Proposed Residential Development
The Rancher, Manor Farm Lane, Tidmarsh

Transport Statement

For

Manor Farm (Tidmarsh) Ltd

motion

Document Control Sheet

Proposed Residential Development

The Rancher, Manor Farm Lane, Tidmarsh

Manor Farm (Tidmarsh) Ltd

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
29/08/2023	1st issue	CA	CS

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Appendices

1.0 Introduction

1.1 This Transport Statement (TS) has been prepared on behalf of Manor Farm (Tidmarsh) Ltd to accompany a planning application for residential development (Use Class C3) at The Rancher, Manor Farm Lane, Tidmarsh.

1.2 The proposed development will comprise the demolition of the existing residential dwelling on the site to be replaced with two residential dwellings.

1.3 The location of the application site in the context of the surrounding highway and transport network is illustrated in Figure 1.1.

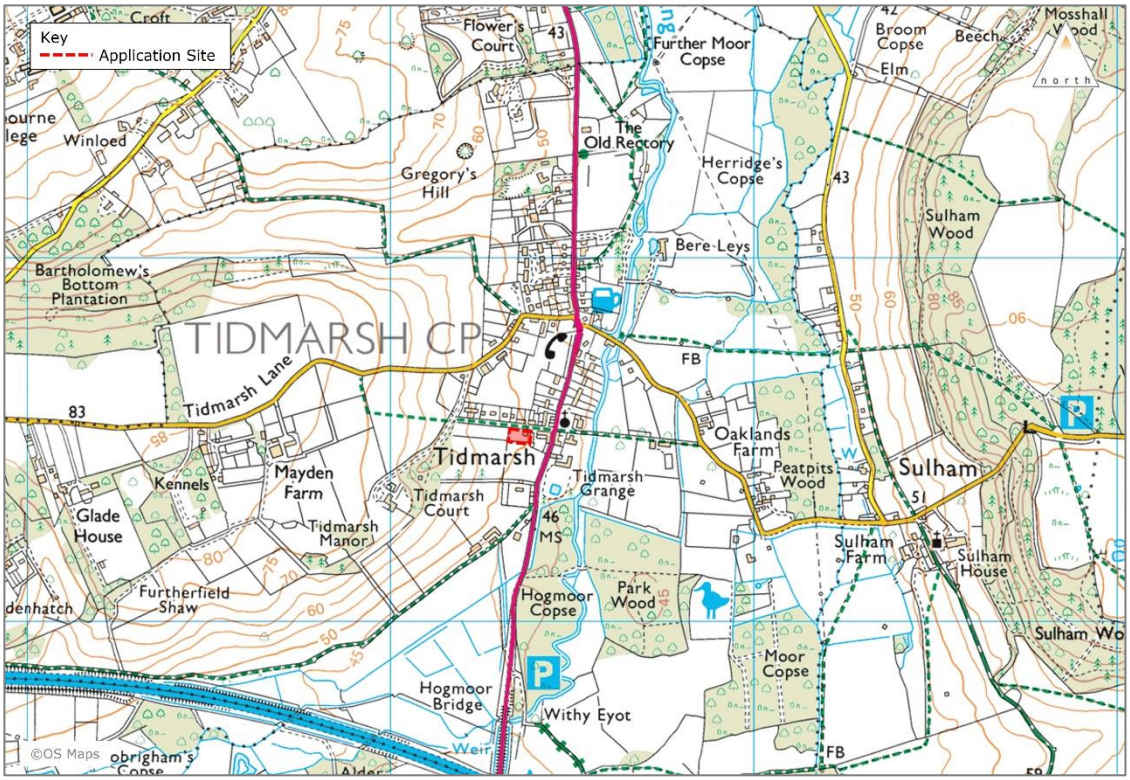

Figure 1.1 – Site Location

Scope of Report

1.4 The TS has been prepared in accordance with current best practice guidelines and demonstrates that:

- The proposed development accords with national and local policies relevant to transport;
- Safe and sustainable access to the development can be achieved by all modes;
- The development will provide car and cycle parking, having regard to adopted local parking standards; and
- The volume of traffic generated by the development proposal will not lead to a severe impact on the existing operation of the adjoining highway network.

1.5 Following this introduction, this TS considers the following:

- Section 2 reviews the relevant national and local transport-related planning policies applicable to the proposed development;

- Section 3 details the baseline conditions relevant to the site, including the site's accessibility characteristics by foot, cycle and public transport, the operational and safety characteristics of the surrounding highway network;
- Section 4 provides a detailed overview of the development proposals considering the proposed access arrangement, parking provision and servicing arrangements;
- Section 5 assesses the multi-modal trip generation of the proposed development and the impact on the local highway and transport network; and
- Section 6 provides a summary and conclusion of the findings presented in this TS.

2.0 Planning Policy Context

2.1 This section details the transport aspects of adopted national and local policies relevant to the development proposal that have informed the preparation of this TS.

National Planning Policy Framework (NPPF)

2.2 The NPPF (July 2021) sets out the Government's planning policies for England and how these are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Section 9 focuses on 'Promoting Sustainable Transport' which aims to *"actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes"*.

2.4 Paragraph 110 acknowledges that when assessing specific site uses for development applications, it should be ensured that:

a) *"Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

b) *Safe and suitable access to the site can be achieved for all users;*

c) *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance…*

d) *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.5 Paragraph 111 states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or residual cumulative impacts on the road network would be severe."

2.6 Paragraph 112 outlines that applications for development should:

a) *"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and,*

e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.7 Paragraph 105 further acknowledges the difference between urban and rural locations and states that, *"opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making"*.

2.8 Furthermore, Annex A of the NPPF defines sustainable transport modes as, *"any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport"*.

Local Policy

2.9 The West Berkshire Core Strategy was adopted in July 2012 and Policy CS13 focuses on transport outlining that *"any development expected to generate a transport impact may be required to:*

- *Reduce the need to travel.*
- *Improve and promote opportunities for healthy and safe travel.*
- *Improve travel choice and facilitate sustainable travel particularly within, between and to main urban areas and rural service centres.*
- *Demonstrate good access to key services and facilities.*
- *Minimise the impact of all forms of travel on the environment and help tackle climate change.*
- *Mitigate the impact on the local transport network and strategic road network."*

2.10 Policy CS14 refers to design principles and states that *"development proposals are expected to make good provision for access by all modes of transport, ensure environments are accessible to all and give priority to pedestrian and cycle access"*.

2.11 A number of policies within the West Berkshire Local Plan (1991 – 2006) have been 'saved' and remain relevant until the adoption of the new Local Plan. Policy TRANS1 of the current adopted Local Plan focuses on the transport needs for new developments which are expected to provide, *"a range of facilities associated with different transport modes including public transport, walking, cycling and parking provision"*. The policy continues to outline that the level of parking must be in line with the maximum standards adopted by West Berkshire Council (WBC), whilst also be dependent on the availability of alternative modes.

2.12 Of note, the emerging Local Plan will shortly be undergoing Regulation 19 consultation (mid-January 2023) which provides an indication on the likely direction of policy in the area. From a transport perspective the key focus remains on promoting and maximising opportunities for active travel, improving travel choice and mitigating adverse impact on the local and strategic road network. Development Management policies are to be proposed which encompasses revised vehicle, cycle and electric vehicle car parking provision for development based on a zonal system for residential use.

3.0 Baseline Conditions and Site Accessibility

Site Details

3.1 The site is currently occupied by a single residential dwelling which is accessed from a dropped kerb crossover serving the property's private driveway from Manor Farm Lane.

Sustainable Travel Opportunities

3.2 Planning policy at national and local level seeks to ensure that development is accessible by a range of sustainable transport modes. As such, this section of the TS, examines the site accessibility with respect to walking, cycling and public transport.

3.3 It should be acknowledged that the site is located in a rural environment and therefore paragraph 105 of the NPPF should be noted which recognises that *"opportunities to maximise sustainable transport solutions will vary between urban and rural areas and this should be taken into account in both plan-making and decision-making"*.

Pedestrian and Cycling Accessibility

3.4 Manor Farm Lane is rural in nature and footways are not provided. The lane is lightly trafficked with a speed limit of 10mph with good inter-visibility. As such it is acceptable for pedestrians and vehicles to share the carriageway.

3.5 Furthermore, Manor Farm Lane is a defined as a public right of way (footpath TIDM/7/1). Residents can benefit from access to the wider rights of way network through the North Wessex Area of Outstanding Natural Beauty (AONB) for leisure purposes. The extent of the local public rights of way in the vicinity of the site are illustrated in Figure 3.1.

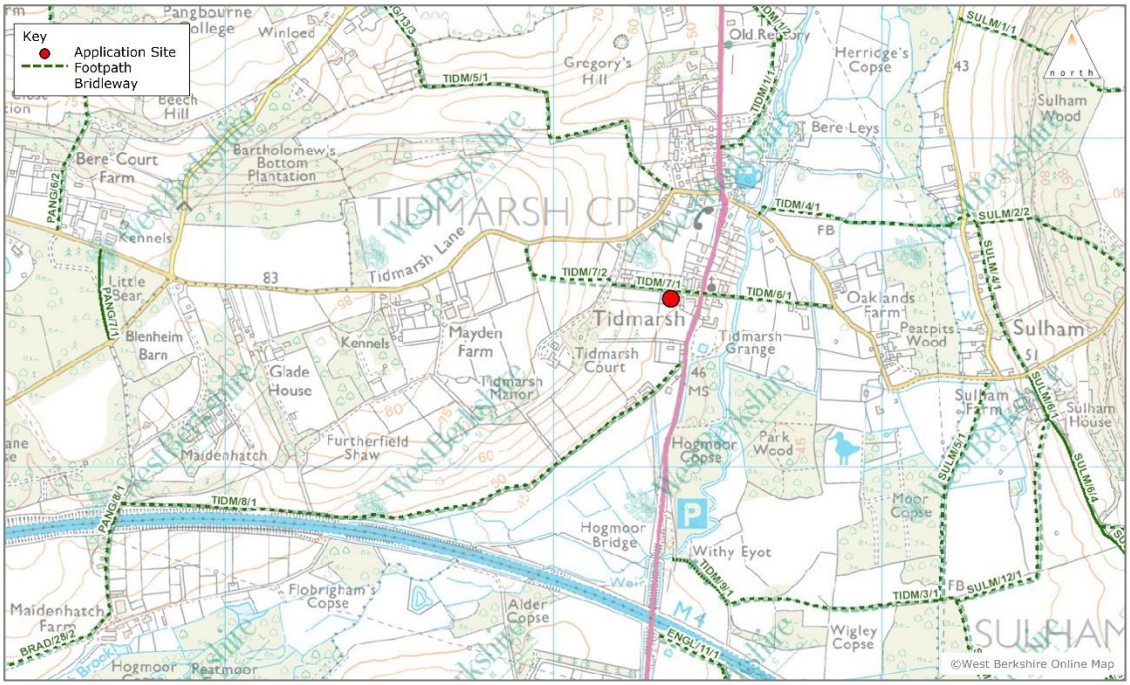

Figure 3.1 – Local PRoW Network

3.6 To the east of the application site, a footway is provided along the southbound side of the A340 which provides access to the amenities located within Tidmarsh village such as the Greyhound public house.

Tidmarsh offers amenities such as a place of worship, public house and village hall within acceptable walk distances of 100 – 600 metres from the application site.

3.7 The footway on the A340 continues north to Pangbourne offering access to additional amenities such as convenience stores, schools, cafés/restaurants, and health services, as well as Pangbourne railway station.

3.8 There are no designated cycle routes within the vicinity of the site however it is considered that the A340 is suitable for cycling offering good inter-visibility between cyclists and vehicles and therefore providing residents with an alternative mode of transport to access amenities and facilities in nearby Pangbourne. It is recognised that the attractiveness of this method will be dependent upon the confidence of the individual.

Public Transport Accessibility

3.9 The nearest bus stop to the application site is situated on the A340 south of the Greyhound public house, approximately 400m to the north of the site. The bus stops are served by a school service operating between Tilehurst, Pangbourne and Theale Green School.

3.10 The nearest railway station to the site is Pangbourne station which is located 2.6km to the north, accessible in an average walk time of 30 minutes or an average cycle time of 8 minutes. Typical journey times and frequencies to a selection of direct destinations are summarised in Table 3.1.

Destination	Frequency	Approx. Journey Time
Reading	2 per hour	9 – 12 minutes
Didcot Parkway	2 per hour	16 – 20 minutes
Maidenhead	2 per hour	22 – 31 minutes
Slough	2 per hour	31 – 36 minutes
London Paddington	2 per hour	49 – 53 minutes

Table 3.1 – Direct Rail Connections from Pangbourne Station

3.11 The location of the site offers the opportunity for residents to travel by sustainable modes e.g. on foot, by cycle or public transport, thereby reducing the reliance on the private car.

Local Highway Network

3.12 The site is currently accessed from Manor Farm Lane via a dropped kerb crossover serving the private driveway of the property. Manor Farm Lane is a private no-through route, signed with a 10mph speed limit.

3.13 To the east of the site, Manor Farm Lane junctions with the A340 via an all-movement priority 'T' junction.

3.14 The A340 is a single lane two-way carriageway subject to a speed limit of 30mph across the site access which continues through Tidmarsh village, changing to 40mph towards Pangbourne. To the south of the site the speed limit changes to 50mph upon leaving the village.

3.15 To the north of the site, the A340 provides access to the centre of Tidmarsh and onwards to Pangbourne. Approximately 550m north from the site access, the A340 forms a priority 'T' junction with Mill Lane which offers connection to West Reading.

3.16 To the south of the site the A340 continues towards Theale where the A340 forms a 5-arm roundabout with The Green, Bath Road and Wigmore Lane. Bath Road provides access to the M4 at Junction 12 as well as links to Aldermaston.

Personal Injury Collision (PIC) Analysis

3.17 To enable a review of the road safety record on the highway network in the vicinity of the application site, PIC data has been obtained from Crashmap over the latest 5-year period up to December 2021.

3.18 Analysis has been undertaken to determine if there are any trends in the type or location of collisions within the study area which includes Manor Farm Lane and the A340 local to the site. The data identifies that 1 PIC has been recorded which was classified as 'slight' (minor). The incident took place at the Mill Lane / A340 junction which involved a collision between a parked car and two other cars.

3.19 No PICs have been recorded on Manor Farm Lane or at the Manor Farm Lane / A340 junction.

3.20 From this review, no significant patterns or trends have been observed demonstrating that there are no significant safety issues on the local highway network. On the basis that the proposed development will generate an immaterial number of trips (as detailed in Section 5), it is considered that the proposed development will have no adverse impact on highway safety.

4.0 Development Proposals

Overview

4.1 The development proposal comprises the construction of two detached residential dwellings which will replace the existing dwelling currently on the site.

4.2 A copy of the site layout is included as **Appendix A**.

Access Arrangements

4.3 The site will continue to be accessed from the existing dropped kerb crossover on Manor Farm Lane. The crossover will provide access to a private driveway which will serve both properties.

Parking Provision

4.4 The development will be provided with car parking in accordance with adopted West Berkshire parking standards which are outlined in the West Berkshire Housing Site Allocations DPD (2017), Section 5, Policy P1. West Berkshire implements a zonal approach to residential parking whereby the site is located within Zone 3. For 4-bedroom houses within Zone 3, a total of 3 spaces per unit is required.

4.5 Each dwelling will benefit from an electric vehicle charging point to accord with West Berkshire's standards.

4.6 Each dwelling will be provided with 2 cycle parking spaces to accord with West Berkshire Cycle and Motorcycle Advice and Standards for New Development (2014).

Refuse and Servicing Arrangements

4.7 Refuse collection will continue to take place as per existing arrangements with bin collected kerb side on Manor Farm Lane. Residential bin stores would be located within the curtilage of each dwelling and residents will be required to wheel bins kerb side on collection days.

4.8 Carry distances for refuse collection operatives will be within the recommended 25 metre carry distance and carry distances for residents will be within the recommended 30 metre distance as outlined in MfS (para. 6.8.9).

4.9 All dwellings will be within 45 metres of a suitable access road providing adequate access for fire appliances.

5.0 Development-Related Trip Generation

5.1 Multi-modal trip rates have been obtained from the TRICS database, using category '03-Residential-A-Houses Privately Owned' to determine the trip generational characteristics of the proposed residential development. The TRICS output is included as **Appendix B**.

5.2 To derive a representative mode share for the site location, localised data from the 2011 Census dataset 'Method of Travel to Work' for the West Berkshire 004A Lower Super Output Area (LSOA) has been obtained and applied to the total person trip rates. The mode share data is summarised in Table 5.1 and included as **Appendix C**.

Mode	Mode Share
Vehicle Driver	74.2%
Vehicle Passenger	5.0%
Public Transport	14.9%
Walk	3.9%
Cycle	1.8%
Other	0.3%
Total	**100%**

Table 5.1 – Census Travel to Work Mode Share (West Berkshire 004A)

5.3 The multi-modal two-way trip rates and associated movements for the weekday AM peak, PM peak and daily periods are summarised in Table 5.2 comparing the existing conditions (i.e. 1 dwelling) with the proposed conditions (i.e. 2 dwellings).

Mode	AM Peak			PM Peak			Daily		
	Trip Rate	Existing Trips	Proposed Trips	Trip Rate	Existing Trips	Proposed Trips	Trip Rate	Existing Trips	Proposed Trips
Vehicle Driver	0.749	1	2	0.656	1	2	5.984	6	12
Vehicle Passenger	0.050	0	0	0.044	0	0	0.400	0	1
Public Transport	0.150	0	0	0.132	0	0	1.201	1	2
Walk	0.040	0	0	0.035	0	0	0.316	0	1
Cycle	0.018	0	0	0.016	0	0	0.147	0	0
Other	0.003	0	0	0.002	0	0	0.021	0	0
Total	**1.010**	**1**	**2**	**0.885**	**1**	**2**	**8.070**	**8**	**16**

Table 5.2 – Proposed Residential Two-Way Daily Trip Generation

5.4 Table 5.2 shows that the proposed development has the potential to generate 2 two-way vehicle trips during the AM and PM peak periods, representing a net change of 1 vehicle trip during each peak period compared with existing conditions.

5.5 Over a daily period, the proposed development could generate 16 two-way person movements, of which 12 would be vehicular. This represents a net increase of 8 person trips, of which 6 would be vehicular compared with existing conditions.

5.6 The increase of 1 vehicle trip during the AM and PM peak periods would be imperceptible and will not have a notable impact on the operation of the Manor Farm Lane / A340 'T' junction.

5.7 It is considered that this level of trip generation would have a negligible impact on the operation of the highway and transport network.

6.0 Summary and Conclusion

Summary

6.1 This Transport Statement (TS) has been prepared on behalf of Manor Farm (Tidmarsh) Ltd to accompany a planning application for residential development (Use Class C3) at The Rancher, Manor Farm Lane, Tidmarsh.

6.2 In summary, the TS has identified the following:

- The site is located in a rural environment and therefore it should be noted that paragraph 105 of the NPPF recognises that "opportunities to maximise sustainable transport solutions will vary between urban and rural areas and this should be taken into account in both plan-making and decision-making".
- The proposed development comprises the replacement of 1 residential dwelling with 2 resident dwellings. The site will continue to be accessed from Manor Farm Road as per existing conditions via the dropped kerb crossover.
- Each dwelling will be provided with car and cycle parking spaces in accordance with West Berkshire standards.
- Carry distances for refuse collection operatives will be within the recommended 25 metre carry distance and carry distances for residents will be within the recommended 30 metre distance as outlined in MfS (para. 6.8.9).
- The proposed residential development has the potential to generate 2 two-way vehicle trips during the AM and PM peak periods representing a net change of 1 vehicle trips during each peak period compared with existing conditions.
- The proposed development could generate has the potential to generate in the order of 16 two-way person movements, of which 12 would be vehicular. This represents a net increase of 8 person trips, of which 6 would be vehicular compared with existing conditions.
- It is considered that the low level of trip generation will not have material impact on the operation of the local highway network and the network will not experience any significant capacity or safety issues as a result of the proposed development.

Conclusion

6.3 In view of the findings within this TS, it is considered that the development proposals are acceptable in transport terms and meets with local and national policy objectives. The TS demonstrates that there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding highway and transport networks and therefore planning permission should not be withheld on transport grounds.

Appendix A

Site Layout

100 Proposed Ground Floor Plan 1:500

All dimensions to be checked on site and any discrepancies to be reported before work commences.

Notes:

N

Areas:

Site Area: 2199^{M2}

Existing Buildings GIA:121^{M2}

Proposed Main Building GIA: 211^{M2}
Garage GIA: 28^{M2}

Total GIA: 239^{M2}

1:500

0 5 10 25 20 25 m

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arb Architects Registration Board
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Client:
Manor Farm (Tidmarsh) Ltd

Job Title:
The Rancher, Manor Farm Lane, RG8 8FX

Drawing Title:
Proposed Site Plan 1:500

Drawing Date:	Status:		
####	Planning Drawings		
Issue Date:	Drawn By:	Scale:	
02/08/2023	CM	1:500@A3	
Job No:	Drawing No:	Rev:	
Project No. 9255	9255-105		

Appendix B

TRICS Output

Calculation Reference: AUDIT-734001-230130-0111

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 days
	HC	HAMPSHIRE	3 days
	MW	MEDWAY	2 days
	SC	SURREY	2 days
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	DC	DORSET	1 days
	SM	SOMERSET	3 days
04	EAST ANGLIA		
	NF	NORFOLK	3 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	EC	CHESHIRE EAST	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: 8 to 50 (units:)
Range Selected by User: 6 to 50 (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: 01/01/14 to 14/10/22

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	5 days
Tuesday	4 days
Wednesday	7 days
Thursday	3 days
Friday	5 days

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

Selected survey types:

Manual count	24 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 undertaking 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	18
Village	5
No Sub Category	1

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	10 days - Selected
Servicing vehicles Excluded	20 days - Selected

LIST OF SITES relevant to selection parameters

1 BC-03-A-02 BUNGALOWS BOURNEMOUTH CHRISTCHURCH & POOLE
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY 24/03/14 Survey Type: MANUAL

2 CT-03-A-01 MIXED HOUSES CENTRAL BEDFORDSHIRE
ARLESEY ROAD
STOTFOLD

Edge of Town
Residential Zone
Total No of Dwellings: 46
Survey date: WEDNESDAY 22/06/22 Survey Type: MANUAL

3 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY 19/11/21 Survey Type: MANUAL

4 EC-03-A-06 TERRACED HOUSES CHESHIRE EAST
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY 24/11/14 Survey Type: MANUAL

5 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY 13/11/18 Survey Type: MANUAL

6 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY 31/10/18 Survey Type: MANUAL

7 HC-03-A-31 MIXED HOUSES & FLATS HAMPSHIRE
KILN ROAD
LIPHOOK

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: FRIDAY 07/10/22 Survey Type: MANUAL

8 MW-03-A-01 DETACHED & SEMI-DETACHED MEDWAY
ROCHESTER ROAD
NEAR CHATHAM
BURHAM
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 8
Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9 MW-03-A-02 MIXED HOUSES MEDWAY
OTTERHAM QUAY LANE
RAINHAM

Edge of Town
Residential Zone
Total No of Dwellings: 19
Survey date: MONDAY *06/06/22* *Survey Type: MANUAL*

10 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

11 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

12 NF-03-A-37 MIXED HOUSES NORFOLK
GREENFIELDS ROAD
DEREHAM

Edge of Town
Residential Zone
Total No of Dwellings: 44
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

13 NT-03-A-08 DETACHED HOUSES NOTTINGHAMSHIRE
WIGHAY ROAD
HUCKNALL

Edge of Town
Residential Zone
Total No of Dwellings: 36
Survey date: MONDAY *18/10/21* *Survey Type: MANUAL*

14 NY-03-A-14 DETACHED & BUNGALOWS NORTH YORKSHIRE
PALACE ROAD
RIPON

Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: WEDNESDAY *18/05/22* *Survey Type: MANUAL*

15 SC-03-A-07 MIXED HOUSES SURREY
FOLLY HILL
FARNHAM

Edge of Town
Residential Zone
Total No of Dwellings: 41
Survey date: WEDNESDAY *11/05/22* *Survey Type: MANUAL*

16 SC-03-A-10 MIXED HOUSES SURREY
GUILDFORD ROAD
ASH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: WEDNESDAY *14/09/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

18 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

19 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

20 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

21 SM-03-A-02 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 42
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

22 SM-03-A-03 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 41
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

23 WK-03-A-04 DETACHED HOUSES WARWICKSHIRE
DALEHOUSE LANE
KENILWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 49
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

24 WM-03-A-04 TERRACED HOUSES WEST MIDLANDS
OSBORNE ROAD
COVENTRY
EARLSDON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 39
Survey date: MONDAY *21/11/16* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AC-03-A-05	Surveyed during COVID pandemic
CA-03-A-07	Surveyed during COVID pandemic
ES-03-A-06	Surveyed during COVID pandemic
HF-03-A-04	Surveyed during COVID pandemic
KC-03-A-09	Surveyed during COVID pandemic

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.68

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	24	34	0.130	24	34	0.453	24	34	0.583
08:00 - 09:00	24	34	0.264	24	34	0.746	24	34	1.010
09:00 - 10:00	24	34	0.255	24	34	0.344	24	34	0.599
10:00 - 11:00	24	34	0.227	24	34	0.283	24	34	0.510
11:00 - 12:00	24	34	0.224	24	34	0.259	24	34	0.483
12:00 - 13:00	24	34	0.291	24	34	0.314	24	34	0.605
13:00 - 14:00	24	34	0.286	24	34	0.231	24	34	0.517
14:00 - 15:00	24	34	0.249	24	34	0.296	24	34	0.545
15:00 - 16:00	24	34	0.546	24	34	0.343	24	34	0.889
16:00 - 17:00	24	34	0.457	24	34	0.297	24	34	0.754
17:00 - 18:00	24	34	0.555	24	34	0.330	24	34	0.885
18:00 - 19:00	24	34	0.436	24	34	0.254	24	34	0.690
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.920			4.150			8.070

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.*

TRICS 7.9.4 No. units 1
Trip Rate Para No of Dwellings

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: TOTAL PEOPLE

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	24	34	0.13	24	34	0.453	24	34	0.583
08:00-09:00	24	34	0.264	24	34	0.746	24	34	1.01
09:00-10:00	24	34	0.255	24	34	0.344	24	34	0.599
10:00-11:00	24	34	0.227	24	34	0.283	24	34	0.51
11:00-12:00	24	34	0.224	24	34	0.259	24	34	0.483
12:00-13:00	24	34	0.291	24	34	0.314	24	34	0.605
13:00-14:00	24	34	0.286	24	34	0.231	24	34	0.517
14:00-15:00	24	34	0.249	24	34	0.296	24	34	0.545
15:00-16:00	24	34	0.546	24	34	0.343	24	34	0.889
16:00-17:00	24	34	0.457	24	34	0.297	24	34	0.754
17:00-18:00	24	34	0.555	24	34	0.33	24	34	0.885
18:00-19:00	24	34	0.436	24	34	0.254	24	34	0.69
19:00-20:00									
20:00-21:00									
21:00-22:00									
22:00-23:00									
23:00-24:00									
Daily Trip Rates:			3.92			4.15			8.07

AM Peak

Mode	%	Arrivals Trip Rate	Arrivals No. Trips	Departures Trip Rate	Departures No. Trips	Two-Way Trip Rate	Two-Way No. Trips
Vehicle Driver	74%	0.196	0	0.553	1	0.749	1
Vehicle Passenger	5%	0.013	0	0.037	0	0.050	0
Public Transport	15%	0.039	0	0.111	0	0.150	0
Walk	4%	0.010	0	0.029	0	0.040	0
Cycle	2%	0.005	0	0.014	0	0.018	0
Other	0%	0.001	0	0.002	0	0.003	0
Total	100%	0.264	0	0.746	1	1.010	1

PM Peak

Mode	%	Arrivals Trip Rate	Arrivals No. Trips	Departures Trip Rate	Departures No. Trips	Two-Way Trip Rate	Two-Way No. Trips
Vehicle Driver	74%	0.412	0	0.245	0	0.656	1
Vehicle Passenger	5%	0.028	0	0.016	0	0.044	0
Public Transport	15%	0.083	0	0.049	0	0.132	0
Walk	4%	0.022	0	0.013	0	0.035	0
Cycle	2%	0.010	0	0.006	0	0.016	0
Other	0%	0.001	0	0.001	0	0.002	0
Total	100%	0.555	1	0.330	0	0.885	1

Daily

Mode	%	Arrivals Trip Rate	Arrivals No. Trips	Departures Trip Rate	Departures No. Trips	Two-Way Trip Rate	Two-Way No. Trips
Vehicle Driver	74%	2.907	3	3.077	3	5.984	6
Vehicle Passenger	5%	0.194	0	0.206	0	0.400	0
Public Transport	15%	0.583	1	0.618	1	1.201	1
Walk	4%	0.154	0	0.163	0	0.316	0
Cycle	2%	0.072	0	0.076	0	0.147	0
Other	0%	0.010	0	0.011	0	0.021	0
Total	100%	3.920	4	4.150	4	8.070	8

Appendix C

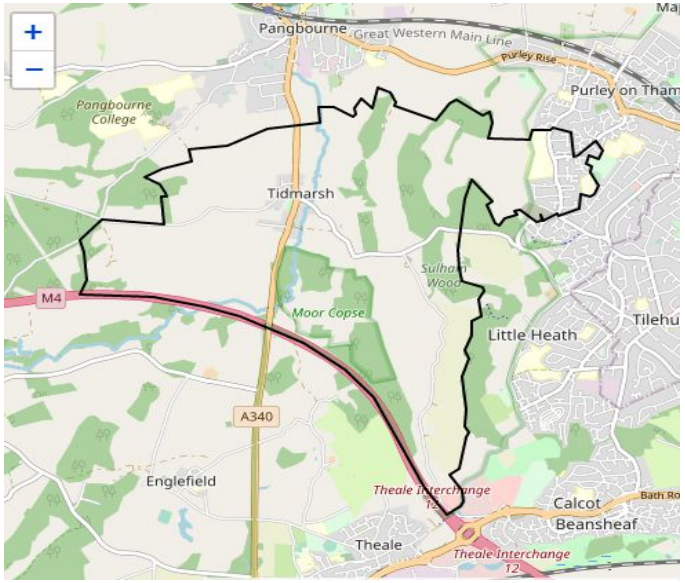
Census Mode Share Data

QS701EW - Method of travel to work

population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - lower layer
area name	E01016315 : West Berkshire 004A
rural urban	Total

Method of Travel to Work	2011
All categories: Method o	1,185
Work mainly at or from l	65
Underground, metro, lig	2
Train	70
Bus, minibus or coach	42
Taxi	1
Motorcycle, scooter or m	6
Driving a car or van	562
Passenger in a car or va	37
Bicycle	14
On foot	30
Other method of travel t	2
Not in employment	354

Mode	No.	%
Vehicle Driver	568	74.2%
Vehicle Passenger	38	5.0%
Public Transport	114	14.9%
Walk	30	3.9%
Cycle	14	1.8%
Other	2	0.3%
Total	**766**	**100.0%**



In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particu