

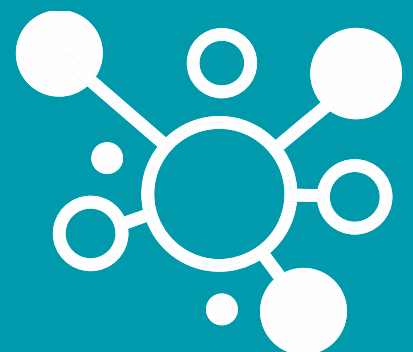
Client:  
**Serco**

Project:  
**Stafford Court, Stafford**

Project No:  
**T22520**  
Report Title:  
**Transport Statement**

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Rev:  
Date: 22/03/2022

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# 1.0 Introduction

## Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Serco to provide transport advice for the change of use of New Beacon Campus, Weston Road, Stafford, from student accommodation to residential accommodation for asylum seekers.
- 1.2 The site currently comprises accommodation for up to 556 students.
- 1.3 The proposed development will comprise 481 bedspaces; of these, 171 will be for Initial Accommodation (IA) and 310 will be for Dispersed Accommodation (DA).
- 1.4 IA is for refugees who have just arrived and are waiting for initial processing by authorities and DA is for those who have been processed and are living in the accommodation on a more permanent basis.
- 1.5 The site location is shown in **Figure 1.1**.

## Structure of the Report

- 1.6 This report is intended to determine the relevant highway issues and indicate potential solutions, with reference to the impact of the proposed development site.
- 1.7 Following this introduction, the report is set out as follows:
  - Chapter 2 – Baseline Conditions;
  - Chapter 3 – Development Proposals;
  - Chapter 4 – Trip Generation and Impact;
  - Chapter 5 – Summary and Conclusion.

## Limitations of the Report

- 1.8 This report has been undertaken at the request of Serco, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.9 This report has been compiled using data from several external sources (such as TRICS and public transport information); these sources are considered to be trustworthy and therefore the data provided is considered to be accurate and relevant at the time of preparing this report.

## 2.0 Baseline Conditions

### Site Location

- 2.1 The proposed site is located at Staffordshire University's Stafford Campus off Weston Road, approximately 3.5km northeast of Stafford Town Centre.
- 2.2 The north and west of the site is bounded by a short road that is part of the internal network of the campus, with parking areas/spaces along both roads.

### Sustainable Transport Accessibility

- 2.3 It is generally understood that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport.
- 2.4 There is the potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips.
- 2.5 The National Travel Survey 2020, highlights that the average cycle trip for 2019 was 6.1km (assuming a 16kph cycle speed).
- 2.6 With regards to walking, Manual for Streets (MfS) states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.
- 2.7 MfS also states that the 800m walking distance is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km.
- 2.8 In addition to the above, it is pertinent to note that the National Travel Survey (published in August 2020), which provides a summary of results of travel survey data for 2019, reports that the average walk trip distance is 1.36km.
- 2.9 As such, it is reasonable to assume that the average person will walk between 800m and 2.0km to a defined destination (such as local facilities), whilst also being mindful of the 1.36km average walk distance.
- 2.10 The following sections consider the opportunities for sustainable travel that are available in the vicinity of the site.

### Local Facilities

- 2.11 Various cycle routes and footways around the site offer good access from the site into Stafford Town Centre where the majority of the local amenities are located.
- 2.12 A list of local facilities and their distances from the centre of the site are shown in **Table 1** below and mapped out in **Figure 2.1**.

**Table 1 – Local Facilities**

Facility	Distance
New Beacon Sport & Fitness	210m
Beaconside Health Centre	250m
The Morris Man (Indian and Nepalese Cuisine)	800m
Kingston Pool Covert (to centre of reserve)	900m
Alliss Convenience Store	950m
Knot & Plough	1.0km
The Co-Operative Food, Brereton Way	1.2km
Beacon Park Hospital	1.3km
County Hospital	1.4km
Grace Church Stafford	1.5km
Prince of Wales	1.6km
Tomlinson J & Son Butchers	1.6km
Littleworth Community Centre	1.6km
St John's Church	1.7km
Weston Road Pharmacy	1.7km
The Metropolitan Pub	1.7km
Littleworth Post Office	1.7km
The Co-operative Food, Weston Road	1.7km
Sunnyhouse Chinese Takeaway	1.8km

**Walking Access**

- 2.13 The main pedestrian access will be provided from the A518 Weston Road and Hydrant Way via the existing pedestrian footway and footpath routes into the site.
- 2.14 In the vicinity of the site, signalised pedestrian and cycle crossing facilities are provided across Weston Road and Hydrant Way. A footway also connects through Kingston Pool Covert, a local nature reserve and provides access to both Birkdale Drive to the west and Tixall Road to the south, two streets that are predominantly residential in nature.
- 2.15 The majority of local amenities are located towards the centre of Stafford, to the west of the site. However, there are some facilities located to the north of the site including Beacon Park Hospital and some retail facilities.
- 2.16 The walk distances for the site are shown on **Figure 2.2**.

**Cycling Access**

- 2.17 There are multiple shared footway/cycle routes surrounding the site, along Weston Road and also Hydrant Way, providing connections through the residential and commercial areas.
- 2.18 The site is therefore suitably located for accessing the significant employment, retail and leisure facilities in the centre of Stafford, by cycle.
- 2.19 The cycle distances for the site are shown on **Figure 2.3**.

**Bus Access**

- 2.20 The nearest bus stops to the site are located on Weston Road A518, between 450m and 650m from the centre of the proposed development site. The bus stops take the form of either flagpole stops or shelters and are easily accessible via the pedestrian routes and signalised crossings.
- 2.21 A summary of the frequency and destinations served by these services are provided in **Table 2**.

**Table 2 – Local Bus Services**

Service No.	Route	Frequency (approx.)		
		Mon-Fri	Sat	Sun
828	Stafford – Great Haywood – Rugeley - Lichfield	60 mins (06:45-19:15)	60 mins (07:55-19:15)	-
841	Stafford – Weston – Hixton - Uttoxeter	60 mins (07:45-18:30)	60 mins (08:25-18:30)	-

- 2.22 **Table 2** demonstrates that there are a number of local bus services available for residents of the site, providing access to significant employment, leisure and shopping facilities across the area.
- 2.23 Therefore, the site is well located when considering the opportunity for residents to travel for employment, leisure or shopping reasons.

**Rail Access**

- 2.24 The nearest rail station to the site is Stafford station in Stafford Town Centre, approximately 4km southwest from the site. It is therefore considered to be outside a reasonable walking distance but is accessible via the no.828 and 841 bus services or via bicycle.
- 2.25 Stafford station benefits from 75 car parking spaces of which 2 of these are accessible, as well as 126 cycle storage spaces.
- 2.26 The station provides services regular services to local and national destinations including Birmingham, London Euston, Manchester Piccadilly, and Liverpool Lime Street. All of these services have approximately one service per hour with the services to London Euston and Liverpool Lime Street operating two service per hour during morning and evening peak times.

**Personal Injury Accident Data**

- 2.27 Personal Injury Accident (PIA) data for the latest five-year period available has been requested from Staffordshire County Council.
- 2.28 The accident data is provided as **Appendix A** to this report and covers the period between 01/01/2016 and 26/02/2022 (a total period of just over six years); a summary table is provided below.

**Table 3 – Summary of PIAs**

Location	Severity			Total	Casualty Type	
	Slight	Serious	Fatal		Pedestrian	Cyclist
<b>Junctions</b>						
Weston Rd/Site Access	1	-	-	-	-	1
Weston Rd/Beacon Way/Blackheath Lane	4	-	-	-	-	2
Weston Rd/A513/Hydrant Way	2	-	-	-	-	-
<b>Not at a Junction</b>						
Weston Road	4	-	-	-	-	3
<b>Total</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>

- 2.29 The data shows that there have been 11 accidents in the vicinity of the site in the six-year period provided; however, in the most recent five-year period there have been only six PIAs (as five occurred between January and November 2016, three of which involved cyclists).
- 2.30 All of the accidents were slight in severity.
- 2.31 In terms of the latest five-year period, there were two PIAs in March 2017, a single PIA in June 2018, a single PIA in July 2019 and then two accidents in 2021 (one in June, one in July).
- 2.32 Whilst the gap between 2019 and 2021 is understandable given Covid restrictions in place across the UK during 2020 and 2021, it is clear that there is no particular pattern to the accidents in the vicinity of the site; nor a noticeable increase in frequency.
- 2.33 Whilst all accidents are regrettable, as set out later in this report, the proposed use of the site will generate fewer movements compared to the extant permission for the site; as such, the development will not materially affect highway safety.

**Summary**

- 2.34 The development site benefits from having a wide range of facilities within walking and cycling distance, including appropriate local retail, health, and leisure facilities.
- 2.35 Good cycle and pedestrian facilities are located along key routes that residents at the site can utilise for their daily needs; the site also benefits from being near Stafford Rail Station for accessing destinations further afield if needed.
- 2.36 The above review demonstrates that the site is readily accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car.



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2.37 It is therefore considered that residents will have a real choice about how they travel and that the proposals therefore accord with guiding principles of the National Planning Policy Framework.

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## 3.0 Development Proposals

### Introduction

- 3.1 The site currently provides accommodation for up to 556 students.
- 3.2 The proposed development will reduce the capacity to 481 bedspaces; of these, 171 will be for Initial Accommodation (IA) and 310 bed spaces will be for Dispersed Accommodation (DA).

### Site Access

- 3.3 Vehicular access to the site will be retained from the existing entrance to the Staffordshire University Stafford Campus, via the priority junction with Weston Road.

### Parking Provision

- 3.4 Serco will have exclusive use of 30 car parking spaces adjacent to Stafford Court for their operations at the site, and only Serco authorised vehicles will use the site.
- 3.5 It should be noted that asylum seekers will not have the means to own a vehicle; as such, the demand for parking spaces at the site will be very low.

### Pedestrian and Cycle Access

- 3.6 Pedestrian and cycle access will be retained via the existing connections provided at the site, and the development will provide cycle storage for staff and any asylum seekers that might eventually own a bicycle.

## 4.0 Trip Generation and Impact

### Extant Use

- 4.1 The traffic generation for the current development has been derived using the TRICS 7.8.4 database and has been carried out in accordance with the TRICS Good Practice Guide 2021.
- 4.2 The TRICS outputs are provided as **Appendix B** to this report and a summary of the resulting trip rates is shown in **Table 4** below.
- 4.3 Within the TRICS assessment work, the following search parameters have been used:
- Land Use: Residential, Student Residences
  - Regions: United Kingdom (Excluding Greater London and Ireland)
  - Number of Units: All sites included
  - Date Range: 01/01/2000 to 17/08/2021
  - Selected Days: All Week
  - Selected Locations: Edge of Town Centre, Suburban Area

**Table 4 – TRICS Analysis – Student Accommodation**

Peak Period	Trip Rate (per unit)		Trips (556 units)		Total
	In	Out	In	Out	
AM (08:00-09:00)	0.024	0.014	13	8	21
PM (17:00-18:00)	0.016	0.022	9	12	21

NB: trips have been rounded up to the nearest whole number.

- 4.4 **Table 4** demonstrates that the extant permission for the site is forecast to generate 21 vehicle movements per hour at peak times, this equates to approximately one vehicle every 3 minutes during the peak arrival/departure times.

### Proposed Use

- 4.5 In respect of the proposed development, the asylum seekers will not have cars due to having either no, or (at best) only a very limited means of income.
- 4.6 Therefore, the only vehicles travelling to and from the site will be those associated with the Serco operations, which will be in place 24 hours a day, 7 days a week.
- 4.7 The planning statement for the site highlights that there will be 12 Serco employees at the facility.
- 4.8 Therefore, even if (as a worst-case), all employees arrived in the morning peak hour by single-occupancy private car and all of them left in the evening in the same manner, this would result in just 12 vehicle trips during each peak hour; this compares to the 21 vehicle trips for the site when operating as student accommodation.

- 4.9 It is worth noting that the site will also operate a charity cycle facility to enable asylum seekers to learn how to maintain their own bicycles, so that they can travel sustainably.
- 4.10 In addition, a shuttle bus service will be provided at the site to enable residents to travel to and from nearby urban centres, such as Stafford and surrounding areas.

#### **Highway Network Impacts**

- 4.11 On the basis that the proposed development will reduce the volume of vehicular traffic during peak periods, there will be a net beneficial impact on the existing highway network with the proposed development in place, compared to the extant use of the site as student accommodation.
- 4.12 As such, it is not considered necessary to formally assess the traffic impact of the proposed development.

## 5.0 Summary and Conclusions

### Summary

- 5.1 Hub Transport Planning Ltd has been commissioned by Serco to provide transport advice for the change of use of New Beacon Campus, Weston Road, Stafford, from student accommodation to residential accommodation for asylum seekers.
- 5.2 The proposed development will comprise 481 bedspaces; of these, 171 will be for Initial Accommodation (IA) and 310 will be for Dispersed Accommodation (DA).
- 5.3 This report demonstrates that the site is sustainably located with access to pedestrian and cycle routes, as well as public transport within a short walking distance of the site; these provide access to a significant number of facilities in the vicinity of the site.
- 5.4 There are no existing highway safety issues in the vicinity of the site that require mitigation as a result of the development proposals.
- 5.5 The site will operate a charity cycle unit that will help asylum seekers learn how to maintain their own bicycle to encourage travel by sustainable means; a shuttle bus providing access to local centres will also be run from the site.
- 5.6 It has been demonstrated that the proposed development will generate fewer vehicle trips than the extant permission at the site; as such, there will be a net benefit in traffic terms in respect of highway network impacts.

### Conclusions

- 5.7 The National Planning Policy Framework (NPPF) states that opportunities to promote sustainable transport modes should be taken up and that safe and suitable access to the site is achievable for all users.
- 5.8 The development is located to make use of existing infrastructure and services and is sustainable in transport terms.
- 5.9 Bearing the above in mind, 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 impact on the road network would be severe.'*
- 5.10 The assessment work undertaken and detailed in this report demonstrates that, in NPPF terms, the development will not have a severe impact on the operation of the local highway network or an unacceptable impact on highway safety.
- 5.11 It is therefore concluded that the proposals accord with national, regional, and local transport related policies and as such, it is considered there are no reasons why the proposals should be resisted on traffic or transportation grounds.

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**Stafford Court, Stafford**




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## Figures



**Legend**

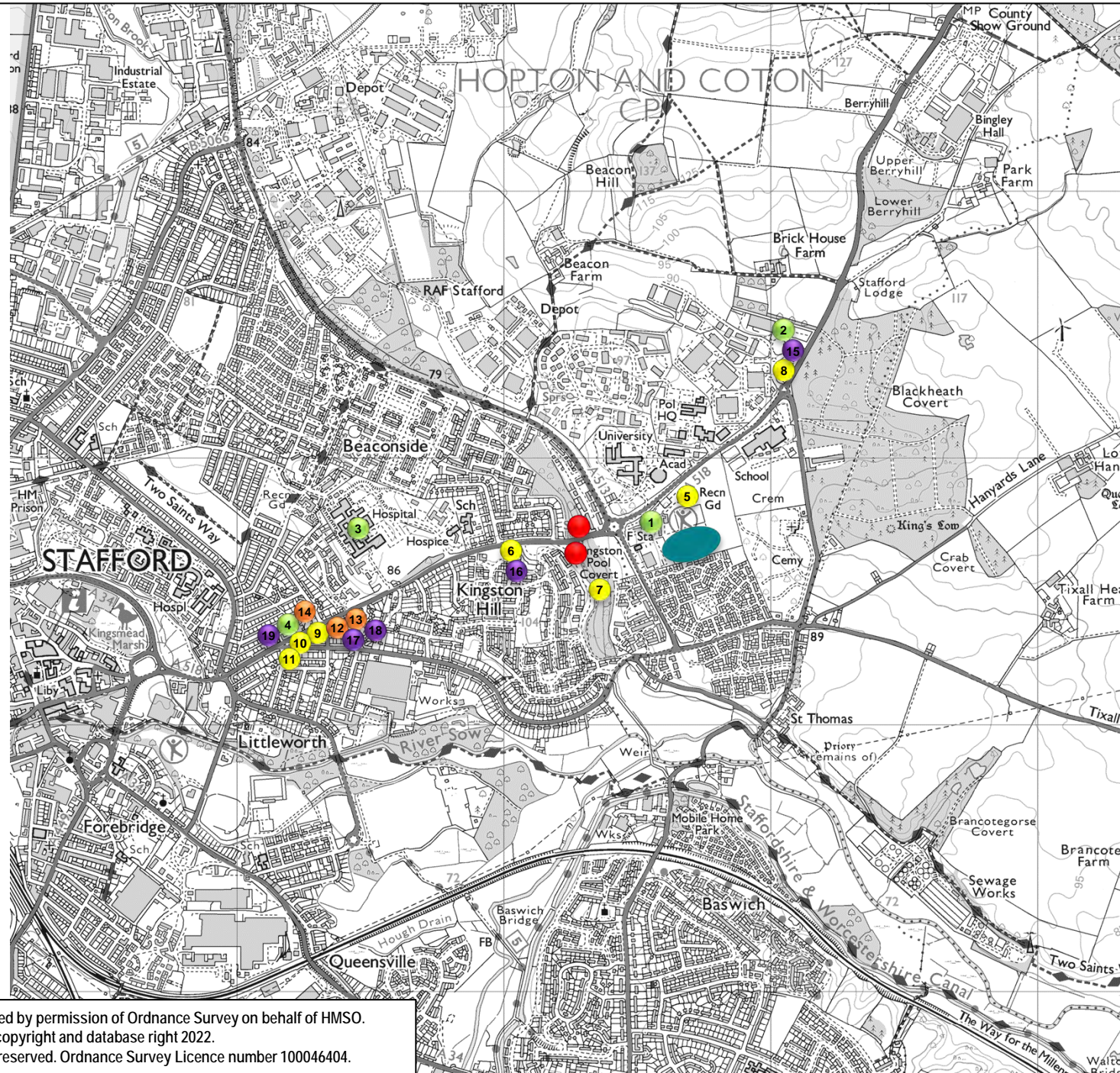
-  Bus Stops



*Not to Scale*  
T22520  
Stafford Court, Stafford  
**Figure 1.1 – Site Location**

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### Legend

- Bus Stops
- Beaconside Health Centre
- Beacon Park Hospital
- County Hospital
- Weston Road Pharmacy
- New Beacon Sport & Fitness
- The Morris Man (Indian and Nepalese Cuisine)
- Kingston Pool Covert (to centre of reserve)
- Knot & Plough
- Prince of Wales
- The Metropolitan Pub
- Sunnyhouse Chinese Takeaway
- Littleworth Community Centre
- Grace Church Stafford
- St John's Church
- The Co-Operative Food, Brereton Way
- Alliss Convenience Store
- Tomlinson J & Son Butchers
- Littleworth Post Office
- The Co-operative Food, Weston Road



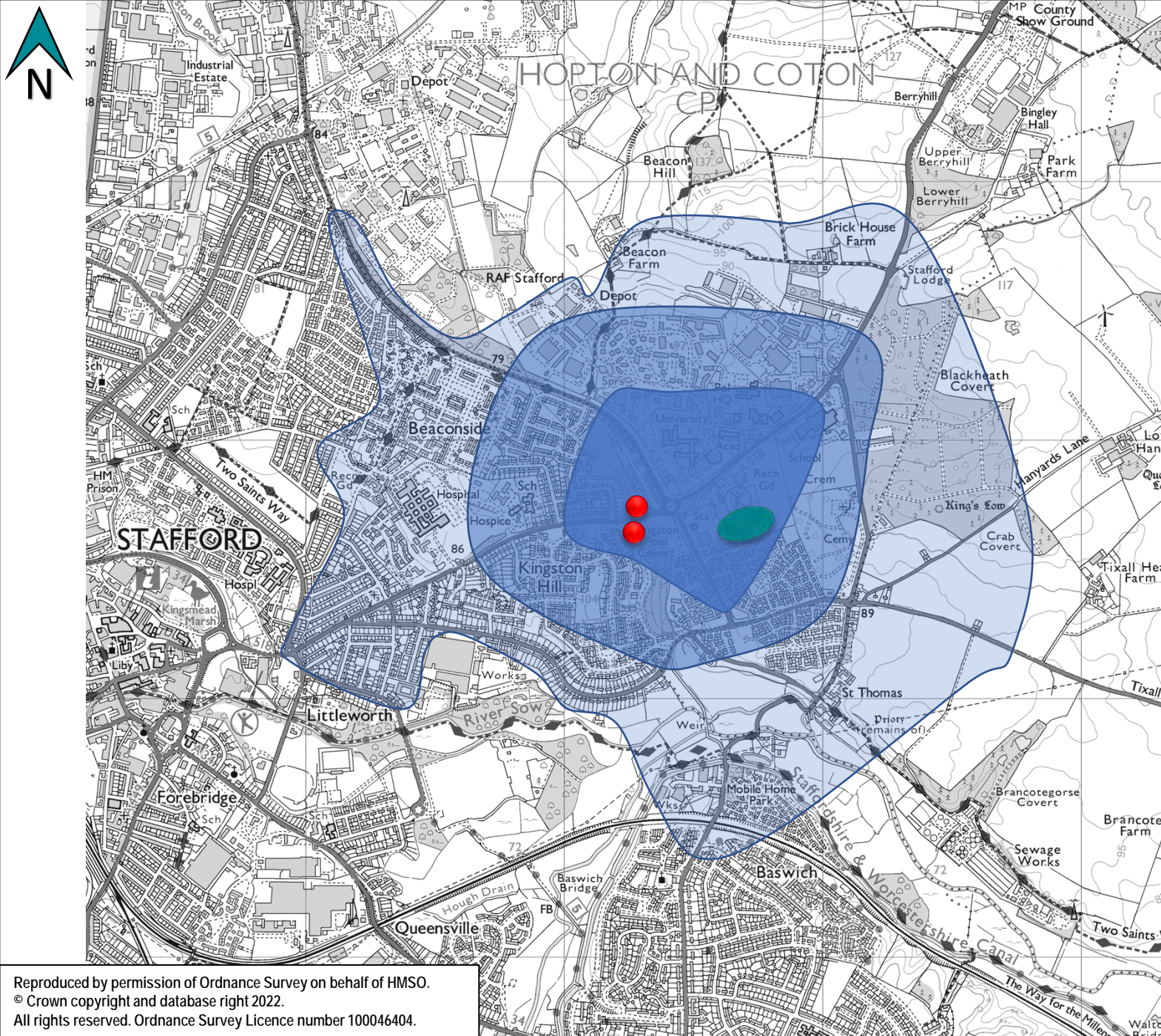
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T22520

Stafford Court, Stafford

**Figure 2.1 – Local Facilities**

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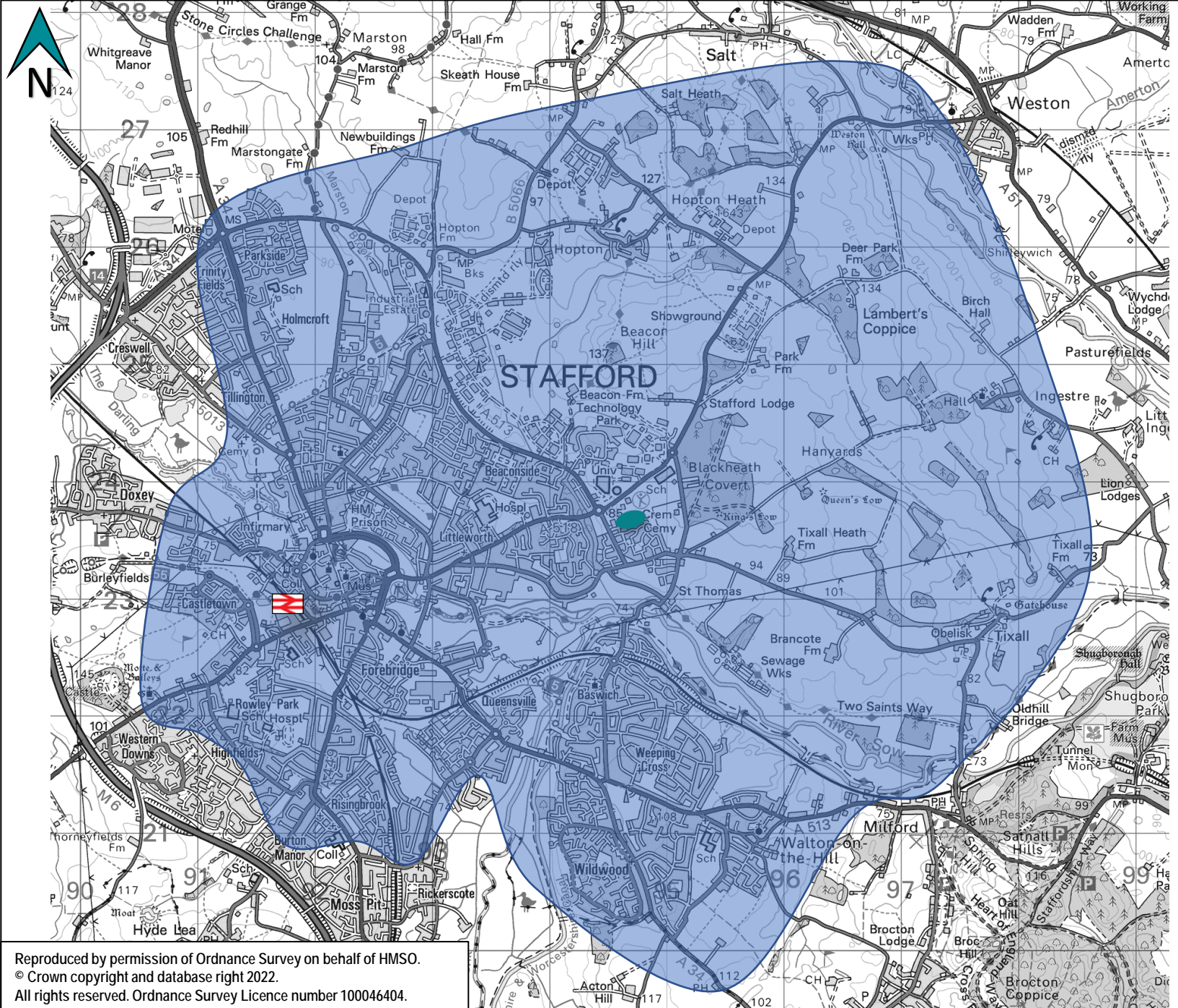
- Legend**
- Bus Stops
  - 800m Walk Distances
  - 1.2km Walk Distances
  - 2km Walk Distances





**hub**  
TRANSPORT PLANNING LTD

*Not to Scale*  
T22520  
Stafford Court, Stafford  
**Figure 2.2 – Walk Distances**

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**Legend**

-  Rail Station
-  5km Cycle Distances

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 Stafford Court, Stafford  
**Figure 2.3 – Cycle Distances**

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## Appendix A

# Personal Injury Accident Data



Weston Road Map

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SCALE	1 : 9210
DATE	14/03/2022
DRAWING No.	
DRAWN BY	

AccsMap - Accident Analysis System

Accidents between dates 01/01/2016 and 26/02/2022 (74) months

Selection: Notes:

Selected using Manual Selection

**Acc. Ref. No:** 1641730 **Road:** A 518 **Grid Reference:** 394514 323795  
**District Council:** Stafford **Time:** 1850 **Wednesday** 27-January-2016  
**Lighting:** Darkness: street lights present and lit **Weather:** Fine without high winds **Speed limit:** 30  
**Severity:** SLIGHT **Road surface** Wet/Damp  
**Location:** WESTON ROAD J/W EXIT BEACONSIDE SPORTS CENTRE

The accident occurred at a private drive on the A518, a single carriageway controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from SE to SW was turning left on the main carriageway. The vehicle was entering main road. The male driver aged 23 lives ST17.

**Vehicle 2** Pedal Cycle, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or n road. The male driver aged 43 lived in ST16.

**Casualty 1** (Vehicle 2) A male rider aged 43 suffered a slight injury.

**Contributory Factors**

- Vehicle 1 Dazzling headlights
- Vehicle 1 Vehicle blind spot
- Vehicle 1 Cyclist wearing dark clothing at night
- Vehicle 1 Failed to look properly

**Acc. Ref. No:** 1641750 **Road:** A 518 **Grid Reference:** 394395 323752  
**District Council:** Stafford **Time:** 0255 **Wednesday** 27-January-2016  
**Lighting:** Darkness: street lights present and lit **Weather:** Fine without high winds **Speed limit:** 30  
**Severity:** SLIGHT **Road surface** Wet/Damp  
**Location:** WESTON ROAD ROUNDABOUT JUNCTION WITH BEACONSIDE

The accident occurred at a roundabout on the A518, at its junction with the A513 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from SW to NE was going ahead other on the main carriageway. The vehicle was entering roundabout. The male driver age 30.

**Casualty 1** (Vehicle 1) A male driver aged 30 suffered a slight injury.

**Contributory Factors**

- Vehicle 1 Exceeding speed limit
- Vehicle 1 Impaired by alcohol
- Vehicle 1 Aggressive driving
- Vehicle 1 Careless/Reckless/In a hurry

**Acc. Ref. No:** 1646893 **Road:** A 518 **Grid Reference:** 394704 323957  
**District Council:** Stafford **Time:** 1350 **Wednesday** 17-February-2016  
**Lighting:** Daylight **Weather:** Raining without high winds **Speed limit:** 40  
**Severity:** SLIGHT **Road surface** Wet/Damp  
**Location:** WESTON ROAD STAFFORD APPROX 326MTS NE R'BT J/W BEACONSIDE

The accident occurred on the A518, a single carriageway .

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The untraced driver of an unknown age .

**Vehicle 2** Car, travelling from NE to SW was changing lane to right on the main carriageway. The vehicle was not at, or within 20M of a junction. The female driver aged 40 lived in WS12.

**Casualty 1** (Vehicle 2) A female driver aged 40 suffered a slight injury.

**Contributory Factors**

- Vehicle 1 Failed to look properly
- Vehicle 1 Rain, sleet, snow, or fog

AccsMap - Accident Analysis System

Accidents between dates **01/01/2016** and **26/02/2022** (74) months

Selection: Notes:

Selected using Manual Selection

**Acc. Ref. No:** 16108387      **Road:** A 513      **Grid Reference:** 394373 323821  
**District Council:** Stafford      **Time:** 0905      **Tuesday**      06-September-2016  
**Lighting:** Daylight      **Weather:** Fine without high winds      **Speed limit:** 40  
**Severity:** SLIGHT      **Road surface:** Dry  
**Location:** BEACONSIDE OPPOSITE STAFFORDSHIRE UNIVERSITY EXIT ROAD

The accident occurred on the A513, a single carriageway .

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from NW to SE was stopping on the main carriageway. The vehicle was not at, or within 20M of a junction. The female driver aged 34 lived in ST16.

**Vehicle 2** Pedal Cycle, travelling from SW to NE was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 40 lived in ST16.

**Casualty 1** (Vehicle 2) A male rider aged 40 suffered a slight injury.

**Casualty 2** (Vehicle 1) A female driver aged 34 suffered a slight injury.

**Contributory Factors**

- Vehicle 1 Failed to look properly
- Vehicle 1 Passing too close to cyclist, horse rider or pedestrian
- Vehicle 2 Failed to judge other persons path or speed
- Vehicle 2 Failed to look properly

**Acc. Ref. No:** 16134026      **Road:** A 518      **Grid Reference:** 394928 324115  
**District Council:** Stafford      **Time:** 0835      **Wednesday**      30-November-2016  
**Lighting:** Daylight      **Weather:** Fine without high winds      **Speed limit:** 40  
**Severity:** SLIGHT      **Road surface:** Frost/Ice  
**Location:** WESTON ROAD NEAR POLICE HQ A518

The accident occurred at a private drive on the A518, a single carriageway controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from NE to NW was turning right on the main carriageway. The vehicle was leaving main road. The female driver aged 26 lived in ST16.

**Vehicle 2** Pedal Cycle, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 11 lived in ST16.

**Casualty 1** (Vehicle 2) A male rider aged 11 suffered a slight injury.

**Contributory Factors**

- Vehicle 2 Failed to look properly

**Acc. Ref. No:** 17168125      **Road:** A 518      **Grid Reference:** 394440 323748  
**District Council:** Stafford      **Time:** 0755      **Sunday**      19-March-2017  
**Lighting:** Daylight      **Weather:** Fine without high winds      **Speed limit:** 30  
**Severity:** SLIGHT      **Road surface:** Dry  
**Location:** WESTON ROAD R'BT J/W HYDRANT WAY

The accident occurred at a roundabout on the A518, at its junction with the A513 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from NE to SW was starting on the main carriageway. The vehicle was entering roundabout. The male driver aged 38 lived in LE2.

**Vehicle 2** Car, travelling from NE to SW was stopping on the main carriageway. The vehicle was entering roundabout. The female driver aged 33 lived in ST14.

**Casualty 1** (Vehicle 1) A male driver aged 38 suffered a slight injury.

**Casualty 2** (Vehicle 2) A female driver aged 33 suffered a slight injury.

**Contributory Factors**

- Vehicle 1 Following too close

AccsMap - Accident Analysis System

Accidents between dates **01/01/2016** and **26/02/2022** (74) months

Selection: Notes:

Selected using Manual Selection

**Acc. Ref. No:** 17170776 **Road:** A 518 **Grid Reference:** 395036 324252  
**District Council:** Stafford **Time:** 0600 **Friday** 31-March-2017  
**Lighting:** Darkness: street lights present and lit **Weather:** Fine without high winds **Speed limit:** 40  
**Severity:** SLIGHT **Road surface** Wet/Damp  
**Location:** WESTON ROAD A518 R'BT J/W BLACKHEATH LANE

The accident occurred at a roundabout on the A518, at its junction with the C252 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Van or Goods 3.5 tonnes mgw and under, travelling from SW to NE was going ahead other on the main carriageway. The vehicle was entered roundabout. The untraced driver of an unknown age .

**Vehicle 2** Pedal Cycle, travelling from SE to NE was turning right on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 46 lived in ST18.

**Casualty 1** (Vehicle 2) A male rider aged 46 suffered a slight injury.

**Acc. Ref. No:** 18307049 **Road:** A 518 **Grid Reference:** 394394 323736  
**District Council:** Stafford **Time:** 2025 **Monday** 18-June-2018  
**Lighting:** Daylight **Weather:** Raining without high winds **Speed limit:** 30  
**Severity:** SLIGHT **Road surface** Wet/Damp  
**Location:** WESTON ROAD A518 R'BT J/W BEACONSIDE

The accident occurred at a roundabout on the A518, at its junction with the A513 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Motor Cycle over 50 cc and up to 125cc, travelling from NE to NW was turning right on the main carriageway. The vehicle was mid junction on roundabout or main road and skidded. The male driver aged 21.

**Casualty 1** (Vehicle 1) A male rider aged 21 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Slippery road (due to weather)

**Acc. Ref. No:** 19872765 **Road:** A 518 **Grid Reference:** 394441 323752  
**District Council:** Stafford **Time:** 2300 **Thursday** 11-July-2019  
**Lighting:** Darkness: street lights present and lit **Weather:** Raining without high winds **Speed limit:** 30  
**Severity:** SLIGHT **Road surface** Wet/Damp  
**Location:** WESTON ROAD (A518) R'BT J/W A513

The accident occurred at a roundabout on the A518, a single carriageway at its junction with the A513 controlled by a give way or uncontrolled.

**Special conditions and hazards:** None

**Vehicle 1** Motor Cycle over 50 cc and up to 125cc, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach and skidded. The male driver aged 20 lived in TF1.

**Casualty 1** (Vehicle 1) A male rider aged 20 suffered a slight injury.

**Contributory Factors**

- Vehicle 1 Slippery road (due to weather)
- Vehicle 1 Inexperienced or learner driver/rider
- Vehicle 1 Inexperience with type of vehicle
- Vehicle 1 Road layout (eg bend, hill crest)
- Vehicle 1 Rain, sleet, snow, or fog
- Vehicle 1 Fatigue



AccsMap - Accident Analysis System

Accidents between dates 01/01/2016 and 26/02/2022 (74) months

Selection: Notes:

Selected using Manual Selection

Acc. Ref. No: 211059346 Road: A 518 Grid Reference: 394556 323827  
 District Council: Stafford Time: 0835 Wednesday 23-June-2021  
 Lighting: Daylight Weather: Other Speed limit: 30  
 Severity: SLIGHT Road surface Dry  
 Location: WESTON ROAD (A518) APPROX 133MTS NE R'BT J/W HYDRANT WAY

The accident occurred on the A518, a single carriageway There was a pelican/puffin/toucan within 50 metres..

Special conditions and hazards: None

Vehicle 1 Car, travelling from NE to SW was starting on the main carriageway. The vehicle was not at, or within 20M of a junction. The female driver aged 44 lived in ST16.

Vehicle 2 Pedal Cycle, travelling from SE to NW was starting on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 12 lived in ST16.

Casualty 1 (Vehicle 2) A male rider aged 12 suffered a slight injury.

Contributory Factors

Vehicle 2 Failed to look properly

Acc. Ref. No: 211097688 Road: A 518 Grid Reference: 395036 324255  
 District Council: Stafford Time: 1336 Friday 16-July-2021  
 Lighting: Daylight Weather: Fine without high winds Speed limit: 40  
 Severity: SLIGHT Road surface Dry  
 Location: WESTON ROAD (A518) AT JUNCTION WITH BEACON WAY

The accident occurred at a roundabout on the A518, at its junction with the C252 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from SW to NE was going ahead other on the main carriageway. The vehicle was entering roundabout. The female driver aged 85 lived in ST18.

Vehicle 2 Pedal Cycle, travelling from SE to NE was turning right on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 59 lived in ST13.

Casualty 1 (Vehicle 2) A male rider aged 59 suffered a slight injury.

Contributory Factors

Vehicle 1 Failed to look properly

Vehicle 1 Failed to judge other persons path or speed

## **Appendix B**

### **TRICS Output – Student Accommodation**

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : G - STUDENT ACCOMMODATION  
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BA BATH & NORTH EAST SOMERSET	1 days
	DV DEVON	2 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	DH DURHAM	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	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: Number of residents  
 Actual Range: 15 to 654 (units: )  
 Range Selected by User: 15 to 1700 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 25/09/19

*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	1 days
Tuesday	2 days
Wednesday	1 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	10 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:

Edge of Town Centre	6
Suburban Area (PPS6 Out of Centre)	4

*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	3
Built-Up Zone	5
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3 10 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days

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

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	5 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:

Not Known	1 days
Yes	1 days
No	8 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 10 days

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

LIST OF SITES relevant to selection parameters

1	AD-03-G-03	STUDENT FLATS		ABERDEEN CITY
	JOHN STREET ABERDEEN WOOLMANHILL Edge of Town Centre Built-Up Zone Total Number of residents: 654 <i>Survey date: TUESDAY 09/10/01</i>			
	<i>Survey Type: MANUAL</i>			
2	BA-03-G-01	STUDENT FLATS		BATH & NORTH EAST SOMERSET
	LOWER BRISTOL ROAD BATH  Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of residents: 291 <i>Survey date: THURSDAY 04/10/18</i>			
	<i>Survey Type: MANUAL</i>			
3	DH-03-G-01	STUDENT FLATS		DURHAM
	ASHWOOD DURHAM GILESGATE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 168 <i>Survey date: THURSDAY 18/10/18</i>			
	<i>Survey Type: MANUAL</i>			
4	DS-03-G-01	HALLS OF RESIDENCE		DERBYSHIRE
	ASHBOURNE ROAD DERBY  Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 335 <i>Survey date: TUESDAY 12/10/04</i>			
	<i>Survey Type: MANUAL</i>			
5	DV-03-G-01	STUDENT FLATS		DEVON
	BONHAY ROAD EXETER  Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of residents: 207 <i>Survey date: THURSDAY 13/11/03</i>			
	<i>Survey Type: MANUAL</i>			
6	DV-03-G-04	STUDENT ACCOMMODATION		DEVON
	BONHAY ROAD EXETER  Edge of Town Centre Residential Zone Total Number of residents: 241 <i>Survey date: THURSDAY 28/11/13</i>			
	<i>Survey Type: MANUAL</i>			
7	GM-03-G-02	STUDENT FLATS		GREATER MANCHESTER
	THYNNE STREET BOLTON ROSE HILL Edge of Town Centre Built-Up Zone Total Number of residents: 250 <i>Survey date: MONDAY 04/10/04</i>			
	<i>Survey Type: MANUAL</i>			
8	WK-03-G-02	STUDENT FLATS		WARWICKSHIRE
	RAGLAN STREET COVENTRY  Edge of Town Centre Built-Up Zone Total Number of residents: 197 <i>Survey date: THURSDAY 17/10/13</i>			
	<i>Survey Type: MANUAL</i>			
9	WY-03-G-01	STUDENT FLATS		WEST YORKSHIRE
	KINGS MILL LANE HUDDERSFIELD ASPLEY Edge of Town Centre Built-Up Zone Total Number of residents: 370 <i>Survey date: WEDNESDAY 13/09/06</i>			
	<i>Survey Type: MANUAL</i>			

LIST OF SITES relevant to selection parameters (Cont.)

10	WY-03-G-02	STUDENT FLATS	WEST YORKSHIRE
	BANKFIELD ROAD		
	HUDDERSFIELD		
	FOLLY HALL		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of residents:	15	
	Survey date: FRIDAY	03/11/06	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	241	0.000	1	241	0.000	1	241	0.000
07:00 - 08:00	10	273	0.006	10	273	0.005	10	273	0.011
08:00 - 09:00	10	273	0.024	10	273	0.014	10	273	0.038
09:00 - 10:00	10	273	0.014	10	273	0.019	10	273	0.033
10:00 - 11:00	10	273	0.013	10	273	0.017	10	273	0.030
11:00 - 12:00	10	273	0.012	10	273	0.016	10	273	0.028
12:00 - 13:00	10	273	0.019	10	273	0.018	10	273	0.037
13:00 - 14:00	10	273	0.016	10	273	0.014	10	273	0.030
14:00 - 15:00	10	273	0.014	10	273	0.016	10	273	0.030
15:00 - 16:00	10	273	0.022	10	273	0.019	10	273	0.041
16:00 - 17:00	10	273	0.018	10	273	0.024	10	273	0.042
17:00 - 18:00	10	273	0.016	10	273	0.022	10	273	0.038
18:00 - 19:00	10	273	0.013	10	273	0.014	10	273	0.027
19:00 - 20:00	4	224	0.009	4	224	0.008	4	224	0.017
20:00 - 21:00	4	224	0.014	4	224	0.013	4	224	0.027
21:00 - 22:00	3	202	0.008	3	202	0.012	3	202	0.020
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.218			0.231			0.449

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: 15 - 654 (units: )  
Survey date range: 01/01/00 - 25/09/19  
Number of weekdays (Monday-Friday): 10  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys automatically removed from selection: 2  
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.