



**BELLE HOUSING LIMITED
1 ILBURY CLOSE, SHINFIELD,
WOKINGHAM, RG2 9DE**

TRANSPORT STATEMENT

SEPTEMBER 2026



the journey is the reward

**BELLE HOUSING LIMITED
1 ILBURY CLOSE, SHINFIELD,
WOKINGHAM, RG2 9DE**

TRANSPORT STATEMENT

SEPTEMBER 2026

Project Code:	CJPilburyClose.1
Prepared by:	LB
Approved by:	JG
Issue Date:	September 2026
Status:	FINAL

Belle Housing Limited
Ilbury Close, Shinfield, Wokingham, RG2 9DE
Transport Statement

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Belle Housing Limited
Ilbury Close, Shinfield, Wokingham, RG2 9DE
Transport Statement

Appendices

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APPENDIX B: WBC Permission in Principle Responses

APPENDIX C: TRICS Assessment

1 Introduction

- 1.1 This Transport Statement (TS) has been produced by Mayer Brown Limited, on behalf of the Applicant (Belle Housing Limited), to support the planning application for a proposed residential development at the site known as 1 Ilbury Close, Shinfield, Wokingham.
- 1.2 The site is located within the village of Shinfield, approximately 5.5km southeast of Reading town centre, and circa. 650m south of the M4 motorway. The site forms part of the residential curtilage associated with the existing dwelling at 1 Ilbury Close and is located at the junction of Ilbury Close and Wheatfields Road. The area surrounding the site is suburban and residential in nature.
- 1.3 It is proposed to provide two additional residential dwellings on the site with associated landscaping and parking. A copy of the proposed site plan is provided at **Appendix A** of this report.
- 1.4 The proposals have been granted permission in principle from Wokingham Borough Council (WBC) and WBC Highways have raised no objections to the proposals (see **Appendix B** for further details).
- 1.5 Considering the minor scale of the proposal, the highways and transportation matters related to the proposals have been assessed in the format of a Transport Statement (TS) report, containing the following sections:

- Site Location and Existing Conditions
- Development Proposals & Parking Provision
- Trip Generation
- Accident Analysis
- Summary and Conclusions

- 1.6 This findings of this report conclude that:

- The site is conveniently located within easy walking and cycling distance of numerous local amenities
- The site benefits from good level of accessibility by active and public sustainable modes of travel
- The proposals will be provided with suitable access, parking and servicing arrangements in compliance with local standards
- The proposals will have no material impact upon the existing operation of the local highway network

- 1.7 On the basis of the above, it is evident that there are no valid highways related reasons upon which to refuse planning approval.

2 Site Location and Existing Conditions

Site Location

- 2.1 As previously mentioned, the site forms part of the residential curtilage associated with the existing dwelling at 1 Ilbury Close and is located at the junction of Ilbury Close and Wheatfields Road.
- 2.2 The existing dwelling of 1 Ilbury Close has a vehicular crossover access leading to a short section of driveway and a small garage located off Wheatfields Road. A separate pedestrian access to the site is located off Ilbury Close.
- 2.3 Both Wheatfields Road and Ilbury Close are single carriageway roads, which are residential in nature and subject to a 30mph speed limit.
- 2.4 Ilbury Close is a residential cul-de-sac accessed from Wheatfields Road and with a 'banjo' turning head provided at its western end. Wheatfields Road provides a connection to Hollow Lane (via Wychelm Road) to the west of the site, which provides access to Black Boy Roundabout circa. 900m to the north, which in turn provides access to the nearby Junction 11 of the M4 and thus the wider strategic highways network.
- 2.5 **Figure 2.1** illustrates the site location in relation to the local highway network:

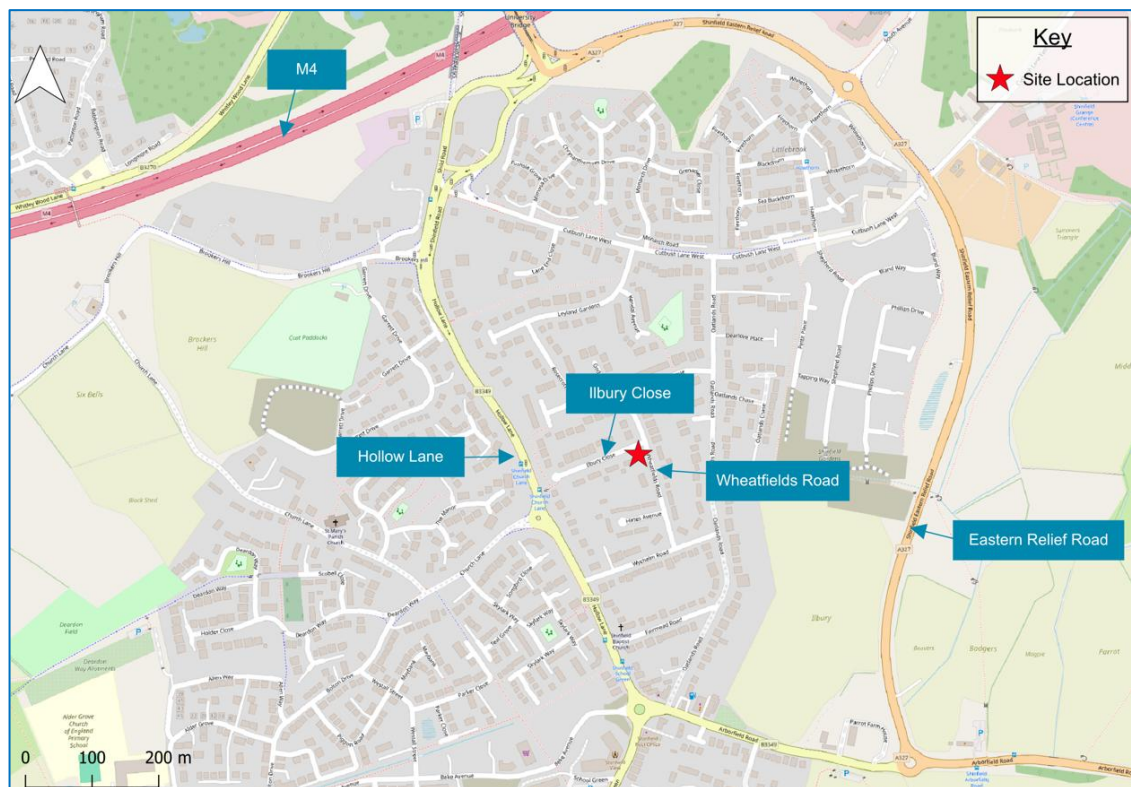


Figure 2.1: Site in Relation to Local Highway Network

- 2.6 The site is situated within an established residential area characterised by a mix of detached, semi-detached and terraced dwellings of varying ages and designs. Development in the surrounding area is predominantly two storeys in height and is set within well-defined residential plots.

Pedestrian and Cycle Accessibility

Pedestrian Accessibility

- 2.7 Ilbury Close benefits from well-maintained footways on either side of the carriageway which also benefit from regular street lighting.
- 2.8 At the western end of Ilbury Close, a connection is provided to the footway along Hollow Lane, from where the Church Lane bus stops can be easily accessed.
- 2.9 A shared footway cycleway is present on the western side of Hollow Lane and can be easily accessed via a nearby signalised pedestrian crossing.
- 2.10 This signalised pedestrian crossing also benefits from dropped kerbs and tactile paving, allowing pedestrians to safely cross Hollow Lane.
- 2.11 A pedestrian crossing island is also located on the western arm of the nearby Hollow Lane roundabout to the southwest of the site.
- 2.12 Hollow Lane provides a safe pedestrian route to a Lidl Supermarket located a short walking distance of approximately 650m to the southwest of the site. Also located in the vicinity of the Lidl supermarket are a pharmacy, co-op, public house, an infant & nursery school and numerous other local facilities. This demonstrates that the site is located in a very sustainable location considering its out of town centre/suburban location, which will help keep any vehicle trips generated by the site to a minimum.

Cycling Accessibility

2.13 **Figure 2.2** indicates the local and national cycle routes accessible from the site:

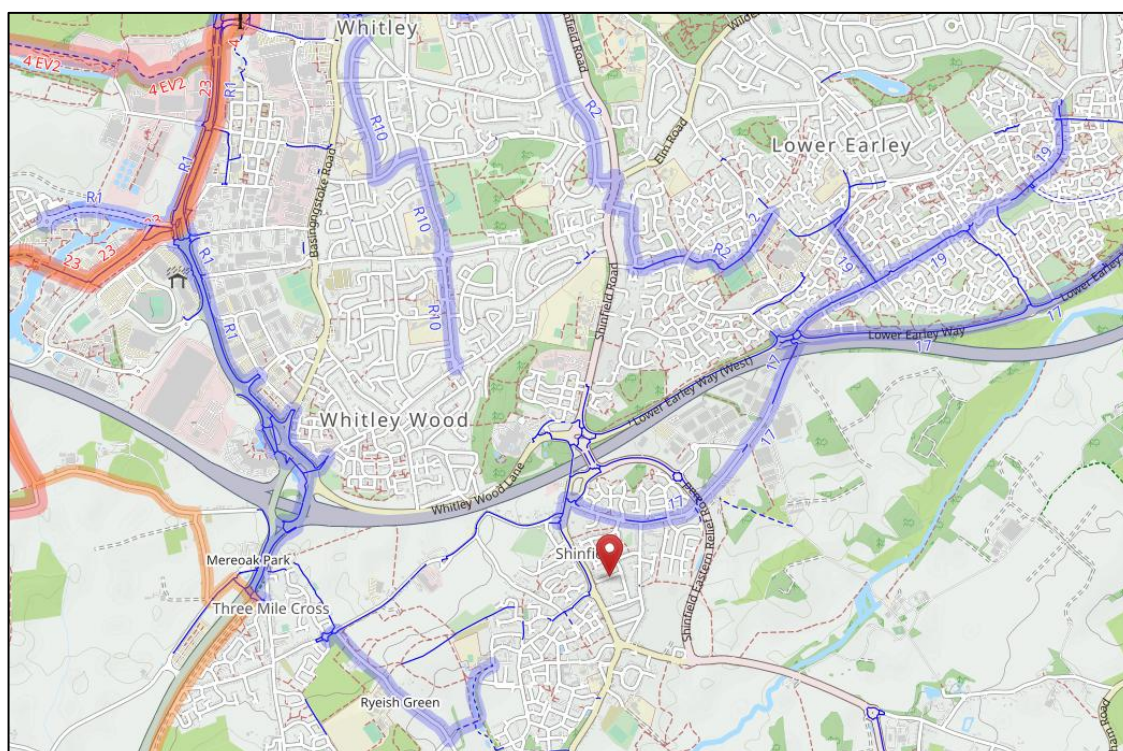


Figure 2.2: Nearby Cycling Routes (Source: openstreetmap.co.uk)

2.14 **Figure 2.2** illustrates that the site has access to a local cycle routes north of the site providing access to Lower Earley and Winnersh Triangle. Further, National Cycleway 23 and EV2 can also be accessed via a combination of local cycle routes and on-road cycling.

2.15 The shared cycle route along Hollow Lane previously mentioned also provides easy and traffic free cycle access to destinations on the northern side of the M4 motorway, including Crossfields School (via high quality signalised crossing facilities provided at the Black Boy Roundabout).

Local Amenities

2.16 A key element of planning at national and local level is to ensure that residential development is accessible by public transport, walking and cycling to a range of amenities, including food retail, health, employment, and education facilities.

2.17 These services include primary schools, health centres, convenience stores, and recreational facilities in locations that are accessible without necessarily requiring the use of a car.

- 2.18 The Institution of Highways & Transportation document 'Providing for Journeys on Foot' (2000) was consulted regarding suggested acceptable walking distances for various journey purposes. **Figure 2.3** (Table 3.2 from the document) sets out the distances used for assessment in this report. Note, what constitutes an 'acceptable' walking distance will of course vary from person to person.

Table 3.2: Suggested Acceptable Walking Distance.			
	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

Figure 2.3: Pedestrian and Cycle Access

- 2.19 As described in **Figure 2.3**, 1.2km is the generally accepted maximum walking distance for locations categorised as "elsewhere". Consequently, the following local amenities are considered accessible by foot from the site:

- Church Lane (Bus Stops) – 160m
- Kendal Avenue Park – 250m
- Honeysuckle Day Nursery – 400m
- Skylark Way Playground – 450m
- School Green (Bus Stops) – 450m
- Asda Express / Greggs – 550m
- Gloucester Avenue Park – 550m
- Shinfield Gardens – 550m
- Shinfield View Care Home – 600m
- Happy Trails Play (Nursery) – 600m
- Premier Express Convenience Store – 600m
- Lidl – 650m
- St Marys Church – 650m
- School Green Centre (Community Centre) – 700m
- St Mary's Graveyard – 700m
- Shinfield Cricket Club – 700m
- Pippin Grove Playground – 700m

- Church Farm Playground – 750m
- The Shinfield Arms – 750m
- Co-op – 750m
- Shinfield Pharmacy – 800m
- Deardon Way Allotments – 900m
- Alder Grove Church of England Primary School- 950m
- Deardon Field and Orchard – 950m
- Shinfield St Marys CofE School – 1km
- Millworth Lane Recreational Ground – 1km
- Parsons Grange Care Home – 1km
- Alder Grove Playground – 1.1km
- The Six Bells Pub – 1.1km

2.20 **Figure 2.4** below shows the isochrones for a 2km walking distance and 5km cycling distance from the site. A 5km isochrone is generally accepted as a suitable measure for local journeys made by bicycle, equivalent to a 19-minute journey:

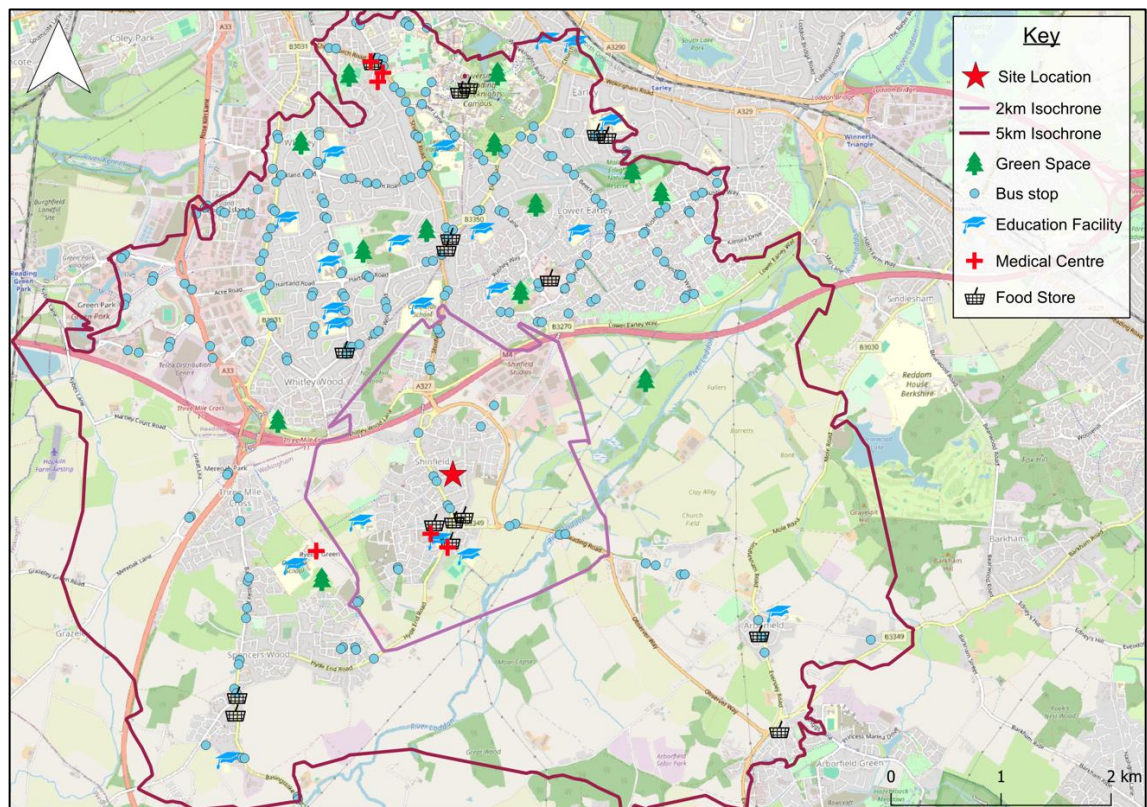


Figure 2.4: Walking and Cycling Isochrones from Site

2.21 **Figure 2.4** demonstrates that the numerous amenities and facilities in nearby areas such as Spencers Wood, Ryeish Green, Earley and Whitley Wood are also accessible by foot or cycle travel from the site.

2.22 It is therefore evident that the site has an excellent level of accessibility by active travel modes considering its out of town centre/suburban location. This will greatly assist in keeping private motor vehicle trips from the site to a minimum.

Accessibility by Public Transport

Accessibility by Bus

2.23 The nearest bus stops to the development are the Church Lane stops on Hollow Lane which are approximately 160m from the development site, equating to a 2 minute walk assuming a leisurely walking pace of 80m per minute. The Church Lane bus stops provide access to the 3 Leopard and 600 MereOak Park & Ride bus routes.

2.24 The nearby School Green bus stops located further south along Hollow Lane, also provide access to the 983 bus route.

2.25 Details of the destinations and frequencies of the bus services accessible from the above bus stops are summarised in **Table 2.1**:

Service	Route	Peak Frequency		
		Weekday	Saturday	Sunday
3 Leopard	Reading – Wokingham via Royal Berkshire Hospital	4 per hour	4 per hour	2 per hour
600 MereOak Park and Ride	Reading – Thames Valley Science Park/Swallowfield/Riseley	1 per hour	1 per hour	No Service from this stop
983	Three Mile Cross – Shinfield, Earley, Lower Earley, Woodley, Bulmershe	School Service (2 per day)	No Service	No Service

Table 2.1: Bus Services Accessible from the Application Site

2.26 **Table 2.1** demonstrates that a number of frequent public bus services (and a school bus service) are easily accessible from the application site. These public bus services provide frequent connections to a range of destinations including Reading town centre, Riseley, and Wokingham. This ensures that site residents will have realistic opportunities to use public transport for a variety of journey purposes including leisure, education and commuting.

Accessibility by Train

- 2.27 Two rail stations are accessible by cycle travel from the application site, as set out in **Table 2.2:**

Station	Distance from the Site Entrance	Walk Time (80m/minute)	Cycle Time (260m/minute)
Wokingham	3.4 km	42.5 mins	13 mins
Reading Green Park	4.5 km	56.3 mins	17.3 mins

Table 2.2: Rail Stations within 5km of the Application Site

- 2.28 As stated by the IHT, preferred maximum commuting distances are 2km for walking and 5km for cycling. Therefore, all the stations mentioned above are within suitable cycling distances from the site.
- 2.29 Wokingham Station is also accessible from the site via the 3 Leopard bus service.
- 2.30 As summarised in **Table 2.3** below, these railway stations provide a good level of service to key destinations including Stratford-upon-Avon, Birmingham, Warwick, Leamington Spa and Solihull:

Station	Stations Served	Destination	Peak Frequency		
			Weekday	Saturday	Sunday
Wokingham	Reading, London Waterloo, Gatwick Airport	Reading	4tph	4tph	4tph
		London Waterloo	6tph	6tph	5tph
		Gatwick Airport	3tph	3tph	3tph
Reading Green Park	Reading, Basingstoke	Reading	2tph	2tph	2tph
		Basingstoke	2tph	2tph	2tph

Table 2.3: Rail Services from nearby Stations

- 2.31 Considering the bus stops and services outlined in **Tables 2.1**, the total travel time to the site's nearest rail station using these bus services is illustrated in **Table 2.4.**

Bus Service	Walk Time to Bus Stop	Bus Travel Time to Rail Station	Total Travel Time
Wokingham Rail Station			
3 Leopard	2 mins	38 mins	40 mins

Table 2.4: Travel Time to Nearby Stations

- 2.32 **Table 2.4** shows that Wokingham Rail Station is accessible via local bus services, providing opportunities for linked public transport journeys.
- 2.33 In addition, Reading Railway Station can be easily accessed from the site via the Leopard 3 bus service. Reading Railway Station is a major transport hub providing frequent mainline rail services to numerous destinations across the country, including Elizabeth Line services into London.

- 2.34 It is therefore evident that the site has an excellent level of accessibility by public travel modes considering its out of town centre/suburban location. This will greatly assist in keeping private motor vehicle trips from the site to a minimum.

3 Development Proposals & Parking Provision

- 3.1 The development proposals comprise the additional of two new residential dwellings on the site with associated landscaping and parking.
- 3.2 As such, the quantum of residential development on the site will increase from one 3-bedroom house to three 3-bedroom houses.
- 3.3 The proposed site layout is illustrated in **Figure 3.1** below:

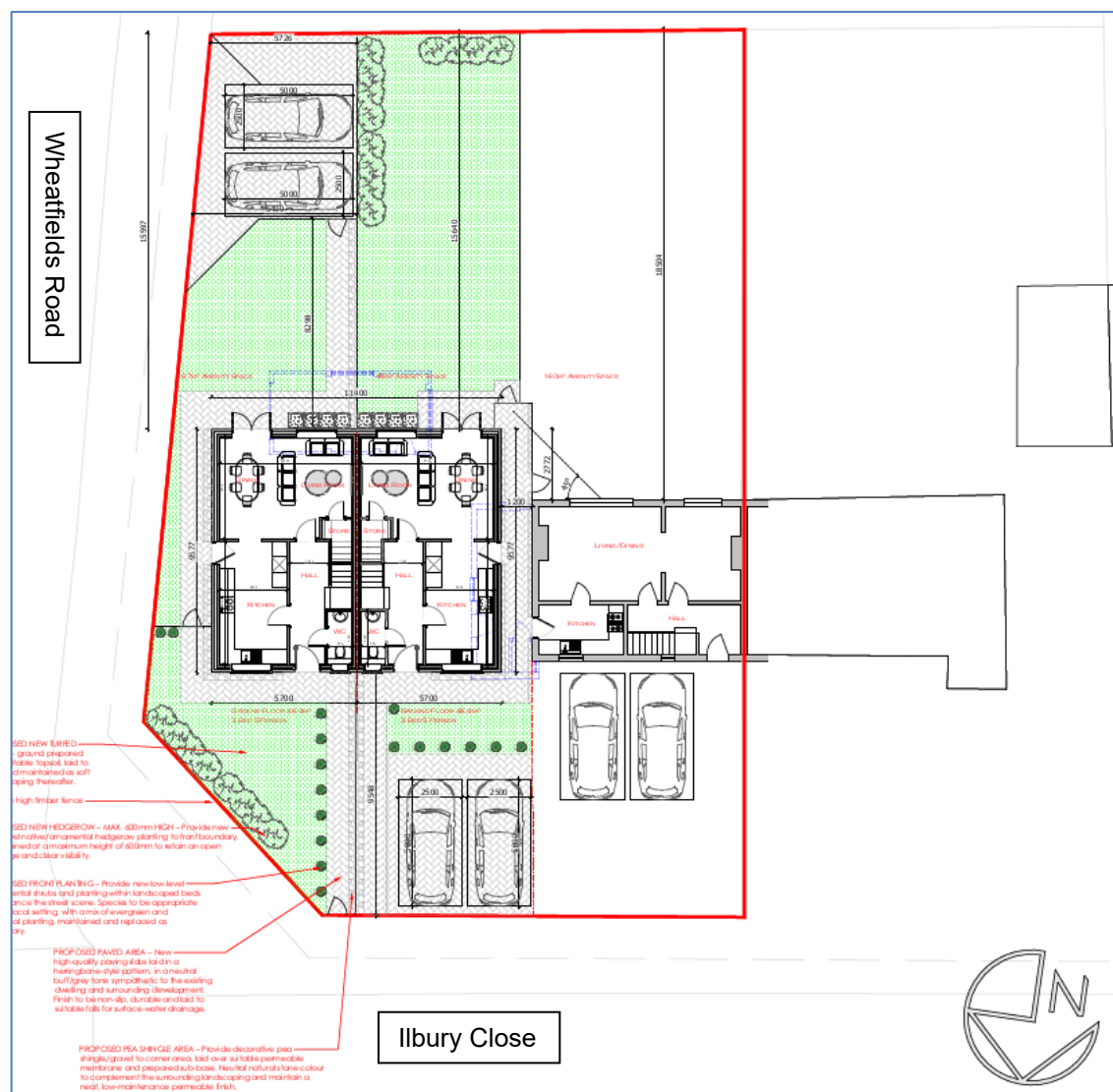


Figure 3.1: Proposed Site Layout

- 3.4 As illustrated above, vehicular access to the retained existing dwelling and proposed dwelling 1A will be provided on Ilbury Close, and vehicular access to the proposed dwelling 1B will be provided on Wheatfields Road.

- 3.5 WBC Highways have previously stated that the proposed access arrangements are acceptable in principle.

Proposed Parking Arrangements

Cycle Parking

- 3.6 In accordance with WBC parking standards, cycle parking at the proposed development will be provided within secure rear garden sheds for each dwelling, each capable of accommodating at least two bicycles.

Car Parking

- 3.7 Also in accordance with WBC parking standards, a total of two on-site car parking bays will be provided for each dwelling (6 spaces in total).
- 3.8 The proposed car parking bay dimensions measure 2.5m x 5m in compliance with WBC parking standards.

Proposed Access Arrangements

- 3.9 As illustrated on Drawing CJPILBURYCLOSE.1/02 provided at the rear of this report, the proposed car parking bays will be accessed via new crossover type accesses off Ilbury Close and Wheatfields Road, each provided with a 3.6m long dropped kerb. This drawing also illustrates that suitable 2m x 2m pedestrian intervisibility splays will be provided at the proposed site accesses to the existing footways along Ilbury Close and Wheatfield Road.
- 3.10 The swept path analysis tracks shown on Drawings CJPILBURYCLOSE.1/TK04-TK06 provided at the rear of this note clearly demonstrate that all of the proposed car parking bays can be safely accessed by cars using the proposed dropped kerb crossover accesses.

Proposed Servicing Arrangements

- 3.11 As per the existing dwellings along Ilbury Close and Wheatfields Road, refuse collection and servicing/delivery visits at the proposed development will be undertaken by refuse and servicing/delivery vehicles parked along Ilbury Close or Wheatfields Road.

4 Trip Generation

Proposed Trip Generation

- 4.1 The weekday peak hour trip generation of two proposed residential dwellings at the site has been assessed by reference to the TRICS database.
- 4.2 The TRICS database selections to obtain the likely trip generation of the proposed development have been assessed based on the following criteria:
- Multimodal Surveys
 - Residential – Houses Privately Owned' category
 - Weekday Surveys only
 - Edge of town, Edge of town centre and Suburban Location Types
- 4.3 The full outputs of the TRICS assessment are included at **Appendix C**, and the resulting trip generation values for the total number of vehicles have been summarised in **Table 4.1**:

Proposed Development	AM Peak Hour Traffic Movements			PM Peak Hour Traffic Movements			Daily Traffic Movements		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
C3 Residential Use 2 dwellings	0	1	1	1	0	1	5	5	10

Table 4.1: Proposed Trip Generation – Total Vehicles

- 4.4 **Table 4.1** demonstrates that the proposed residential development on the site has the potential to generate up to 1 additional vehicle movement in the weekday AM peak hour and 1 additional vehicle movement in the weekday PM peak hour. Regarding daily trips, the TRICS assessment indicates that the proposed development of the site could generate 10 additional daily vehicle movements on the local highway network.
- 4.5 In the permission in principle response, WBC Highways have previously stated that:
- “The traffic generated from the 2no. dwellings would not have a significant impact on the wider highway network.”*
- 4.6 It is therefore clearly evident that the proposals will have no material impact upon the existing operation of the local highway network.

5 Accident Analysis

- 5.1 Personal injury collision statistics covering the most recently available five-year period from 2020 to 2024 have been obtained and assessed for the area surrounding the site from the UK Crash Map website which allows public access to road safety data.
- 5.2 **Figure 5.1** illustrates mapping for the area surrounding the site. The site location is marked with a blue star, and the severity of the accidents is categorised by slight (yellow), serious (red) and fatal (black):

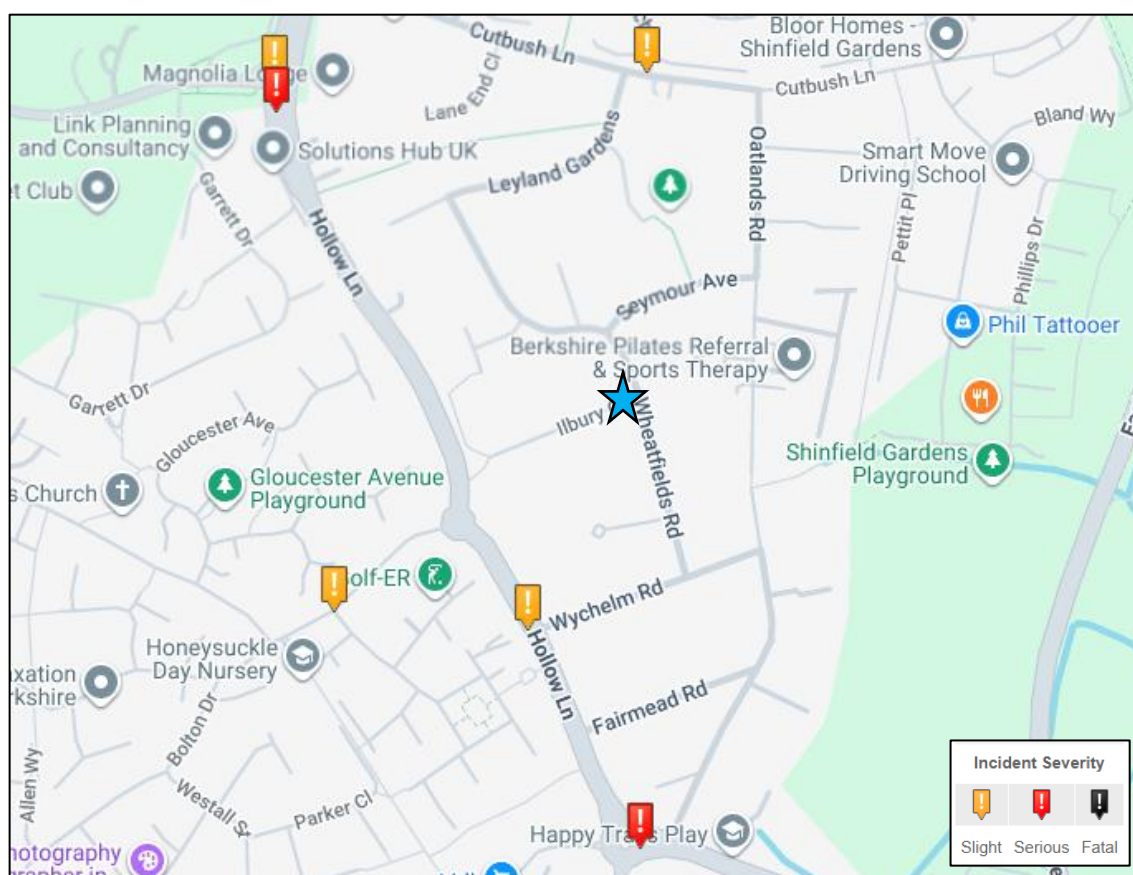
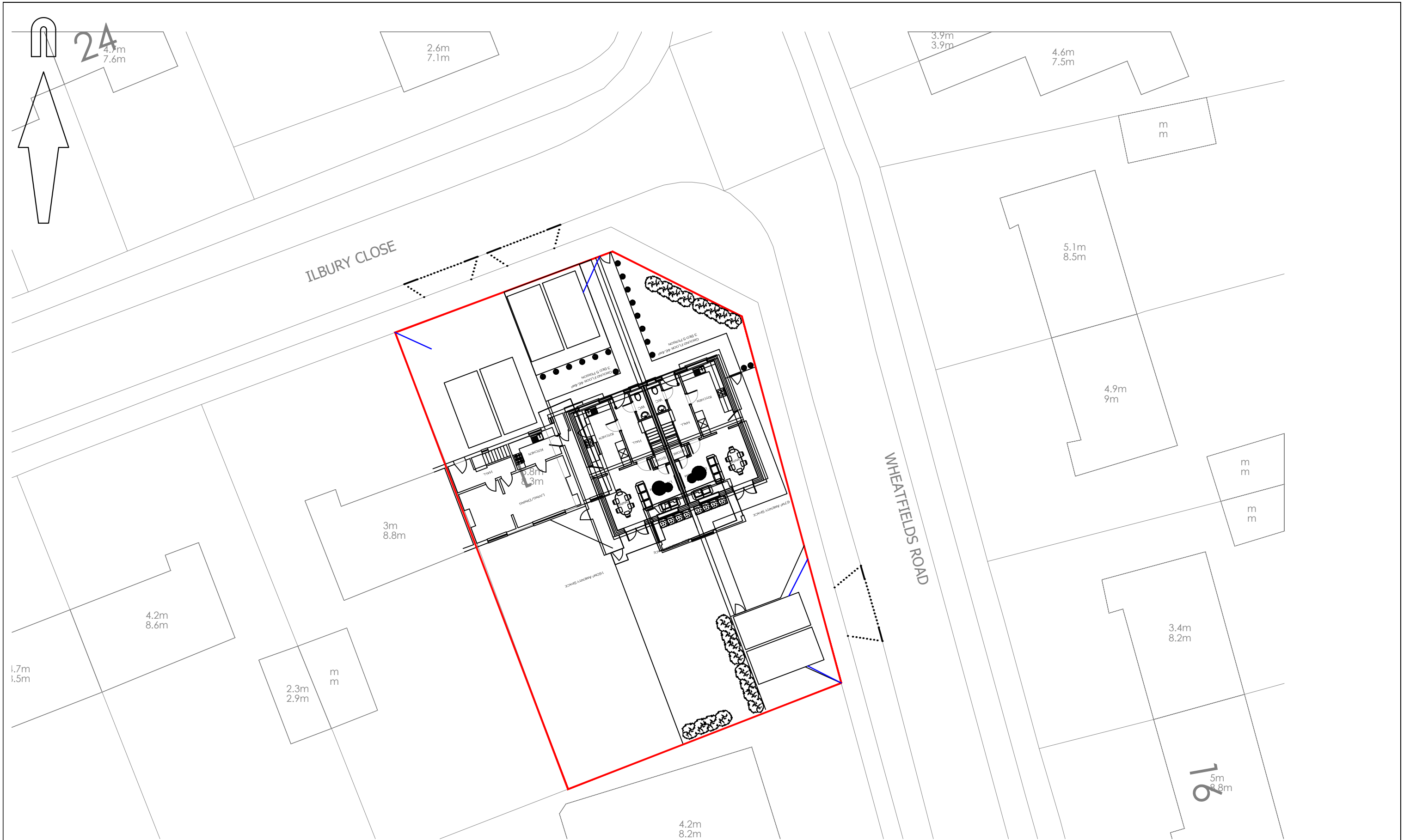


Figure 5.1: UK Crash Map Image (Source: www.crashmap.co.uk)

- 5.3 **Figure 5.1** illustrates that there have been very no reported accidents within close proximity of the site which have occurred over the last five-year period.
- 5.4 There have been two serious accidents in the wider area and four slight accidents. This is not considered a significant accident level, which indicates that there are no existing significant highways safety deficiencies related to the operation of the local highway network. Further, the negligible traffic attraction of the proposals cannot be expected to result in any new highways safety concerns.

6 Summary and Conclusion

- 6.1 This Transport Statement (TS) has been produced by Mayer Brown Limited, on behalf of the Applicant (Belle Housing Limited), to support the planning application for a proposed residential development at the site known as 1 Ilbury Close, Shinfield, Wokingham.
- 6.2 The site is located within the village of Shinfield, approximately 5.5km southeast of Reading town centre, and circa. 650m south of the M4 motorway. The site forms part of the residential curtilage associated with the existing dwelling at 1 Ilbury Close and is located at the junction of Ilbury Close and Wheatfields Road. The area surrounding the site is suburban and residential in nature.
- 6.3 It is proposed to provide two additional residential dwellings on the site with associated landscaping and parking.
- 6.4 The proposals have been granted permission in principle from Wokingham Borough Council (WBC) and WBC Highways have raised no objections to the proposals.
- 6.5 This findings of this report conclude that:
- The site is conveniently located within easy walking and cycling distance of numerous local amenities
 - The site benefits from good level of accessibility by active and public sustainable modes of travel
 - The proposals will be provided with suitable access, parking and servicing arrangements in compliance with local standards
 - The proposals will have no material impact upon the existing operation of the local highway network
- 6.6 On the basis of the above, it is evident that there are no valid highways related reasons upon which to refuse planning approval.



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client

BELLE HOUSING LTD

project

1 ILBURY CLOSE, READING

title

2 x 2m PEDESTRIAN INTERVISIBILITY SPLAYS

scale

1:250 @ A3

drawn by

JME

checked by

JG

date created

SEP 2026

date revised

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cad file

MASTER 2026-09-07

suitability

rev.

P1

drawing number

CJPILBURYCLOSE.1/02



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title

SWEPT PATH ANALYSIS
CAR USING PARKING SPACES

scale

1:250 @ A3

drawn by

JME

checked by

JG

date created

SEP 2026

date revised

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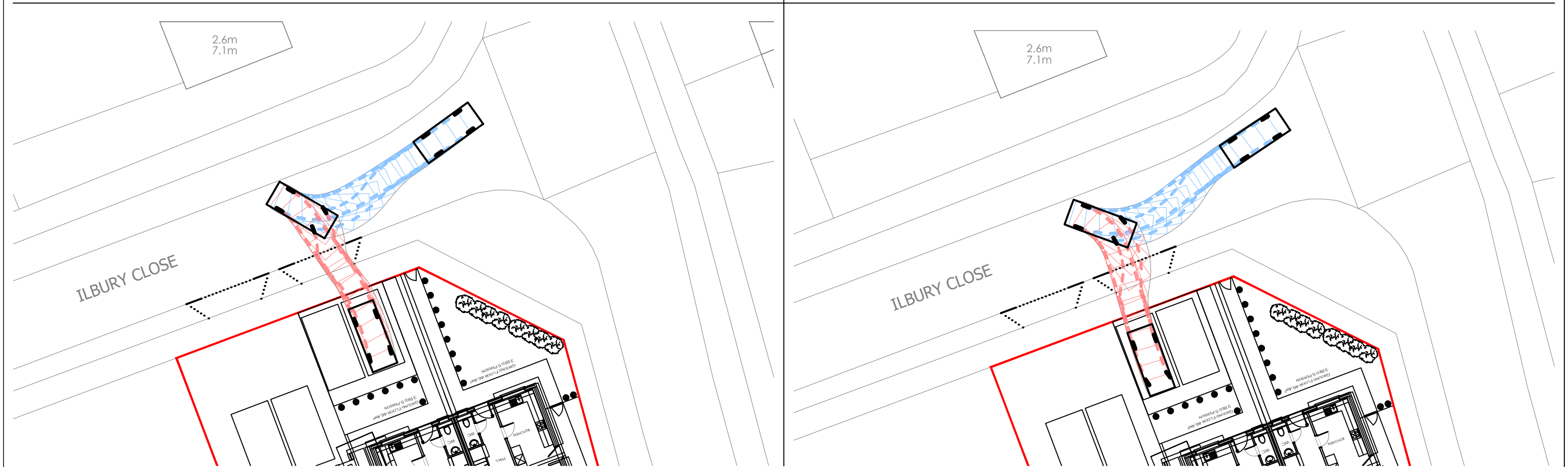
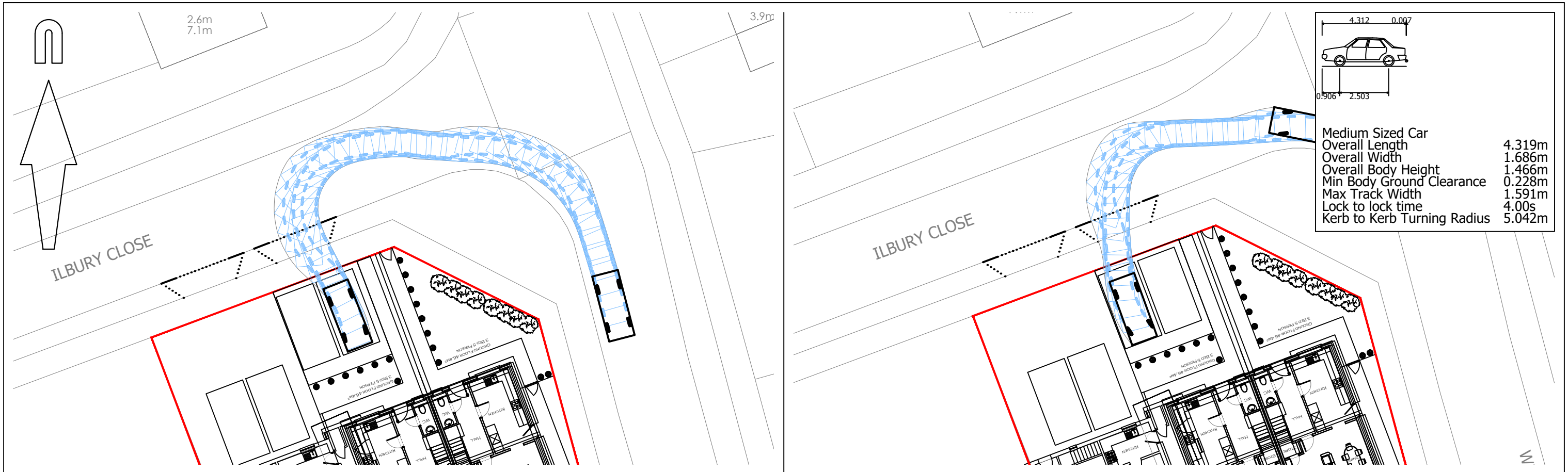
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SWEPT PATH ANALYSIS
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1:250 @ A3

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JME

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date created

SEP 2026

date revised

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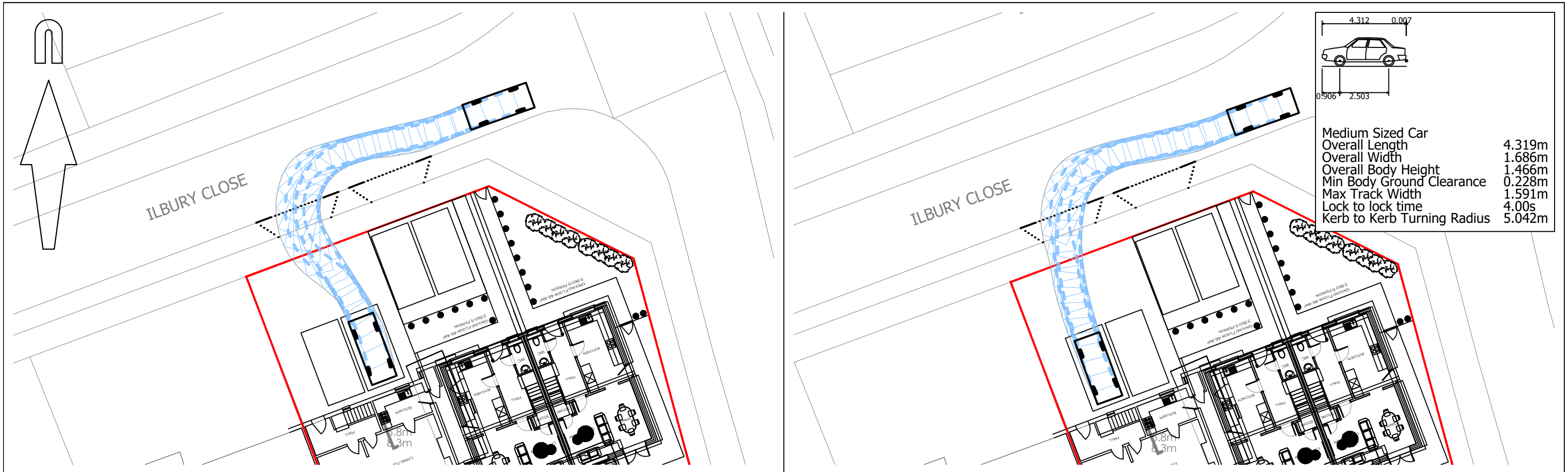
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client

BELLE HOUSING LTD

project

1 ILBURY CLOSE, READING

title

SWEPT PATH ANALYSIS
CAR USING PARKING SPACES

scale

1:250 @ A3

drawn by

JME

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JG

date created

SEP 2026

date revised

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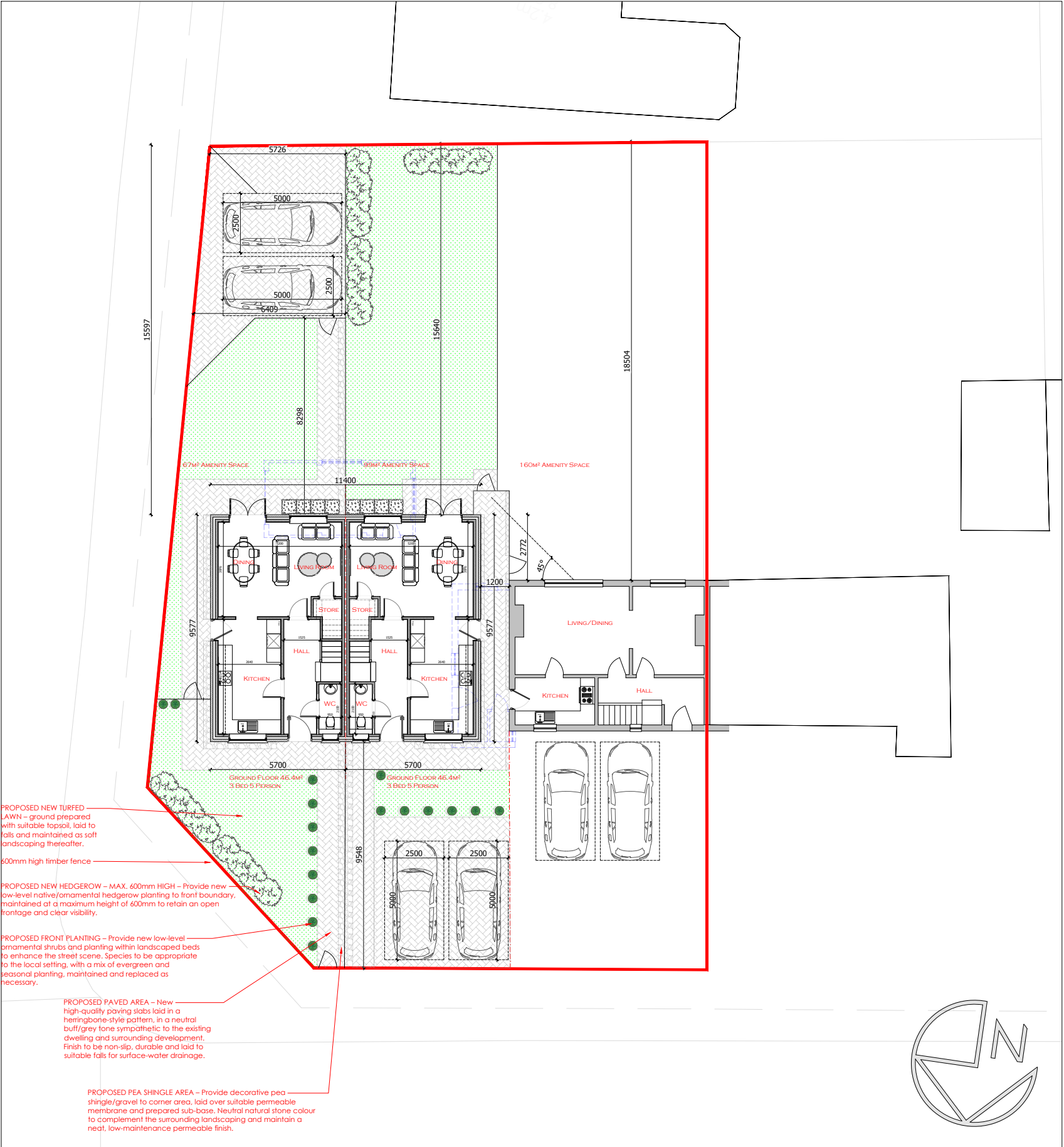
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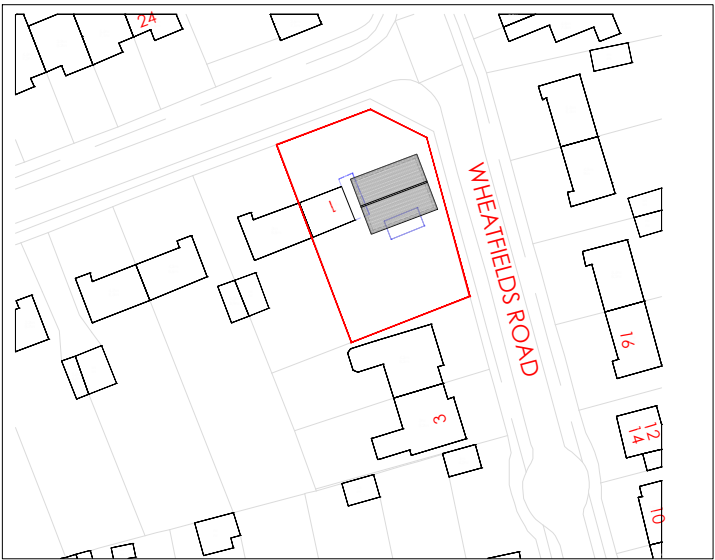
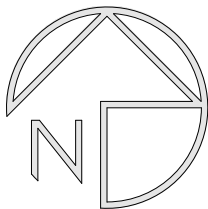
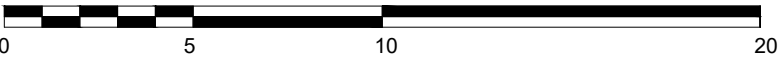
CJPILBURYCLOSE.1/TK06

APPENDIX A: Proposed Site Plan



Block Plan 1:200

Scale 1:200



Location Plan 1:1250



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Ordnance survey 0100031673

Key

Rev Date Description
Revisions

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Project
Construction Of
2 x 3 Bedroom Homes

Client
Kashif Hussain
Address
1 Ilbury Close,
Shinfield
Reading, RG2 9DE
Drawing Title
Landscaping Plan

Date	Scale	Drawn
20th May 2026	1:1250/ 1:200 @A3	SH
Drawing Number	Revision	
KICR PL-101	/	
PLANNING		

APPENDIX B: WBC Permission in Principle Responses

Date: 25 June 2026
Application: 261486



WOKINGHAM
BOROUGH COUNCIL

WBC Highways

Development Management &
Compliance

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

Tel: (0118) 974 6000

Minicom No: (0118) 974 6991

Dear WBC Highways,

Permission In Principle Consultation

Application Number: 261486

Applicant: Mr Kashif Khan

Site Address: 1 Ilbury Close, Shinfield, Wokingham, RG2 9DE

Parish: Shinfield

Grid Reference: Easting - 473428, Northing - 168289

Type of Development: Minor Dwellings (1-9) PiP

Proposal: Permission in principle application for the proposed construction of 2 dwellings on land adjacent to 1 Ilbury Close.

Case Officer: Rowan Reynolds

Development Management has received the above application, and we require your comments on the proposal using the recommended memorandum below. The documents associated with this are available to view in NEC DM using the application number 261486. Alternatively, public documents are available to view on the Council's planning application search page: [Wokingham Borough Council Online Planning](#).

Please index your response into NEC DM against the application. If you are recommending conditions, you should give a reason with reference to relevant policies. A list of standard conditions can be requested from the case officer.

Your observations are required in respect of this application by **18 July 2026**.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	JP [TD]		
Service	WBC Highways	App No:	261486
Address:	1 Ilbury Close, Shinfield, Wokingham, RG2 9DE.		
Proposal:	Permission in principle application for the proposed construction of 2 dwellings on land adjacent to 1 Ilbury Close.		
Type of Development:	Minor Dwellings (1-9) PiP		
Site Visit Made:	Yes/No		

Summary Of Recommendations

- ☐ No comment
- ☒ No objection
- ☐ No objection subject to conditions (and reasons) **stated below**
- ☐ Request further information before determination as **stated below**
- ☐ Objection due to the reason(s) **stated below**

Comments On Proposal

General

The applicant seeks Stage 1 Permission in Principle for a residential development comprising the erection of 2no. dwellings.

As this application is a Permission in Principle, the scope is limited to location, land use and amount of development. Only issues relevant to these 'in principle' matters are to be considered. Should the Permission in Principle be granted, outstanding highway elements, including means of access, layout, parking and sustainable transport will be assessed in the subsequent Technical Details Consent.

Sustainability

The location of the dwellings is within an existing residential area. In this instance, WBC Highways would not raise an objection on site sustainability.

Access

The existing dwelling of 1 Ilbury Close is accessed via Wheatfields Road. The site access will be relocated onto Ilbury Close. For this instance, the red line shall be revised to include the existing dwelling regarding the relocation of access and parking for the existing dwelling.

Driveway access for proposed dwelling 1A will be provided on Ilbury Close and that for 1B on Wheatfields Road. This is acceptable in principle.

Further details will be expected at the technical consent Stage 2 to demonstrate sufficient visibility splays from the proposed accesses, and to provide 2m x 2m pedestrian visibility, measured from the rear of the footway in both directions for all new accesses, including the new driveway for the existing property at No. 1 Ilbury Close.

All proposed accesses will be expected to be designed to adoptable standards.

The applicant shall note that new dropped kerbs would require obtaining separate consent from WBC's Traffic Management (TM) team. TM team is unlikely to accept a dropped kerb that exceeds 3.6m in length. The positions of all crossovers shall be indicated during the Technical Details Consent. This may require a reconfiguration of parking provision as currently indicated.

Traffic

The traffic generated from the 2no. dwellings would not have a significant impact on the wider highway network.

Conditions & Reasons (if required)

Date:	08/07/2026	Signed:	JP [TD]
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APPENDIX C: TRICS Assessment

Audit Code: 8601bd8d-28ff-4ef8-8d5c-5ae1927ca3f7

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	GREATER LONDON	
	EN	ENFIELD 2 days
	SU	SUTTON 1 day
	WF	WALTHAM FOREST 1 day
02	SOUTH EAST	
	CT	CENTRAL BEDFORDSHIRE 1 day
	ES	EAST SUSSEX 9 days
	EX	ESSEX 1 day
	HC	HAMPSHIRE 14 days
	HF	HERTFORDSHIRE 4 days
	KC	KENT 8 days
	MW	MEDWAY 2 days
	SC	SURREY 4 days
	SP	SOUTHAMPTON 1 day
	WB	WEST BERKSHIRE 1 day
	WS	WEST SUSSEX 10 days
03	SOUTH WEST	
	DC	DORSET 4 days
	GS	GLOUCESTERSHIRE 1 day
	SD	SWINDON 1 day
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE 1 day
	NF	NORFOLK 17 days
	PB	PETERBOROUGH 1 day
	SF	SUFFOLK 3 days
05	EAST MIDLANDS	
	DY	DERBY 1 day
	NT	NOTTINGHAMSHIRE 1 day
06	WEST MIDLANDS	
	ST	STAFFORDSHIRE 1 day
	WK	WARWICKSHIRE 1 day
	WM	WEST MIDLANDS 1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 4 days
	YO	YORK 1 day
08	NORTH WEST	
	AC	CHESHIRE WEST & CHESTER 1 day
09	NORTH	
	DH	DURHAM 2 days
	IM	ISLE OF MAN 3 days
10	WALES	
	VG	VALE OF GLAMORGAN 1 day
11	SCOTLAND	
	AS	ABERDEENSHIRE 1 day
12	CONNAUGHT	
	MA	MAYO 2 days
13	MUNSTER	
	CL	CLARE 1 day
	TI	TIPPERARY 1 day
14	LEINSTER	
	ME	MEATH 1 day
	WC	WICKLOW 2 days
15	GREATER DUBLIN	
	DL	DUBLIN 3 days
16	ULSTER (REPUBLIC OF IRELAND)	

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17	CV	CAVAN	3 days
	DN	DONEGAL	2 days
	MG	MONAGHAN	2 days
	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	2 days
	DE	DERRY	2 days
	TY	TYRONE	1 day

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

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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:	6 to 1817 (units:DWELLS)
Range Selected by User:	6 to 1817 (units:DWELLS)
Parking Spaces Range:	0 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	12/08/16 to 24/03/26

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	21 days
Tuesday	36 days
Wednesday	32 days
Thursday	29 days
Friday	9 days

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

Selected survey types:

Manual count	127
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 Centre	10 days
Suburban Area	20 days
Edge of Town	97 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:

Development Zone	1 days
Industrial Zone	2 days
No Sub Category	9 days
Out of Town	5 days
Residential Zone	108 days
Retail Zone	1 days
Village	1 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	26 days
Servicing vehicles Included	30 days
Servicing vehicles Unknown	71 days

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Secondary Filtering Selection:

Use Class:

C3	127 surveys
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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:

214 - 8990

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	14 surveys
5,001 to 10,000	37 surveys
10,001 to 15,000	37 surveys
15,001 to 20,000	17 surveys
20,001 to 25,000	12 surveys
25,001 to 50,000	7 surveys
50,001 to 100,000	2 surveys

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

Population within 5 miles:

5,000 or Less	1 surveys
5,001 to 25,000	23 surveys
25,001 to 50,000	23 surveys
50,001 to 75,000	15 surveys
75,001 to 100,000	11 surveys
100,001 to 125,000	4 surveys
125,001 to 250,000	36 surveys
250,001 to 500,000	9 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	35 surveys
1.1 to 1.5	80 surveys
1.6 to 2.0	12 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.

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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	55 surveys
No	4 surveys
No	9 surveys
Yes	59 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	123 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

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

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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	127	155	0.076	0.282	0.358
08:00-09:00	127	155	0.154	0.374	0.528
09:00-10:00	127	155	0.137	0.164	0.301
10:00-11:00	127	155	0.114	0.138	0.252
11:00-12:00	127	155	0.124	0.131	0.255
12:00-13:00	127	155	0.146	0.140	0.286
13:00-14:00	127	155	0.153	0.146	0.299
14:00-15:00	127	155	0.153	0.174	0.327
15:00-16:00	127	155	0.252	0.172	0.424
16:00-17:00	127	155	0.265	0.162	0.427
17:00-18:00	127	155	0.332	0.169	0.501
18:00-19:00	127	155	0.268	0.147	0.415
19:00-20:00	4	28	0.117	0.081	0.198
20:00-21:00	4	28	0.117	0.081	0.198
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.408	2.361	4.769

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:	6 - 1817 (units: DWELLS)
Survey date date range:	22/09/2016 - 24/03/2026
Number of weekdays (Monday-Friday):	127
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	35
Surveys manually removed from selection:	0

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