



Coppid Hill House, Wokingham

Travel Plan

July 2025

Abbeymill Homes



Residential
COPPID HILL HOUSE
WOKINGHAM

Travel Plan

CONTROLLED DOCUMENT

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RESIDENTIAL COPPID HILL HOUSE WOKINGHAM

Travel Plan

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1. INTRODUCTION

- 1.1 This Travel Plan (TP) 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 field access. The site location is identified in **Figure 1**.



Figure 1: Site Location

The proposed development comprises 6 flats and 8 houses, with vehicular access via a new bell mouth junction on Edneys Hill. Two pedestrian routes, each 2m wide, provide a connection from the northern boundary of the site to Barkham Road and connects to the existing footway along Barkham Road and also provide connection to the bus stop. The proposed development will provide 26 allocated and 4 unallocated car parking spaces, as well as 36 cycle parking spaces.

- 1.3 Wokingham Borough Council require a Travel Plan to be produced for a 'major application' which is defined as 10 or more dwellings. Therefore, the proposed development meets this threshold.

- 1.4 In addition to this Travel Plan a Transport Statement has been prepared, outlining the anticipated impacts of the development in relation to transportation and highways. Therefore, this Travel Plan should be read in conjunction with that document.

Purpose of the Travel Plan

- 1.5 A TP is a strategy for managing travel demand to a development by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. This TP supports access to a full range of local facilities and activities for future site users, whilst encouraging good design principles and working with the local community.
- 1.6 A TP is an evolving process initiated by a front-loading exercise through site visits, the completion of a TP, and frequent meetings and conversations between its authors (Paul Basham Associates), the client (Abbeymill Homes) and the Local Authority (Wokingham Borough Council). As such the TP will develop over time following feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

Travel Plan Principles

- 1.7 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. This TP therefore aims to demonstrate that there are sustainable local travel options available, and measures proposed, along with an implementation and monitoring strategy.

Travel Plan Structure and Approach

- 1.8 This TP will follow the following structure:
- Chapter 2 – Travel Plan Policy
 - Chapter 3 – Existing Conditions and Local Accessibility
 - Chapter 4 – Proposed Development
 - Chapter 5 – Indicative Baseline and Targets
 - Chapter 6 – Travel Plan Strategy
 - Chapter 7 – Implementation and Monitoring

2. TRAVEL PLAN POLICY AND GUIDANCE

2.1 This TP has been produced in accordance with relevant national, regional and local policy and guidance documents. For reference this includes:

- National Planning Policy Framework (NPPF, 2024);
- Local Transport Plan 4 (Wokingham Borough Council, 2025)
- Residential Travel Planning Guidance (Wokingham Borough Council, 2017)

National Planning Policy Framework

2.2 The NPPF (December 2024) acts as the central guidance for development planning. As defined in NPPF Annex 2: Glossary, a Travel Plan is '*a long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed*' and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the Travel Plan:

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

(NPPF Para.109)

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, 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.

(NPPF Para.110)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

(NPPF Para. 118)

Local Transport Plan 4 (Wokingham Borough Council, 2025)

2.3 This strategic document sets out the approach for transport across Wokingham borough for the next 10 to 15 years and supersedes LTP 3 which was produced in 2011.

- 2.4 LTP4 specifically refers to the use of My Journey Wokingham in relation to its plan for producing, delivering and supporting Travel Plans across the Borough. My Journey is a borough-wide active and sustainable travel behaviour change campaign that aims to help and inspire Wokingham borough residents, employees and visitors of all ages to walk, scoot, cycle and use public transport. As such this Travel Plan has been produced to reflect the existing service.

Residential Travel Planning Guidance (Wokingham Borough Council, 2017)

- 2.5 Wokingham Borough Council (WBC) have prepared this guidance to inform developers about the residential travel planning options for new developments in the borough.
- 2.6 Wokingham Council has developed a borough-wide travel planning programme called ‘My Journey Wokingham’, to support sustainable development across the whole borough. This approach mitigates the highway impact of new development, whilst promoting public health, maintaining and enhancing the quality of local facilities, and improving local air quality across all our communities.
- 2.7 The proposed development will be part of the My Journeys Wokingham travel plan programme and will follow its formed process, as summarised in **Figure 2**.

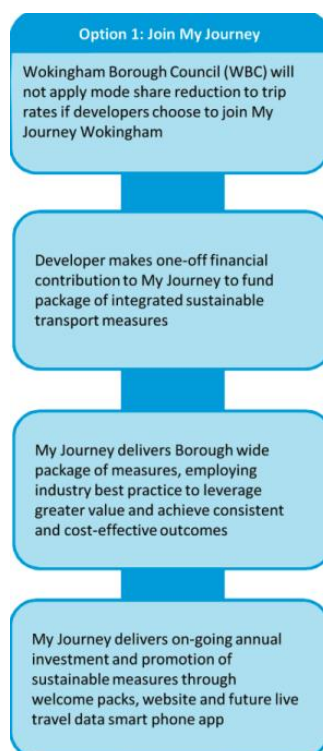


Figure 2: My Journeys Process¹

¹www.wokingham.gov.uk/sites/wokingham/files/202307/Travel%20Planning%20Guidance%20for%20Developers.pdf

3. EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY

- 3.1 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 field entrance on Edneys Hill.
- 3.2 The existing site conditions is demonstrated within **Photograph 1**.



Photograph 1: Existing Site Access

Facilities and Amenities

- 3.3 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)

- 3.4 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

- 3.5 **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

- 3.6 The site is located in proximity to good pedestrian infrastructure. Barkham Road benefits from 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.
- 3.7 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 2**.



Photograph 2: Pedestrian Crossing on Barkham Road

- 3.8 Although there is no formalised cycling infrastructure in the vicinity of the site, given the 30mph speed limit and width of Barkham Road at approximately 7.3m, 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 (bridleways and byways), as shown in **Figure 3**.

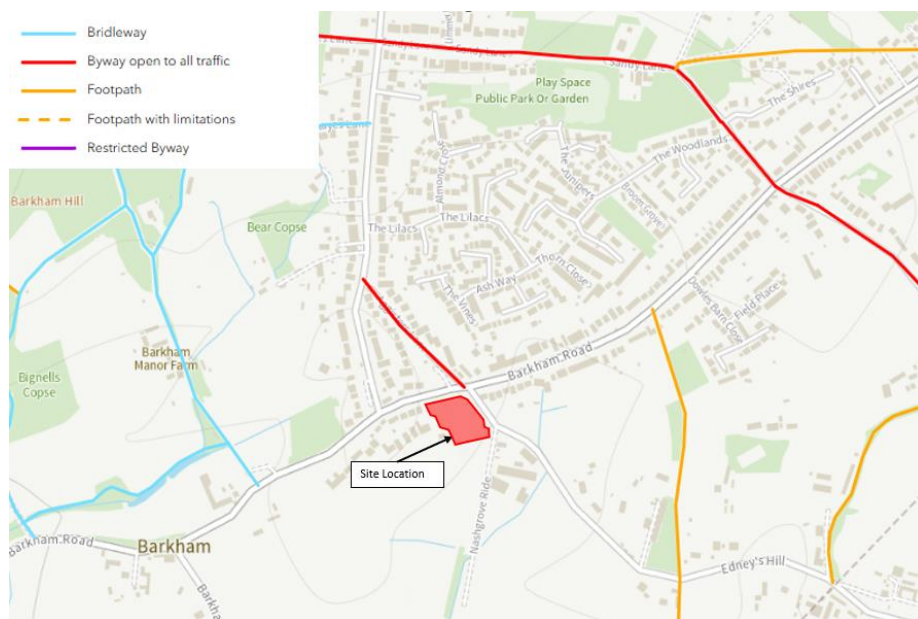


Figure 3: Nearby PRoW Routes²

- 3.9 **Figure 3** illustrates that PRoW byway open to all traffic, BARK19, is located opposite the site, and can be accessed via Barkham Road. BARK19 extends northwards along Aggisters Lane towards Bearwood Road.
- 3.10 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

² <https://experience.arcgis.com/experience/693aa0ab35dd45e7ae8e256533d7dd2b/>

Byway open to all traffic, BARK1, which continues in an 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.

- 3.11 In addition, approximately 380m east of the site is Footpath WOKI33, which provides a pedestrian only route south across Edneys Hill and can be accessed via the footway on Barkham Road.

Public Transport

- 3.12 The site is located adjacent to Bearwood Road bus stop. Bearwood Road bus stops benefit from a flag and pole with timetable information on and bus layby. The eastbound stop also benefits from a bus shelter, as illustrated in **Photograph 3**.



Photograph 3: Bearwood Road bus stop

- 3.13 Bearwood Road bus stops benefit from a service every 30 minutes between Wokingham Town Centre and Reading Town Centre, Monday to Saturday, via the no.3 bus service, which is operated by Reading Buses. The no.145 bus service, operated by Horseman Coaches, runs once a day on Tuesdays and provides a route between Winnersh and Three Mile Cross.
- 3.14 The nearest train 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 no.3 or no.145 bus service from the Bearwood Road bus stop (eastbound).
- 3.15 Wokingham Train Station provides frequent services to Gatwick Airport and Reading operated by Great Western Rail and London Waterloo operated by South Western Railway. Services to Reading occur every

15 minutes and to there are services to Gatwick Airport and London Waterloo every 30 minutes. Wokingham Train Station provides the following facilities:

- Ticket Office
- Step free to access to the Station and all platforms
- Accessible toilets
- Waiting rooms and seating
- 118 cycle parking spaces

Local Highway Network

3.16 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 (60mph). 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.

3.17 The condition of Edneys Hill is illustrated in **Photograph 4** and **Photograph 5**.



Photograph 4: Condition of Edneys Hill



Photograph 5: Condition of Edneys Hill/B3349 Barkham Road mini roundabout

3.18 Barkham Road is a single carriageway road with two-way traffic, which runs in an east-west alignment along the northern 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.

3.19 The existing condition of Barkham Road is illustrated in **Photograph 6**.



Photograph 6: Condition of Barkham Road

Summary

- 3.20 The site is in proximity to great public transport provision, most notably the Bearwood Road bus stops which provide regular services between Woking and Reading town centres via the no.3 bus service, where a number of amenities can be accessed, including Wokingham Rail Station. Wokingham Train Station provides regular and frequent services to Reading, Gatwick Airport and London Waterloo.
- 3.21 Furthermore, the site is located in proximity to good pedestrian infrastructure on Barkham Road, in addition to 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.

4. PROPOSED DEVELOPMENT

- 4.1 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	Number of Flats	Number of Houses
2	2	-
3	4	2
4	-	8

Table 3: Accommodation Schedule

Access Arrangements

- 4.2 The proposed access is a new 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 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.
- 4.3 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 B**. 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.
- 4.4 There are two pedestrian routes proposed from Barkham Road via 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 (westbound).

Car Parking Provision

- 4.5 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 an urban area of Wokingham.
- 4.6 Applying the parking calculator provided by Wokingham Borough Council, a total of 26 allocated car

parking spaces and four unallocated parking spaces are required and will be provided to meet the standards.

- 4.7 As outlined in the WBC Highways Design Guide (2019) 'Appendix E: Electric Vehicle Parking', WBC are adopting a phased approach to increase Electric Vehicle (EV) over a period between 2019 to 2030. In line with these standards, nine passive and two active on-plot EV chargers will be provided, and one passive off-plot EV chargers will be included as part of the proposed development.

Cycle Parking Provision

- 4.8 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

- 4.9 **Table 4** identifies a total requirement of 24 cycle spaces. The proposed development includes secure and covered cycle storage for 36 bicycles, which exceeds WBC requirements, and this will be provided within the curtilage of each house and within communal spaces for the flats.

Development Trips

- 4.10 To forecast the number of vehicle 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.

The findings of the TRICS assessment are summarised in **Table 5** with full outputs attached as **Appendix C**.

Vehicular Trip Generation	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate (per dwelling)	0.143	0.417	0.56	0.364	0.189	0.553
Trip Generation (16 dwellings)	2	6	8	6	2	8

Table 5: Proposed Development Vehicle Trip Generation

- 4.11 **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) and eight two-way movements in the traditional PM peak hour (17:00-18:00).
- 4.12 As detailed within the Transport Statement, this is not considered to be a severe cumulative impact in the context of NPPF Paragraph 116.

5. INDICATIVE BASELINE AND TARGETS

Travel Plan Aim

5.1 The overall aim of the TP is:

to support a sustainable development by reducing the need for single occupancy vehicle trips through highlighting and promoting the use of more sustainable travel methods.

Travel Plan Objectives

5.2 Specific to this TP, the objectives are:

- Reduce single occupancy vehicle trips and their subsequent impact on the local road network;
- Maximise the opportunities for travel by alternative means;
- Promote pedestrian and cycle routes both on and off-site;
- Promote local public transport; and
- Ensure safe and easy access for all site users

5.3 Meeting these objectives will help achieve a development that has a high standard of sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel on the local road network.

Baseline Travel Patterns

5.4 Before setting specific targets, understanding how residents/employees currently travel to work is essential. Using 2011 'Method of Travel to Work' Census data for the MSOA area E02003453 Wokingham 015 in which the site is located. The baseline modal splits are presented in **Table 6**.

Mode of Travel	%
Car Alone	79%
Car Passenger	4%
Train	9%
Bus	1%
Cycle	2%
Walk	5%
Total	100%

Table 6: 2011 Census Data – Mode Share

5.5 The Applicant has agreed that My Journey will implement the Travel Plan. Therefore, as part of the My Journeys programme, any specific targets will be agreed through My Journeys.

6. TRAVEL PLAN STRATEGY

- 6.1 A Travel Plan is a useful tool produced to encourage residents and visitors to use alternative modes of transport to single occupancy vehicle journeys.
- 6.2 As part of the development requirements the developer will implement the following measures:
- Internal pedestrian connections, within the site
 - Pedestrian connections from the site to the public highway network
 - Electric vehicle charging requirements; and
 - Cycle parking provision
- 6.3 The implementation of the Travel Plan will then be undertaken by My Journey Wokingham, therefore the following provides a summary of the measures available to target users of the development.

Travel Plan Measures

- 6.4 As set out in WBC's Residential Travel Planning Guidance for Developers (2017), Developer contributions towards travel planning under My Journey Wokingham will be used for initiatives such as the following outlined below.

Travel Information Packs

- 6.5 A residential travel information pack provides residents with key travel information as soon as they move into their new homes. My Journey packs are also used to provide prospective buyers with travel information of the local area.

Travel Website

- 6.6 Dedicated travel webpages for appropriate development areas on the My Journey website that are reviewed on a regular basis to ensure information remains current for residents.
- 6.7 A 'Contact Us' function on the My Journey website allows new residents to message a dedicated My Journey travel advisor with local transport and travel queries at any time.

Events

- 6.8 Events in development areas to provide an opportunity for residents to discuss travel options face-to-face with a My Journey travel advisor.

Incentives

- 6.9 Incentives and resources for residents, which can include trial bus tickets, opportunities to join a cycling/walking club, bike hire, cycle training and discounted car club membership.

7. IMPLEMENTATION AND MONITORING

- 7.1 The Travel Plan would be secured through a Section 106 agreement, which would confirm the costs required by Wokingham Borough Council to implement the Travel Plan through My Journey Wokingham.
- 7.2 WBC's 2017 Travel Plan guidance outlines a per unit cost of £450 (at 2017 prices), which would equate to £7,200 for the development.
- 7.3 Subject to agreement of the My Journey Wokingham fee's the delivery and management of the Travel Plan would be undertaken by the My Journey Wokingham team. This would include monitoring and sustainable travel promotions and marketing.

Appendix A



REVISIONS / AUTHOR			DATE
PURPOSE OF ISSUE			
PLANNING			
DRAWN		SCALE	
MW		1:500@A3	
CHECKED	SIGNED OFF		DATE
TN	TN		APR 2025
PROJECT			
LAND OFF EDNEYS HILL			
BARKHAM			
TITLE			
SITE LAYOUT			
DRAWING NUMBER			REV
WOK-PL101			-
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Appendix B

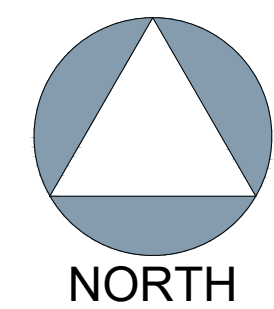


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KEY



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

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)	

Appendix C

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

Population within 500m Range:

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