

NEWTOWN COURT FARM, NEWBURY

TRANSPORT STATEMENT

EDGE ARCHITECTURE

02 JULY 2021



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Date:	02 July 2021
Document Reference:	A345-R002 Rev B

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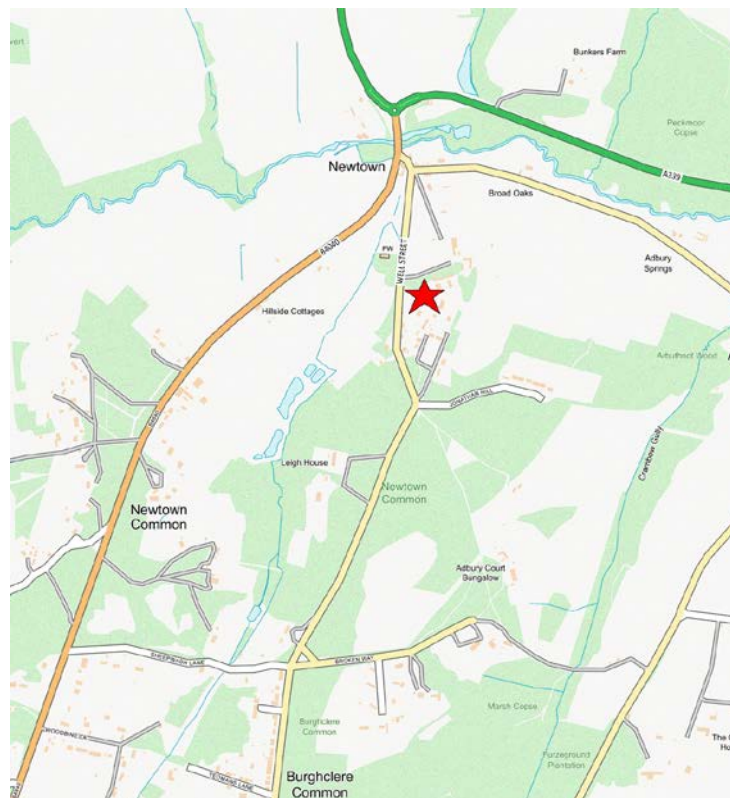
Appendices

- Appendix A - Drawings
- Appendix B – Traffic Collision Record
- Appendix C – ATC Survey Data
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1.0 Introduction

- 1.1. This Transport Statement has been prepared in support of a proposed development comprising the erection of three residential dwellings (in addition to the existing dwelling and an approved dwelling) on land located at Newtown Court Farm, Newbury. The site location is illustrated in **Figure 1** below.

Figure 1 – Site Location



Site History and Existing Condition

- 1.2. The site sits on either side of the existing Newtown Court Farm dwelling with Well Street to the west. Other detached dwellings forming part of the Newtown settlement are located to the north and south.
- 1.3. The site is accessed via a walled driveway off Well Street. This is an unlit rural road, with a carriageway width of c.5m and is subject to a 30mph speed limit.
- 1.4. Planning permission for a single dwelling accessed from the existing driveway was previously granted by Basingstoke and Deane Borough Council (BDBC) in November 2020 (application ref: 20/01744/FUL). Planning permission has also been granted for the erection of a new dwelling to replace the existing dwelling in December 2019 (application ref: 19/02853/FUL).
- 1.5. A review of Road Traffic Collision data indicates that no collisions have been reported in the vicinity of the access within the last five years (**Appendix B** refers).



2.0 Development Proposals

- 2.1. The proposals comprise the erection of an additional three dwellings on land at Newtown Court Farm. The development would be served by the existing access and a proposed driveway. ALP **Drawing A345-001 P3** shows the existing access and achievable visibility splays.
- 2.2. A speed survey on Well Street, conducted in the vicinity of the access from 15th January – 21st January 2021 (see data in **Appendix C**) shows that the average speeds are less than 30mph and that the two-way vehicle flow during the peak hours is less than 100 vehicles, **Table 2.1** summarises. (Based upon advice in MfS the achievable visibility is considered appropriate).

Table 2.1 – Traffic Survey Summary

	Peak Hour Flow		Mean Speed	Achievable Visibility
	09:00	16:00		
Northbound	44	44	27.5mph	38m
Southbound	34	40	24.9mph	33m

- 2.3. Given the observed vehicle speeds, collision record and the observed traffic flows it is considered appropriate for the existing access to be retained.
- 2.4. A 5.5m wide road will continue into the development giving access to the existing dwelling, the permitted new dwelling and the additional four proposed detached dwellings. A turning head will also be provided to allow a refuse vehicle to turn within the site.
- 2.5. The proposed site layout has been included in **Appendix D**.

Parking

- 2.6. Parking is to be provided in accordance with the current adopted BDBC parking standards (July 2018) for Rural Areas as summarised in **Table 2.2**.

Table 2.2 – Parking Standards and Proposed Provision

No. Bedrooms	Parking Requirements For developments with 20 – 50% Unallocated	Proposed No. Units	Proposed No. Parking Spaces
1	1.25	0	0
2/3	2.25	0	0
4+	3.25	4	20

- 2.7. As can be seen on the proposed layout, each dwelling is provided with a driveway area and a double garage which can comfortably accommodate 3 vehicles plus a visitor's vehicle. This is more than adequate and exceeds the parking requirements as set out in the standards. In addition, each dwelling is provided with electric vehicle charging apparatus.
- 2.8. The BDBC parking standards also provided guidance for cycle parking provision, **Table 2.3** summarises.



Table 2.3 - Cycle Parking Standards

No. Bedrooms	Long Stay	Short Stay
1	1	1
2/3	2	1
4+	2	1

- 2.9. The standards state that 'secure covered parking for residents' cycles, such as within a garage or shed' are considered appropriate. As shown on the layout, the proposals include the provision of double garages for each dwelling. These have minimum internal dimensions of 5m x 6.3m and as such are suitable for the storage of bicycles.

Servicing

- 2.10. As mentioned previously a 5.5m wide access road will be provided into the site, giving access to bin collection points within suitable drag distances for refuse operatives.
- 2.11. A turning head is also provided to enable a large refuse vehicle to enter and exit the site in a forward gear. ALP Drawing A345-003 P2 shows swept path analysis of the internal layout.



3.0 Development Impact

- 3.1. The proposed development would result in a net increase of 3 dwellings associated with the existing access. This will invariably result in a marginal intensification of vehicular use at the access.
- 3.2. In order to determine the level of traffic likely to be generated, comparable trip rates have been obtained and used to calculate the peak hour and traffic generation for the development, **Table 3.1** summarises.

Table 3.1 – Trip Rates for Residential Development

Time Period	Trip Rates		
	Arr.	Dep.	Two-Way
AM (08:00 – 09:00)	0.12	0.65	0.77
PM (17:00 – 18:00)	0.45	0.40	0.85

- 3.3. Using these trip rates, the total traffic generation for the existing and permitted development has been calculated and compared to the net increase as a result of the proposed additional development. **Table 3.2** summarises.

Table 3.2 – Traffic Generation

Time Period	Existing and Permitted Development (2 Dwellings)		
	Arr.	Dep.	Two-Way
AM (08:00 – 09:00)	0	1	1
PM (17:00 – 18:00)	1	1	2
Proposed Development (3 Dwellings)			
AM (08:00 – 09:00)	0	+2	+2
PM (17:00 – 18:00)	+2	+1	+3
Total Development Traffic			
AM (08:00 – 09:00)	0	3	3
PM (17:00 – 18:00)	3	2	5

- 3.4. As can be seen, the proposed development will result in an additional 2 vehicle movements in the AM peak and 3 in the PM peak.
- 3.5. Given that the proposed development falls well below the 50 unit threshold set by HCC for developments requiring a transport assessment and that the site would generate less than 30 vehicles movements per hour, it is considered that the impact will be marginal and have no material effect upon the operation of the local highway network let alone a severe impact.



4.0 Summary and Conclusion

- 4.1. This Transport Statement has been prepared in support of a proposed development of three dwellings on land at Newtown Court Farm, Newbury. The site already benefits from permission for the erection of a replacement dwelling and an existing dwelling which will bring the total dwellings on the site to five.
- 4.2. The existing access is to be retained in its current form, and as demonstrated the 'intensification' of use at the access would have a very marginal impact upon traffic generated.
- 4.3. Existing speeds along Well Street are generally lower than the posted 30mph speed limit and traffic flows along the lane are less than 100 vehicles during the peak hours. As such it is considered that the access would continue to operate safely with the addition of four dwellings, and Well Street itself, appropriate to act as a shared route for both vehicular and pedestrian movements.
- 4.4. On the basis of this assessment, it is considered that the proposals are in accordance with national and local highway design guidance and the key transport tests set out in NPPF.



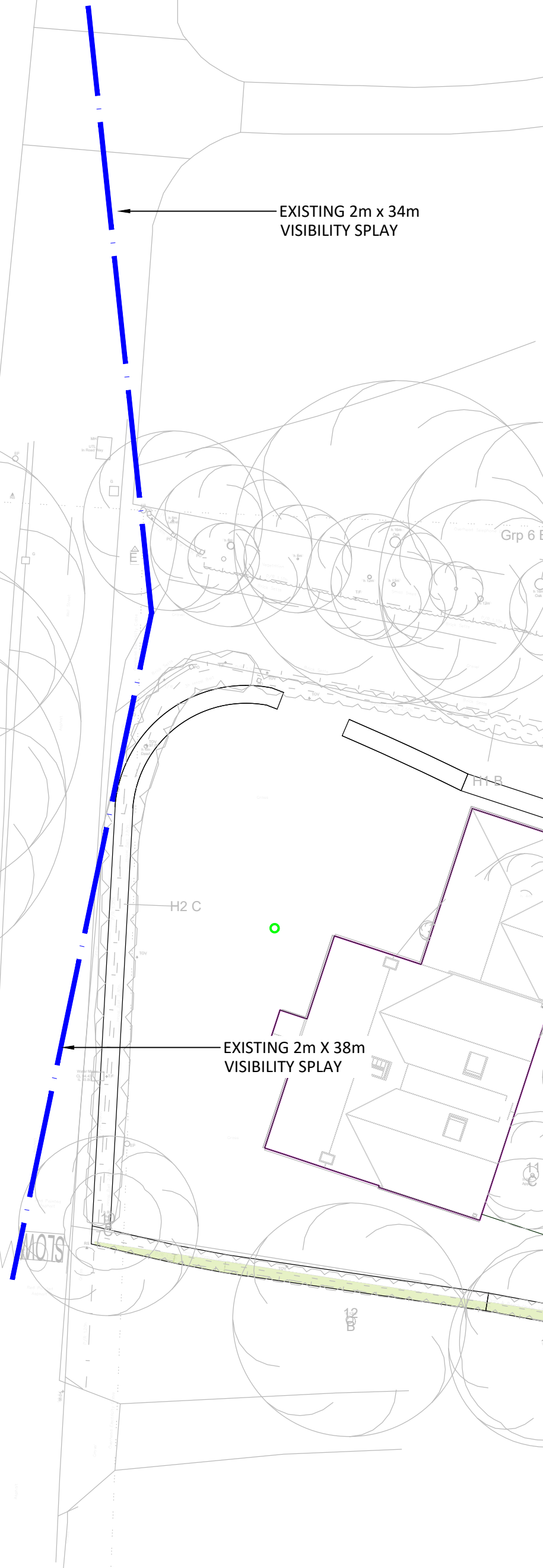
Appendices



Appendix A - Drawings

A345-001 P3 – Existing Access

A345-003 P2 – Swept Path Analysis



Rev	Date	Description	Drawn	Checked
P3	07.21	REVISED LAYOUT	TDM	NB
P2	05.21	MINOR REVISIONS	TDM	NB
P1	01.21	FIRST ISSUE	TDM	NB



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Client
EDGE ARCHITECTURE

Project
NEWTOWN COURT FARM

Title
EXISTING ACCESS ARRANGEMENTS FROM WELL STREET

Status
FOR INFORMATION

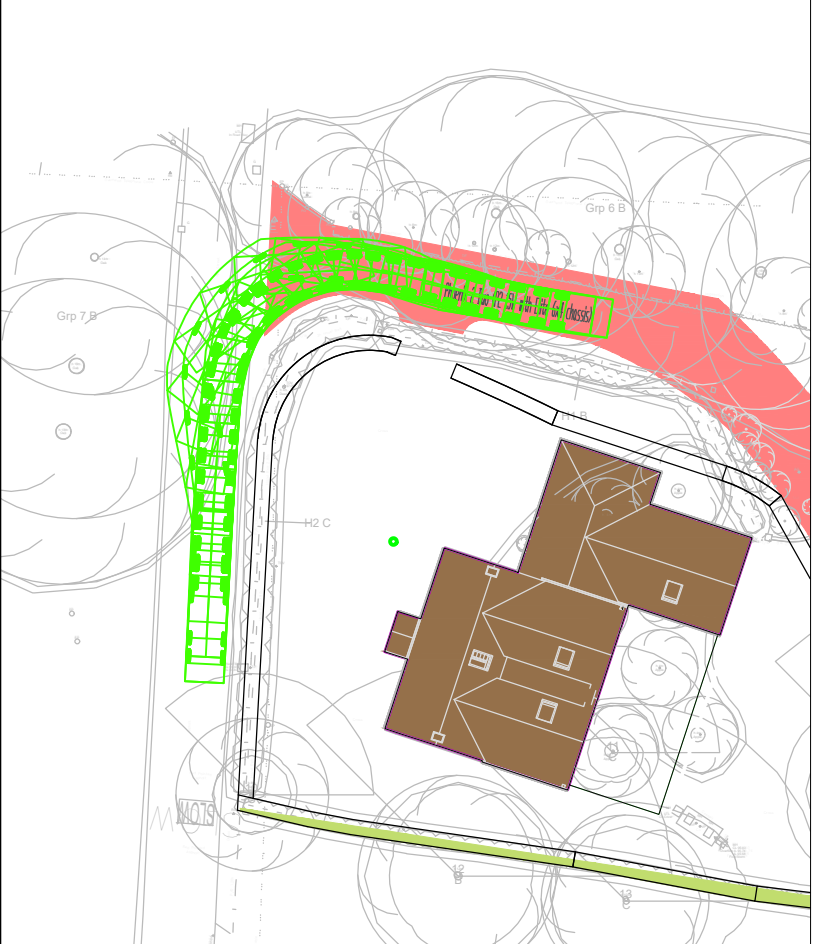
Scale	Date	Drawn	Checked
1:250 @ A3	FEB 2021	TDM	NB

Drawing No	Revision
A345-001	P3

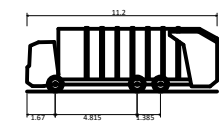
REFUSE VEHICLE INGRESS



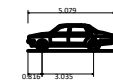
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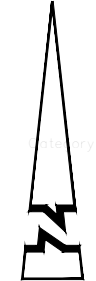
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Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m



Rev	Date	Description	Drawn	Checked
P2	07.21	REVISED LAYOUT	TDM	NB
P1	05.21	FIRST ISSUE	TDM	NB

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Client
EDGE ARCHITECTURE

Project
NEWTOWN COURT FARM

Title
**SWEPT PATH ANALYSIS
PROPOSED LAYOUT**

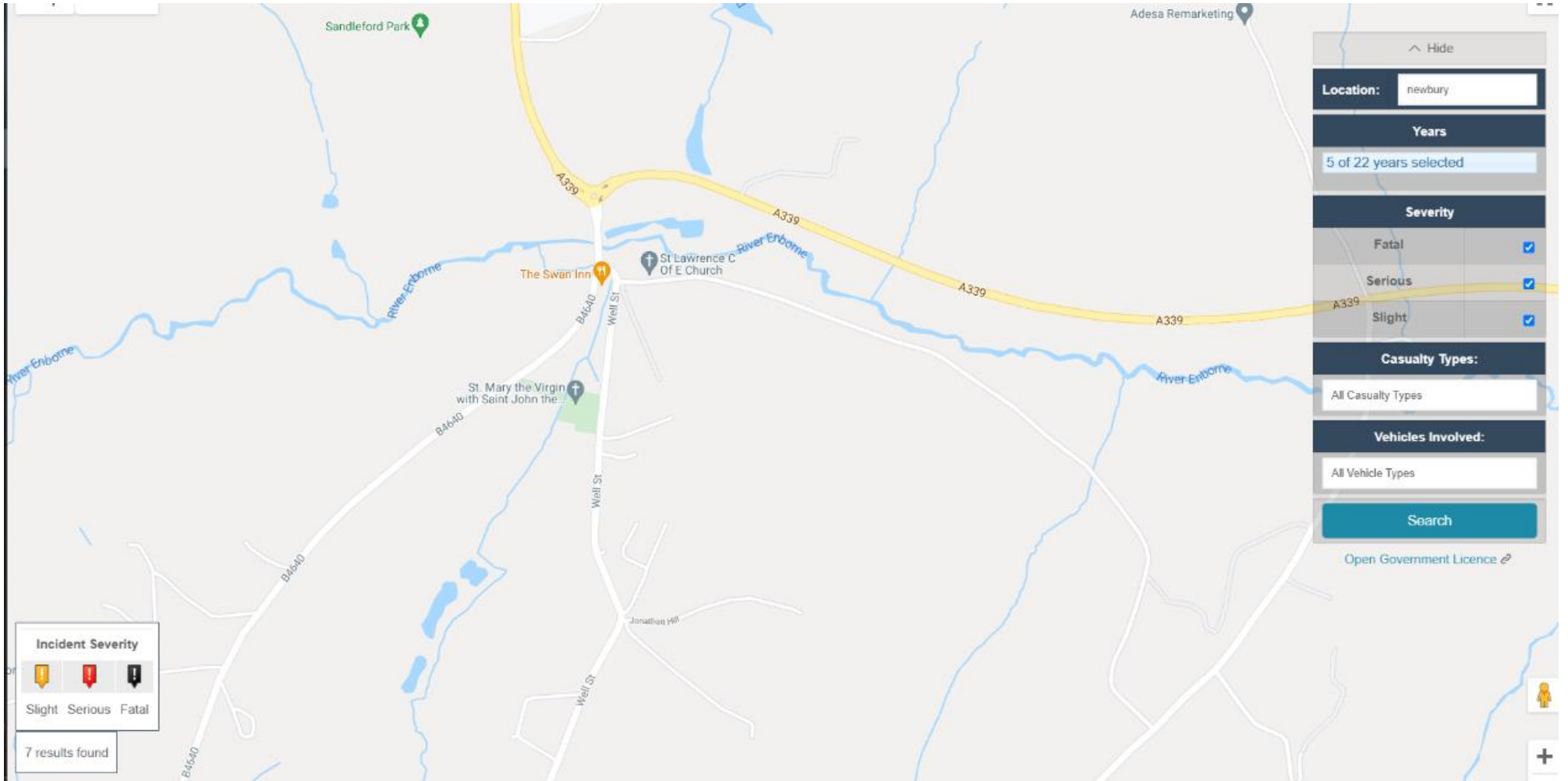
Status
PRELIMINARY

Scale	Date	Drawn	Checked
1:500 @ A3	MAY 2021	TDM	NB

Drawing No	Revision
A345-003	P2



Appendix B – Traffic Collision Record





Appendix C – ATC Survey Data

Newbury ATC 1, Well Street

Produced by Streetwise Services Ltd.

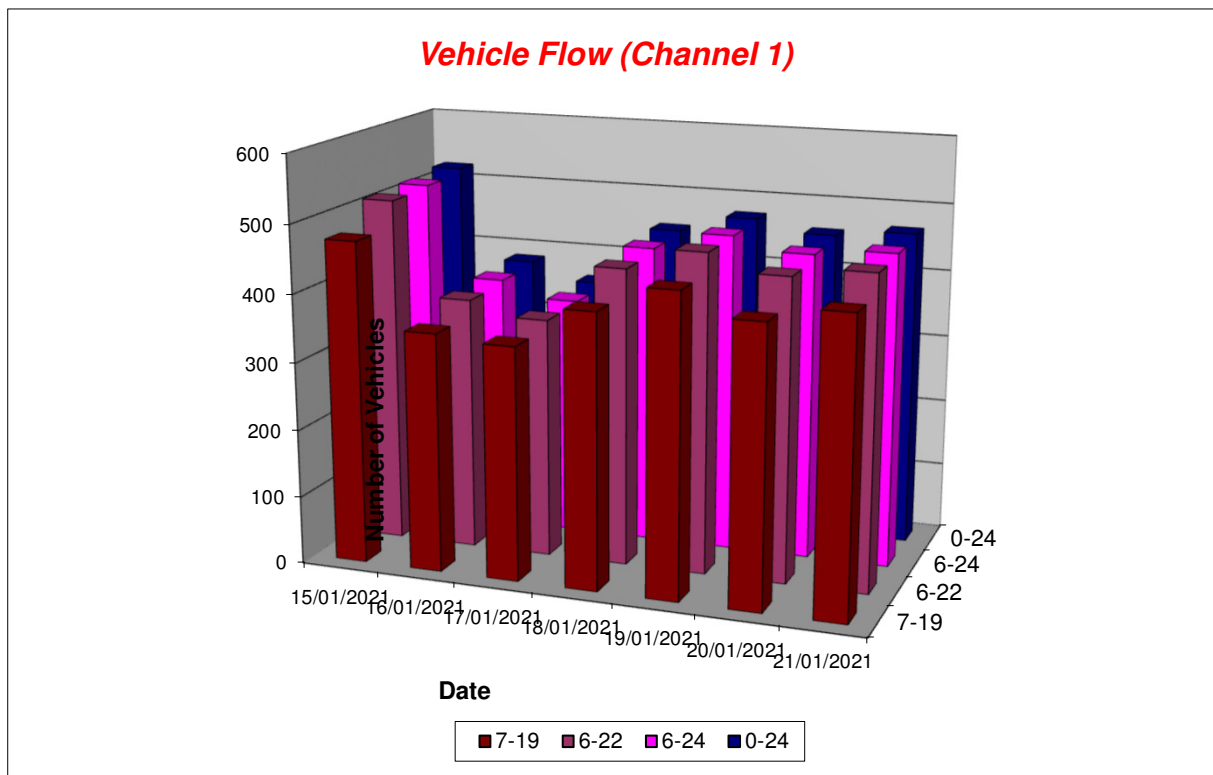


Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	15/01/2021 Friday	16/01/2021 Saturday	17/01/2021 Sunday	18/01/2021 Monday	19/01/2021 Tuesday	20/01/2021 Wednesday	21/01/2021 Thursday	5 Day Ave	7 Day Ave
1	1	2	0	1	0	0	0	0	1
2	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	2	1	1	0	0	0	0	0	1
5	1	0	0	1	1	1	1	1	1
6	3	1	1	2	2	4	4	3	2
7	9	5	1	10	9	9	9	9	7
8	28	5	8	23	33	23	34	28	22
9	43	26	13	44	43	46	44	44	37
10	27	33	20	40	35	28	34	33	31
11	33	26	28	29	43	46	42	39	35
12	43	35	49	30	36	30	26	33	36
13	49	33	46	39	35	40	34	39	39
14	43	37	44	43	41	45	52	45	44
15	56	40	39	33	37	39	39	41	40
16	60	54	50	53	57	46	54	54	53
17	50	31	19	38	46	30	42	41	37
18	24	21	17	15	24	21	14	20	19
19	19	11	11	16	12	15	16	16	14
20	9	8	4	11	9	12	7	10	9
21	11	7	2	9	6	11	8	9	8
22	8	2	3	5	4	4	4	5	4
23	3	4	1	5	1	4	2	3	3
24	0	1	1	1	0	3	1	1	1
7-19	475	352	344	403	442	409	431	432	408
6-22	512	374	354	438	470	445	459	465	436
6-24	515	379	356	444	471	452	462	469	440
0-24	522	383	358	448	474	457	467	474	444



Newbury ATC 1, Well Street

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	15/01/2021 Friday	16/01/2021 Saturday	17/01/2021 Sunday	18/01/2021 Monday	19/01/2021 Tuesday	20/01/2021 Wednesday	21/01/2021 Thursday
1	13.0	35.5	-	28.0	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	25.5	23.0	33.0	-	-	-	-
5	33.0	-	-	28.0	33.0	33.0	33.0
6	38.0	38.0	28.0	28.0	35.5	33.0	30.5
7	31.3	29.0	33.0	31.5	33.0	30.8	32.4
8	27.0	29.0	34.2	30.4	30.0	30.2	31.4
9	30.4	26.5	31.2	29.2	28.7	29.8	28.7
10	26.4	28.5	29.2	28.8	23.9	27.1	27.6
11	27.7	27.8	28.4	30.1	27.7	26.5	27.5
12	27.0	28.4	29.6	25.8	27.3	27.2	32.6
13	25.4	28.3	30.0	28.0	27.6	28.0	24.5
14	27.6	25.0	30.7	28.1	28.4	28.2	24.4
15	24.6	28.0	28.6	26.8	25.4	25.0	24.8
16	24.6	27.1	29.5	27.5	28.4	28.8	27.1
17	27.6	28.4	29.1	33.5	26.7	27.8	29.8
18	26.4	32.0	26.6	30.3	30.1	26.3	30.5
19	31.2	30.7	36.2	31.8	34.2	31.3	28.0
20	31.9	30.5	35.5	26.8	29.1	30.5	29.4
21	33.0	34.4	30.5	32.4	32.2	33.0	23.6
22	31.1	28.0	26.3	35.0	34.2	28.0	30.5
23	31.3	29.2	23.0	32.0	33.0	33.0	25.5
24	-	28.0	33.0	38.0	-	36.3	43.0

10-12	27.3	28.2	29.2	27.9	27.5	26.7	29.5
14-16	24.6	27.5	29.1	27.2	27.2	27.0	26.1
0-24	27.2	28.2	29.8	29.1	28.1	28.3	27.8

7 Day Ave 28.4

85th Percentile

Hr Ending	15/01/2021 Friday	16/01/2021 Saturday	17/01/2021 Sunday	18/01/2021 Monday	19/01/2021 Tuesday	20/01/2021 Wednesday	21/01/2021 Thursday
1	13.7	38.5	-	28.3	-	-	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	33.5	23.3	33.3	-	-	-	-
5	33.6	-	-	28.8	33.1	33.8	33.4
6	43.3	38.6	28.0	33.4	38.2	38.0	33.5
7	38.3	38.6	33.3	38.3	39.0	38.2	38.5
8	33.8	48.3	38.4	33.9	38.1	33.1	38.2
9	38.0	33.3	38.3	38.6	38.4	33.1	33.3
10	33.8	38.8	33.9	33.6	28.4	33.3	33.1
11	33.8	33.8	39.0	33.4	33.5	33.1	33.6
12	33.7	33.6	38.4	33.1	33.2	33.0	38.2
13	28.0	34.0	38.3	33.6	33.5	38.5	33.9
14	33.4	33.9	38.2	33.7	33.3	33.7	28.1
15	33.9	33.2	33.2	33.9	33.6	28.5	33.4
16	33.8	33.7	33.6	33.8	38.5	33.8	33.3
17	33.4	39.0	33.4	38.0	33.2	33.1	38.9
18	34.0	38.2	33.4	38.5	33.9	33.2	38.8
19	38.9	38.5	43.7	38.9	43.7	38.7	33.3
20	38.1	38.1	38.3	38.4	33.5	38.5	38.7
21	38.9	49.0	33.6	38.7	38.4	38.4	33.3
22	38.4	28.7	38.2	38.5	38.1	38.1	33.1
23	33.5	38.0	23.2	38.5	33.8	43.7	33.0
24	-	28.6	33.6	38.5	-	38.9	43.3

10-12	33.8	33.1	38.1	33.4	33.5	33.5	38.8
14-16	33.1	33.1	33.5	33.4	33.8	33.1	33.3
0-24	33.6	33.8	38.9	38.3	33.6	33.8	33.2

7 Day Ave 35.0

Newbury ATC 1, Well Street

Produced by Streetwise Services Ltd.

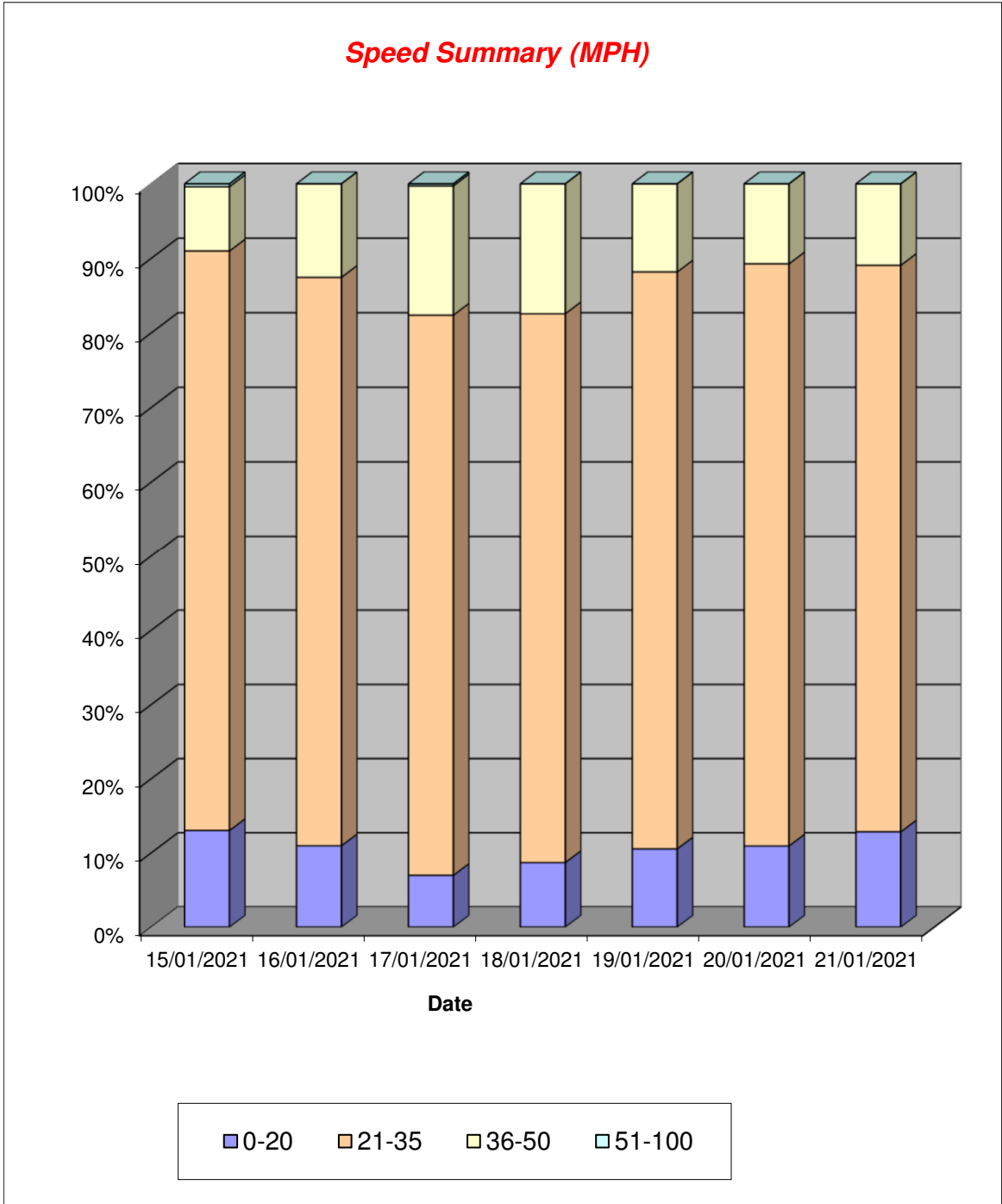


Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	15/01/2021 Friday	16/01/2021 Saturday	17/01/2021 Sunday	18/01/2021 Monday	19/01/2021 Tuesday	20/01/2021 Wednesday	21/01/2021 Thursday
0-20	68	42	25	39	50	50	60
21-35	407	293	270	331	368	358	356
36-50	45	48	62	78	56	49	51
51-100	2	0	1	0	0	0	0
TOTAL	522	383	358	448	474	457	467



Newbury ATC 1, Well Street

Produced by Streetwise Services Ltd.



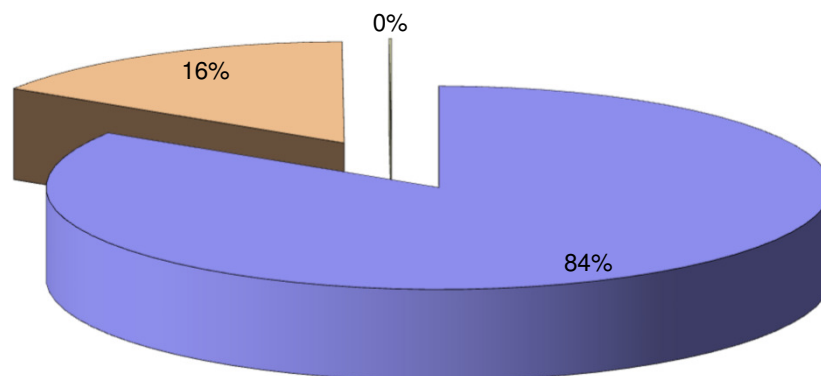
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
15/01/2021				
7-19	393	81	1	475
6-22	426	85	1	512
6-24	429	85	1	515
0-24	433	87	2	522
16/01/2021				
7-19	317	35	0	352
6-22	333	41	0	374
6-24	337	42	0	379
0-24	340	43	0	383
17/01/2021				
7-19	312	32	0	344
6-22	319	35	0	354
6-24	320	36	0	356
0-24	322	36	0	358
18/01/2021				
7-19	331	72	0	403
6-22	361	77	0	438
6-24	366	78	0	444
0-24	369	79	0	448
19/01/2021				
7-19	355	86	1	442
6-22	380	89	1	470
6-24	381	89	1	471
0-24	383	90	1	474
20/01/2021				
7-19	335	74	0	409
6-22	366	79	0	445
6-24	372	80	0	452
0-24	375	82	0	457
21/01/2021				
7-19	359	72	0	431
6-22	384	75	0	459
6-24	387	75	0	462
0-24	391	76	0	467
Average				
7-19	343	65	0	408
6-22	367	69	0	436
6-24	370	69	0	440
0-24	373	70	0	444

Total Vehicle Class Distribution



Newbury ATC 1, Well Street

Produced by Streetwise Services Ltd.

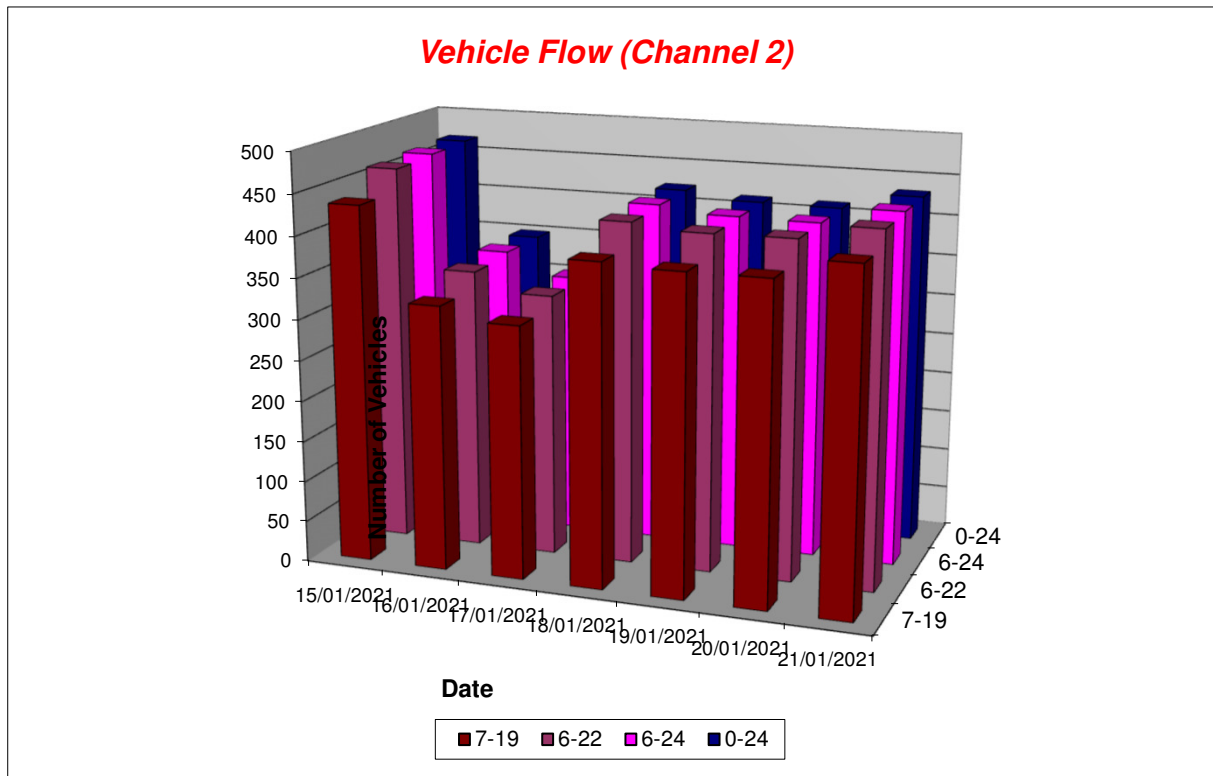


Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	15/01/2021 Friday	16/01/2021 Saturday	17/01/2021 Sunday	18/01/2021 Monday	19/01/2021 Tuesday	20/01/2021 Wednesday	21/01/2021 Thursday	5 Day Ave	7 Day Ave
1	1	0	0	0	0	0	0	0	0
2	0	0	0	1	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0
4	1	0	1	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0
7	0	2	2	1	1	1	4	1	2
8	19	5	9	18	26	21	23	21	17
9	36	11	10	28	36	34	35	34	27
10	38	30	13	37	38	33	40	37	33
11	25	24	48	25	28	25	38	28	30
12	41	35	35	41	37	39	38	39	38
13	46	34	48	45	34	34	38	39	40
14	45	40	41	37	35	31	42	38	39
15	46	44	44	46	32	44	40	42	42
16	50	42	28	36	34	42	36	40	38
17	28	24	19	27	32	18	40	29	27
18	38	24	6	31	36	42	29	35	29
19	24	11	8	20	19	24	12	20	17
20	16	10	9	10	13	13	6	12	11
21	4	7	2	12	6	8	9	8	7
22	7	1	0	4	4	3	0	4	3
23	2	4	0	2	2	0	2	2	2
24	1	1	1	1	0	0	0	0	1
7-19	436	324	309	391	387	387	411	402	378
6-22	463	344	322	418	411	412	430	427	400
6-24	466	349	323	421	413	412	432	429	402
0-24	468	349	324	422	413	412	432	429	403



Newbury ATC 1, Well Street

Produced by Streetwise Services Ltd.



Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	15/01/2021 Friday	16/01/2021 Saturday	17/01/2021 Sunday	18/01/2021 Monday	19/01/2021 Tuesday	20/01/2021 Wednesday	21/01/2021 Thursday
1	28.0	-	-	-	-	-	-
2	-	-	-	28.0	-	-	-
3	-	-	-	-	-	-	-
4	38.0	-	43.0	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	-	33.0	38.0	38.0	38.0	38.0	33.0
8	28.5	32.0	31.3	29.4	28.2	27.8	30.6
9	25.5	28.9	30.0	26.9	26.3	32.1	26.5
10	24.3	25.8	28.8	24.8	21.9	24.5	28.1
11	25.2	23.4	28.1	23.3	25.1	25.8	26.1
12	22.6	26.7	28.3	24.3	26.5	24.2	27.2
13	21.2	26.7	30.4	25.7	23.6	24.6	22.1
14	23.6	23.8	27.1	23.7	23.3	24.8	16.1
15	21.2	24.0	27.9	23.3	24.5	24.8	24.7
16	21.7	24.8	28.0	25.8	24.6	24.9	21.1
17	24.6	29.5	30.1	29.2	24.8	28.8	29.1
18	30.4	31.8	25.5	31.7	29.2	28.4	31.1
19	30.4	31.6	32.4	29.8	31.2	30.9	28.8
20	29.9	35.0	33.0	29.0	32.6	29.5	30.5
21	25.5	29.4	33.0	31.8	29.7	29.2	30.2
22	30.9	28.0	-	26.8	34.2	24.7	-
23	38.0	25.5	-	35.5	40.5	-	28.0
24	28.0	5.0	23.0	33.0	-	-	-

10-12	23.6	25.4	28.2	23.9	25.9	24.8	26.6
14-16	21.5	24.4	27.9	24.4	24.6	24.8	23.0
0-24	24.7	26.6	28.9	26.4	26.0	26.7	25.7

7 Day Ave 26.4

85th Percentile

Hr Ending	15/01/2021 Friday	16/01/2021 Saturday	17/01/2021 Sunday	18/01/2021 Monday	19/01/2021 Tuesday	20/01/2021 Wednesday	21/01/2021 Thursday
1	28.5	-	-	-	-	-	-
2	-	-	-	28.7	-	-	-
3	-	-	-	-	-	-	-
4	38.3	-	43.8	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	-	38.2	38.5	38.7	38.7	38.9	39.0
8	33.3	39.0	38.4	33.6	38.8	33.1	38.6
9	33.0	38.1	38.5	33.8	33.4	38.6	33.9
10	28.5	33.0	38.2	33.2	28.9	28.3	33.7
11	33.2	33.3	33.6	28.8	33.7	33.1	33.4
12	28.9	33.5	33.5	33.2	33.1	28.2	33.7
13	28.6	33.9	33.7	34.0	28.6	28.1	33.1
14	28.8	33.5	33.9	28.1	28.7	33.4	23.8
15	28.9	33.4	33.4	28.1	28.0	34.0	28.7
16	28.3	33.8	43.3	33.8	33.4	28.5	28.5
17	28.5	38.8	33.3	33.4	33.4	33.5	33.2
18	38.1	38.7	33.2	38.5	38.3	34.0	38.2
19	43.6	38.7	38.5	33.1	39.0	33.2	38.3
20	38.4	44.0	38.2	38.1	43.8	33.4	38.8
21	34.0	43.3	38.6	38.2	33.7	33.4	38.1
22	38.1	28.5	-	33.0	43.4	28.3	-
23	38.9	33.4	-	43.7	43.7	-	33.5
24	28.6	5.7	23.4	33.5	-	-	-

10-12	28.3	33.2	33.9	33.6	33.3	28.5	33.8
14-16	28.1	33.4	38.5	28.2	33.4	33.1	28.8
0-24	33.5	33.5	38.2	33.5	33.4	33.5	33.3

7 Day Ave 34.1

Newbury ATC 1, Well Street

Produced by Streetwise Services Ltd.

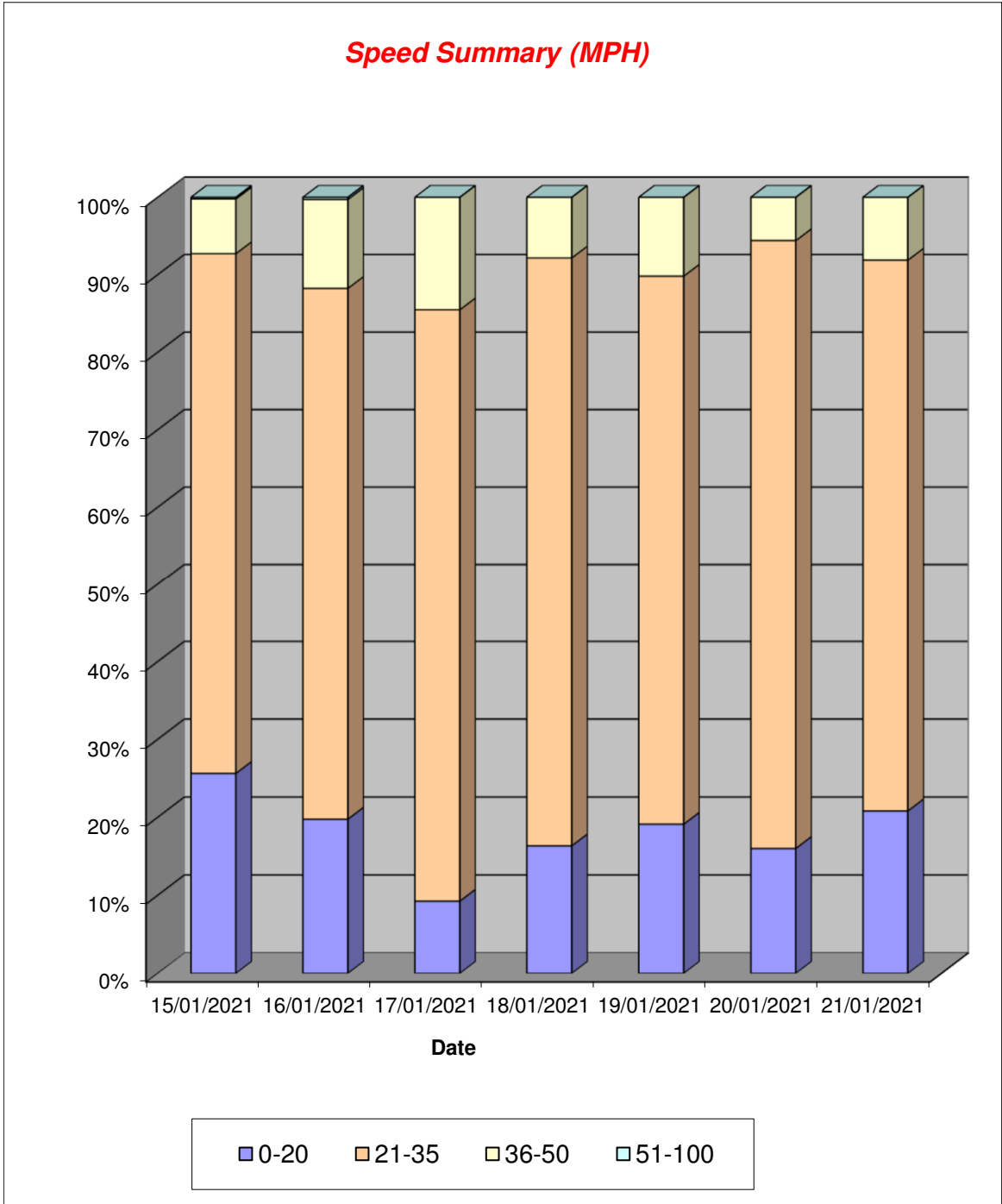


Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	15/01/2021 Friday	16/01/2021 Saturday	17/01/2021 Sunday	18/01/2021 Monday	19/01/2021 Tuesday	20/01/2021 Wednesday	21/01/2021 Thursday
0-20	120	69	30	69	79	66	90
21-35	314	239	247	320	292	323	307
36-50	33	40	47	33	42	23	35
51-100	1	1	0	0	0	0	0
TOTAL	468	349	324	422	413	412	432



Newbury ATC 1, Well Street

Produced by Streetwise Services Ltd.



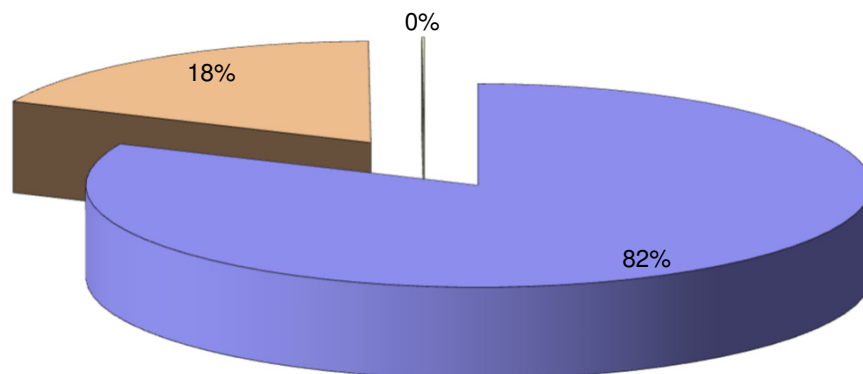
Channel 2 - Southbound

Vehicle Class

Week 1

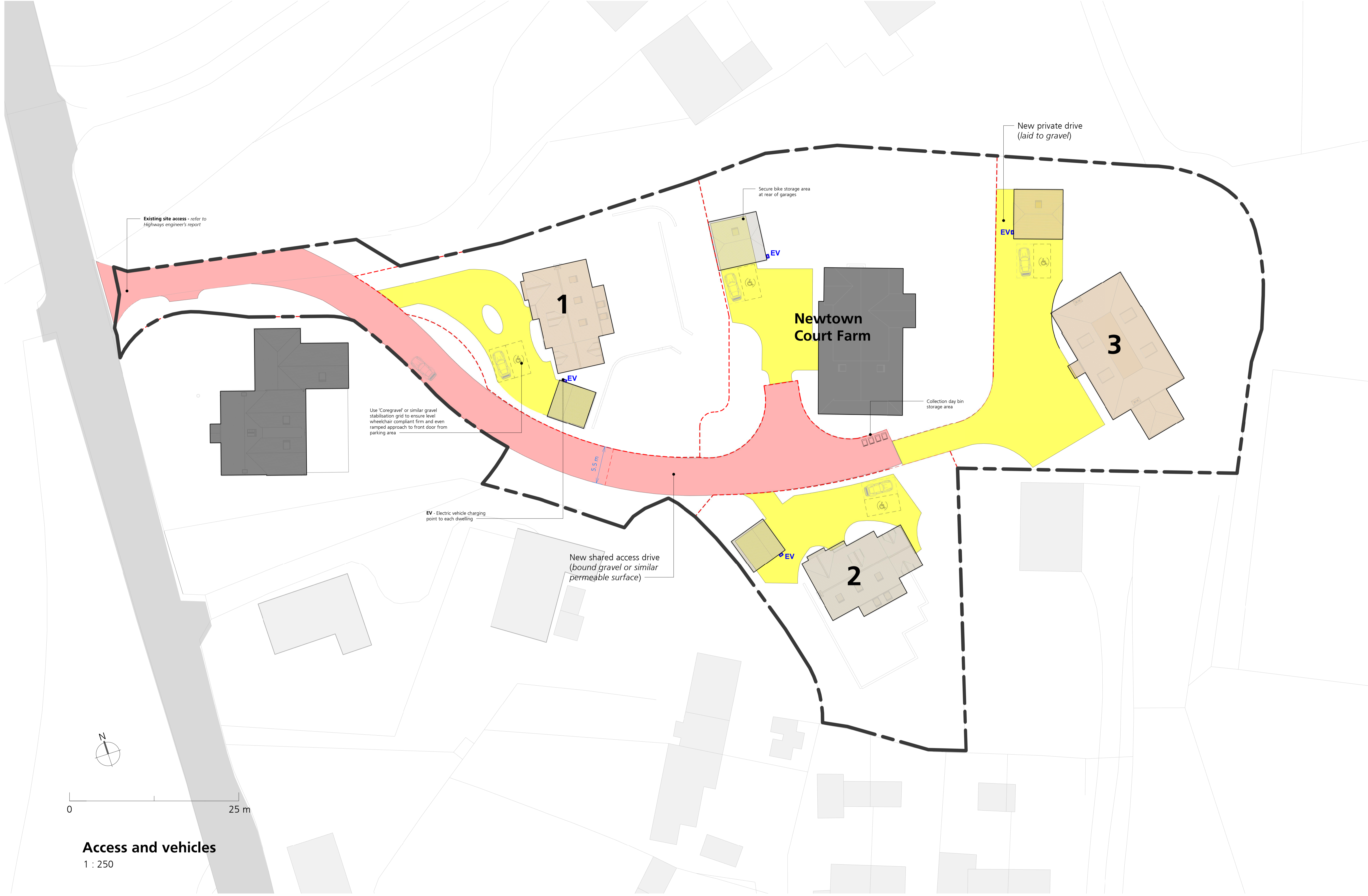
Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
15/01/2021				
7-19	348	87	1	436
6-22	372	90	1	463
6-24	374	91	1	466
0-24	376	91	1	468
16/01/2021				
7-19	282	42	0	324
6-22	299	45	0	344
6-24	303	46	0	349
0-24	303	46	0	349
17/01/2021				
7-19	278	31	0	309
6-22	288	34	0	322
6-24	289	34	0	323
0-24	290	34	0	324
18/01/2021				
7-19	312	78	1	391
6-22	336	81	1	418
6-24	339	81	1	421
0-24	340	81	1	422
19/01/2021				
7-19	302	85	0	387
6-22	320	91	0	411
6-24	322	91	0	413
0-24	322	91	0	413
20/01/2021				
7-19	302	84	1	387
6-22	326	85	1	412
6-24	326	85	1	412
0-24	326	85	1	412
21/01/2021				
7-19	327	84	0	411
6-22	345	85	0	430
6-24	346	86	0	432
0-24	346	86	0	432
Average				
7-19	307	70	0	378
6-22	327	73	0	400
6-24	328	73	0	402
0-24	329	73	0	403

Total Vehicle Class Distribution





Appendix D – Proposed Layout



Access and vehicles
1 : 250

EDGE ARCHITECTURE	Drawn by	Author	Newtown Court Farm, Newtown, RG20 9AP Vehicle access and parking	2022i 419
	Format	A1		
	Scale	1 : 250		
	Revision	30/06/2021		

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