

FEBRUARY 2024

PROJECT GENESIS LIMITED

Regents Park Phase 6, Consett, Durham

Transport Statement

PROJECT SUMMARY

CLIENT:	Project Genesis Limited
CLIENT'S REFERENCE:	N/A
PROJECT:	Regents Park, Phase 6, Consett, Durham
JOB NUMBER:	JN2612
REPORT:	Transport Statement
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1. INTRODUCTION

1.1 Commission

1.1.1 Project Genesis Limited (“the applicant”) are bringing forward a detailed planning application for a residential development (“the proposed development”) at Regents Park in Consett, County Durham (“the site”).

1.1.2 SAJ Transport Consultants Ltd (“SAJ”) has been commissioned by the applicant to provide highways and transport advice in relation to the site, including the preparation of a Transport Statement to accompany the planning application.

1.2 Site & Surrounding Area

1.2.1 The site is an area of public open space located northwest of Consett town centre and directly north and west of the existing residential development of Regents Park. The development will be an extension to the wider residential development and is bound to the north by a footpath network and trees, to the east and south by Duchy Close, public open space and to the west by trees and public open space.

1.2.2 The site abuts an adopted turning head which was constructed as part of the earlier phases of the Regents Park development. The turning head is formed with a road that is currently unnamed, but it is understood the road will be named “Berry Edge Road”.

1.2.3 The location of the site and surrounding area is shown in Figure 1.



Figure 1: Site Location Plan

1.2.4 The number of dwellings consented at Regents Park (Planning Reference CMA/1/93) totalled 480, however it has been confirmed that since the consent was granted, only 409 dwellings can be constructed as the site cannot physically deliver the full 480 dwellings due to the requirement for onsite open space. As such, there is a residual number of 71 dwellings that can be developed within the existing planning consent.

1.3 Phased Build Out of Regents Park

1.3.1 The proposed development is Phase 6 of Regents Park. The earlier phases and the respective numbers of dwellings are listed below.

- Phase 1 – 96no. units
- Phase 2 – 30no. units
- Phase 2/3 – 89no. units
- Phase 4 – 31no. units
- Phase 5 – 163no. units

Total – 409no. units

1.4 The Proposed Development

1.4.1 Full planning permission is sought for the construction of 71 residential dwellings (Use Class C3) and associated infrastructure including landscaping, open space, highway, and drainage.

1.4.2 Vehicular access to the site will be from a continuation of the existing turning head from Berry Edge Road. Access to the wider road network will be via Abbots Way and Monarch Road to Genesis Way.

1.4.3 The Proposed Site Plan is attached at Appendix A.

1.5 Purpose of this Report

1.5.1 This Transport Statement (TS) has been commissioned by the applicant to assess the transport-related impacts associated with the proposed development, and to inform the development proposal and subsequent planning application.

1.5.2 An assessment of the transportation impacts is to be undertaken and if required, any mitigation measures will be identified. This report will also seek to assist Durham County Council (DCC) as the Local Planning and Highway Authority, in determining the planning application.

1.5.3 In addition, this TS will demonstrate that the development site;

- Is located where the use of sustainable modes can be maximised, with key services and amenities within walking and cycling distance of the proposed development;
- Will have no significant impacts on the surrounding road network, both operationally and in terms of highway safety; and
- Will be integrated with the existing non-motorised infrastructure.

1.5.4 The structure and content of this report follows the national planning policy and guidance contained within the National Planning Policy Framework¹ (NPPF) and Planning Practice Guidance² (PPG). Due consideration has also been given to the relevant local policy and guidance published by DCC.

1.6 Consultation

1.6.1 Pre-application consultation was undertaken with DCC in the preparation of this report, which set out the proposed scope of work and assessment methodology to establish the highways and transportation impact of the proposed development.

1.7 Structure of this Report

1.7.1 This report is structured as follows:

- Chapter 2 provides an overview of the national and local planning context in relation to the site and the development proposal;
- Chapter 3 provides a description of the existing transport networks within the vicinity of the site.
- Chapter 4 provides a description of how the proposed development will be safely and suitably accessed by the main modes of transport.
- Chapter 5 examines the level of accessibility of the site by the main modes of sustainable travel.
- Chapter 6 provides a review of the predicted trip generation and assignment associated with the proposed development and the likely traffic impact.
- Chapter 7 provides an assessment of the likely impact of the proposed development on highway safety.
- Chapter 8 summarises and concludes the outcomes of the report.

¹ *National Planning Policy Framework, Ministry of Housing, Communities and Local Government, 2019.*

² *Planning Practice Guidance, Department of Communities and Local Government, 2014.*

2. POLICY CONTEXT

2.1 Introduction

2.1.1 This Chapter provides an overview of the national and local planning context in relation to the site, and the proposed development, from a highways and transport perspective.

2.2 National Policy and Guidance

National Planning Policy Framework

2.2.1 The revised NPPF was updated by the Department for Levelling Up, Housing and Communities on 19th December 2023. The NPPF sets out the Government's planning policies for England and how these are expected to be applied.

2.2.2 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. In effect, this means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways:

- An economic objective – to help build a strong, responsive, and competitive economy.
- A social objective – to support strong, vibrant and healthy communities.
- An environmental objective – to contribute to protecting and enhancing our natural, built, and historic environment.

2.2.3 The central tenet of the NPPF is a presumption in favour of sustainable development. This effectively means that development proposals that accord with an up-to-date development plan should be approved without delay. Where the development plan is out-of-date or absent, development proposals should be approved unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole or specific policies in the NPPF indicate development should be restricted (for example, if the site is subject to certain environmental designations).

2.2.4 Section 9 of the NPPF is entitled “Promoting sustainable transport” and outlines the important role that transport has to play in facilitating sustainable development.

2.2.5 Paragraph 115 of the NPPF states 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 would be severe.

2.2.6 Paragraph 117 of the NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application

should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Planning Practice Guidance

2.2.7 The PPG was launched by the Department of Communities and Local Government (DCLG) on 6 March 2014. It brings together many areas of English planning guidance into a new stream-lined format, which is linked to the NPPF. The PPG replaces previous planning practice guidance documents. The guidance is a key material consideration in the decision-making process, set within the overarching NPPF.

2.2.8 The following PPG notes have been specifically considered in the preparation of this report:

- Transport evidence bases in plan making and decision taking (published 13 March 2015); and
- Travel Plans, Transport Assessments and Statements (published 6 March 2014).

2.3 Local Policy and Guidance

2.3.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 (PCPA) states that applications should be determined in accordance with the development plan unless material considerations indicate otherwise. In accordance with Paragraph 219 of the NPPF, the policies contained in the development plan can only be given weight according to their degree of consistency with the NPPF. If the policies of the development plan conflict with the NPPF then they should be given significantly reduced weight in determination of the planning application.

2.3.2 In respect of the site, the statutory development plan comprises the following documents:

- County Durham Plan (adopted 2020);
- The saved policies of the County Durham Mineral Local Plan (adopted 2000); and
- The saved policies of the County Durham Waste Local Plan (adopted 2005).

2.3.3 In addition, there are supplementary planning documents which provide further detail on the policies in development plan documents. The guidance documents have been considered in the preparation of this Transport Statement.

2.4 Summary

2.4.1 In this Chapter, national and local planning policy that is relevant to the proposed development from a highways and transport perspective has been identified.

2.4.2 The following chapters of this report seek to demonstrate that the development proposal accords with the provisions of the NPPF and the relevant local policies of the development plan.

3. EXISTING SITUATION

3.1 Introduction

3.1.1 This Chapter provides a description of the existing transport networks within the vicinity of the site and provides context to the proposed development and identifies any opportunities for improvement.

3.2 Local Highway Network

3.2.1 The local highway network is shown in Figure 2.



Figure 2: Local Highway Network

3.2.2 The site abuts an adopted turning head along the eastern site boundary which forms a priority junction arrangement with Berry Edge Road. The turning head provides vehicular access to the site and is shown in Figure 3.

3.2.3 Berry Edge Road is single carriageway, two-way residential street that serves the Berry Edge North development and forms several priority T-junctions that serve streets of the residential development. Berry Edge Road continues southwards as Abbots Way which forms a priority T-junction with Monarch Road which is the main road serving Berry Edge North and Berry Edge South developments. Berry Edge Road is street-lit and is 7.3m wide. There are no waiting restrictions along Berry Edge Road.



Figure 3: Turning Head

- 3.2.4 Monarch Road has a general north to south alignment which forms a priority T-junction with Genesis Way and serves the wider Regent Park development. Monarch Way is a street-lit, single carriageway road which is subject to a posted 30mph speed limit. There are no waiting restrictions present on either side of Monarch Road.
- 3.2.5 Genesis Way has a general south-east to north-west alignment from the A692/Puddlers Corner roundabout to a roundabout junction with the B6322. Genesis Way serves residential estates, a Tesco store, a McDonalds drive-thru and business units served off Ponds Court. Genesis Way is a street-lit, single carriageway road that is subject to a posted 40mph speed limit and there are no waiting restrictions present along the carriageway.
- 3.2.6 The A692 is a primary distributor route which locally connects to the A68 in Castleside in the west and connects to Lobley Hill Interchange with the A1 to the east. Locally, the A692 is a street-lit, single carriageway road that is subject to a posted 50mph speed limit.

3.3 Pedestrian/Cycle Network

- 3.3.1 There is a network of informal footpaths within the site which route eastwards to the existing footway on the west side of Genesis Way and westwards to residential areas near Moorside. There is a path that has a north to south alignment, and it forms part

of the National Cycle Network Route 14 (NCN14) which provides a route from Shotley Bridge to the A692.

- 3.3.2 There is designated shared foot/cycleway on the east side of Genesis Way as shown in Figure 4.



Figure 4: Shared Foot/Cycleway

- 3.3.3 There is footway present on at least one side of the carriageway on Berry Edge Road which continues onto Monarch Road and Genesis Way. There are wide footpaths from the site to the footway on Genesis Way which provide a direct walking route to the bus stops as shown in Figure 5 below.



Figure 5: Surrounding Footway Network

- 3.3.4 There are pedestrian refuse islands on Monarch Road and Genesis Way. One of the crossing points on Genesis Way is shown in Figure 6.



Figure 6: Pedestrian Crossing on Genesis Way

- 3.3.5 There are pedestrian refuge islands at the Genesis Way/Tesco roundabout and there are signal controlled crossing facilities on the southbound approach to the A692 Puddlers Corner roundabout.
- 3.3.6 There is a designated shared foot/cycleway on the east side of Genesis Way which facilitates the NCN14 which locally provides access to areas of Consett including

Shotley Bridge and Templetown and areas further afield including Lanchester, Langley Park, Durham, Hamsterley Mill and Winlaton Mill. Figure 7 shows the PRow network in relation to the site.

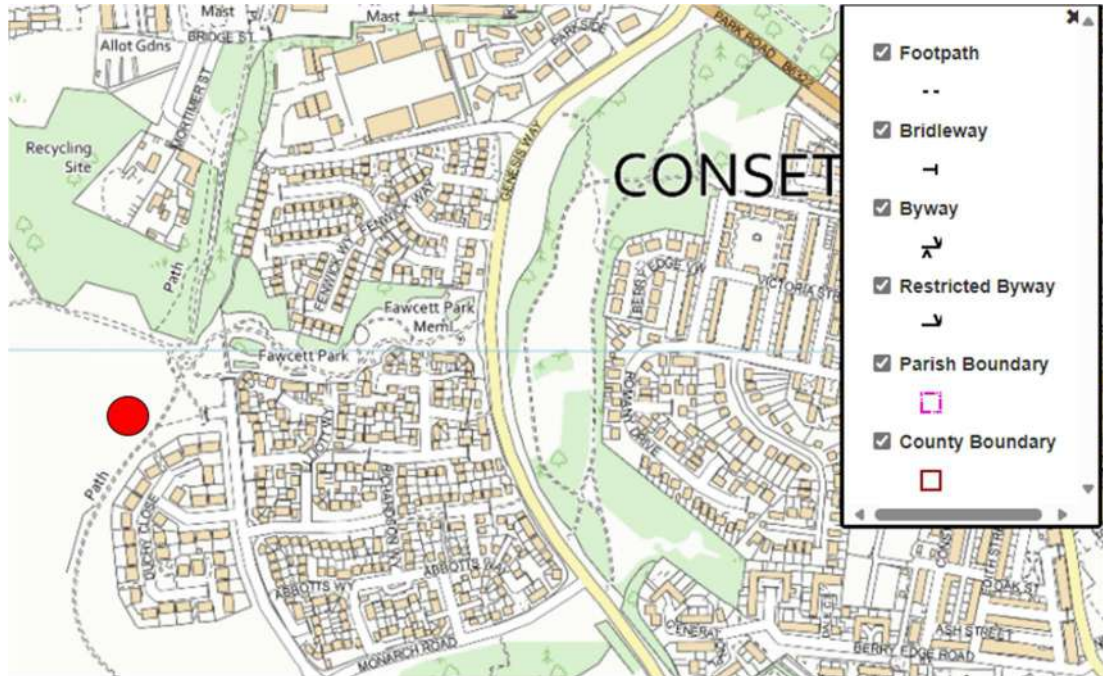


Figure 7: PRow Network

3.3.7 The NCN14 also provides connections to the National Cycle Network Route 7 which is a route to Leadgate, Annfield Plain and Stanley. Figure 8 shows the National Cycle Network in relation to the site.

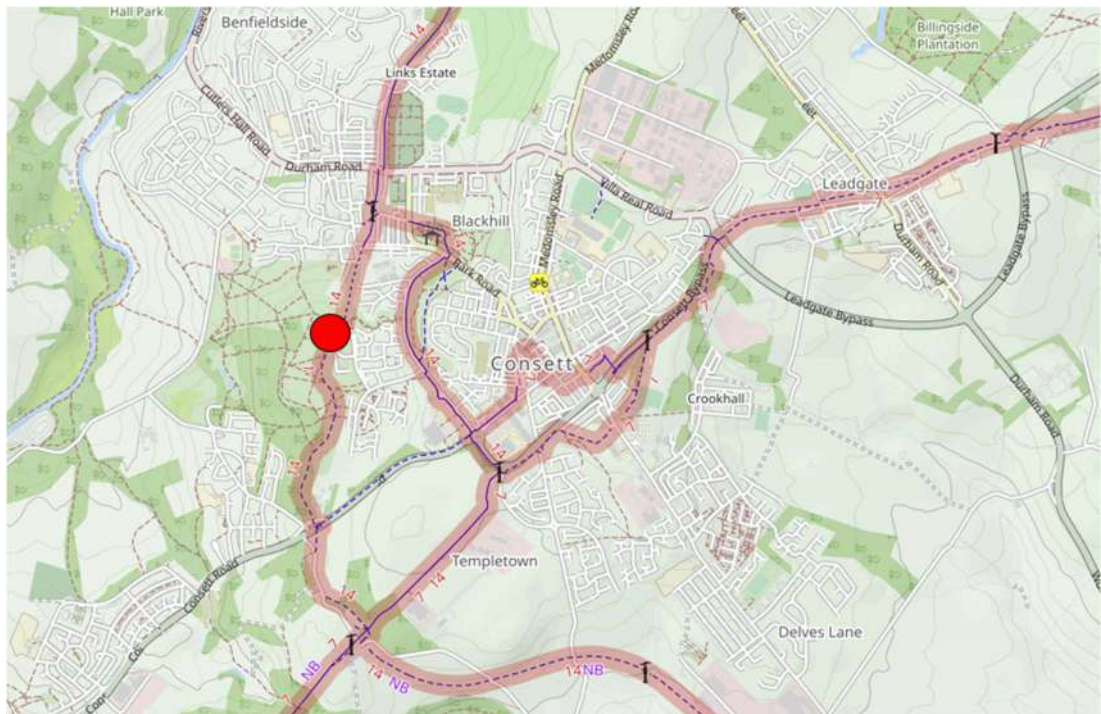


Figure 8: National Cycle Network

3.4 Public Transport Network

Bus Services

- 3.4.1 There are a pair of bus stops on Genesis Way which can be accessed within a 500m walk from the centre of the site via the proposed onsite footway, footpath network and the existing footway on both sides of Genesis Way.
- 3.4.2 A bus service also calls at St.James Court, approximately 500m from the centre of the site, however there is no physical bus stop.
- 3.4.3 The location of the bus stops in relation to the site are shown in Figure 9.



Figure 9: Bus Stop Locations

3.4.4 Both bus stops are in the form of a layby with shelters, a flagpole and timetable information. The bus stops are shown in Figure 10.



Figure 10: Bus Stops on Genesis Way

3.4.5 Table 3.1 provides a summary of the available bus services, including details of the typical frequency and route.

Table 3.1 Summary of Accessible Bus Services				
Bus No. & Operator	Route	Typical Daytime Frequency		
		Mon - Fri	Saturday	Sunday
Go North East 47	Shotley Bridge Hospital – Consett – Chopwell – Metrocentre - Newcastle	30 mins	30 mins	60 mins
Go North East X45	Consett – Blackhill – Rowlands Gill – Winlaton - Newcastle	30 mins	30 mins	60 mins

3.4.6 In addition to the public bus services displayed in Table 3.1, there is a scholar service operated by Go North East which is the 827 service that provides access to/from St.Bedes Catholic School & Sixth Form College in Lanchester.

3.4.7 There is a weekday bus service (No. 763) operated by Weardale Motor Services that can be accessed from St.James Court within a 500m walking distance from the centre of the site. The service operates twice on a weekday and provides access to Tesco and Consett Bus Station. The service provides an opportunity to access additional bus services to a number of local and regional destinations.

3.5 Summary

- 3.5.1 In this Chapter, the existing transport networks within the vicinity of the site have been described. It is considered that the proposed development offers the opportunity to integrate with the existing infrastructure. Furthermore, public transport services are available within walking distance of the site.

4. PROPOSED DEVELOPMENT

4.1 Introduction

- 4.1.1 This Chapter provides a description of how the proposed development will be safely and suitably accessed by the main modes of transport.
- 4.1.2 The Proposed Site Plan is attached at Appendix A.

4.2 Vehicular Access

- 4.2.1 The proposed development will be served from a continuation of the existing turning head and access road within the adjoining residential development. The width of the existing access road is circa 7.3m and forms a standard priority T-junction with Berry Edge Road. The turning head has 6.0m kerb radii and will facilitate a residential access road which will be constructed to a width of 5.5m.
- 4.2.2 The proposed carriageway width is in accordance with the latest highways design guidance specified on the Highways Design Guide Consultation website.
- 4.2.3 The applicant will enter into an agreement with the Local Highway Authority, under Section 278 of the Highways Act 1980, to deliver the works to the existing highway associated with the proposed site access point.

4.3 Pedestrian and Cycle Access

- 4.3.1 As part of the proposed vehicular access arrangement, 2.0m wide footways will be provided on both sides of the access road within the site to ensure there is continuous pedestrian access from the dwellings to the existing footway within the adjoining residential development.
- 4.3.2 A pedestrian link will be provided from the proposed footway within the site to the footpath network surrounding the site.
- 4.3.3 Within the site and along the site access road, cyclists will be able to utilise the existing highway and connections will be made to the National Cycle Network.
- 4.3.4 It is considered that the proposed development will be permeable and integrated with the existing infrastructure in the surrounding area.

4.4 Internal Highway Layout

- 4.4.1 The layout of the internal highway network has been designed to promote low traffic speeds (below 20mph). The layout will be built to adoptable standards and the majority will be offered for adoption under the Section 38 of the Highways Act.

4.5 Parking Provision

4.5.1 The parking provision will be provided in accordance with the DCC parking standards³. The following parking standards will be applied to the different house types:

- 4-bedroom dwellings – 3 spaces.
- 3-bedroom dwellings – 2 spaces.
- 2-bedroom dwellings – 2 spaces.

4.5.2 The driveway and garage dimensions are in accordance with the minimum parking standards specified within the DCC parking standards. An Electric Vehicle (EV) charging point will be provided for each dwelling.

4.5.3 A total of 24 visitor parking spaces will be provided across the site which exceeds the 1 visitor space per 4 dwellings parking requirement.

4.5.4 A secure cycle store will be provided within either the garage or garden of each plot.

4.6 Emergency Services, Refuse Collections & Deliveries

4.6.1 The proposed development has been designed to allow for the efficient delivery of goods, and access by service and emergency vehicles. As shown on the Proposed Site Plan, safe areas for turning vehicles will be provided across the site.

4.6.2 Refuse collection will be able to take place safely from the areas of the internal road network which are offered up for adoption.

4.6.3 Swept path analysis of a DCC refuse vehicle has been undertaken within the site and confirms the vehicle will be able to undertake the required manoeuvres safely and satisfactorily. The swept path analysis drawing is included at Appendix B.

4.7 Summary

4.7.1 In this Chapter, it has been described how the proposed development will be safely connected to, and well-integrated with, the local transport networks.

4.7.2 Vehicular access to the site will be provided within land under the control of the applicant and/or the adopted public highway and designed in accordance with the relevant design standards. Furthermore, pedestrian connections will be provided between the site and the surrounding areas, and the new routes will be fully integrated with the sustainable transport network.

³ *Durham County Council, Parking and Accessibility SPD, 2023.*

5. ACCESSIBILITY

5.1 Introduction

5.1.1 The existing transport infrastructure within the vicinity of the site has been assessed as part of this report. The assessment demonstrates that there is potential to integrate the proposed development with the surrounding transport networks.

5.1.2 This Chapter provides an assessment of the level of accessibility of the proposed development by the main modes of sustainable travel (e.g. walking, cycling and public transport). The accessibility assessment considers the proposals previously described in Chapter 4 of this report.

5.2 Local Facilities

5.2.1 Regents Park directly adjoins the site and includes a Local Centre which is located approximately 200m south east of the site. The Local Centre includes a children's play café and an electric bike hire shop, with the remaining two additional units due to be occupied in 2024 and will include a café and pregnancy scan operator.

5.3 Walking

5.3.1 It is generally accepted that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2.0km. Data obtained from the National Travel Survey⁴ reveals that outside of London, the 85th percentile walking distance is 1,950m.

5.3.2 The CIHT guidance "Guidelines For Providing Journeys On Foot" has also recognised that 3.2km is a distance considered practicable for walking for certain journey purposes⁵.

5.3.3 Figure 11 shows the 1,950m walking catchment of the site.

⁴ *National Travel Survey: 2011 – Statistical Release; Department for Transport; December 2012.*

⁵ *Guidelines For Providing Journeys On Foot, Institution Of Highways and Transportation, 2000.*



Figure 11: 1,950m Walking Catchment

5.3.4 The facilities within Consett town centre, Bridgehill and Shotley Bridge can be reached on foot.

5.4 Cycling

5.4.1 It is considered that cycling has the potential to replace short car trips. Data from the National Travel Survey reveals that outside of London, the average distance people cycle as the main mode of travel is 4,300m and the 85th percentile cycling distance is 7,250m.

5.4.2 Figure 12 shows the 7,250m cycling catchment of the site.



Figure 12: 7,250m Cycling Catchment

5.4.3 All areas of Consett including Shotley Bridge, Medomsley, Castleside and Delves Lane can be reached by bike.

5.4.4 It is considered that the location of the site is within practicable walking and cycling distance of local facilities.

5.5 Access to Education

5.5.1 DCC recognise that they have a duty to provide free home to school transport to support a child's attendance where the distance from home to school is over 2 miles

(3.2km) for children at primary school and over 3 miles (4.8km) for children at secondary school, or where the walking route has been assessed as unsuitable.

- 5.5.2 The Grove Primary School can be accessed within a 1,300m walking distance from the site via the footpaths and footway on Priestman Avenue and Oakfield Lane.
- 5.5.3 St. Mary's RC Primary School is accessible from the site within a 1,450m walking distance. The walking route will commence on the proposed onsite footway and proposed pedestrian connection to the existing footpaths surrounding the site. There is continuous footway onto Bridge Street, Felltop, Melrose Court and Pemberton Road.
- 5.5.4 The St.Pius RC Primary School can be reached within a 1,450m walking distance via a similar walking route to The Grove Primary School with the footway on Priestman Avenue that continues onto Thornfield Road.
- 5.5.5 It is considered that the site is located within an acceptable walking distance to a number of primary schools and the walking route to/from it is considered to be suitable.
- 5.5.6 The nearest secondary schools/colleges are within Consett. The nearest secondary school is Derwentside College which is within a 1,150m walking distance from the centre of the site via the proposed onsite footway, the existing footway on Berry Edge Road, Monarch Road, Genesis Way and Puddles Corner.
- 5.5.7 Consett Academy can be reached within a 2,100m walking distance from the centre of the site via the same route as to Derwenside College (as above) but also via the footway on Front Street, the B6308 and Ashdale Road.
- 5.5.8 It is considered that the site is located within an acceptable walking distance to a number of secondary schools and the walking route to/from it is considered to be suitable.

5.6 Access to Public Transport

- 5.6.1 As discussed in Chapter 3, there are a pair of bus stops on Genesis Way which can be accessed within a 500m walk from the centre of the site via the proposed onsite footway, the network of footpaths and the existing footway on both sides of Genesis Way. The shortest walk route is via the street-lit, footway of the adjacent residential development.
- 5.6.2 Both bus stops are in the form of a layby with shelters, a flagpole and timetable information. The bus services that call at the stops provide access to Consett, Chopwell, Metrocentre, Newcastle, Blackhill, Rowlands Gill and Winlaton. As noted above, the stops also provide access to the Go North East 827 scholar service to/from St.Bede's Catholic School & Sixth Form College in Lanchester. There is a weekday

bus service operated by Weardale Motor Services that can be accessed from St. James Court within a 500m walking distance from the centre of the site.

5.6.3 A Public Transport Catchment Plan has been prepared which is attached at Appendix C which shows the level of existing and proposed residential development that is within 200m, 300m, 400m, 500m, 600m and 750m walking distance of the nearest bus stops on Genesis Way.

5.6.4 The plan shows the full proposed development is within a 750m walking distance of the nearest bus stops and that most of the site is within 600m of the nearest bus stops. It is noted that the existing residential estate adjacent and to the south also lies in excess of 400m from the bus stops.

5.7 Summary

5.7.1 In this Chapter, it has been demonstrated that the location of the site is accessible and suitable for the type of development proposed.

5.7.2 The site is served by existing public transport services and opportunities exist to connect to the surrounding infrastructure, ensuring that future residents of the proposed development will be able to access local services, amenities and employment opportunities by sustainable modes of travel.

6. TRAFFIC IMPACTS

6.1 Introduction

- 6.1.1 This Chapter provides an estimate of the likely traffic flows associated with the proposed development.
- 6.1.2 The trip rates, distribution and assignment approved within the consented Transport Assessment for the Berry Edge South development have been adopted to estimate the traffic impacts associated with the proposed development.
- 6.1.3 The rates have been replicated using the TRICS database and are attached at Appendix D.
- 6.1.4 A comparison of the trip rates used and recent trip rates derived from TRICS has indicated that the trip rates used are more robust.

6.2 Vehicle Trip Generation

- 6.2.1 The vehicular trip rates for residential sites were derived from the TRICS database using surveys from the '03- Residential: A-Houses Privately Owned' category. Trip rates for the traditional weekday AM (08:00-09:00) and PM (17:00-18:00) peak hours have been obtained.
- 6.2.2 Following the principles set out in the TRICS Good Practice Guide⁶, the interrogation for survey sites have been based on the parameters set out in Table 6.1, below.

Table 6.1 TRICS Vehicle Trip Rate Calculation Selection Parameters (71 Dwellings)	
Parameter Field	Filtering Selection Criteria
Land Use Category:	03 Residential
Land Use Sub-Category:	A – Houses Privately Owned
Regions:	All regions in Great Britain excluding Greater London, Republic of Ireland and Northern Ireland.
Parameter:	GFA
Range Selected by User:	100 to 491 (units)
Actual Range:	101 to 372 (units)
Date Range:	01/01/05 to 22/09/12
Survey Days:	Monday, Tuesday, Wednesday, Thursday, Friday
Location:	Suburban Area, Edge of Town, Neighbourhood Centre
Use Class:	C3
Calculation Factor:	1 Dwelling

⁶ TRICS Good Practice Guide 2021, TRICS Consortium Limited, 2020.

6.2.3 The average vehicle trip rates for the proposed development during the weekday AM and PM peak hours are set out in Table 6.2, along with the resulting vehicle trip generation.

Table 6.2 Proposed Development: Predicted Vehicle Trip Generation (71 Dwellings)							
	Unit	Weekday AM Peak Hour (08:00-09:00)			Weekday PM Peak Hour (17:00-18:00)		
		Arr.	Dep.	Total	Arr.	Dep.	Total
Trip Rate per Dwelling	Veh/Unit	0.152	0.435	0.587	0.415	0.240	0.655
Trip Generation	Vehicles	11	31	42	29	17	47

6.2.4 Table 6.2 indicates the development is forecast to generate 42 two-way trips in the traditional AM Peak hour (08:00-09:00) and 47 two-way trips in PM Peak hour (17:00-18:00), respectively.

6.3 Trip Distribution

6.3.1 The trip distribution percentages for journey to work purposes have been obtained from the Transport Assessment that was submitted in support of the Berry Edge South residential development, and the routes are listed in Table 6.3.

Table 6.3 Vehicle Trip Distribution		
ID	Route	Vehicle Trip Distribution
A	Monarch Road – Genesis Way – A692	43%
B	Monarch Road – Genesis Way – A692 – A691	10%
C	Monarch Road – Genesis Way – A692 S	10%
D	Monarch Road – Genesis Way – B6322 – A691 E	9%
E	Monarch Road – Genesis Way – B6322 – A691 W	6%
F	Monarch Road – Genesis Way – A692 - Hownsgill	5%
G	Monarch Road – Genesis Way – B6322 – Park Road	4%
H	Monarch Road – Genesis Way – A692 – Delves Lane	3%
I	Monarch Road – Genesis Way – Retail Park	3%
J	Monarch Road – Genesis Way – Town Centre	3%
K	Monarch Road – Genesis Way – A692 – Leadgate Road	3%
Total		100.0%

6.4 Trip Assignment

6.4.1 Table 6.4 provides a summary of the proposed trip assignment based on the trip distribution set out in Table 6.3.

Table 6.4 Vehicle Trip Assignment							
ID	Route	Weekday AM Peak Hour			Weekday PM Peak Hour		
		Arr.	Dep.	Total	Arr.	Dep.	Total
A	Monarch Road – Genesis Way – A692	5	13	19	12	7	20
B	Monarch Road – Genesis Way – A692 – A691	1	3	4	3	2	5
C	Monarch Road – Genesis Way – A692 S	1	3	4	3	2	5
D	Monarch Road – Genesis Way – B6322 – A691 E	1	3	4	3	2	4
E	Monarch Road – Genesis Way – B6322 – A691 W	1	2	3	2	1	3
F	Monarch Road – Genesis Way – A692 - Hownsgill	1	2	2	1	1	2
G	Monarch Road – Genesis Way – B6322 – Park Road	0	1	2	1	1	2
H	Monarch Road – Genesis Way – A692 – Delves Lane	0	1	1	1	1	1
I	Monarch Road – Genesis Way – Retail Park	0	1	1	1	1	1
J	Monarch Road – Genesis Way – Town Centre	0	1	1	1	1	1
K	Monarch Road – Genesis Way – A692 – Leadgate Road	0	1	1	1	1	1
Total		11	31	42	29	17	47

6.5 Highway Impact

- 6.5.1 As agreed with DCC Highways, the traffic impacts associated with the 480 dwellings consented at Regents Park have already been assessed on the local road network and was acceptable. As such, the traffic impacts associated with the proposed development have already been considered.
- 6.5.2 On the above basis, no operational assessments of any junctions on the local road network have been undertaken.

7. HIGHWAY SAFETY REVIEW

7.1 Introduction

7.1.1 This Chapter provides an assessment of the likely impact of the proposed development on highway safety on the local road network.

7.2 Road Injury Collision Data

7.2.1 Road injury collision data has been obtained from the Capita Innovations Road Traffic Accident System (CIRTAS) for the most recent five-year period (from 23rd January 2019 to 23rd January 2024). The data has been reviewed in detail to determine the following:

- Whether the level of reported road injury collisions is common for the characteristics of the highway network;
- Whether there is a history of collisions that is attributable to the existing highway geometry; and
- Whether the number and cause of collisions indicates any particular highway safety concerns that will be materially affected by the proposed development.

7.2.2 Figure 13 shows the extent of the highway safety study area and the locations of any reported road injury collisions during the five-year study period.



Figure 13: Locations of PICs

7.2.3 The study area for the highway safety review comprises Genesis Way between the A692 and Park Road. Elsewhere on the highway network, the potential impact of the development-generated trips is expected to be negligible.

7.2.4 The collision data, detailing the precise locations and dates of collisions reported, is attached to this report as Appendix E. A detailed review of the data is provided in the following sections.

7.3 Collision by Severity

7.3.1 A total of 7 collisions were reported across the study area during the five-year period, 6 of which were classified as “slight” severity with 1 classified as “Serious” severity. There were no “fatal” collisions.

7.4 Collisions by Location

7.4.1 Of the 7 collisions in total, 6 of these occurred at or within 20m of a junction. The remaining collision occurred on links.

- No collisions were reported at the Monarch Road/Genesis Way priority T-junction,
- Six collisions were reported at the A692 Puddlers Corner roundabout; and
- No collisions were reported at the B6322 Park Road roundabout.

7.4.2 The number and cause of collisions at each junction does not suggest any specific issues.

7.5 Casualties by Mode

7.5.1 The 7 collisions resulted in a total of 10 casualties. Of these casualties, 8 were classified as drivers/passengers, 1 motorcyclist and 1 cyclist. There were no pedestrian casualties reported.

7.5.2 The reported collision (REF:1245467) that involved a cyclist occurred on 21st November 2022 during darkness when the weather was fine (without high winds) and the road surface was dry. A goods vehicle stopped at the roundabout and proceeded to enter the roundabout but collided with a cyclist to the offside at low speed. The contributory factor for the collision was listed as “failed to look properly”.

7.5.3 Table 7.1 presents a summary of the road injury casualties by mode.

Table 7.1 Summary of Road Injury Casualties by Mode							
Mode	Number of Casualties by Year						
	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Total
Car Driver or Passenger	2	5	0	0	1	0	8
Goods Vehicle Driver or Passenger	0	0	0	0	0	0	0
Bus Driver or Passenger	0	0	0	0	0	0	0
Motorcycle Rider or Passenger	1	0	0	0	0	0	1
Horse Rider or Passenger	0	0	0	0	0	0	0
Pedal Cyclist	0	0	0	1	0	0	1
Pedestrian	0	0	0	0	0	0	0
Total	3	5	0	1	1	0	10

7.5.4 The number and cause of collisions involving pedestrians and/or pedal cycles does not suggest any specific issues within the study area on the local road network.

7.6 Contributory Factors

7.6.1 The most notable trend in the data is that the majority of the collisions appear to be the result of human error and poor judgement. For example, the most recorded contributory factors were:

- “Failed to look properly” (in 3 collisions).
- “Illness or disability, mental or physical” (in 2 collisions).

7.6.2 There is no evidence to suggest that inadequate or masked signs, or poor or defective road surfaces, were significant contributory factors in any of the collisions.

7.7 Summary

7.7.1 The number and cause of collisions does not indicate any particular highway safety concerns that will be materially affected by the proposed development. As a result, there is no justification or requirement for mitigation to be sought from the applicant.

8. SUMMARY AND CONCLUSION

8.1 Summary

8.1.1 This Transport Statement has been prepared to accompany a detailed planning application for a residential development as Phase 6 of Regents Park in Consett, County Durham.

8.1.2 In accordance with national and local planning guidance, this report has provided an overview of the relevant national and local planning policies; reviewed the baseline conditions on the local transport networks; described how the proposed development will be accessed by the main modes of transport; examined the accessibility level of the proposed development by sustainable modes of travel; assessed the parking requirement associated with the proposed development; and determined the impact of the development on the operation and safety of the highway network.

8.1.3 Based on the work undertaken, it is considered that the proposed development can be safely accessed by pedestrians, cyclists, public transport users and motorists, and there are no highways or transport reasons to justify refusal of the planning application. In particular:

- The location of the site is accessible by sustainable modes of travel (including walking, cycling and public transport) and is therefore suitable for residential development. Within proximity of the site, there are local services and amenities which can be accessed within a practicable walking and cycling distance.
- The proposed development will be safely connected to, and well-integrated with, the local highway network. Vehicular access to the site will be provided from an existing turning head that was constructed from the earlier phases of development.
- The site is served by existing public transport services, providing access to the Metrocentre and Newcastle.
- Parking provision within the site has been provided in accordance with adopted DCC parking standards.
- The generated trips associated with the proposed development have already been assessed within the Transport Assessment that supported the consented Berry Edge residential development.
- A detailed review of road injury collision data has been undertaken and no highway safety concerns have been identified that will be materially affected by the proposed development.

8.1.4 In summary, the proposed development accords with both national and local planning policy from a highways and transport perspective.

8.2 Conclusion

- 8.2.1 Paragraph 115 of the NPPF states 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 would be severe. In this case, the proposed development will result in no unacceptable or severe impacts and, as such, there is no justification for refusing this planning application on highways grounds.
- 8.2.2 Considering all the above, it is concluded that the proposed development is acceptable and should be supported from a highways and transport perspective.

APPENDICES

Appendix A



PHASE 6

PROPOSED PARKING LEVELS - PHASE 6

- 1. 1000 - 1000
- 2. 1000 - 1000
- 3. 1000 - 1000
- 4. 1000 - 1000
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PHASE 6 Proposed Housing Mix

Coral - 3 Bed Semi-detached	- 600
Opal - 3 Bed 'Townhouse'	- 600
Ruby - 3 Bed Detached	- 700
Emerald - 4 Bed detached	- 400
Sapphire - 4 Bed detached	- 400
Garnet - 4 Bed detached	- 300
Pearl - 3 Bed dual fronted	- 1200
Jade - 3 Bed Detached	- 200
Topaz - 4 Bed Detached	- 200
Peridot - 3 Bed Detached Bungalow	- 300
Chitrine - 2 Bed Terrace bungalow	- 700
Diamond - 4 Bed Detached House	- 1500
TOTAL	- 7100

PREVIOUS PHASES - 4900
GRAND SITE TOTAL - 4800

PHASE 6 HOUSING

- Development of 1000, 2, 3, and 4 bed Houses and Bungalows
- Approximate Area of site: 3.480ha (8.59 acres)
- Approximate Density of Site: 200/dwelling (8.3 units/Acre)

H 10.02.2023 Level adjusted to include area of new SUDS tank TSP
 G 04.02.2023 Level adjusted to include separate driveway TSP
 F 23.01.2023 Approved layouts and green spaces - all TSP
 E 15.01.2023 Approved layouts and green spaces - all TSP
 D 05.12.2023 Approved layouts and green spaces - all TSP
 C 04.04.2023 Approved layouts and green spaces - all TSP
 B 17.05.2022 Approved layouts and green spaces - all TSP
 A 21.05.2022 Approved layouts and green spaces - all TSP

REV	DATE	DESCRIPTION	BY
A	21.05.2022	Approved layouts and green spaces - all	TSP
B	17.05.2022	Approved layouts and green spaces - all	TSP
C	04.04.2023	Approved layouts and green spaces - all	TSP
D	05.12.2023	Approved layouts and green spaces - all	TSP
E	15.01.2023	Approved layouts and green spaces - all	TSP
F	23.01.2023	Approved layouts and green spaces - all	TSP
G	04.02.2023	Approved layouts and green spaces - all	TSP
H	10.02.2023	Approved layouts and green spaces - all	TSP

MWE
 MWH | WSP | E | P
 1000, 2, 3, and 4 bed Houses and Bungalows
 Berry Edge South
 13024
 1500@A1
 18.03.2022
 TSP
 H

Appendix B



KEY

- VEHICLE CHASSIS/WHEEL OUTLINE
- VEHICLE BODY OUTLINE

NOTES:

- BASE DRAWING: Barry Edge South 10.01.2024.DWG (RECEIVED 16/01/2024)

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Refer to Landscapers details of surface

B	MINOR AMENDMENTS	02/24	MS	AS	SAJ
A	REVISED LAYOUT	01/24	MS	AS	SAJ
CLIENT					
PROJECT GENESIS LIMITED					
PROJECT					
PROPOSED RESIDENTIAL DEVELOPMENT, PHASE 6 REGENTS PARK, CONSETT, DURHAM					
DRAWING TITLE					
SWEEP PATH ASSESSMENT REFUSE VEHICLE					
DRG No	SCALE	DATE			
JN2612-Dwg-0001B	1:500 @ A1	FEBRUARY 2024			
DRAWN BY	CHECKED BY	APPROVED BY			
MS	AS	SAJ			



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Appendix C



Google Earth

- KEY
- BUS STOP
 - 200M WALKING CATCHMENT
 - 300M WALKING CATCHMENT
 - 400M WALKING CATCHMENT
 - 500M WALKING CATCHMENT
 - 600M WALKING CATCHMENT
 - 750M WALKING CATCHMENT

- NOTES:
- BASE DRAWING: 'Berry Edge South 24.10.2022.DWG' (RECEIVED 02/02/2023)

REVISION	DETAILS	DATE	DRAWN	CHKD	APPD

CLIENT
PROJECT GENESIS LIMITED

PROJECT
PROPOSED RESIDENTIAL DEVELOPMENT,
PHASE 6 REGENTS PARK,
CONSETT, DURHAM

DRAWING TITLE
PUBLIC TRANSPORT CATCHMENT

DRG No JN2612-Dwg-0002	SCALE NTS @ A3	DATE MAY 2023
DRAWN BY MS	CHECKED BY AS	APPROVED BY SAJ



<http://www.saj-consultants.com>

PRELIMINARY

Appendix D

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	TK THURROCK	1 days
04	EAST ANGLIA	
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	FI FIFE	1 days
	SR STIRLING	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 101 to 372 (units:)
 Range Selected by User: 100 to 491 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 22/09/12

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	4 days
Tuesday	3 days
Wednesday	1 days
Thursday	5 days
Friday	3 days

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

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

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

Selected Locations:

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

Selected Location Sub Categories:

Residential Zone	11
Out of Town	1
No Sub Category	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	16 days - Selected

Secondary Filtering selection:

Use Class:

C3	16 days
----	---------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	8 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	10 days

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

Travel Plan:

No	16 days
----	---------

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

PTAL Rating:

No PTAL Present	16 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CF-03-A-02 DROPE ROAD CARDIFF	MIXED HOUSES		CARDIFF
	Edge of Town Residential Zone Total No of Dwellings:		196	
	<i>Survey date: FRIDAY</i>		<i>05/10/07</i>	<i>Survey Type: MANUAL</i>
2	EC-03-A-05 CREWE ROAD CREWE	SEMI -DET./BUNGALOWS		CHESHIRE EAST
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:		129	
	<i>Survey date: TUESDAY</i>		<i>14/10/08</i>	<i>Survey Type: MANUAL</i>
3	FI-03-A-03 WOODMILL ROAD DUNFERMLINE	MIXED HOUSES		FIFE
	Edge of Town Residential Zone Total No of Dwellings:		155	
	<i>Survey date: MONDAY</i>		<i>30/04/07</i>	<i>Survey Type: MANUAL</i>
4	LN-03-A-01 BRANT ROAD LINCOLN BRACEBRIDGE	MIXED HOUSES		LINCOLNSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		150	
	<i>Survey date: TUESDAY</i>		<i>15/05/07</i>	<i>Survey Type: MANUAL</i>
5	LN-03-A-02 HYKEHAM ROAD LINCOLN	MIXED HOUSES		LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		186	
	<i>Survey date: MONDAY</i>		<i>14/05/07</i>	<i>Survey Type: MANUAL</i>
6	MS-03-A-01 PALACE FIELDS AVENUE RUNCORN	TERRACED		MERSEYSIDE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:		372	
	<i>Survey date: THURSDAY</i>		<i>06/10/05</i>	<i>Survey Type: MANUAL</i>
7	NT-03-A-03 B6018 SUTTON ROAD KIRKBY-IN-ASHFIELD	SEMI DETACHED		NOTTINGHAMSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		166	
	<i>Survey date: WEDNESDAY</i>		<i>28/06/06</i>	<i>Survey Type: MANUAL</i>
8	NY-03-A-06 HORSEFAIR BOROUGHBRIDGE	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		115	
	<i>Survey date: FRIDAY</i>		<i>14/10/11</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	SF-03-A-02	SEMI DET./TERRACED	SUFFOLK
	STOKE PARK DRIVE IPSWICH MAIDENHALL Edge of Town Residential Zone Total No of Dwellings: 230 <i>Survey date: THURSDAY 24/05/07</i> <i>Survey Type: MANUAL</i>		
10	SF-03-A-03	MIXED HOUSES	SUFFOLK
	BARTON HILL BURY ST EDMUNDS FORNHAM ST MARTIN Edge of Town Out of Town Total No of Dwellings: 101 <i>Survey date: MONDAY 15/05/06</i> <i>Survey Type: MANUAL</i>		
11	SH-03-A-04	TERRACED	SHROPSHIRE
	ST MICHAEL'S STREET SHREWSBURY Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 108 <i>Survey date: THURSDAY 11/06/09</i> <i>Survey Type: MANUAL</i>		
12	SR-03-A-01	DETACHED	STIRLING
	BENVIEW STIRLING Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 115 <i>Survey date: MONDAY 23/04/07</i> <i>Survey Type: MANUAL</i>		
13	TK-03-A-01	SEMI -DET.	THURROCK
	MILTON ROAD STANFORD-LE-HOPE CORRINGHAM Edge of Town Residential Zone Total No of Dwellings: 237 <i>Survey date: TUESDAY 13/05/08</i> <i>Survey Type: MANUAL</i>		
14	TV-03-A-01	HOUSES & FLATS	TEES VALLEY
	POWLETT ROAD HARTLEPOOL Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 225 <i>Survey date: THURSDAY 14/04/05</i> <i>Survey Type: MANUAL</i>		
15	WO-03-A-03	DETACHED	WORCESTERSHIRE
	BLAKEBROOK KIDDERMINSTER BLAKEBROOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 138 <i>Survey date: FRIDAY 05/05/06</i> <i>Survey Type: MANUAL</i>		
16	WO-03-A-06	DET./TERRACED	WORCESTERSHIRE
	ST GODWALDS ROAD BROMSGROVE ASTON FIELDS Edge of Town No Sub Category Total No of Dwellings: 232 <i>Survey date: THURSDAY 30/06/05</i> <i>Survey Type: MANUAL</i>		

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

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.60

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	178	0.078	16	178	0.292	16	178	0.370
08:00 - 09:00	16	178	0.152	16	178	0.435	16	178	0.587
09:00 - 10:00	16	178	0.171	16	178	0.216	16	178	0.387
10:00 - 11:00	16	178	0.151	16	178	0.189	16	178	0.340
11:00 - 12:00	16	178	0.177	16	178	0.177	16	178	0.354
12:00 - 13:00	16	178	0.186	16	178	0.182	16	178	0.368
13:00 - 14:00	16	178	0.192	16	178	0.176	16	178	0.368
14:00 - 15:00	16	178	0.187	16	178	0.192	16	178	0.379
15:00 - 16:00	16	178	0.302	16	178	0.213	16	178	0.515
16:00 - 17:00	16	178	0.332	16	178	0.200	16	178	0.532
17:00 - 18:00	16	178	0.415	16	178	0.240	16	178	0.655
18:00 - 19:00	16	178	0.274	16	178	0.230	16	178	0.504
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.617			2.742			5.359

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: 101 - 372 (units:)
Survey date date range: 01/01/05 - 22/09/12
Number of weekdays (Monday-Friday): 16
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

Appendix E

Slight Accident

Involving 2 Vehicle, 1 Casualty

0853566

Location County Durham(Chester-le-Street)
A 692
410521E, 550388N

Date / Time Saturday
29 June 2019
12:20

Conditions Daylight - Street Lights Present
Fine without high winds
Dry
None

None
None within 50 metres
Central refuge - no other controls

Description of Location CONSETT BYPASS (A692) - 29 METRES FROM JUNCTION WITH CONSETT ROAD (A692)

Description of Accident V1 has approached the roundabout travelling in a north westerly direction. For some reason, the driver has failed to see the stationary V2 and has collided with the rear, causing the rider to drop his bike and incur minor soft tissue injuries to neck and back.

Vehicle 1 **Driver** Male, aged 86, Other **Vehicle** Car

Negative
Vehicle moving from South East to North West
Going ahead other

No tow or articulation
No skidding, jack-knifing or overturning
Other

Gender **Age**

Vehicle 2 **Driver** Male, aged 38, Other **Vehicle** Motorcycle over 500cc

Negative
Vehicle moving from South East to North West
Waiting to go ahead but held up

No tow or articulation
No skidding, jack-knifing or overturning
Other

Casualty 1 - Slight **Gender** Male **Age** 38 Driver or rider

Slight Accident

Involving 2 Vehicle, 2 Casualties

0919106

Location County Durham(Chester-le-Street) **Date / Time** Saturday
410493E, 550451N 04 January 2020
13:30

Conditions Daylight - Street Lights Present None
Fine without high winds
Wet/Damp None within 50 metres
None No physical crossing facility within 50 metres

Description of Location GENESIS WAY - 23 METRES FROM JUNCTION WITH CONSETT BYPASS (A692)

Description of Accident V2 STATIONARY AT GENESIS WAY CONSETT IN LINE OF TRAFFIC APPROACH R/ABOUT. V1 COLLIDED WITH REAR OF V2 AT SPEED. V1 SAID HE HAD PRESSED ACCELERATOR INSTEAD OF BREAK BECAUSE HIS SHOE WAS TOO BIG.

Vehicle 1 **Driver** Male, aged 70, Other **Vehicle** Car

Driver not contacted at time of accident No tow or articulation
Vehicle moving from North West to South West No skidding, jack-knifing or overturning
Going ahead other Other

Casualty 1 - Slight **Gender** Male **Age** 70 Driver or rider

Vehicle 2 **Driver** Female, aged 31, Other **Vehicle** Car

Driver not contacted at time of accident No tow or articulation
Vehicle moving from North West to South West No skidding, jack-knifing or overturning
Waiting to go ahead but held up Other

Casualty 2 - Slight **Gender** Female **Age** 31 Driver or rider

Slight Accident

Involving 1 Vehicle, 1 Casualty

0937963

Location	County Durham(Chester-le-Street)	Date / Time	Tuesday
	410162E, 551188N		18 February 2020
			12:34
Conditions	Daylight - Street Lights Present		None
	Raining without high winds		
	Wet/Damp		None within 50 metres
	None		No physical crossing facility within 50 metres
Description of Location	GENESIS WAY - 73 METRES FROM JUNCTION WITH FENWICK WAY		
Description of Accident	V1 TRAV ON GENESIS WAY CONSETT AND COLLIDED WITH CENTRAL TRAFFIC ISLAND. WITNESSES THINK V1 DRIVER PASSED OUT BEFORE COLLISION		
Vehicle 1	Driver	Female, aged 32, Not known	Vehicle Car
Negative			No tow or articulation
Vehicle moving from North to South			No skidding, jack-knifing or overturning
Going ahead other			Other
Casualty 1 - Slight	Gender	Female	Age 32
			Driver or rider

Slight Accident

Involving 3 Vehicle, 3 Casualties

0939951

Location County Durham(Chester-le-Street) **Date / Time** Saturday
410482E, 550464N 14 March 2020
11:36

Conditions Daylight - Street Lights Present None
Fine without high winds
Dry None within 50 metres
None Central refuge - no other controls

Description of Location GENESIS WAY - 39 METRES FROM JUNCTION WITH CONSETT BYPASS (A692)

Description of Accident Vehicle 1 driver appears to have had a medical episode and has crossed onto opposite side of carriageway and collided with two other vehicle's travelling in the opposite direction. He suffers epilepsy and had to be restrained by police following the collision.

Vehicle 1 **Driver** Male, aged 49, Not known **Vehicle** Car

Negative No tow or articulation
Vehicle moving from North to South No skidding, jack-knifing or overturning
Going ahead other Other

Casualty 1 - Slight **Gender** Male **Age** 49 Driver or rider

Vehicle 2 **Driver** Male, aged 84, Not known **Vehicle** Car

Negative No tow or articulation
Vehicle moving from South to North No skidding, jack-knifing or overturning
Going ahead other Other

Casualty 3 - Slight **Gender** Male **Age** 84 Driver or rider

Vehicle 3 **Driver** Male, aged 42, Not known **Vehicle** Car

Negative No tow or articulation
Vehicle moving from South to North No skidding, jack-knifing or overturning
Going ahead other Other

Casualty 2 - Slight **Gender** Male **Age** 42 Driver or rider

Slight Accident

Involving 2 Vehicle, 1 Casualty

0962317

Location	County Durham(Chester-le-Street) 410503E, 550445N	Date / Time	Saturday 04 July 2020 16:05
Conditions	Daylight - Street Lights Present Fine without high winds Dry None		None None within 50 metres No physical crossing facility within 50 metres
Description of Location	GENESIS WAY NEAR JUNCTION WITH CONSETT BYPASS (A692)		
Description of Accident	V2 TRAV TOWARDS THE ROUNDABOUT. V1 WAS TRAV CLOSE TO THE REAR OF V2 AND TOOTING HORN. AS V2 TOOK THE EXIT OFF THE ROUNDABOUT V1 COLLIDED WITH THE REAR OF V2 AND THEN DROVE AWAY WITHOUT STOPPING.		
Vehicle 1	Driver Not traced, aged 30, Not known	Vehicle	Goods vehicle 3.5 tonnes maximum gross weight (
Driver not contacted at time of accident Vehicle moving from South to East Turning left			No tow or articulation No skidding, jack-knifing or overturning Hit and Run
	Gender	Age	
Vehicle 2	Driver Male, aged 27, Not known	Vehicle	Car
Driver not contacted at time of accident Vehicle moving from South to East Turning left			No tow or articulation No skidding, jack-knifing or overturning Other
Casualty 1 - Slight	Gender Male	Age 27	Driver or rider

Slight Accident

Involving 2 Vehicle, 1 Casualty

1245467

Location	County Durham(Chester-le-Street) A 692 410537E, 550433N	Date / Time	Monday 21 November 2022 16:50
Conditions	Darkness - Street Lights present and lit Fine without high winds Dry None		None None within 50 metres No physical crossing facility within 50 metres
Description of Location	ROTARY WAY (A692) AT JUNCTION WITH FRONT STREET, CONSETT, DURHAM		
Description of Accident	V1 STOPS AT ROUNDABOUT, PROCEEDS TO DRIVE ONTO ROUND ABOUT COLLIDING WITH CYCLIST TO OFFSIDE AT LOW SPEED.		
Vehicle 1	Driver	Male, aged 57, Commuting to/from work	Vehicle Goods vehicle 3.5 tonnes maximum gross weight (
Negative Vehicle moving from North East to South East Moving off			No tow or articulation No skidding, jack-knifing or overturning Other
	Gender	Age	
Vehicle 2	Driver	Male, aged 64, Not known	Vehicle Pedal Cycle
Not applicable Vehicle moving from West to South East Going ahead other			No tow or articulation No skidding, jack-knifing or overturning Other
Casualty 1 - Slight	Gender	Male	Age 64 Driver or rider

Moderately Serious Accident

Involving 2 Vehicle, 1 Casualty

1298937

Location	County Durham(Chester-le-Street) A 692 410499E, 550426N	Date / Time	Sunday 16 April 2023 10:16
Conditions	Daylight - Street Lights Present Fine without high winds Dry None	None None within 50 metres No physical crossing facility within 50 metres	
Description of Location	ROTARY WAY (A692) AT JUNCTION WITH GENESIS WAY, CONSETT, DURHAM		
Description of Accident	V1 failed to give way at roundabout and collided with n/s of V2		
Vehicle 1	Driver Male, aged 79, Other	Vehicle	Car
Not requested Vehicle moving from South West to North East Going ahead other	Gender	Age	No tow or articulation No skidding, jack-knifing or overturning Other
Vehicle 2	Driver Female, aged 87, Other	Vehicle	Car
Not provided (medical reasons) Vehicle moving from South East to North West Going ahead other	Gender	Age	No tow or articulation No skidding, jack-knifing or overturning Other
Casualty 1 - Serious	Gender Female	Age 87	Driver or rider

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