



COPPID HILL HOUSE, WOKINGHAM

TRANSPORT STATEMENT

April 2025

Abbeymill Homes

RESIDENTIAL DEVELOPMENT
COPPID HILL HOUSE
WOKINGHAM

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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Checked by:	Nick Bell	February 2025
Approved by:	Chris Callaway	February 2025

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3	09.04.25	NBE	Updated Layout	WJF

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RESIDENTIAL DEVELOPMENT
COPPID HILL HOUSE
WOKINGHAM

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Abbeymill Homes to support a full planning application for a residential development comprising of 16 dwellings ('the proposed development') at Coppid Hill House, Wokingham ('the site').
- 1.2 The site is located at the land south of Barkham Road and west of Edneys Hill, covering approximately 0.69 hectares. Existing access to the site is via a gated entrance on Edneys Hill. The site was formerly used for equestrian usage and has a gated access. The site location is identified in **Figure 1**, and the site layout is attached as **Appendix A**.



Figure 1: Site Location

Planning History

- 1.3 In June 2016, a planning application (reference-161412) for outline planning permission was refused for the erection of eight custom build houses at the site. In November 2016, the planning application went to appeal for five custom build houses, where it was refused again in March 2017. There were no objections to the previous scheme from the Highways Authority, subject to conditions.

Policy and Guidance

1.4 The proposed development will adhere to policies and guidance set out at a national, regional and local level and relate to:

- National Planning Policy Framework (NPPF, 2024);
- Manual for Streets (MfS);
- Building Regulations Approved Document B (2022);
- Wokingham Core Strategy (2010);
- Managing Development Delivery (MDD, 2014);
- Living Streets Highway Design Guide (2019);
- Woking Borough Council Parking Study Report (2011); and
- Aborfield and Barkham Neighbourhood Plan (2020).

Report Structure

1.5 Following this introduction, this TS will cover the following elements:

- **Section 2: Existing Conditions and Accessibility** – outlines the accessibility of the site in terms of pedestrian and cycle network, public transport provision and local highway network. It also assesses the Personal Injury Collision (PIC) data in proximity to the site.
- **Section 3: Proposed Development** – this section outlines the principles of the proposed development in terms of quantum of development, access arrangements, parking provision, servicing and delivery strategy and emergency vehicle access. It also includes visibility splay assessment of the site access and swept path analysis (vehicle tracking).
- **Section 4: Trip Generation and Highway Impact** – this section outlines the forecast vehicle trip generation assessment of the proposed development..
- **Section 5: Summary and Conclusions** – provides a summary to this TS and provide conclusions on the proposed development in terms of highways and access.

2. EXISTING CONDITIONS AND ACCESSIBILITY

2.1 The site is bordered by Barkham Road to the north, with the Bearwood Road bus stop located to the northeast of the site on Barkham Road. Edneys Hill borders the site to the east, agricultural land is located to the south of the site and residential dwellings border the site to the west. The site is currently accessed via a gated entrance on Edneys Hill.

2.2 The existing site conditions is demonstrated within **Photographs 1** and **2**.



Photograph 1: Existing Site Access



Photograph 2: Existing Site Condition

Facilities and Amenities

2.3 The CIHT planning for walking document (2000 & 2015) has been consulted in order to review the accessibility of the site by foot. **Table 1** provides a summary of the 'desirable', 'acceptable', and 'preferred maximum' walking distances outlined within the document. The document also identifies the maximum likely distance people will walk to a bus stop in residential areas is 400m, and 800m to a railway station.

	Town Centre (m)	Elsewhere (m)
Desirable	200	400
Acceptable	400	800
Preferred Maximum	800	1200

Table 1: CHIT Preferred Walking Distances (2000)

2.4 There are a number of local amenities and facilities located within the vicinity of the site that are within a reasonable walking or cycling distance, with a simplified summary shown in **Table 2**.

Amenity	Distance from the Proposed Pedestrian Access on Barkham Road	Walking Time (80m per minute)	Cycle Time (250m per minute)
Bus Stop (Bearwood Road)	5m	<1	<1
Bus Stops (Lower Doles Hill)	220m	3	1
Post Office (Barkham Village Store and Post Office)	350m	4	1
Nursery (Toad Hall Nursery)	860m	11	3
Recreation Ground (Barkham Recreation Ground)	960m	12	4
Public House (Ye Olde Leathern Bottel)	1400m	18	6
Rail Station (Wokingham Railway Station)	2720m	34	11

Table 2: Nearby Facilities and Amenities

- 2.5 **Table 2** shows that there are a number of nearby by amenities, including ‘Bearwood Road bus stop’, which is located on the site’s frontage. Lower Doles Hill bus stops are also located approximately 3 minute walk, or 1 minute cycle from the site’s access, and Barkham Village Store and Post Office is located approximately a 4 minute walk or 1 minute cycle from the site’s access. Barkham Recreation ground is also located approximately a 12 minute walk or 4 minute cycle away. Access to further amenities, including Wokingham Rail Station, a number of supermarkets, convenience stores, restaurants and cafes in both Wokingham and Reading town centre can be accessed via the number 3 bus service from Bearwood Road bus and coach stop.

Pedestrian and Cycle Network

- 2.6 The site located in proximity to good pedestrian infrastructure. Barkham Road provides footways measuring circa 2m on both side of the carriageway. The footways continue eastwards for 1km and 210m west, where the footway on the southern side of the carriageway of Barkham Road stops, and the footway on the northern side of the carriageway of Barkham Road continues. The footways provide pedestrian access to Bearwood Road bus stop, residential dwellings and amenities such as Barkham Village Store and Post Office and Barkham Recreation Ground to the north and a route into Wokingham, towards Wokingham Rail Station to the east.
- 2.7 In addition, there is a pedestrian crossing with dropped kerbs, tactile paving and a refuge island with bollards located circa 75m west of proposed pedestrian access on Barkham Road. This is identified in Photograph 3.



Photograph 3: Pedestrian Crossing on Barkham Road

- 2.8 Given the low speed and large width of Barkham Road, Barkham Road is considered to be conducive for on-road cycling. Furthermore, there are a number of nearby Public Rights of Way (PRoW) routes which are open to cyclists, as outlined below.

Public Rights of Way

- 2.9 The site is located in the vicinity of a number of PRoW routes, which are shown in **Figure 2**.

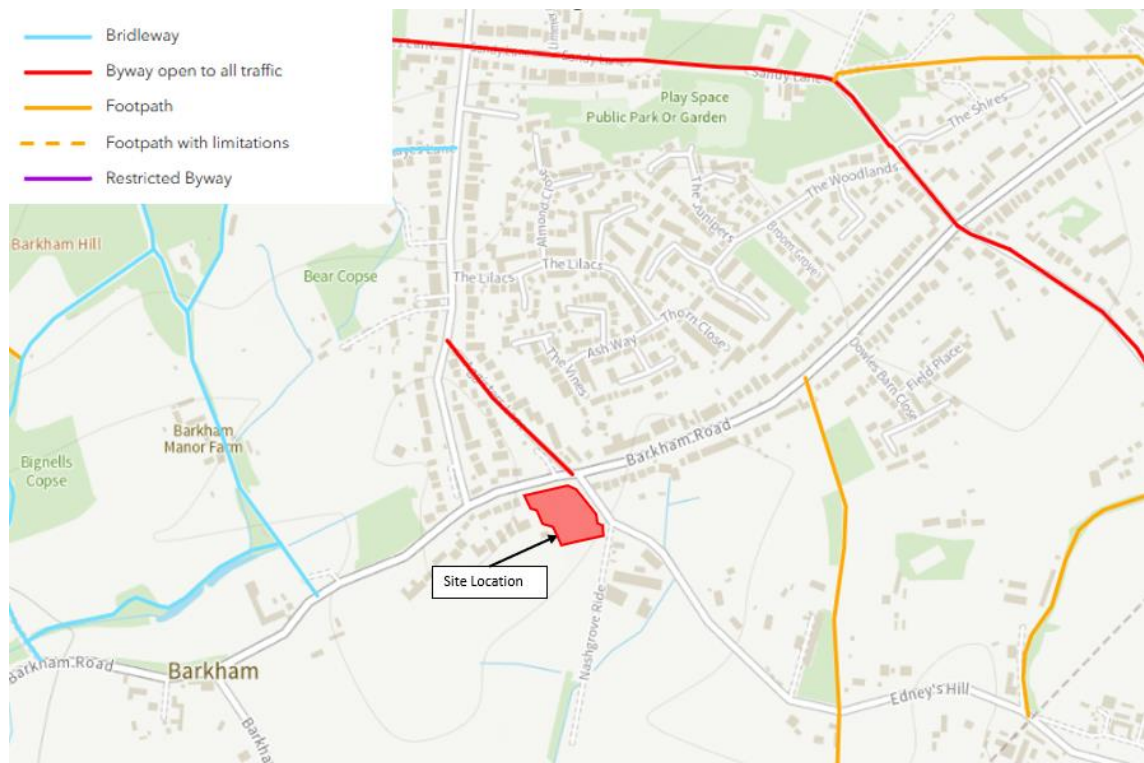


Figure 2: Nearby PRoW Routes

- 2.10 **Figure 2** illustrates that PRoW byway open to all traffic, BARK19, is located adjacent to the site, and can be accessed via Barkham Road. BARK19 extends northwards along Aggisters Lane towards Bearwood Road.
- 2.11 A series of Bridleways are located 370m west of the site. Public Bridleway BARK2 can be accessed from the footway on Barkham Road, which extends north towards Gravel Pit Hill and connects to the Public Byway open to all traffic, BARK1, which continues in east-west alignment over the north of Barkham village. Furthermore, Bridleway BARK2 also connects to Public Bridleway BARK20 which extends westwards providing an off-road route adjacent to Barkham Road.
- 2.12 In addition, approximately 380m east of the site is Footpath WOKI33, which provides a route south across Edneys Hill and can be accessed via the footway on Barkham Road.

Public Transport

- 2.13 The site is located adjacent to Bearwood Road bus stop. Bearwood Road bus stop benefits from a signpost with timetable information on, a shelter and bus cage, as illustrated in **Photograph 4** and **Photograph 5**.



Photograph 4: Bearwood Road bus stop



Photograph 5: Bus timetable information

- 2.14 Bearwood Road bus stop provides hourly services between Wokingham Town Centre and Reading Town Centre, Monday to Friday, and every two hours on Saturdays via the 3 bus service, which is operated by Reading buses. The 145 bus service, operated by Horseman Coaches, runs once a day on Tuesdays and provides a route between Winnersh and Three Mile Cross.

- 2.15 The nearest rail station is Wokingham Station, which is located approximately 2.7km northeast of the site and can be accessed via a 34 minute walk or a 11 minute cycle. It is also a seven minute bus journey from the site via the 3 or 145 bus service from the Bearwood Road bus stop.
- 2.16 Wokingham Rail Station provides frequent services to Gatwick Airport and Reading via Great Western Rail and London Waterloo via South Western Railway. Services to Reading occur every 15 minutes and to there are services to Gatwick Airport and London Waterloo every 30 minutes.

Local Highway Network

- 2.17 Edneys Hill runs in north-south alignment on the eastern border of the site. It is a single carriageway rural road with two-way traffic. Edneys Hill is circa 4.2m wide and is subject to the national speed limit. Edneys Hill provides a route south towards East Heath, via Toad Hill Nursery. Furthermore, Edneys Hill connects to B3349 Barkham Road via a mini roundabout to the eastern border of the site.
- 2.18 The condition of Edneys Hill is illustrated in **Photograph 6** and **Photograph 7**.



Photograph 6: Condition of Edneys Hill



Photograph 7: Condition of Edneys Hill/B3349 Barkham Road mini roundabout

- 2.19 Barkham Road is a single carriageway road with two-way traffic, which runs in east-west alignment along the north border of the site. Barkham Road is circa 7.3m wide and is subject to a 30mph speed limit. Barkham Road provides a route east towards Wokingham town centre and a route west towards Abordfield Green.

2.20 The existing condition of Barkham Road is illustrated in **Photograph 8**.



Photograph 8: Condition of Barkham Road

Personal Injury Collision Data

2.21 An assessment of recent Personal Injury Collision (PIC) data of the surrounding local highway network surrounding the site has been undertaken to understand if there are existing highway safety concerns, patterns or trends which could be exacerbated by the proposed development. A review of the most recently available PIC data between 2019-2023 for the area identified above has been obtained from the Department for Transport¹, and has been assessed in **Figure 3**. Incidents are recorded in levels of severity, 'slight', 'serious and 'fatal'.

¹ Department for Transport, MAVRIC:
<https://dft.maps.arcgis.com/apps/dashboards/ea3b071df62a434aa21ed80a6214d690>

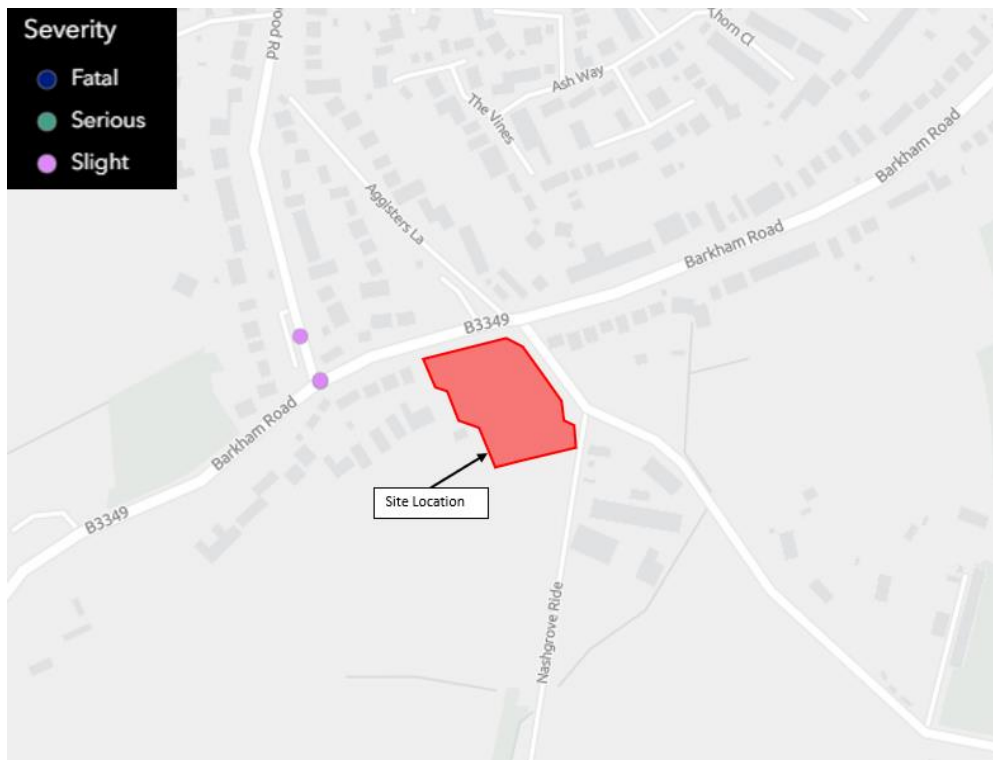


Figure 3: PIC Data Study Area

- 2.22 **Figure 3** identifies two slight incidents within the proximity of the site, approximately 100m east of the site. There have been no severe or fatal incidents. This equates to fewer than one incident per year. Therefore, given the low number of incidents, there are not considered to be any existing safety concerns of the highway network which would worsen as a result of the proposed development.

Summary

- 2.23 The site is in proximity to great public transport provision, most notably the Bearwood Road bus stop which provides regular services between Woking and Reading town centres via the 3 bus service, where a number of amenities can be accessed, including Wokingham Rail Station. Wokingham Rail Station provides regular and frequent services to Reading, Gatwick Airport and London Waterloo.
- 2.24 Furthermore, the site is located in proximity to great pedestrian and cycling infrastructure on Barkham Road, which is further supported by a number of nearby PRoW routes. Therefore, amenities, such as Barkham Village Store and Post Office, as well as many more located in Wokingham town centre, can be easily accessed via walking, cycling or public transport.

3. PROPOSED DEVELOPMENT

- 3.1 The proposed development is a residential development comprising of 16 dwellings. The accommodation schedule is identified in **Table 3**, and the proposed development layout is shown in **Appendix A**.

Number of Habitable Rooms	Flat	House
2	2	-
3	4	2
4	-	8

Table 3: Accommodation Schedule

Access Arrangements

- 3.2 The proposed access is a bellmouth junction arrangement on Edneys Hill, measuring 8.3m wide with a 4m radii to the north and a 6m radii to the south. The proposed vehicle access arrangement has been considered in relation to the swept path analysis (vehicle tracking) undertaken and provided in **Appendix B**, which is discussed below. The internal road will be shared surface, with the internal road measuring 4.8m wide, with a narrowing pinchpoint to 3.7m to the northwest of the proposed development layout and a footway measuring 2m on one side of the carriageway.
- 3.3 A visibility splay assessment has been undertaken at the proposed development access to demonstrate that visibility splays measuring 2.4m x 43m are achievable. This is illustrated in **Appendix E**. The visibility splay assessment has been conducted with consideration to the previous application (reference-161412) which was approved in terms of transport and safety and identified a visibility splay based on 30mph.
- 3.4 Swept path analysis (vehicle tracking) of a car has been undertaken to demonstrate that two cars can simultaneously enter and exit the proposed development. This is illustrated in **Appendix B**.
- 3.5 There are two pedestrian routes proposed from Barkham Road through to the northern boundary of the proposed development, each measuring 2m wide. These provide direct access to the existing pedestrian infrastructure on Barkham Road, and also direct access the Bearwood Road bus stop.

Car Parking Provision

- 3.6 Wokingham Borough Council's (WBC) (2011a) Parking Standards Study Report identifies urban, town and fringe and village areas in within the Wokingham Borough and indicates the corresponding recommended level of private off-street parking for new developments. The Parking Standards Study Report identifies the proposed development as located within and urban area of Wokingham.
- 3.7 Applying the parking calculator provided by Wokingham Borough Council, a total of 26 allocated car parking spaces and four unallocated parking spaces are required. Therefore, the proposed development includes a total of 26 allocated car parking spaces and four unallocated parking spaces to meet the standards. The full outputs from the parking calculator are attached in **Appendix C**.
- 3.8 Car parking bays measure 2.5m x 5m and parallel car parking bays measure 2.5m x 6m, with an additional 2.5m manoeuvring room on either side, in accordance with WBC (2011a) Parking Standards Study Report. Swept path analysis of the car parking spaces has been undertaken and is shown in **Appendix B**.

Cycle Parking Provision

- 3.9 WBC's (2011a) Parking Standards Study Report, indicates the minimum level of cycle parking required for new developments. The cycle standards are summarised in **Table 4**.

Number of Habitable Rooms	Number of Dwellings	Cycle Requirement	Total number of required cycle spaces
Flats with 1 or 2 habitable rooms	2	1 per dwelling	2
Flats with 3 habitable rooms	4	1 per dwelling	4
Houses with 3 habitable rooms	2	1 per dwelling	2
Houses with 4 habitable rooms	8	2 per dwelling	16
Total	16	-	24

Table 4: Cycle Standards

- 3.10 **Table 4** identifies a total requirement of 24 cycle spaces. The proposed development includes cycle storage for 36 cycles, which exceeds WBC requirements.

Servicing and Emergency Arrangements

- 3.11 All buildings are able to be accessed with the required 45m distance of a fire tender, in accordance with Building Regulations Approved Document B (2022). Swept path analysis (vehicle tracking) of a fire tender has been undertaken and is shown in **Appendix B**. The fire tender is able to enter, turn within the proposed development and egress the site in forward gear.
- 3.12 The vehicle tracking shows the fire tender can manoeuvre within the site in the southern part of the proposed development to reach the dwellings in the south of the proposed development. To reach the northern portion of the site, a fire tender is proposed to wait on Barkham Road, where fire fighters will be able to reach the north of the proposed development via the proposed pedestrian footways to access.
- 3.13 The proposed development will be serviced via public refuse collection. The proposed development layout attached in **Appendix A** identifies the proposed refuse collection points. Swept path analysis of a refuse vehicle has been undertaken and is shown in **Appendix B**. Swept path analysis shows the refuse vehicle turning into the proposed development, whilst a car is waiting at the access, manoeuvre around within and egress the site in forward gear.
- 3.14 The refuse collection points are within the required drag distance for residents (30m) and refuse workers (25m), in accordance with Manual for Streets. Vehicle tracking of the refuse vehicle shows that a refuse vehicle can wait on Barkham Road to service the five dwellings to the north of the site. This arrangement is considered appropriate given the existing dwellings located along Barkham Road. The refuse vehicle will enter the site to service the remaining dwellings, as identified in **Appendix B**, within the required drag distances.
- 3.15 It is noted that given the width of Edneys Hill, a refuse vehicle and car cannot simultaneously pass each other. However, there is adequate visibility so that a car could see the refuse vehicle coming and wait at the access to allow the refuse vehicle to pass. The refuse vehicle and car can simultaneously pass each other at the proposed development access junction. It is also noted that this is an existing arrangement along Edneys Hill given the requirement to access neighbouring properties to the south along Edneys Hill.

4. HIGHWAY IMPACT

- 4.1 A trip generation assessment has been undertaken to forecast the impact of the proposed development on the local highway network.

Former Trip Generation

- 4.2 The site was previously used for equestrian usage. Therefore, there were vehicle movements associated with the former use. However, to provide a robust assessment, it has been assumed that the site does not generate any vehicle movements.

Proposed Development Trip Generation

- 4.3 To forecast the number of trips generated by the proposed development, a TRICS assessment has been undertaken. The proposed development comprises of 16 dwellings. In order to forecast the vehicle trip rates of the proposed development, the TRICS (v.7.11.1) database has been interrogated, with the following parameters applied:
- Land use class 'Residential', 'Houses Privately Owned';
 - Sites in 'Suburban Area', 'Edge of Town';
 - 8-100 units;
 - Survey sites in South East;
 - Weekday surveys only; and
 - Excluding surveys conducted during covid-19.

- 4.4 The findings of the TRICS assessment are summarised in **Table 5**, with full outputs attached as **Appendix D**.

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily (07:00-19:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate (per dwelling)	0.143	0.417	0.56	0.364	0.189	0.553	2.521	2.607	5.128
Trip Generation (16 dwellings)	2	6	8	6	2	8	39	39	78

Table 5: Forecast Trip Generation

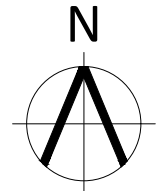
- 4.5 **Table 5** shows that the proposed development is forecast to generate eight two-way vehicle movements in the traditional AM peak hour (08:00-09:00), eight two-way movements in the traditional PM peak hour (17:00-18:00), and 78 two-way vehicle movements across a daily 12-hour period (07:00-19:00). The equates to approximately seven two-way vehicle movements per hour. Therefore, the proposed development will have a negligible impact on the local highway network.

5. SUMMARY AND CONCLUSIONS

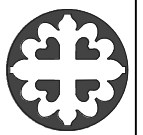
- 5.1 This Transport Statement has been prepared by Paul Basham Associates on behalf of Abbeymill Homes to support a planning application for a residential development comprising of 16 dwellings at Coppid Hill House, Wokingham. The site was previously used for equestrian usage and gated access on Edneys Hill.
- 5.2 A previous planning application (reference-161412) for 8 self-build dwellings at the site was refused on appeal in 2017. There were no objections in terms of transport and highways.
- 5.3 The site is in a good location to promote sustainable transport, being located adjacent to the Bearwood Road bus stop which provides frequent and regular services between Woking and Reading town centres via the 3 bus service, where a number of amenities can be accessed, including Wokingham Rail Station. The site also benefits from great pedestrian and cycling infrastructure on Barkham Road, which is further supported by a number of nearby Public Rights of Way routes.
- 5.4 A review of recent Personal Injury Collision data obtained from the Department of Transport identified two slight incidents located approximately 100m east of the site. There have been no severe or fatal incidents. Therefore, the proposed development is not considered to exacerbate any safety concerns on the local highway network.
- 5.5 Vehicular access to the site will be taken from Edneys Hill via a bellmouth junction measuring 8.3m wide with a 4m radii to the north and a 6m radii to the south. The proposed access arrangement has been considered in line with the swept path analysis (vehicle tracking) to ensure safe and suitable access is achieved. Visibility splays measuring 2.4m x 43m are shown to be achievable at the proposed site access junction. Swept path analysis of two cars passing simultaneously has been demonstrated. Pedestrian access to the site will be via two footways measuring 2m wide to the north of the site which connect to the existing pedestrian infrastructure on Barkham Road.
- 5.6 The proposed development includes 30 car parking spaces, 26 allocated and four unallocated car parking spaces, which is in accordance with Wokingham Borough Council's parking standards. Swept path analysis of the car parking layout has been undertaken. A total of 36 cycle spaces will also be provided which exceeds WBC's parking standards.
- 5.7 A fire tender is able to reach within 45m of all buildings, in accordance with Building Regulations Approved Document B (2022). Refuse collection points have been placed to be in accordance with the drag distances and reverse distances outlined in Manual for Streets. Swept path analysis has shown a refuse vehicle is able to enter the site whilst a car is waiting at the access.

- 5.8 A trip generation assessment has been undertaken which identifies that the proposed development is forecast to generate eight two-way vehicle movements in the traditional AM peak hour (08:00-09:00), eight two-way movements in the traditional PM peak hour (17:00-18:00), and 78 two-way vehicle movements across a daily 12-hour period (07:00-19:00). This equates to approximately seven two-way vehicle movements per hour.
- 5.9 This Transport Statement has demonstrated that the proposed development will not have a significant impact on the local highway network. We would therefore encourage Wokingham Borough Council highway and planning authority to favourably consider this planning application with regards to highways.

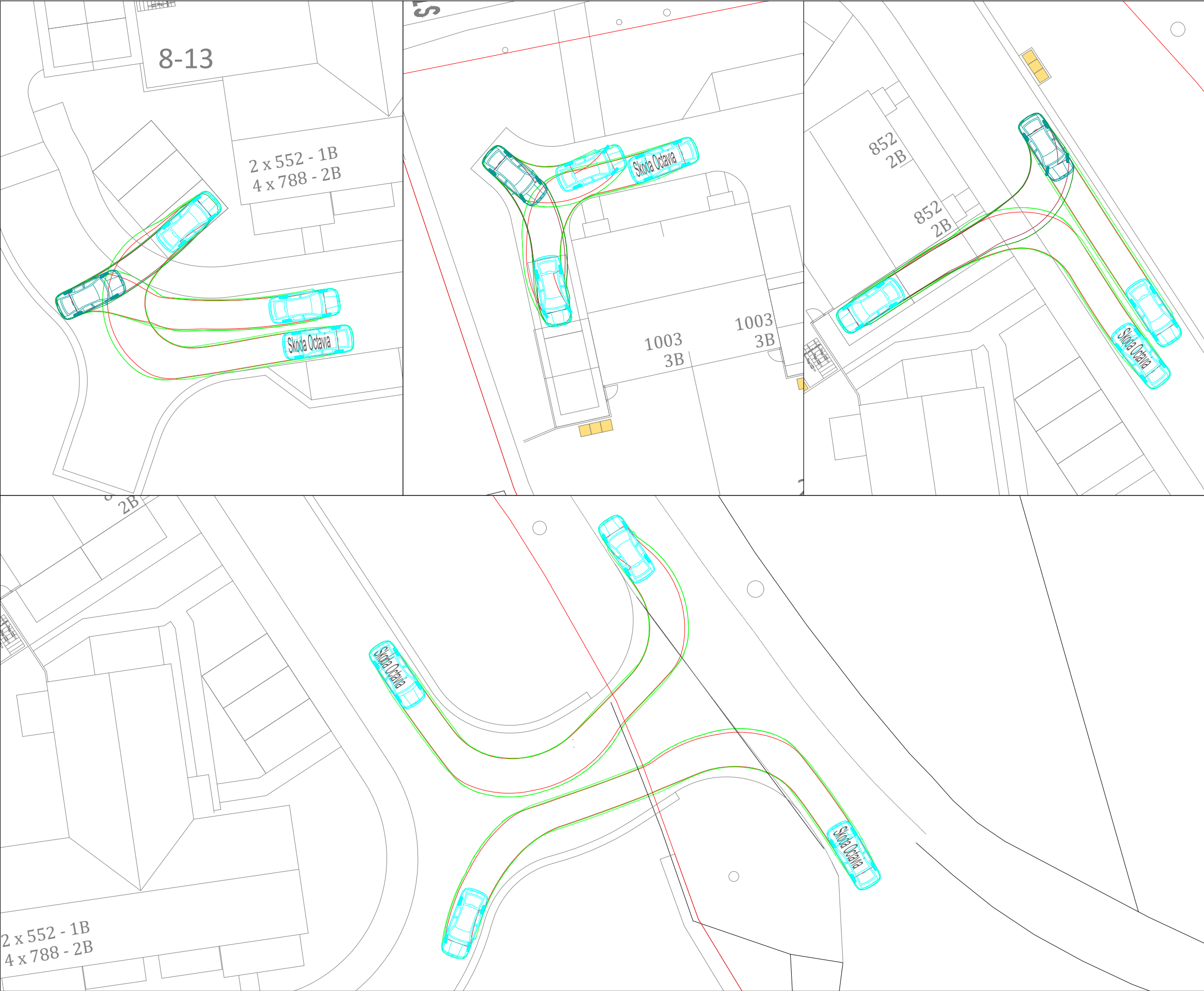
Appendix A



REVISIONS / AUTHOR		DATE
PURPOSE OF ISSUE		
PLANNING		
DRAWN	SCALE	
MW	1:500@A3	
CHECKED	SIGNED OFF	DATE
TN	TN	JAN 2025
PROJECT		
LAND OFF EDNEYS HILL		
BARKHAM		
TITLE		
SITE LAYOUT		
DRAWING NUMBER		REV
WOK-PL002		P5
ABBEYMILL HOMES LTD.		
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Appendix B

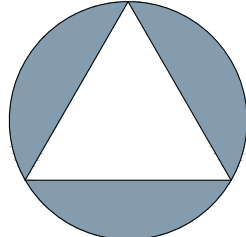


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GENERAL NOTES

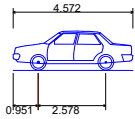
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KEY



NORTH

VEHICLE PROPERTIES



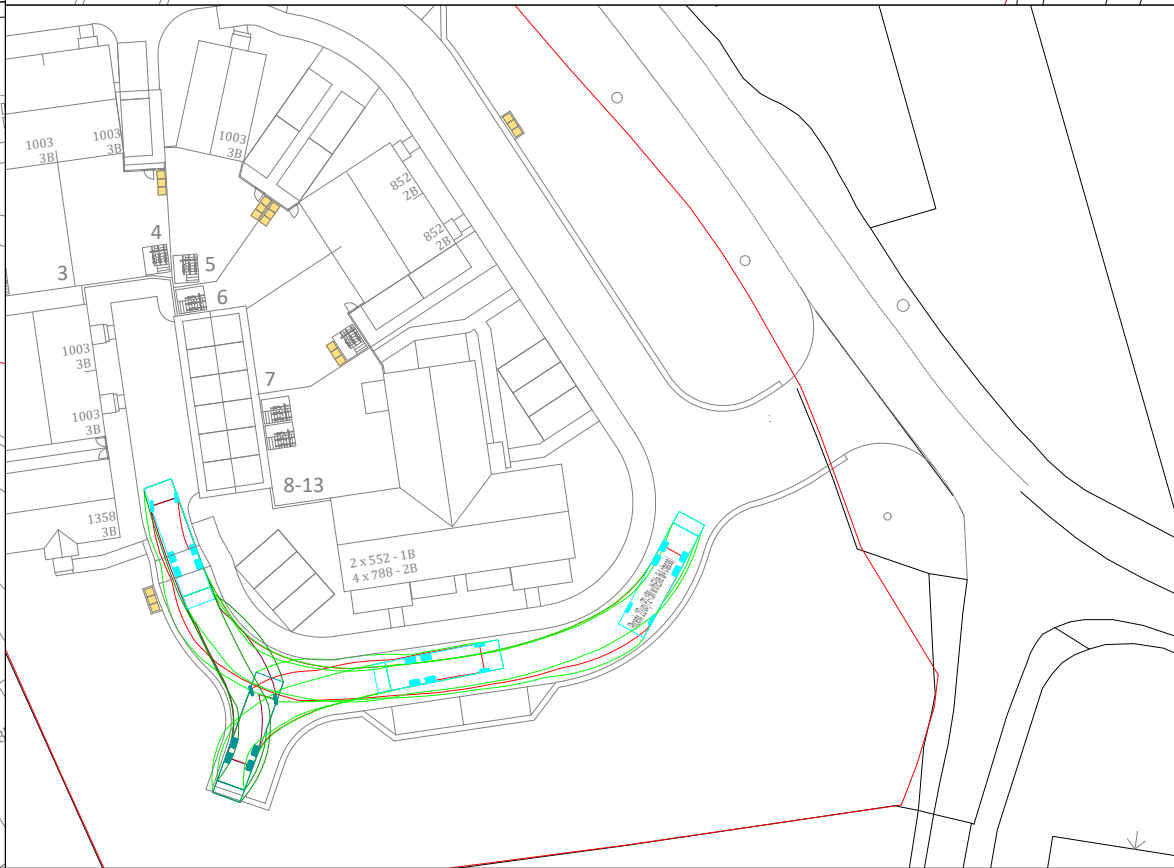
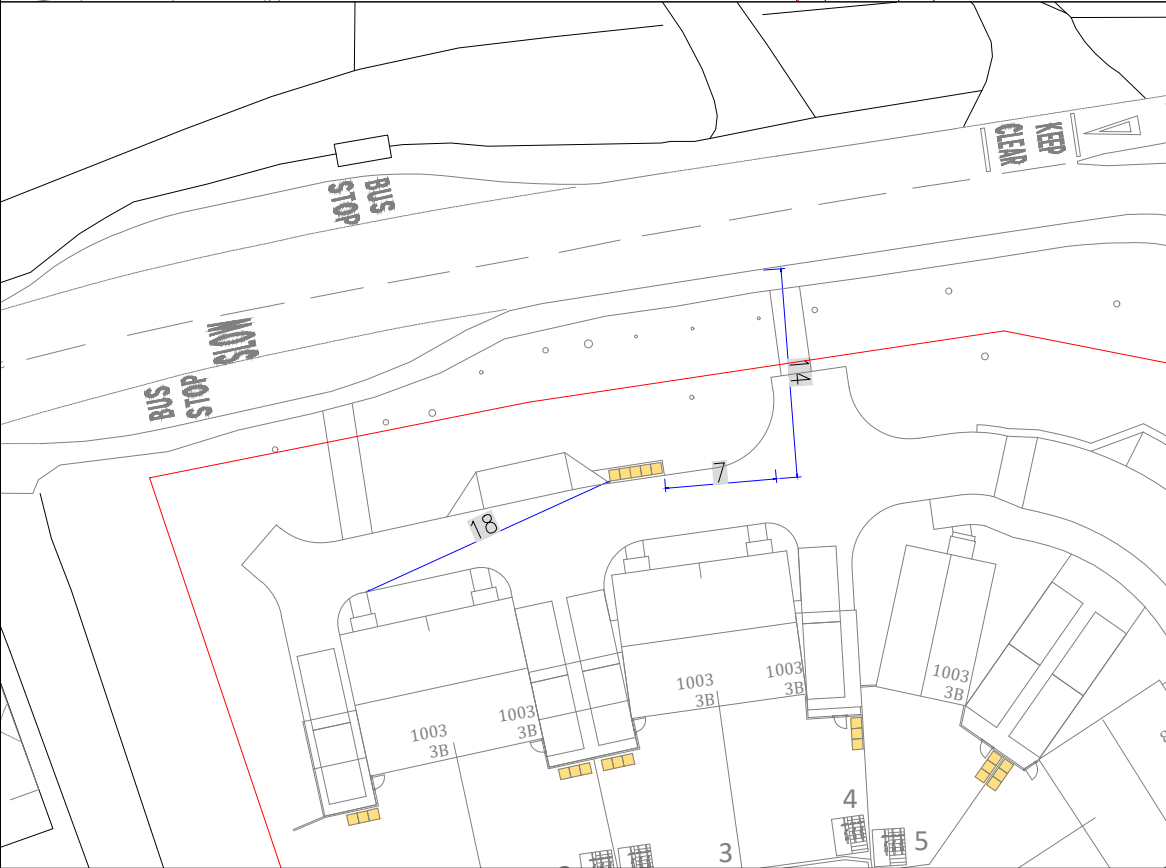
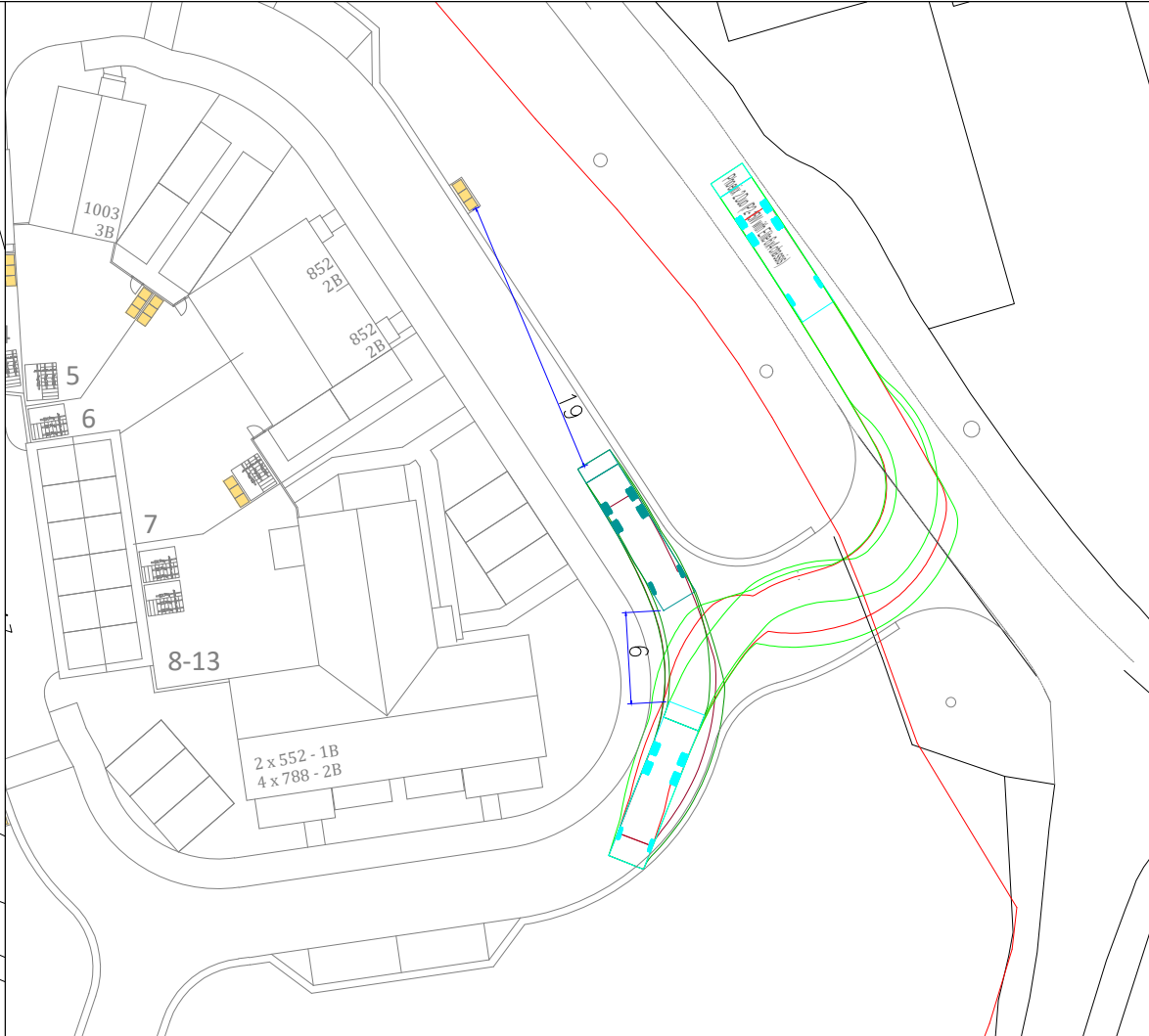
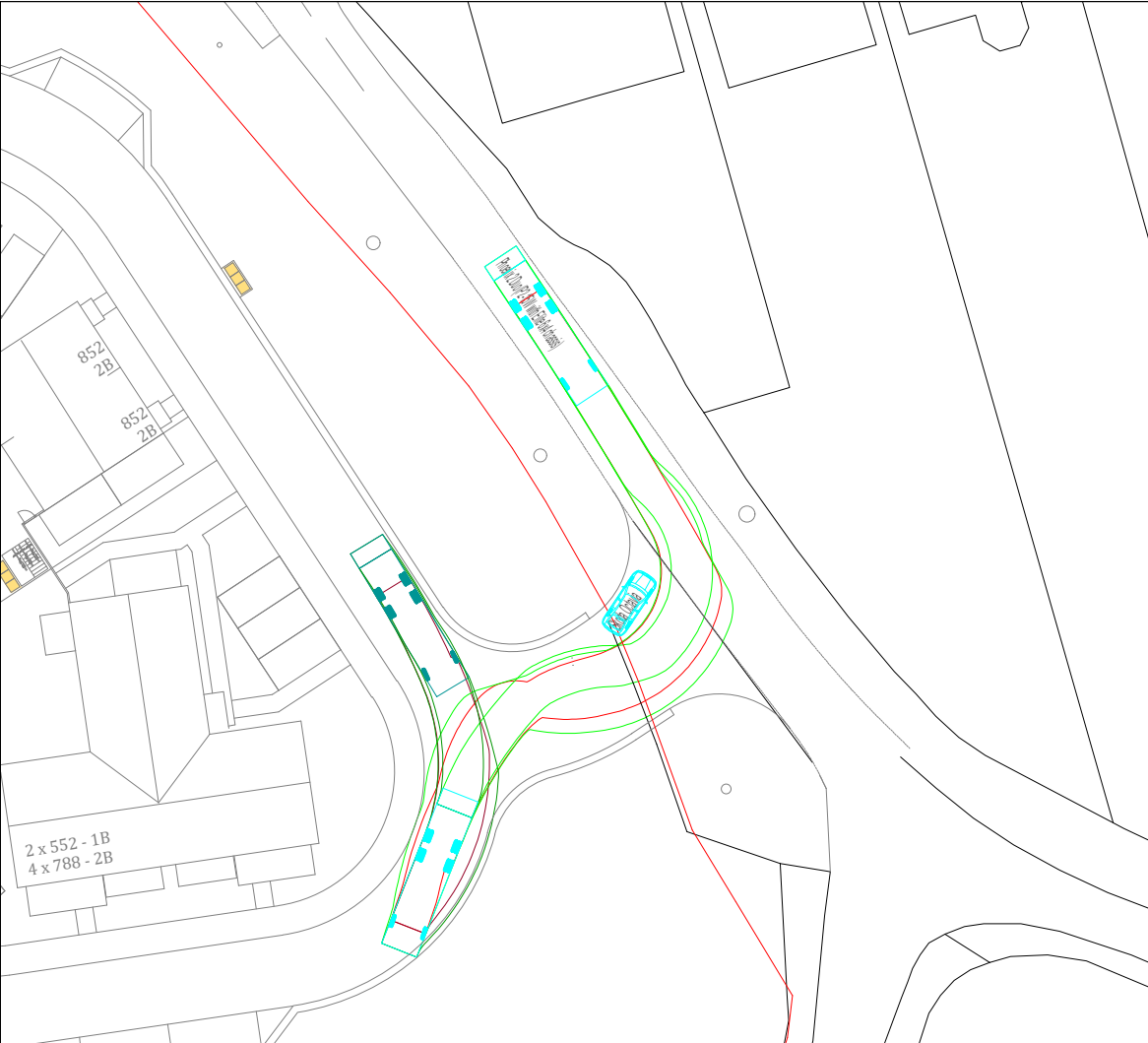
Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

P02	REVISED ISSUE	07.04.25	NBE	WJF
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
07.04.25	NBE	WJF	-	
PBA Project Number		Scale	(AT A3)	
1052.0002		1:250		
PBA Drawing No:			Revision	
1052.0002 - 0002			P02	

Project Name COPPID HILL HOUSE, WOKINGHAM	Title CAR SWEEP PATH ANALYSIS	 paulbasham associates Paul Basham Associates Ltd Milton Hall, Ely Road, Milton, Cambridge, CB24 6WZ 01223 253699 info@paulbashamassociates.com www.paulbashamassociates.com	Client PRIVATE CLIENT
Project Phase PRELIMINARY			

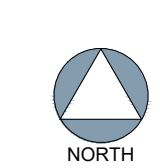


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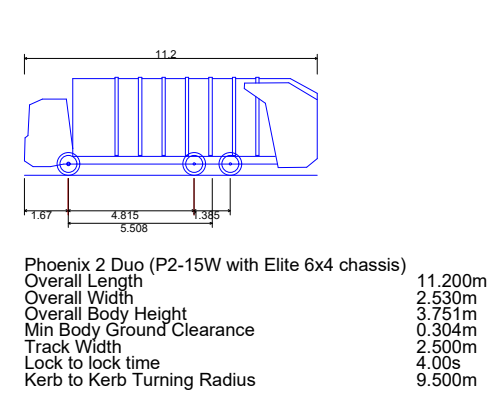
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KEY



VEHICLE PROPERTIES



PRELIMINARY
DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Project Name	COPPID HILL HOUSE, WOKINGHAM
Project Phase	PRELIMINARY

Title	REFUSE VEHICLE SWEEP PATH ANALYSIS
-------	------------------------------------



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Client	PRIVATE CLIENT
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P02	REVISED ISSUE	07.04.25	NBE	WJF
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
07.04.25	NBE	WJF	-	
PBA Project Number	Scale	(AT A3)		
1052.0002	1:500			
PBA Drawing No:				Revision
1052.0002 - 0003				P02

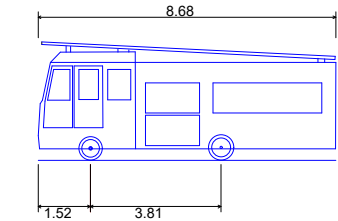
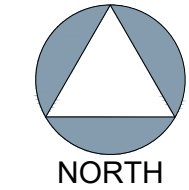


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KEY



DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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Project Name COPPID HILL HOUSE, WOKINGHAM		Title FIRE TENDER SWEPT PATH ANALYSIS		Client PRIVATE CLIENT	
Project Phase PRELIMINARY		Paul Basham Associates Ltd Milton Hall, Ely Road, Milton, Cambridge, CB24 6WZ 01223 253699 info@paulbashamassociates.com www.paulbashamassociates.com		P02 REVISED ISSUE 07.04.25 NBE WJF	
Date Created 07.04.25		Drawn By NBE		Approved By WJF	
PBA Project Number 1052.0002		Scale 1:500		Suitability Code (AT A3)	
PBA Drawing No: 1052.0002 - 0004		Revision P02			

Appendix C

Appendix D

Calculation Reference: AUDIT-247601-250109-0151

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
CT	CENTRAL BEDFORDSHIRE	1 days
ES	EAST SUSSEX	4 days
EX	ESSEX	1 days
HC	HAMPSHIRE	6 days
HF	HERTFORDSHIRE	2 days
KC	KENT	1 days
MW	MEDWAY	1 days
SC	SURREY	1 days
WS	WEST SUSSEX	3 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 99 (units:)
 Range Selected by User: 8 to 100 (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: 01/01/16 to 18/09/24

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

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

Selected survey types:

Manual count	20 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:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	17

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	20
------------------	----

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	9 days - Selected
Servicing vehicles Excluded	19 days - Selected

Secondary Filtering selection:

Use Class:

C3	20 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	6 days
10,001 to 15,000	7 days
15,001 to 20,000	6 days
20,001 to 25,000	1 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	2 days
50,001 to 75,000	5 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	9 days
250,001 to 500,000	1 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	5 days
1.1 to 1.5	14 days
1.6 to 2.0	1 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:

Yes	14 days
No	6 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	19 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	CT-03-A-03 ARLESEY ROAD STOTFOLD	MIXED HOUSES	CENTRAL BEDFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	73	
	Survey date: TUESDAY	27/06/23	Survey Type: MANUAL
2	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	99	
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL
3	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
4	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI-DETACHED	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	47	
	Survey date: MONDAY	13/03/23	Survey Type: MANUAL
5	ES-03-A-13 A265 HEATHFIELD	DETACHED HOUSES	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	36	
	Survey date: MONDAY	18/03/24	Survey Type: MANUAL
6	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL	DETACHED & SEMI-DETACHED	ESSEX
	Edge of Town Residential Zone Total No of Dwellings:	97	
	Survey date: MONDAY	27/11/17	Survey Type: MANUAL
7	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	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	
9	HC-03-A-23	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	62		
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL	
10	HC-03-A-27	MIXED HOUSES		HAMPSHIRE
	DAIRY ROAD			
	ANDOVER			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	73		
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL	
11	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	
12	HC-03-A-37	MIXED HOUSES		HAMPSHIRE
	REDFIELDS LANE			
	FLEET			
	CHURCH CROOKHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	50		
	Survey date: WEDNESDAY	27/03/24	Survey Type: MANUAL	
13	HF-03-A-05	TERRACED HOUSES		HERTFORDSHIRE
	HOLMSIDE RISE			
	WATFORD			
	SOUTH OXHEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	8		
	Survey date: MONDAY	05/06/23	Survey Type: MANUAL	
14	HF-03-A-07	MIXED HOUSES & BUNGALOWS		HERTFORDSHIRE
	BAKER STREET			
	POTTERS BAR			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	92		
	Survey date: MONDAY	25/03/24	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

15	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
16	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Total No of Dwellings: 19 Survey date: MONDAY 06/06/22	MIXED HOUSES	MEDWAY	Survey Type: MANUAL
17	SC-03-A-11 FOLLY HILL FARNHAM Edge of Town Residential Zone Total No of Dwellings: 96 Survey date: TUESDAY 14/05/24	MIXED HOUSES	SURREY	Survey Type: MANUAL
18	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total No of Dwellings: 79 Survey date: WEDNESDAY 07/11/18	MIXED HOUSES	WEST SUSSEX	Survey Type: MANUAL
19	WS-03-A-17 SHOPWHYKE ROAD CHICHESTER Edge of Town Residential Zone Total No of Dwellings: 86 Survey date: WEDNESDAY 01/03/23	MIXED HOUSES & FLATS	WEST SUSSEX	Survey Type: MANUAL
20	WS-03-A-19 TURNERS HILL ROAD EAST GRINSTEAD Edge of Town Residential Zone Total No of Dwellings: 92 Survey date: MONDAY 15/05/23	MIXED HOUSES & FLATS	WEST SUSSEX	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 SURVEYS

Site Ref	Survey Date	Reason for Deselection
BO-03-A-01	15/10/20	covid
KC-03-A-09	09/06/21	covid

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	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	20	64	0.094	20	64	0.322	20	64	0.416
08:00 - 09:00	20	64	0.148	20	64	0.377	20	64	0.525
09:00 - 10:00	20	64	0.167	20	64	0.172	20	64	0.339
10:00 - 11:00	20	64	0.133	20	64	0.170	20	64	0.303
11:00 - 12:00	20	64	0.133	20	64	0.159	20	64	0.292
12:00 - 13:00	20	64	0.173	20	64	0.161	20	64	0.334
13:00 - 14:00	20	64	0.192	20	64	0.203	20	64	0.395
14:00 - 15:00	20	64	0.166	20	64	0.198	20	64	0.364
15:00 - 16:00	20	64	0.257	20	64	0.179	20	64	0.436
16:00 - 17:00	20	64	0.277	20	64	0.158	20	64	0.435
17:00 - 18:00	20	64	0.346	20	64	0.149	20	64	0.495
18:00 - 19:00	20	64	0.272	20	64	0.133	20	64	0.405
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.451			2.454			4.905

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:

8 - 99 (units:)

Survey date date range:

01/01/16 - 18/09/24

Number of weekdays (Monday-Friday):

22

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

8

Surveys manually removed from selection:

0

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

Appendix E

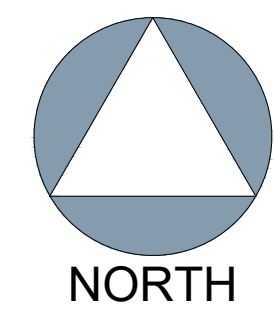


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Project Name COPPID HILL HOUSE, WOKINGHAM		Title VISIBILITY SPLAY ASSESSMENT		Client PRIVATE CLIENT	
Project Phase PRELIMINARY		Paul Basham Associates Ltd Milton Hall, Ely Road, Milton, Cambridge, CB24 6WZ 01223 253699 info@paulbashamassociates.com www.paulbashamassociates.com		P02 REVISED ISSUE 07.04.25 NBE WJF	
PBA Project Number 1052.0002		PBA Drawing No: 1052.0002 - 0001		Revision P02	
Date Created 07.04.25		Drawn By NBE		Approved By WJF	
Scale 1:500		Suitability Code -		(AT A3)	