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2	05.08.26	LOM	Client comment	JNR

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1. INTRODUCTION

1.1 This Highways Technical Note (HTN) has been prepared by Paul Basham Associates on behalf of a private in relation to two live planning applications at Range Road, Finchampstead.

1.2 The two planning applications this Highways Technical Note (HTN) relates to are listed below:

- **PP/14756151** – Full application for the change of use of land for the stationing of caravans to form 2 no. Gypsy and Traveller pitches plus access and ancillary works. (Retrospective); and
- **PP/14601882** – Full application for the change of use of land to provide one gypsy/traveller pitch, including the stationing of a mobile home and touring caravan, erection of a day room, formation of a new vehicular access and associated parking, landscaping and ancillary works.

1.3 The full application for 1 gypsy/traveller pitch (reference: PP/14601882) was submitted in February 2026, whilst the full application for 2 gypsy/traveller pitches was submitted in March 2026. Both applications are awaiting decision.

1.4 The remainder of this Highways Technical Note (HTN) will highlight the highways operational and safety concerns of both applications, including a review of other planning

applications, access visibility, vehicle manoeuvrability, pedestrian accessibility, emergency/refuse arrangements and any deviations from local and national highways design guidance.

2. HIGHWAYS ASSESSMENT

Planning History

2.1 From a review of the planning history along Range Road, it is noted that multiple planning applications were submitted at Hopewell, a property located approximately 200m north of these two sites. All planning applications submitted at this address are listed below:

- **041627** – Outline application for the proposed erection of 2 dwellings
 - Refused October 2004
- **061290** – Outline application for the erection of 2 semi detached dwellings. (Means of access and layout to be considered)
 - Refused April 2007
- **080751** – Proposed erection of one detached dwelling
 - Refused July 2008
- **183161** – Outline application with all matters reserved for the erection of 1no dwelling
 - Refused March 2019

2.2 All 4 planning applications at the Hopewell along Range Road, Finchampstead, proposed similar developments in transport terms to that of the two current live applications, being applications for the development of 1 or 2 dwellings. All 4 planning applications were refused, with highways reasons stated in the Decision Notice for 3 out of the 4 applications (2004, 2007 and 2019 refusals). Both the 2004 and 2007 refusals for 2 dwellings listed the same 2 highways reasons, which were as follows:

‘The proposed development would result in the increased use of the substandard road junctions of Range Road with A321 Sandhurst Road and Range Road with B3430 Nine Mile Road which would adversely affect road safety and the flow of traffic. The proposal is therefore contrary to Policy LD5 of the Berkshire Structure Plan and Policy WT7 of the Wokingham District Local Plan.’

'The proposal would generate additional traffic on Range Road which is substandard in respect of width and construction and this would result in the increased risk of accidents of road users. The proposal is therefore contrary to Policy LD5 of the Berkshire Structure Plan and Policy WT7 of the Wokingham District Local Plan.'

- 2.3 Whereas the most recent refusal in 2019 stated a reason for refusal in relation to sustainability, which read as follows:

'By virtue of the sites unsustainable location, the proposed development would not encourage the fullest possible use of walking, cycling or public transport as an alternative means of the motor car contrary to Core Strategy CP1 (Sustainable Development) and CP6 (Managing Travel Demand) and with guidance contained within the NPPF.'

- 2.4 Neither of the two current planning applications appear to have addressed the previous concerns raised in relation to the historic applications along Range Road based on the information available.

Trip Generation

- 2.5 As part of the application, it was outlined that the proposals would result in an increase in 4 vehicle movements per day. This is considered a low estimate considering the location of the site to nearby amenities. Therefore, the TRICS database has been consulted to determine a more accurate estimation for the increase in vehicle movements associated with 3 gypsy/traveller pitches. The TRICS database is an industry standard tool used for estimating development trip generation, and allows for comparison to surveys of similarly located sites, making it far more reliable, transparent, and defensible than a simple assumption of 4 vehicle movements per day. As part of this assessment, the following parameters were applied to ensure an accurate representation:

- Land use: 'Residential', 'Houses Privately Owned';
- Weekday surveys only;
- 4 (minimum available) – 10 units;
- 'Edge of Town' and 'Neighbourhood Centre' – 'Village' locations; and
- 'Detached Houses' and 'Bungalows' unit types.

- 2.6 The results of this TRICS assessment are presented in **Table 1**, with the full outputs attached within **Appendix A**.

	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily Total
	Arrivals	Departures	Total	Arrivals	Departures	Total	
'Houses Privately Owned' per 1 Unit	0.154	0.231	0.385	0.333	0.179	0.512	6.759
Proposed Gypsy/Traveller Pitches (3-Units)	0	1	1	1	1	2	20

Table 1: Proposed Trip Rates

- 2.7 As outlined in **Table 1**, the TRICS database estimates that 3 gypsy/traveller pitches in this location would generate 1-2 vehicle movements in the AM and PM peak periods and 20 additional vehicle movements per day. This is significantly higher than the increase of 4 movements suggested within the submitted information for the planning applications. In the context of this site and surrounding road, even modest increases in traffic are material where the route is physically incapable of safely accommodating opposing traffic, pedestrians and service vehicles.
- 2.8 It should also be noted that the implications of this increase in vehicle movements as a proportion of the existing 4 residential units located along Range Road would represent a significant percentage impact compared to the existing.

Junction Access Visibility

- 2.9 As outlined above, one of the reasons for refusal for the first two planning applications at Hopewell related to the increased use of the substandard road junctions of Range Road with both Sandhurst Road (A321) and Nine Mile Road (B3430), and the impact this would have on road safety and traffic flow. As part of the two live planning applications, no assessment of either junction appears to have been completed despite the proposals resulting in an increase to vehicular movement, which would usually necessitate the requirement for further review of any impacted junctions. As a result, visibility splay assessments have been undertaken by Paul Basham Associates at both junctions at either end of Range Road to establish whether sufficient visibility can be achieved or whether they remain substandard. This review has been based upon OS mapping and highway boundary information available on Wokingham Borough Council website.

- 2.10 Nine Mile Road (B3430) is subject to a 30mph speed limit in the vicinity of the Range Road junction; therefore, visibility splays measuring 2.4m x 43m have been drawn in both directions from the junction in line with Manual for Streets (MfS) standards. As displayed in **Appendix B**, there appears to be an area of third-party land in the primary direction which conflicts with the visibility splay, concluding that visibility at this junction is substandard and requires land outside of the applicant's control. As such, an increase in vehicle movements through the junction should be considered a highways safety concern.
- 2.11 Whereas Sandhurst Road (A321) is subject to a 50mph speed limit in the locality of the Range Road junction; thus, visibility splays measuring 2.4m x 160m have been drawn in both directions from the junction in line with DMRB guidance. As also displayed in **Appendix B**, sufficient visibility appears achievable within the highway boundary; however, this appears to require a substantial amount of tree/vegetation clearance, which may raise ecology concerns. The impact of any vegetation loss to enable the full extent of the 160m visibility splays, albeit within Highways owned land, should be reviewed appropriately by WBC.
- 2.12 The applicant would usually be expected to fully assess the junction visibility.

Vehicular Manoeuvrability

The other highways reason for refusal associated with the first two applications at Hopewell related to the substandard width along Range Road and impact that additional traffic along Range Road would have on highway safety as a result. Again, there does not appear to have been any swept path analysis submitted as part of either of the live applications to demonstrate that suitable vehicle manoeuvrability can be accommodated at the junctions between Range Road and Nine Mile Ride/ Sandhurst Road. As such, Paul Basham Associates have undertaken swept path analysis to assess vehicle manoeuvrability along Range Road.

- 2.13 As demonstrated within **Appendix C**, two-way vehicular movement is not achievable at any stage for the entire 560m extent of Range Road, where the average width is circa 2.5m. In fact, there is an approximate 35m extent towards the northern end of Range Road where the road narrows to approximately 1.85m, resulting in one-way vehicle movement encroaching upon the verges either side of the road. WBC's Living Streets Guide states that "Swept path analysis should confirm that the geometry allows safe and convenient vehicle

movements into and out of accesses.” This is not considered to be the case for the proposed developments.

- 2.14 Manual for Streets (MfS) outlines in Figure 7.1 various carriageway widths and the vehicles that can be accommodated, with 4.1m the minimum to support two-way movement of private cars, and 2.75m the minimum to support one-way movement for all vehicle types.
- 2.15 It is also noted that each gypsy/traveller pitch will have both a static and tourer caravan. The tourer caravan could therefore be entering and exiting the site rather than remaining in on-site at all times. A tourer caravan is significantly larger than a standard car; therefore, the impact this would have on movements along Range Road and the highways safety concerns outlined above would be exacerbated. In addition, if a tourer caravan towed by a car was exiting the site at the same time a car was entering Range Road, it is highly likely that the latter would be required to reverse back onto the adjoining roads to allow the tourer caravan to pass as it is unlikely to be able to reverse to give-way considering the constraints of Range Road, creating further highways safety and operational concerns.
- 2.16 In addition, Range Road is a Public Right of Way (PRoW), which is classified by Wokingham Borough Council as being a Byway Open to All Traffic. As such, Range Road can be utilised by other road users including pedestrians and cyclists. However, there are no segregated footways or footpaths along Range Road; therefore, pedestrians and cyclists would require use of the carriageway for the entire 560m extent of the road. MfS also states in paragraph 7.2.3 that *“widths between 2.75m and 3.25m should avoided in most cases, since they could result in drivers trying to squeeze past cyclists”*.
- 2.17 In addition to this, Wokingham Borough Council’s Living Streets: Highways Design Guide (2019) usefully indicates within Table A1: Street Hierarchy & Palette of Materials the ideal widths for shared surfaces, in which it states the following with regards to widths:
- 4.8m (min);
 - *Alternative arrangement is 4.1m plus two x 2.0m margins with contrasting colours and intermittent planting or street furniture; and*
 - 4.1m where less than 10 dwellings and no accesses.
- 2.18 It is not considered that Range Road meets the criteria for shared surfaces in any of the above instances, and so the increase of vehicle and pedestrian movements along Range

Road is contrary to this specific local guidance. This is backed up by Manual for Streets (paragraph 7.2.14) with regards to shared surfaces, which states that whilst they do work well in areas of low vehicle flow, this should ideally be in short lengths or where they form cul-de-sacs.

- 2.19 Considering that Range Road, being a PRoW, does not provide sufficient width to accommodate both a vehicle and pedestrian/cyclist for the entire 560m extent, an increase in vehicular and pedestrian movements along Range Road as a result of the two applications would result in a severe impact on road safety.
- 2.20 Thus, an increase in vehicle movements would lead to an increase in highway operational and safety concerns when noting that the width of the road is substandard, being less than 2.5m throughout the majority of Range Road and less than 2.0m for a significant extent. As a result, Range Road cannot accommodate two-way movement over a significant distance (approximately 560m) as well as one-way movement for a shorter extent (approximately 35m).
- 2.21 This is of particular concern at the junctions between Range Road and Nine Mile Ride/Sandhurst Road, whereby two cars meeting in proximity to these accesses would result in unsafe reversing manoeuvres back into the respective highways. This is considered particularly unsafe, and the chances of this occurring as a result of the development would increase.
- 2.22 In order to accommodate two-way movement, widening of the carriageway along the full extent of Range Road would be required. This could rely upon use of third-party land, which would require agreement from the associated landowner, as well as the loss of significant trees and vegetation to accommodate the widening, which would present significant ecological concerns. It is noted that the applicant attempted to widen the lane through unauthorised works, which involved the removal of several trees, the existing kerbs and damage to mature TPO trees. Even with this unauthorised widening and substantial damage to the kerb, verge, trees and vegetation, the carriageway was only widened to 2.8m in the approximate location of the two sites. Paul Basham Associates have also noted that local residents have recorded an unauthorised delivery of a static caravan to the site was unsuccessful due to the constraints along Range Road, with the caravan too large to fit along the lane.

- 2.23 To add, local representations made on the planning applications indicate that due to the rural nature of Range Road, it suffers from adverse environmental effects during the winter period including increased mud through rainfall and icy carriageway conditions when temperatures are at freezing following rainfall due to flooding issues at either end of the carriageway, caused by issues with gradients. As such, any increase in vehicle movements would increase highways safety concerns.

Pedestrian Accessibility

- 2.24 The CIHT document 'Planning for Walking' (April 2015) references 'Building Sustainable Transport into New Developments' (DfT, 2008) stating that 'Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres)'.
- 2.25 The nearest school to the site is located approximately 1.3km (18-minute walk) to the southwest, whilst the nearest local amenities (including convenience stores, takeaways and a pharmacy) are situated slightly closer at 1.2km (17-minute walk) to the southwest. Additionally, the closest medical facility is located even further at 1.5km (21-minute walk) to the southwest. When considering the guidance published by CIHT and DfT in line with the distances to the local facilities, the sites could be considered as being unsustainable, which would result in an over-reliance upon private vehicles for daily travel. As outlined previously, this was one of the reasons for refusal associated with the most recent application at Hopewell (application reference: 183161).
- 2.26 Wokingham Borough Council's Living Streets Guide requires the impact of development on Public Rights of Way to be examined at an early stage and seeks to protect such routes. As Range Road is a Byway Open to All Traffic, no assessment has been provided demonstrating how the increased use of the route by development traffic would affect pedestrians, cyclists, equestrians and other lawful users of the BOAT.

Refuse and Emergency Arrangements

- 2.27 No information has been provided by the applicant as to how refuse collection would be completed for both sites nor how an emergency vehicle would access the site when required. Considering the constraints of Range Road and distance of both sites to the adjoining roads, it is considered fundamental that both elements are sufficient addressed

to demonstrate these aspects of the proposed developments can be carried out suitably and safely.

- 2.28 As outlined, Range Road measures less than 2.5m wide for most of the carriageway as well as narrowing below 2.0m for a significant extent. For emergency vehicles, Manual for Streets (MfS) states in paragraph 6.7.3 that *“a 3.7m carriageway (kerb to kerb) is required for operating space at the scheme of a fire. Simply to reach a fire, the access route could be reduced to 2.75m over short distances, provided the pump appliance can get to within 45m of dwelling entrances”*. Based on the measured width of Range Road and the distance of both sites to the adjoining carriageway, this is a highways safety concern and has not been addressed within the submitted information. It has also not been demonstrated that an emergency vehicle can access each site and get within 45m of each dwelling, and this is something that the applicant should have to demonstrate in order to be considered acceptable.
- 2.29 Whereas for the refuse collection, the council refuse vehicle is required to get within 25m of the collection point, with residents not required to drag their bins a distance greater than 30m, as per MfS. The only thing that has been confirmed is that bin storage will be provided, but the exact location and refuse strategy for the sites has not been confirmed and as such should be properly assessed in relation to the above standards by WBC. In the case that the council confirm that they would not collect refuse from the proposed sites, the applicant would have to demonstrate that alternative refuse collection methods are achievable.
- 2.30 Paragraph 116 states that development should only be prevented or refused on highways grounds if there is an unacceptable impact on highway safety, or if the residual cumulative impacts on the road network after mitigation are severe. Whilst the issue is not network capacity, it is our professional view that the issue with regards to NPPF Paragraph 116 is safety. Range Road already operates below modern design standards (i.e. there are no passing places or areas of two way working), users will be forced to reverse long distances should they meet head on, pedestrians share the substandard width carriageway, visibility is constrained and ultimately any additional vehicular and pedestrian movements associated with the development would increase conflict along Range Road.

- 2.31 As a result, it is our view that the development would result in an adverse impact on road safety, and should therefore be refused on highways grounds.

Stage 1 Road Safety Audit

- 2.32 WBC's Living Streets Guide states that Road Safety Audits are normally required for highway-related development proposals. Given the significant departures from modern design guidance identified within this report, the absence of a Stage 1 Road Safety Audit represents a notable omission from the supporting information and we would expect one to be submitted by the applicant.

3. SUMMARY

- 3.1 This Highways Technical Note (HTN) has been prepared by Paul Basham Associates on behalf of a private client in relation to two live planning applications at Range Road, Finchampstead.
- 3.2 The National Planning Policy Framework (NPPF) (December 2024) states in paragraph 116 that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios'*.
- 3.3 Based on the various assessments completed by Paul Basham Associates throughout this HTN, it is concluded that the information submitted by the applicant is not sufficient to address the highways safety concerns when considering the substandard width of Range Road coupled with the substandard junctions at either end of the road. In addition, the sites are considered unsustainable and would result in a high reliance upon private vehicles, which would result in an increase in movement along Range Road, further increasing highways safety concerns for all users. Furthermore, no information has been provided on emergency and refuse strategies for both sites.
- 3.4 As a result, Paul Basham Associates would encourage the local highway authority at Wokingham Borough Council to object to the proposals on the grounds of unacceptable highways safety impacts and insufficient information and would suggest that the cumulative impacts of both applications be considered by the council with respect to highways safety.

Appendix A

Audit Code: 63058289-c9a2-46ce-aadb-0b05927c3bfa

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:

02	SOUTH EAST	
	MW	MEDWAY
		1 day
06	WEST MIDLANDS	
	SH	SHROPSHIRE
		1 day
11	SCOTLAND	
	HI	HIGHLAND
		1 day
15	GREATER DUBLIN	
	DL	DUBLIN
		1 day
16	ULSTER (REPUBLIC OF IRELAND)	
	DN	DONEGAL
		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:	4 to 10 (units:DWELLS)
Range Selected by User:	4 to 10 (units:DWELLS)
Parking Spaces Range:	0 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	05/05/87 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:	
Wednesday	1 days
Friday	4 days

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

Selected survey types:	
Manual count	4
Direction ATC Count	1

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	1 days
Neighbourhood Centre	4 days

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

Selected Location Sub Categories:	
No Sub Category	2 days
Village	3 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Included	1 days
Servicing vehicles Unknown	4 days

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Secondary Filtering Selection:

Use Class:

C3	5 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:

117 - 1477

Population within 1 mile:

1,000 or Less	2 surveys
1,001 to 5,000	1 surveys
5,001 to 10,000	1 surveys
10,001 to 15,000	1 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	1 surveys
75,001 to 100,000	1 surveys
125,001 to 250,000	1 surveys
500,001 or More	1 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	1 surveys
1.1 to 1.5	3 surveys
1.6 to 2.0	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.

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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 5 surveys

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

PTAL Rating:

No PTAL Present 5 surveys

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

COVID-19 Restrictions:

No

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1	DL-03-A-09	TERRACED	DUBLIN
RATHFARNHAM ROAD DUBLIN RATHFARNHAM Neighbourhood Centre No Sub Category Number of dwellings: 8.00 DWELLS Survey date: Friday 07/09/2012			
			Survey Type: Unknown
2	DN-03-A-01	DETACHED	DONEGAL
GLENFIN STREET BALLYBOFEY Neighbourhood Centre Village Number of dwellings: 4.00 DWELLS Survey date: Wednesday 30/06/2010			
			Survey Type: Unknown
3	HI-03-A-08	TERRACED	HIGHLAND
BADDON DRIVE MARYBANK Neighbourhood Centre Village Number of dwellings: 9.00 DWELLS Survey date: Friday 18/12/1998			
			Survey Type: Unknown
4	MW-03-A-01	DETACHED & SEMI-DETACHED	MEDWAY
ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre Village Number of dwellings: 8.00 DWELLS Survey date: Friday 22/09/2017			
			Survey Type: Unknown
5	SH-03-A-03	DETACHED	SHROPSHIRE
SOMERBY DRIVE SHREWSBURY BICTON HEATH Edge of Town No Sub Category Number of dwellings: 10.00 DWELLS Survey date: Friday 26/06/2009			
			Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HI-03-A-08	14-12-1998	Removed: Most Recent HI-03-A-08 18-12-1998
HI-03-A-08	15-12-1998	Removed: Most Recent HI-03-A-08 18-12-1998
HI-03-A-08	16-12-1998	Removed: Most Recent HI-03-A-08 18-12-1998
HI-03-A-08	17-12-1998	Removed: Most Recent HI-03-A-08 18-12-1998

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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	1	9	0.000	0.000	0.000
01:00-02:00	1	9	0.000	0.000	0.000
02:00-03:00	1	9	0.000	0.000	0.000
03:00-04:00	1	9	0.000	0.000	0.000
04:00-05:00	1	9	0.000	0.000	0.000
05:00-06:00	1	9	0.111	0.111	0.222
06:00-07:00	1	9	0.000	0.000	0.000
07:00-08:00	5	8	0.154	0.231	0.385
08:00-09:00	5	8	0.154	0.231	0.385
09:00-10:00	5	8	0.103	0.308	0.411
10:00-11:00	5	8	0.103	0.154	0.257
11:00-12:00	5	8	0.385	0.538	0.923
12:00-13:00	5	8	0.128	0.000	0.128
13:00-14:00	5	8	0.154	0.103	0.257
14:00-15:00	5	8	0.154	0.179	0.333
15:00-16:00	5	8	0.128	0.179	0.307
16:00-17:00	5	8	0.205	0.179	0.384
17:00-18:00	5	8	0.333	0.179	0.512
18:00-19:00	5	8	0.128	0.128	0.256
19:00-20:00	1	9	0.000	0.111	0.111
20:00-21:00	1	9	0.667	0.444	1.111
21:00-22:00	1	9	0.333	0.222	0.555
22:00-23:00	1	9	0.222	0.000	0.222
23:00-00:00	1	9	0.000	0.000	0.000
Total Rates:			3.462	3.297	6.759

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:

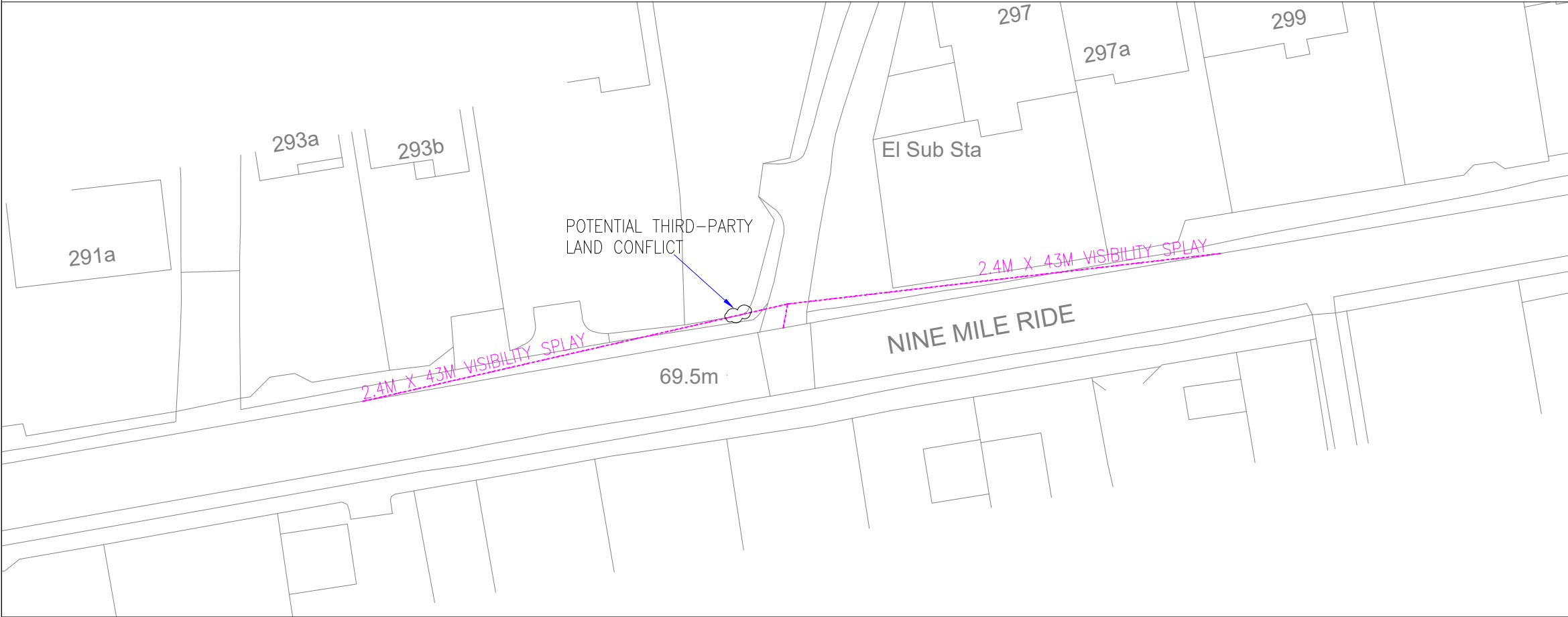
Trip rate parameter range selected:	4 - 10 (units: DWELLS)
Survey date date range:	18/12/1998 - 22/09/2017
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

Appendix B



SANDHURST ROAD (A321) JUNCTION VISIBILITY SPLAY ASSESSMENT (1:2000)



NINE MILE RIDE (B3430) JUNCTION VISIBILITY SPLAY ASSESSMENT (1:500)

Project Name	CARAVAN SITES, LAND SOUTH OF VALOIS, FINCHAMPSTEAD
Project Phase	PRELIMINARY

Title	JUNCTION VISIBILITY SPLAY ASSESSMENTS
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Client	PRIVATE CLIENT
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GENERAL NOTES

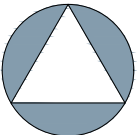
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1:2000

0m100m

1:500

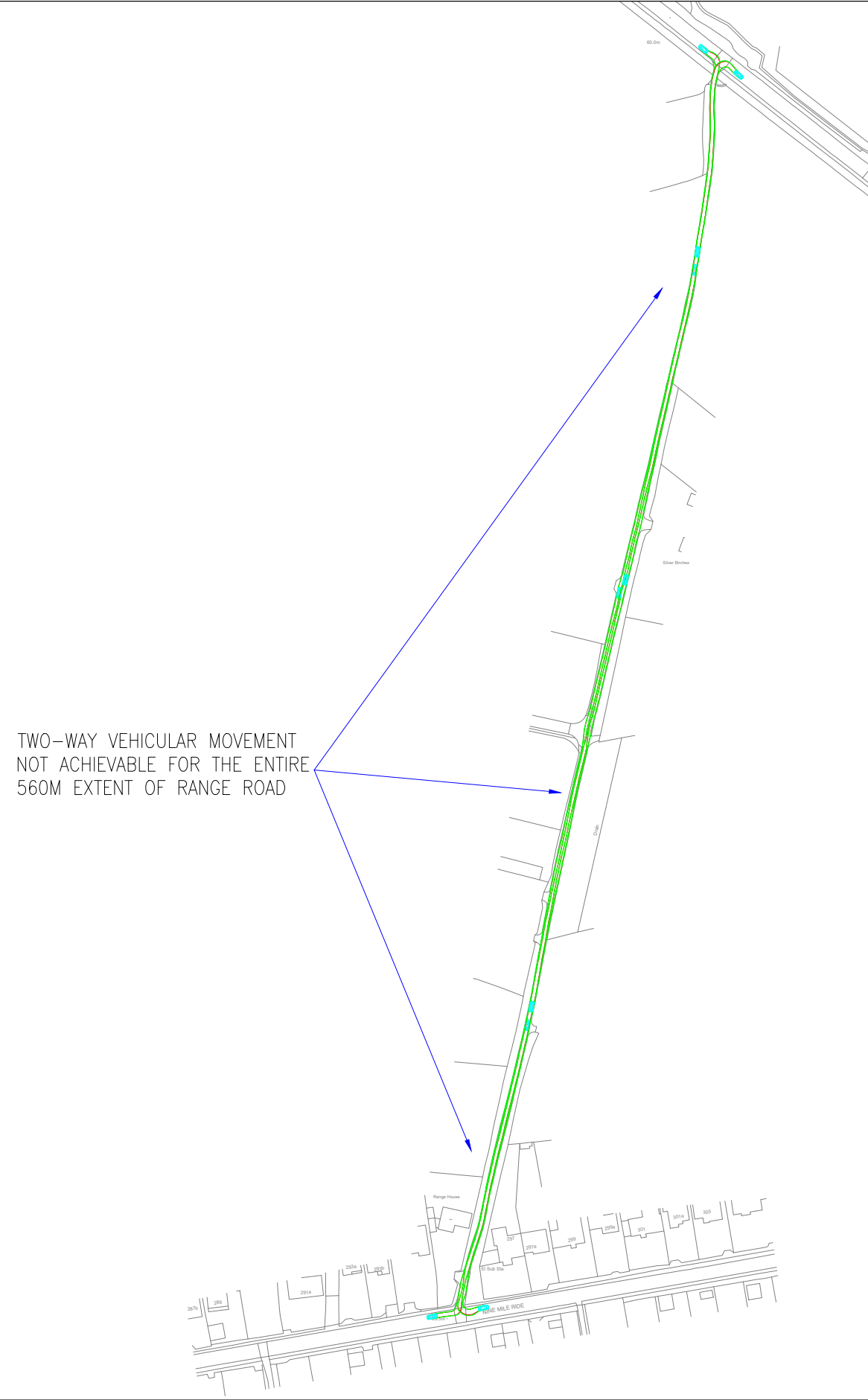
0m25m



NORTH

P01	FIRST ISSUE	05.08.26	LOM	HLC
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
04.08.26	LOM	HLC	-	
PBA Project Number		Scale	(AT A3)	
502.0301		AS SHOWN		
PBA Drawing No:			Revision	
502.0301-0001			P01	

Appendix C



SWEPT PATH ANALYSIS: RANGE ROAD PRIVATE VEHICLES (1:2500)

Project Name

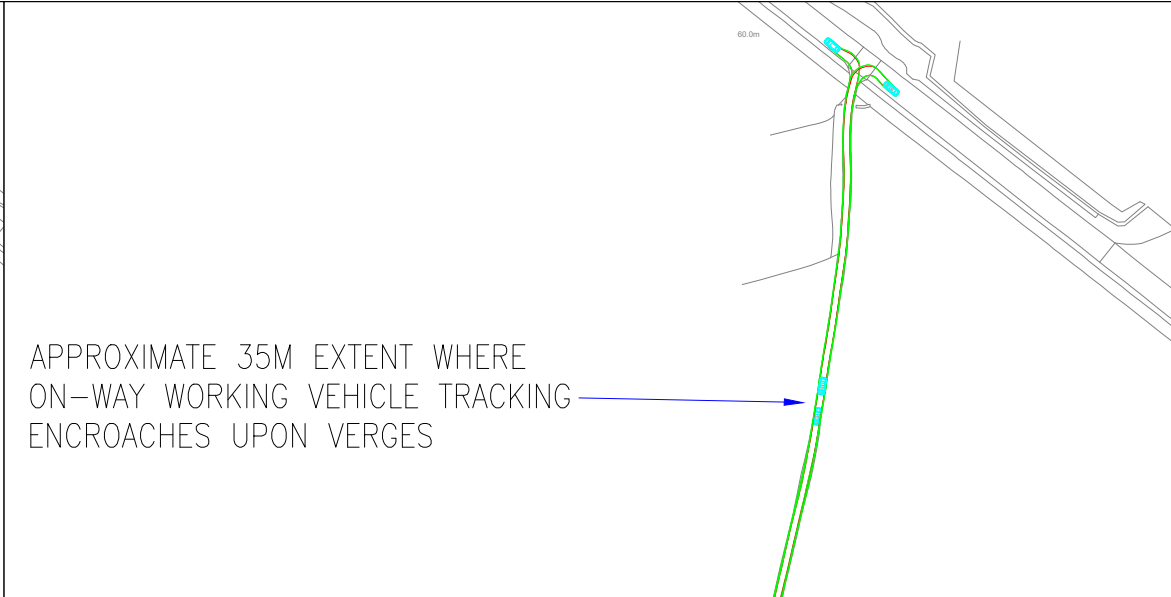
CARAVAN SITES, LAND SOUTH OF VALOIS, FINCHAMPSTEAD

Project Phase

PRELIMINARY

Title

SWEPT PATH ANALYSIS: RANGE ROAD PRIVATE VEHICLES



SWEPT PATH ANALYSIS: RANGE ROAD PRIVATE VEHICLES - NORTHERN AREA (1:2000)



SWEPT PATH ANALYSIS: RANGE ROAD PRIVATE VEHICLES - CENTRAL AREA (1:2000)



SWEPT PATH ANALYSIS: RANGE ROAD PRIVATE VEHICLES - SOUTHERN AREA (1:2000)



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4.1. OS MAPPING

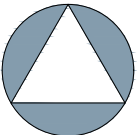
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1:2000

0m100m

1:2500

0m100m



NORTH

P01	FIRST ISSUE	05.08.26	LOM	HLC
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
04.08.26	LOM	HLC	-	
PBA Project Number		Scale	(AT A3)	
502.0301		AS SHOWN		
PBA Drawing No:			Revision	
502.0301-0002			P01	

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