.3.2 The surfacing can be described as made up with compacted type 2 aggregate only.
- 2.3.3 The existing access is currently gated and remains visible from the public highway. See **PLATE 1** and **PLATE 2** below:



PLATE 1 – Existing Access (Dated 2009)



PLATE 2 – Existing Access (Dated 2026)



3 TRAFFIC SURVEYS

3.1 Manual Classified Count Survey

- 3.1.1 An Automated Traffic Count (ATC) survey has been carried out in order to obtain actual vehicle speed and volume data along Eversley Road both east and west of the proposed site access.
- 3.1.2 The survey was carried out on Tuesday 10th March 2026 for a period of 7 Days.
- 3.1.3 In summary, from a volume perspective there are approximately 13,000 vehicles (two-way) using Eversley Road across a 12-hr day with 1733 vehicles across the AM peak hour 0800-0900hrs and 1485 vehicles across the PM peak hour 1700-1800hrs.
- 3.1.4 Furthermore, it is to be noted that, OGV2 and buses make up less than 1% of the daily flows along Eversley Road.

Speed Results

- 3.1.5 The results of the speed data along Eversley Road are summarised below with all ATC data attached as **Appendix A**:

Reading ATC, Eversley Road			
Direction: Southbound			
	Total Volume	85th Percentile	Mean Average
Tue 10 Mar 2026	8408	40.1	32.9
Wed 11 Mar 2026	7896	40.2	33.8
Thu 12 Mar 2026	8099	39.8	33.6
Fri 13 Mar 2026	8050	39.1	33.3
Sat 14 Mar 2026	6975	40.9	35.1
Sun 15 Mar 2026	5457	40.9	35.5
Mon 16 Mar 2026	7571	39.9	34.0
5 Day Ave.	8005	39.8	33.5
7 Day Ave.	7494	40.1	34.0
Paul Castle Associates			

Figure 3.1– Southbound 85thile Speeds



Direction: Northbound			
	Total Volume	85th Percentile	Mean Average
Tue 10 Mar 2026	9218	38.1	30.3
Wed 11 Mar 2026	8652	38.8	32.2
Thu 12 Mar 2026	8956	38.5	31.3
Fri 13 Mar 2026	9191	37.9	32.5
Sat 14 Mar 2026	7315	39.3	34.0
Sun 15 Mar 2026	5714	39.7	34.5
Mon 16 Mar 2026	8570	38.9	31.7
5 Day Ave.	8917	38.4	31.6
7 Day Ave.	8231	38.7	32.4
Paul Castle Associates			

Figure 3.2– Westbound 85thile Speeds

3.1.6 In summary, the recorded 85th percentile speeds demonstrate speeds no greater than 40mph in both directions below that of the current posted speed limit of 50mph.



4 HIGHWAY SAFETY

- 4.1.1 Personal Injury Collision (PIC) Data has been reviewed using Crashmap for the last 5-year period in order to determine if there have been any PIC's that have occurred within the vicinity of the application site along the A327 Eversley Road.
- 4.1.2 See **Figure 4.1** below demonstrating that no PIC's have occurred in the last 5 years on the Eversley Road link between the two roundabouts either side of the existing access.

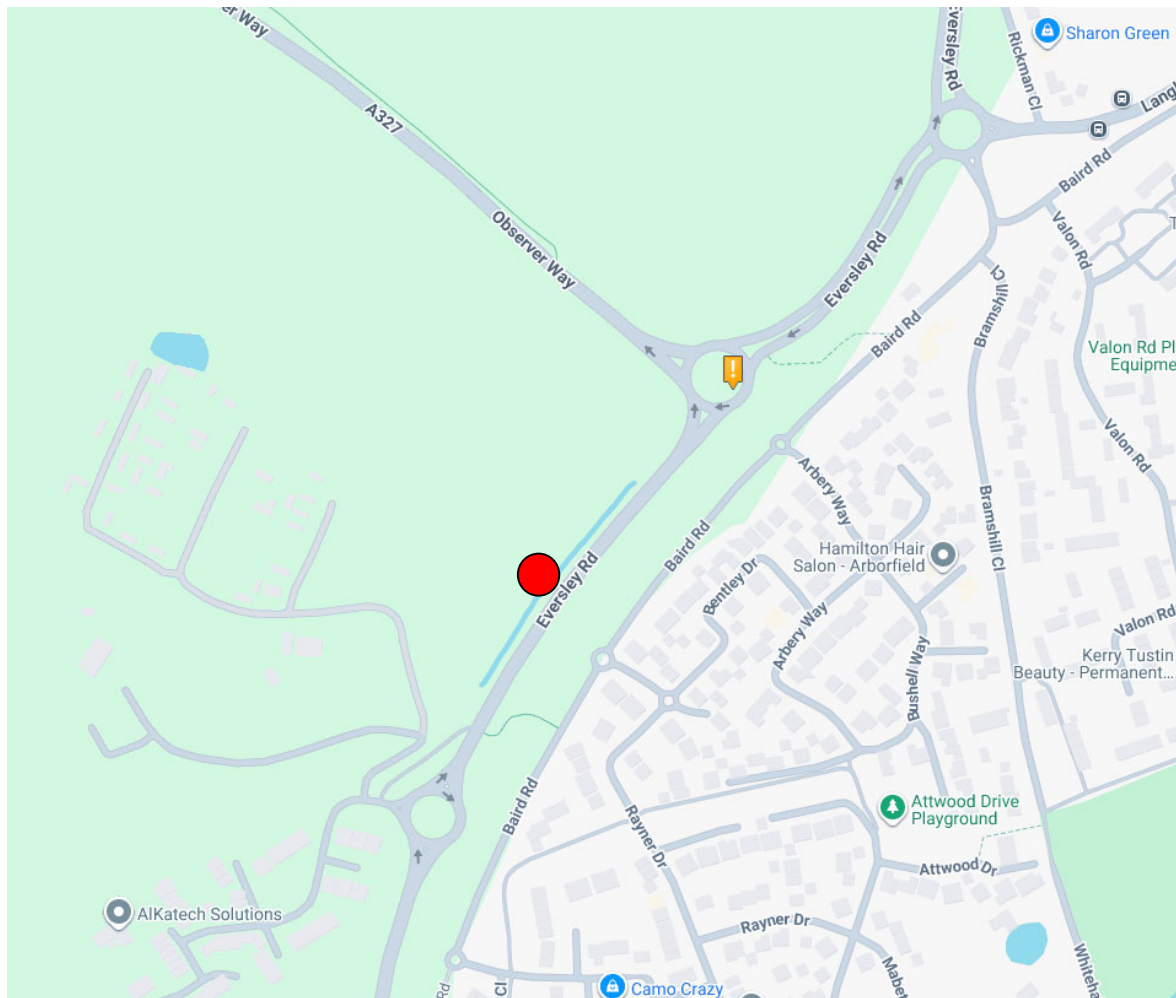


Figure 4.1 – Crashmap Extract

- 4.1.3 Whilst it is acknowledged the roundabout to the NE has seen 1 accident these are not on the Eversley Rd link.
- 4.1.4 In this regard, there is no concern on road safety and that with the low forecast in development traffic and that there is no further analysis considered necessary.



5 PROPOSED DEVELOPMENT

5.1 Development Proposals

- 5.1.1 The development proposals are for the continued use and intensification of the access to/from Eversley Road for 2no. traveller pitches and upgrading of the current access.
- 5.1.2 For greater context and for the calculation of trip generation further on in Section 6 the access will be used for up to 10 pitches in total across several planning applications with this being the first application.

5.2 Proposed Access Arrangements

- 5.2.1 The access is existing and currently has consent for agricultural use.
- 5.2.2 This TS has been prepared to assess the impact of the access with the A327 Eversley Road being intensified and for the use of residential traffic for up to 10no static caravan pitches of which this application is for 2no. pitches only (out of the 10no. in total).
- 5.2.3 The access will be sole for the use of vehicles and cyclists with pedestrians using an alternative route internally to the existing footway network.
- 5.2.4 The proposed access with the A327 Eversley Road will consist of the following as a minimum:
 - Upgraded to form a standard priority junction;
 - 6m wide access road;
 - 8m radii (minimum);
 - Commensurate visibility achievable at 2.4m x 120m in both directions in accordance with DMRB for a recorded 85th%ILE speed of 40mph in both directions; furthermore 160m visibility is also available for a posted road speed of 50mph.
 - Turning available on site for entry/egress in a forward gear.
 - Refuse collection will take place from internal to the application site with turning available for entry/egress in a forward gear.
- 5.2.5 It is noted that, the existing adjacent site will continue to use the roundabout with Poperingue Way and will not have any access rights to use the access as proposed for this application site.
- 5.2.6 The reason for intensifying the access onto Eversley Road is to not add additional pressure to the roundabout to the SW with Poperingue Way and to have an access with improved geometry for negotiating with static caravans for delivery/removal to and from the application site in the future to the benefit of all road users.
- 5.2.7 The proposed site access arrangements are in accordance with national and local design guidance and are demonstrated on dwg. 001 and 002 attached as **Appendix B**.

Parking

- 5.2.8 Parking will be provided inline with the Wokingham parking standards at 2 spaces per pitch and therefore policy compliant.

Refuse Collection

- 5.2.9 Refuse collection will take place from internal to the application site with turning available on site for entry and egress in forward gear.

Deliveries

- 5.2.10 All delivery vehicles will take place from internal to the application site with turning available on site for entry and egress in forward gear.

Fire Tender

- 5.2.11 A fire tender can enter and exit in a forward gear with turning available on site.

6 TRIP GENERATION

6.1 Development Proposals

- 6.1.1 The following chapter has been prepared to identify the extant and future traffic generation profiles of the development site.

6.2 Trip Generation

- 6.2.1 The proposals as set out in this TS are for 2no. static caravan pitches only and for robustness it has been assumed that one static caravan is equal to one residential dwelling.
- 6.2.2 In order to assess the potential trip generation characteristics of the proposed development site, the TRICS 8 database has been interrogated using the 'Houses Privately owned' category for robustness and is calculated per unit of development.
- 6.2.3 The result of the weekday TRICS review is illustrated in **Table 6.1** below with all TRICS data then attached as **Appendix C**:

TRICS 8						
Houses Privately Owned			2 Units			
Weekday						
Time	Trip Rate (per unit)			Traffic Flows (per unit)		
	Arrivals	Departures	trip rate	Arrivals	Departures	Trips
All Vehcles						
0800-0900	0.2	0.303	0.503	0	1	1
1700-1800	0.241	0.207	0.448	0	0	1
Daily	2.555	2.526	5.081	5	5	10

Table 6.1 – New Trips – Houses Privately Owned

- 6.2.4 **Table 6.1** above illustrates that the future use of the application site for 2no. static caravan pitches would generate approximately 1 two-way trips in the AM peak, 1 two-way trips in the PM peak and 10 two-trips daily.
- 6.2.5 In this regard, the traffic generated by 2no. static caravan pitches is negligible and less than that of daily variation across Eversley Road in this location and no further analysis is considered necessary.



6.3 Wider Site Trip Generation

- 6.3.1 Whilst this TS has been written to assess the impact of 2no. caravan pitches a modelling assessment has been carried out in order to consider the impact of intensifying the existing access.
- 6.3.2 Whilst 2no. static pitches has been considered for the assessment of this application in fact and for robustness there will be a further 8 pitches being applied for within further application and in this regard, the TRICS assessment has taken account for up to 10no. pitches.
- 6.3.3 To clarify, this application is for 2no. pitches however, the trip generation and traffic impact has been calculated for up to 10 pitches to demonstrate a cumulative impact.

6.4 Updated TRICS assessment

- 6.4.1 In order to assess the potential trip generation characteristics of the proposed development site for up to 10no. pitches, the TRICS 8 database has been interrogated using the 'Houses Privately owned' category for robustness and is calculated per unit of development.
- 6.4.2 See **Table 6.2** updating the TRICS assessment to 10no. dwellings (i.e 10no. static caravan pitches) for the purpose for the PICADY modelling.

TRICS 8						
Houses Privately Owned			10 Units			
Weekday						
Time	Trip Rate (per unit)			Traffic Flows (per unit)		
	Arrivals	Departures	trip rate	Arrivals	Departures	Trips
All Vehciles						
0800-0900	0.2	0.303	0.503	2	3	5
1700-1800	0.241	0.207	0.448	2	2	4
Daily	2.555	2.526	5.081	26	25	51

Table 6.2 - New Trips - Houses Privately Owned (10no. dwellings)

- 6.4.3 **Table 6.2** above illustrates that the future use of the application site for up to 10no. static caravan pitches would generate approximately 5 two-way trips in the AM peak, 4 two-way trips in the PM peak and 51 two-trips daily.

7 TRAFFIC IMPACT

7.1 PICADY Assessment

7.1.1 In this regard, a PICADY assessment has been carried out to look at the operation of the proposed access as described in Section 5 of this TS and has been illustrated as below:

- Eversley Road NE/ Site access/ Eversley Road SW

7.2 Traffic Flows

7.2.1 A summary of the following flows is provided as **Appendix D** as Traffic Distribution Diagrams:

- 2026 Base Flows
- 2031 Base Flows
- 2031 Base + Development Flows

7.3 Trip Distribution and Assignment

7.3.1 A PICADY assessment has been carried out to look at the operation of the future access with Eversley Road to see how the junction will operate in future for the AM peak hour of 0800-0900hrs and the PM peak hour of 1700-1800hrs only.

7.3.2 See summary of junction performance below in **Figure 7.1**:

»2031 Base + Dev, AM

»2031 Base + Dev, PM

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
2031 Base + Dev						
Stream B-AC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	4.12	0.01	0.0	4.00	0.01

Figure 7.1 – Summary of Junction Performance

7.3.3 Full results attached as **Appendix E**.

7.3.4 In summary, the results demonstrate that when considering the Right Turning traffic C-AB there is never a queue for a car waiting to turn right into the site from the A327 Eversley Road.

7.3.5 Therefore, there will be no waiting for a vehicle to turn right, and they will have more than enough time to do so when considering their gap acceptance time.

7.3.6 Based on the evidence provided above and the highway safety record data provided, no further analysis is considered necessary.

7.3.7 In this regard, the proposed access arrangements with Eversley Road will continue to provide for a safe and suitable means of access with up to 10no static caravan pitches in operation daily.



8 CONCLUSION

8.1.1 Based on the data and analysis presented in this report, the following conclusions are drawn:

- The proposals set out in this TS are consistent with National and Local policy and design guidance
- The proposed site access has been assessed in accordance with national and local design guidance and remains safe and fit for purposes for both the commensurate travelling speeds of the road and in the fact the posted road speed as well as the flows within the highway peak hours
- No recorded PIC's in the last 5 years along Eversley Road in the vicinity of the proposed access
- Entry/Egress in a forward gear for all vehicles
- The proposed access location will not cause detriment to highway capacity or to road safety in this location with no queuing caused by right turning manoeuvres as concluded within the PICADY analysis for up to 10no. static caravans.
- The existing adjacent site will continue to use the roundabout with Poperingue Way and will not have any access rights to use the access as proposed for this application site.

8.1.2 It can therefore be concluded that, the access proposals have been robustly and comprehensively assessed as set out in this TS and will not result in a severe impact upon the safety or operation of Eversley Road in this location and that there are no significant highways and transport reasons that should prevent the LPA from supporting this planning application and proposed access arrangements.



Appendix A

ATC Flow Data

Reading ATC, Eversley Road



Direction: Southbound

Hour Beginning	Tue 10/03/2026	Wed 11/03/2026	Thu 12/03/2026	Fri 13/03/2026	Sat 14/03/2026	Sun 15/03/2026	Mon 16/03/2026	5-Day Ave.	7-Day Ave.
00:00	9	17	19	17	42	58	17	16	26
01:00	10	15	7	13	26	26	6	10	15
02:00	9	8	10	9	16	16	4	8	10
03:00	6	4	9	2	19	9	11	6	9
04:00	25	24	20	20	7	12	19	22	18
05:00	102	70	80	70	24	18	77	80	63
06:00	297	294	277	249	95	51	272	278	219
07:00	728	693	661	565	188	96	675	664	515
08:00	915	762	725	714	342	154	673	758	612
09:00	486	403	369	400	415	308	378	407	394
10:00	373	346	349	398	509	444	344	362	395
11:00	367	369	376	401	570	493	348	372	418
12:00	455	400	410	411	603	538	382	412	457
13:00	456	415	387	476	601	502	364	420	457
14:00	461	443	502	648	508	438	471	505	496
15:00	610	697	747	685	540	436	676	683	627
16:00	775	719	784	722	513	442	694	739	664
17:00	751	708	846	687	535	399	751	749	668
18:00	644	565	607	552	457	358	537	581	531
19:00	375	340	361	346	300	242	320	348	326
20:00	252	255	230	239	217	158	192	234	220
21:00	142	193	168	183	187	117	180	173	167
22:00	118	118	112	160	155	101	136	129	129
23:00	42	38	43	83	106	41	44	50	57
Total	7021	6520	6763	6659	5781	4608	6293	6651	6235
12H(7-19)	8087	7602	7799	7676	6580	5176	7257	7684	7168
16H(6-22)	8247	7758	7954	7919	6841	5318	7437	7863	7353
18H(6-24)	8408	7896	8099	8050	6975	5457	7571	8005	7494
AM Peak	08:00 915	08:00 762	08:00 725	08:00 714	11:00 570	11:00 493	07:00 675	08:00 758	08:00 612
PM Peak	16:00 775	16:00 719	17:00 846	16:00 722	12:00 603	12:00 538	17:00 751	17:00 749	17:00 668

Direction: Northbound

Hour Beginning	Tue 10/03/2026	Wed 11/03/2026	Thu 12/03/2026	Fri 13/03/2026	Sat 14/03/2026	Sun 15/03/2026	Mon 16/03/2026	5-Day Ave.	7-Day Ave.
00:00	19	28	19	29	44	66	16	22	32
01:00	10	18	16	13	19	26	8	13	16
02:00	6	12	6	4	12	11	6	7	8
03:00	12	13	8	9	12	8	9	10	10
04:00	18	24	25	24	18	10	18	22	20
05:00	127	106	109	99	25	19	89	106	82
06:00	440	373	366	333	106	41	425	387	298
07:00	1065	980	1103	880	218	91	1105	1027	777
08:00	999	942	942	959	464	196	1034	975	791
09:00	570	530	544	549	505	404	515	542	517
10:00	415	425	456	493	565	537	434	445	475
11:00	403	384	450	494	618	573	409	428	476
12:00	397	398	486	553	669	553	418	450	496
13:00	583	395	471	471	690	490	393	463	499
14:00	472	495	451	700	587	512	435	511	522
15:00	587	660	617	687	504	434	668	644	594
16:00	734	776	800	659	480	430	670	728	650
17:00	865	669	764	694	453	363	691	737	643
18:00	658	532	488	497	421	290	470	529	479
19:00	335	360	352	399	296	242	301	349	326
20:00	213	197	198	236	197	192	217	212	207
21:00	146	159	127	176	160	128	122	146	145
22:00	108	122	103	163	157	73	77	115	115
23:00	36	54	55	70	95	25	40	51	54
Total	7748	7186	7572	7636	6174	4873	7242	7477	6919
12H(7-19)	8882	8275	8615	8780	6933	5476	8307	8572	7895
16H(6-22)	9026	8451	8773	9013	7185	5574	8424	8737	8064
18H(6-24)	9218	8652	8956	9191	7315	5714	8570	8917	8231
AM Peak	07:00 1065	07:00 980	07:00 1103	08:00 959	11:00 618	11:00 573	07:00 1105	07:00 1027	08:00 791
PM Peak	17:00 865	16:00 776	16:00 800	14:00 700	13:00 690	12:00 553	17:00 691	17:00 737	16:00 650

Direction: Total Flow

Hour Beginning	Tue 10/03/2026	Wed 11/03/2026	Thu 12/03/2026	Fri 13/03/2026	Sat 14/03/2026	Sun 15/03/2026	Mon 16/03/2026	5-Day Ave.	7-Day Ave.
00:00	28	45	38	46	86	124	33	38	57
01:00	20	33	23	26	45	52	14	23	30
02:00	15	20	16	13	28	27	10	15	18
03:00	18	17	17	11	31	17	20	17	19
04:00	43	48	45	44	25	22	37	43	38
05:00	229	176	189	169	49	37	166	186	145
06:00	737	667	643	582	201	92	697	665	517
07:00	1793	1673	1764	1445	406	187	1780	1691	1293
08:00	1914	1704	1667	1673	806	350	1707	1733	1403
09:00	1056	933	913	949	920	712	893	949	911
10:00	788	771	805	891	1074	981	778	807	870
11:00	770	753	826	895	1188	1066	757	800	894
12:00	852	798	896	964	1272	1091	800	862	953
13:00	1039	810	858	947	1291	992	757	882	956
14:00	933	938	953	1348	1095	950	906	1016	1018
15:00	1197	1357	1364	1372	1044	870	1344	1327	1221
16:00	1509	1495	1584	1381	993	872	1364	1467	1314
17:00	1616	1377	1610	1381	988	762	1442	1485	1311
18:00	1302	1097	1095	1049	878	648	1007	1110	1011
19:00	710	700	713	745	596	484	621	698	653
20:00	465	452	428	475	414	350	409	446	428
21:00	288	352	295	359	347	245	302	319	313
22:00	226	240	215	323	312	174	213	243	243
23:00	78	92	98	153	201	66	84	101	110
Total	14769	13706	14335	14295	11955	9481	13535	14128	13154
12H(7-19)	16969	15877	16414	16456	13513	10652	15564	16256	15064
16H(6-22)	17273	16209	16727	16932	14026	10892	15861	16600	15417
18H(6-24)	17626	16548	17055	17241	14290	11171	16141	16922	15725
AM Peak	08:00 1914	08:00 1704	07:00 1764	08:00 1673	11:00 1188	11:00 1066	07:00 1780	08:00 1733	08:00 1403
PM Peak	17:00 1616	16:00 1495	17:00 1610	16:00 1381	13:00 1291	12:00 1091	17:00 1442	17:00 1485	16:00 1314

Reading ATC, Eversley Road

Direction: Southbound

	Total Volume	85th Percentile	Mean Average
Tue 10 Mar 2026	8408	40.1	32.9
Wed 11 Mar 2026	7896	40.2	33.8
Thu 12 Mar 2026	8099	39.8	33.6
Fri 13 Mar 2026	8050	39.1	33.3
Sat 14 Mar 2026	6975	40.9	35.1
Sun 15 Mar 2026	5457	40.9	35.5
Mon 16 Mar 2026	7571	39.9	34.0
5 Day Ave.	8005	39.8	33.5
7 Day Ave.	7494	40.1	34.0

Paul Castle Associates

Direction: Northbound

	Total Volume	85th Percentile	Mean Average
Tue 10 Mar 2026	9218	38.1	30.3
Wed 11 Mar 2026	8652	38.8	32.2
Thu 12 Mar 2026	8956	38.5	31.3
Fri 13 Mar 2026	9191	37.9	32.5
Sat 14 Mar 2026	7315	39.3	34.0
Sun 15 Mar 2026	5714	39.7	34.5
Mon 16 Mar 2026	8570	38.9	31.7
5 Day Ave.	8917	38.4	31.6
7 Day Ave.	8231	38.7	32.4

Paul Castle Associates

Direction: Total Flow

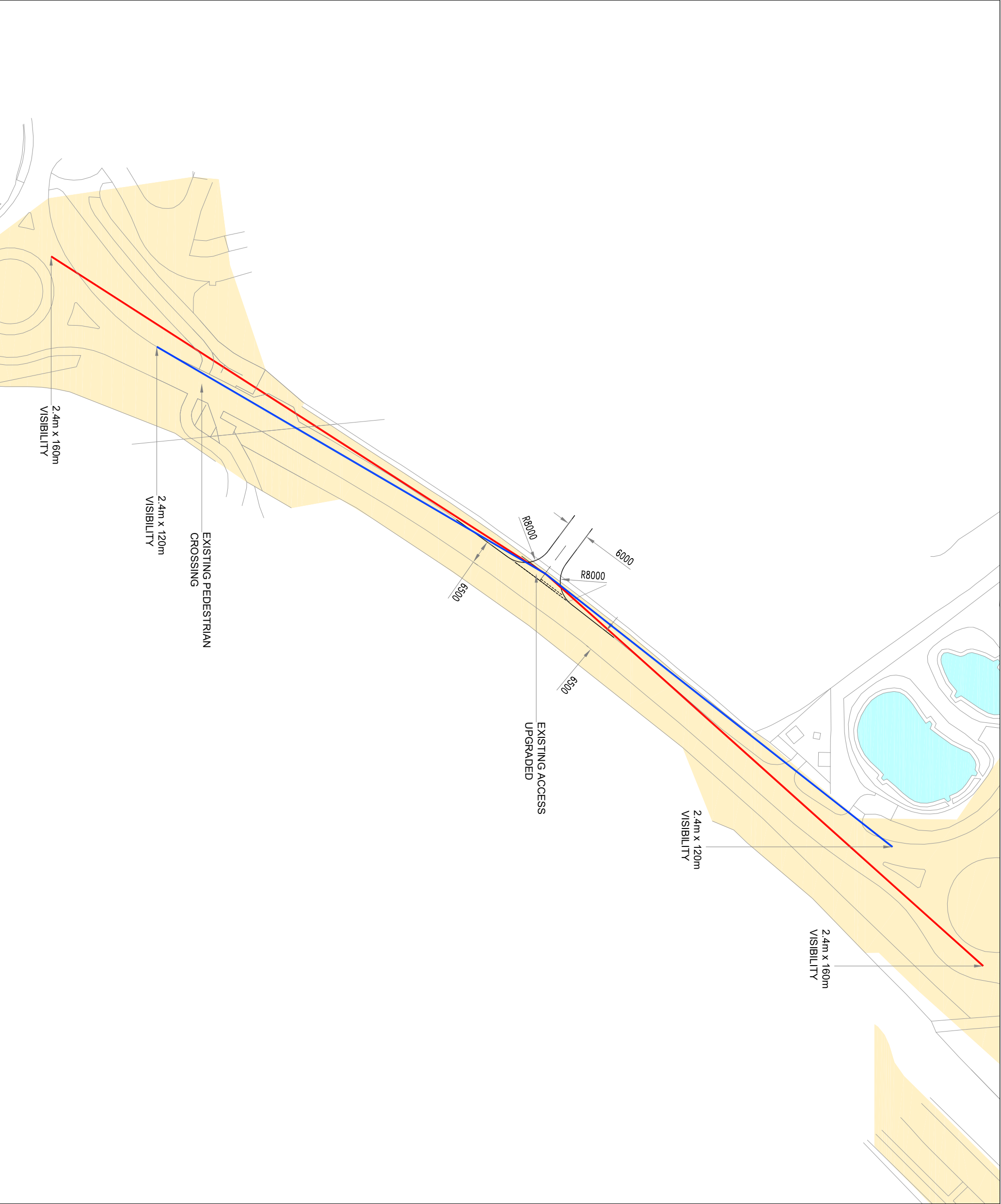
	Total Volume	85th Percentile	Mean Average
Tue 10 Mar 2026	17626	39.2	31.5
Wed 11 Mar 2026	16548	39.5	32.9
Thu 12 Mar 2026	17055	39.3	32.4
Fri 13 Mar 2026	17241	38.5	32.9
Sat 14 Mar 2026	14290	40.1	34.5
Sun 15 Mar 2026	11171	40.3	35.0
Mon 16 Mar 2026	16141	39.5	32.8
5 Day Ave.	16922	39.2	32.5
7 Day Ave.	15725	39.5	33.2

Paul Castle Associates



Appendix B

Proposed Site Access Arrangements



NOTES:

- 1. POSTED ROAD SPEED 50mph
 - 2. RECORDED 85TH%ILE SPEED 40mph IN BOTH DIRECTION
 - 3. VISIBILITY ACHIEVABLE FOR BOTH THE RECORDED 85TH%ILE SPEEDS AND THE POSTED ROAD SPEED IN ACCORDANCE WITH DMRB CD123 AND CD109 FOR SSD CALCULATION AT:
 - 2.4m x 120m; AND
 - 2.4m x 160m RESPECTIVELY.
- EXTENT OF ADOPTABLE HIGHWAY BOUNDARY

REV	DATE	REVISION DETAILS	BY
-----	------	------------------	----



entran
environmental & transportation

2nd & 3rd Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG

TELEPHONE : 0117 937 4077

PROJECT TITLE
LAND AT EVERSLEY ROAD
ARBORFIELD

DRAWING TITLE
PROPOSED ACCESS
ARRANGEMENTS

CLIENT / ARCHITECT

STATUS
FEASIBILITY

SCALE		DRAWN	
1:1000	AT A3	DJA	
CHECKED		APPROVED	
DJA		RW	
DRG SIZE	DATE	DRAWING NUMBER	
A3	27.4.26	001	REV
			-



Appendix C

TRICS

Audit Code: 70fdada7-0ad7-49c5-82df-8240d0a95d5e

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BN	BARNET 1 day
	EG	EALING 1 day
	EN	ENFIELD 2 days
	HG	HARINGEY 1 day
	SK	SOUTHWARK 1 day
	WF	WALTHAM FOREST 1 day

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

Audit Code: 70fdada7-0ad7-49c5-82df-8240d0a95d5e

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	4 to 4334 (units:DWELLS)
Range Selected by User:	4 to 50 (units:DWELLS)
Parking Spaces Range:	6 - 2696

Public Transport Provision:

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

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

Selected survey days:

Thursday	4 days
Tuesday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	7
Direction ATC Count	0

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

Selected Locations:

Edge of Town	2 days
Edge of Town Centre	1 days
Neighbourhood Centre	1 days
Suburban Area	3 days

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

Selected Location Sub Categories:

High Street	1 days
Industrial Zone	1 days
Residential Zone	5 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	3 days
Servicing vehicles Included	4 days

Audit Code: 70fdada7-0ad7-49c5-82df-8240d0a95d5e

Secondary Filtering Selection:

Use Class:

C3	7 surveys
----	-----------

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

Population within 500m Range:

213 - 10800

Population within 1 mile:

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

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

Population within 5 miles:

250,001 to 500,000	2 surveys
500,001 or More	5 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	6 surveys
Not Known	1 surveys

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

Audit Code: 70fdada7-0ad7-49c5-82df-8240d0a95d5e

Petrol filling station:

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

Travel Plan:

No	7 surveys
----	-----------

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

PTAL Rating:

1a (Low) - Very poor	1 surveys
1b - Very poor	1 surveys
4 - Good	1 surveys
5 - Very good	1 surveys
No PTAL Present	3 surveys

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

COVID-19 Restrictions:

No

Audit Code: 70fdada7-0ad7-49c5-82df-8240d0a95d5e

1	BN-03-A-01	SEMI DETACHED	BARNET
NORRY'S ROAD COCKFOSTERS Suburban Area Residential Zone Site area: 0.44999998807907104 hect Survey date: Thursday 20/10/2005			
			Survey Type: Manual
2	EG-03-A-03	SEMI DETACHED	EALING
ALLINGTON CLOSE GREENFORD Suburban Area Industrial Zone Site area: 0.5 hect Survey date: Thursday 09/01/1992			
			Survey Type: Manual
3	EN-03-A-01	TERRACED & SEMI-DETACHED	ENFIELD
BOLLINGBROKE PARK COCKFOSTERS Edge of Town Residential Zone Site area: 0.7099999785423279 hect Survey date: Wednesday 24/11/2021			
			Survey Type: Manual
4	EN-03-A-02	DETACHED HOUSES	ENFIELD
DUCHY ROAD HADLEY WOOD Edge of Town Residential Zone Site area: 0.6700000166893005 hect Survey date: Wednesday 14/09/2022			
			Survey Type: Manual
5	HG-03-A-01	DETACHED & SEMI-DETACHED	HARINGEY
LAWRENCE ROAD TOTTENHAM WEST GREEN Neighbourhood Centre High Street Site area: 0.30000001192092896 hect Survey date: Tuesday 05/11/2019			
			Survey Type: Manual
6	SK-03-A-01	SEMI DET. & TERRACED	SOUTHWARK
TIMBER POND ROAD CANADA WATER Suburban Area Residential Zone Site area: 0.3400000035762787 hect Survey date: Thursday 23/10/2008			
			Survey Type: Manual
7	WF-03-A-02	SEMI DETACHED & TERRACED	WALTHAM FOREST
PALMERSTON ROAD WALTHAMSTOW Edge of Town Centre Residential Zone Site area: 0.11999999731779099 hect Survey date: Thursday 06/06/2019			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CF-03-A-03	08-10-2007	na
GM-03-A-11	26-09-2016	na

Audit Code: 70fdada7-0ad7-49c5-82df-8240d0a95d5e

Site Ref	Survey Date	Reason for Deselection
MS-03-A-03	21-06-2013	na
ST-03-A-06	09-05-2014	na
TW-03-A-02	07-10-2013	na
WK-03-A-03	25-09-2019	na
WM-03-A-04	21-11-2016	na

Audit Code: 70fdada7-0ad7-49c5-82df-8240d0a95d5e

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	21	0.090	0.207	0.297
08:00-09:00	7	21	0.200	0.303	0.503
09:00-10:00	7	21	0.090	0.124	0.214
10:00-11:00	7	21	0.172	0.172	0.344
11:00-12:00	7	21	0.145	0.117	0.262
12:00-13:00	7	21	0.166	0.103	0.269
13:00-14:00	7	21	0.166	0.179	0.345
14:00-15:00	7	21	0.172	0.166	0.338
15:00-16:00	7	21	0.200	0.145	0.345
16:00-17:00	7	21	0.172	0.166	0.338
17:00-18:00	7	21	0.241	0.207	0.448
18:00-19:00	7	21	0.241	0.179	0.420
19:00-20:00	4	18	0.243	0.229	0.472
20:00-21:00	4	18	0.257	0.229	0.486
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.555	2.526	5.081

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

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

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

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

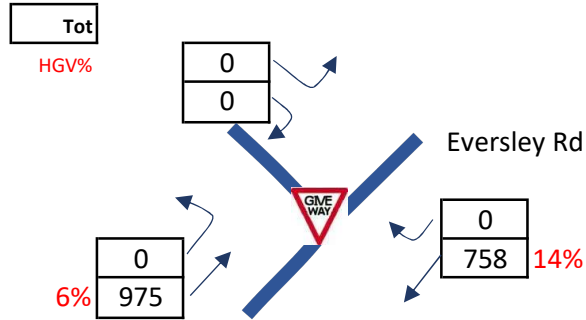


Appendix D

Traffic Flow Diagrams

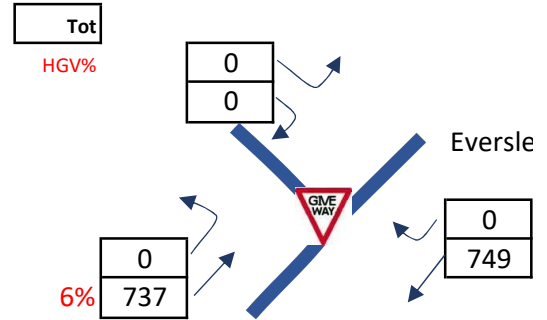
2026 AM Peak Baseline

0800-0900



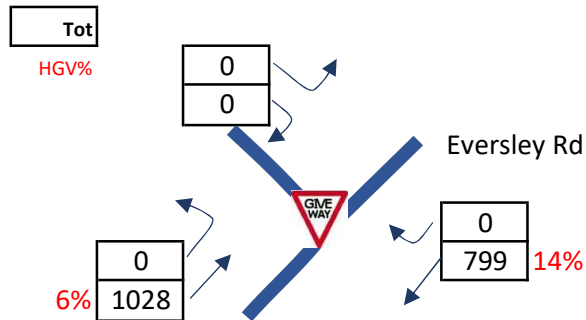
2026 PM Peak Baseline

1700-1800



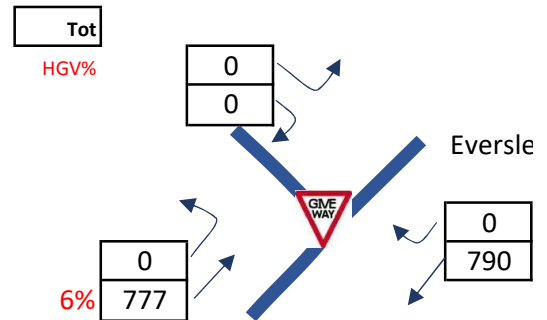
2031 AM Peak Baseline

0800-0900



2031 PM Peak Baseline

1700-1800

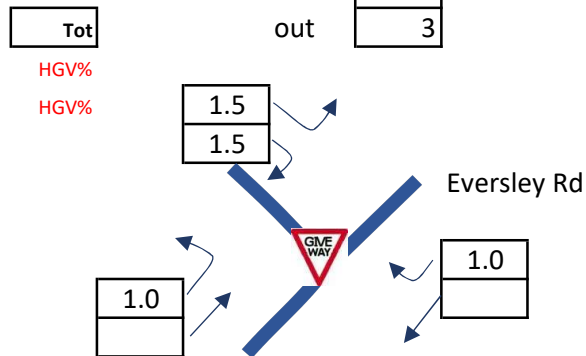


TEMPro8.1 1.0544
MSOA Wokingham 018
Core NRTF2022

TEMPro8.1 1.0554
MSOA Wokingham 018
Core NRTF2022

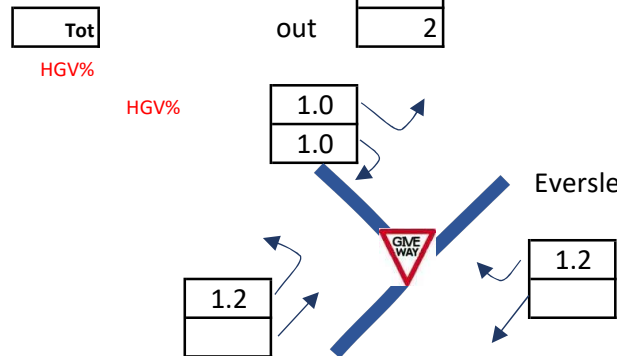
AM Dev

0800-0900



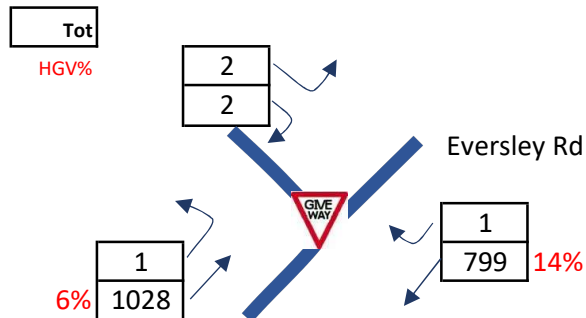
PM Dev

1700-1800



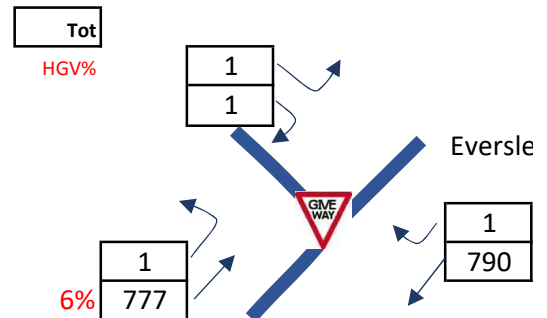
2031 AM Peak Base + Dev

0800-0900



2031 PM Peak Base + Dev

1700-1800





Appendix E

PICADY Analysis Results

Junctions 10						
PICADY 10 - Priority Intersection Module						
Version: 10.1.2.2275						
© Copyright TRL Software Limited, 2023						
For sales and distribution information, program advice and maintenance, contact TRL Software:						
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com						
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: Eversley Rd_Site Access.j10

Path: F:\clients\EnTran\Reading

Report generation date: 25/03/2026 18:23:09

»2031 Base + Dev, AM

»2031 Base + Dev, PM

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
2031 Base + Dev						
Stream B-AC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	4.12	0.01	0.0	4.00	0.01

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

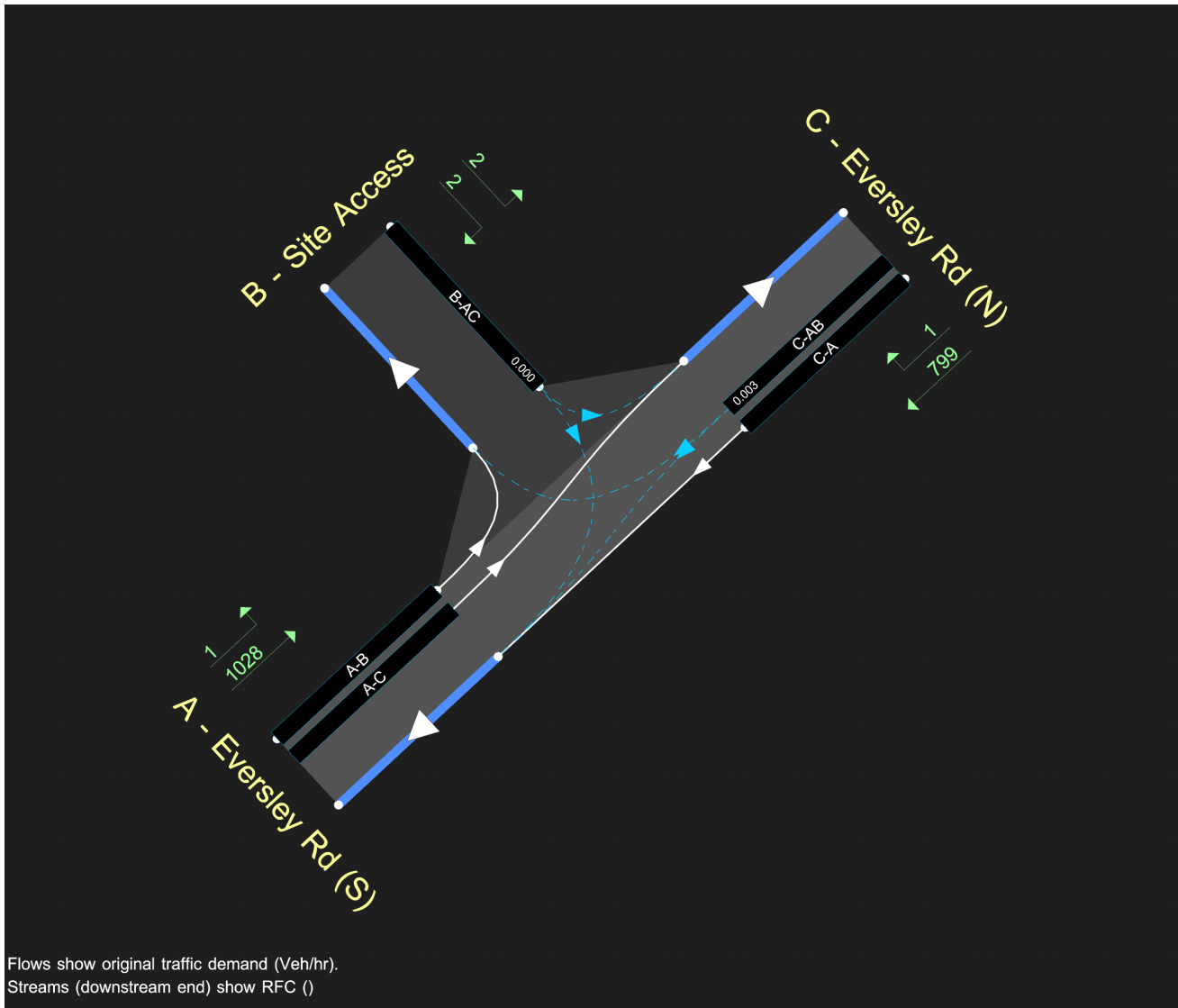
File summary

File Description

Title	Eversley Rd_Site Access
Location	
Site number	
Date	25/03/2026
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	al
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						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)	Run automatically
D1	2031 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D2	2031 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2031 Base + Dev, AM

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	Eversley Rd_Site Access	T-Junction	Two-way	Two-way	Two-way		0.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.01	A

Arms

Arms

Arm	Name	Description	Arm type
A	Eversley Rd (S)		Major
B	Site Access		Minor
C	Eversley Rd (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Eversley Rd (N)	6.55			145.0	✓	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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.40	15	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	509	0.091	0.230	0.145	0.329
B-C	659	0.098	0.247	-	-
C-B	658	0.249	0.249	-	-

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Eversley Rd (S)		ONE HOUR	✓	1029	100.000
B - Site Access		ONE HOUR	✓	4	100.000
C - Eversley Rd (N)		ONE HOUR	✓	800	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Eversley Rd (S)	B - Site Access	C - Eversley Rd (N)
From	A - Eversley Rd (S)	0	1	1028
	B - Site Access	2	0	2
	C - Eversley Rd (N)	799	1	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Eversley Rd (S)	B - Site Access	C - Eversley Rd (N)
From	A - Eversley Rd (S)	0	0	6
	B - Site Access	0	0	0
	C - Eversley Rd (N)	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.01	4.12	0.0	A	4	7
C-A					730	1094
A-B					0.92	1
A-C					943	1415

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	297	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.59	882	0.003	2	0.0	0.0	4.090	A
C-A	600	150			600				
A-B	0.75	0.19			0.75				
A-C	774	193			774				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	236	0.000	0	0.0	0.0	0.000	A
C-AB	4	1	944	0.004	4	0.0	0.0	3.813	A
C-A	715	179			715				
A-B	0.90	0.22			0.90				
A-C	924	231			924				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	140	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	1039	0.007	7	0.0	0.0	3.476	A
C-A	874	218			874				
A-B	1	0.28			1				
A-C	1132	283			1132				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	140	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	1039	0.007	7	0.0	0.0	3.489	A
C-A	874	218			874				
A-B	1	0.28			1				
A-C	1132	283			1132				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	236	0.000	0	0.0	0.0	0.000	A
C-AB	4	1	944	0.004	4	0.0	0.0	3.856	A
C-A	715	179			715				
A-B	0.90	0.22			0.90				
A-C	924	231			924				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	297	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.59	882	0.003	2	0.0	0.0	4.118	A
C-A	600	150			600				
A-B	0.75	0.19			0.75				
A-C	774	193			774				

2031 Base + Dev, 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	Eversley Rd_Site Access	T-Junction	Two-way	Two-way	Two-way		0.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.01	A

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)	Run automatically
D2	2031 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Eversley Rd (S)		ONE HOUR	✓	778	100.000
B - Site Access		ONE HOUR	✓	2	100.000
C - Eversley Rd (N)		ONE HOUR	✓	791	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Eversley Rd (S)	B - Site Access	C - Eversley Rd (N)
From	A - Eversley Rd (S)	0	1	777
	B - Site Access	1	0	1
	C - Eversley Rd (N)	790	1	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Eversley Rd (S)	B - Site Access	C - Eversley Rd (N)
From	A - Eversley Rd (S)	0	0	6
	B - Site Access	0	0	0
	C - Eversley Rd (N)	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.01	4.00	0.0	A	4	6
C-A					722	1083
A-B					0.92	1
A-C					713	1069

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	350	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.54	909	0.002	2	0.0	0.0	3.971	A
C-A	593	148			593				
A-B	0.75	0.19			0.75				
A-C	585	146			585				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	302	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.84	971	0.003	3	0.0	0.0	3.706	A
C-A	708	177			708				
A-B	0.90	0.22			0.90				
A-C	699	175			699				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	230	0.000	0	0.0	0.0	0.000	A
C-AB	6	2	1064	0.006	6	0.0	0.0	3.389	A
C-A	865	216			865				
A-B	1	0.28			1				
A-C	855	214			855				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	230	0.000	0	0.0	0.0	0.000	A
C-AB	6	2	1064	0.006	6	0.0	0.0	3.402	A
C-A	865	216			865				
A-B	1	0.28			1				
A-C	855	214			855				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	302	0.000	0	0.0	0.0	0.000	A
C-AB	3	0.84	971	0.003	3	0.0	0.0	3.747	A
C-A	708	177			708				
A-B	0.90	0.22			0.90				
A-C	699	175			699				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	0	350	0.000	0	0.0	0.0	0.000	A
C-AB	2	0.55	908	0.002	2	0.0	0.0	3.997	A
C-A	593	148			593				
A-B	0.75	0.19			0.75				
A-C	585	146			585				