



West Berkshire Council

West Berkshire Local Transport Plan 4

Evidence Base





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1 Introduction

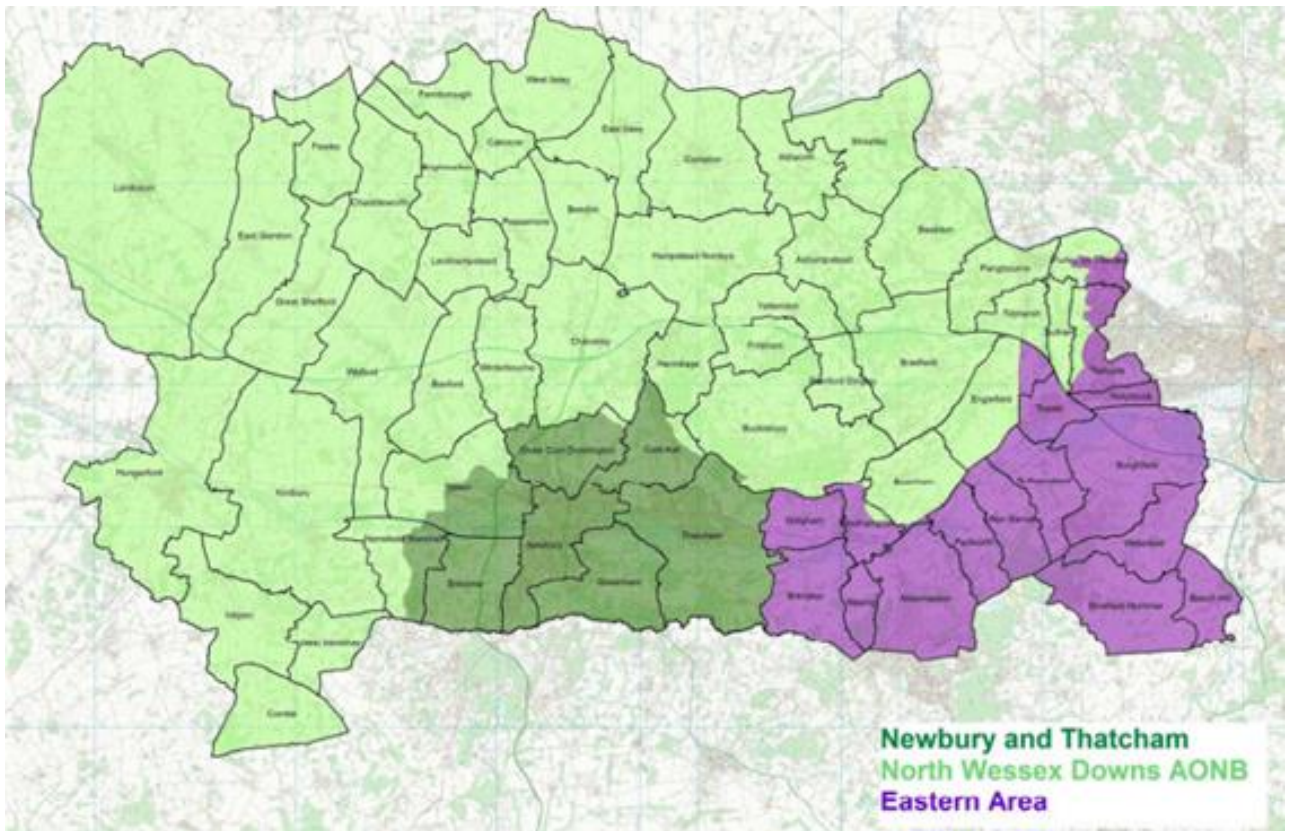
1.1 Introduction to project

- 1.1.1. This report has been prepared by WSP for West Berkshire Council as part of the evidence base for the next West Berkshire Local Transport Plan, Local Transport Plan (LTP) 4.
- 1.1.2. This report provides an overview of empirical data across a range of different factors and travel modes. This will identify existing conditions within West Berkshire, current challenges, opportunities, and suitable benchmarks against which the emerging LTP 4 should be considered.

1.2 A place-based strategy

- 1.2.1. The way people travel depends on a range of factors such, as proximity to services, standard of digital infrastructure, and access to public transport. These factors typically are heavily influenced by the 'place' in which people live.
- 1.2.2. Considering the different types of places within West Berkshire and identifying characteristics of each of these areas will assist in aligning transport planning with the functional areas of West Berkshire.
- 1.2.3. Figure 1-1 provides a map showing the coverage of the three place types, namely:
 - **Newbury and Thatcham** represent the largest urban area, where 44% of West Berkshire residents live.
 - **Rural areas** - including villages and the town of Hungerford. 74% of the district area and 36% of the population falls within the North Wessex Downs Area of Outstanding natural Beauty (AONB).
 - **Eastern area** of the district, including Theale and Calcot, adjoins Reading and is within the Reading Travel to Work area. This area accounts for 20% of the population.

Figure 1-1 - Map of the Different Place Types within West Berkshire



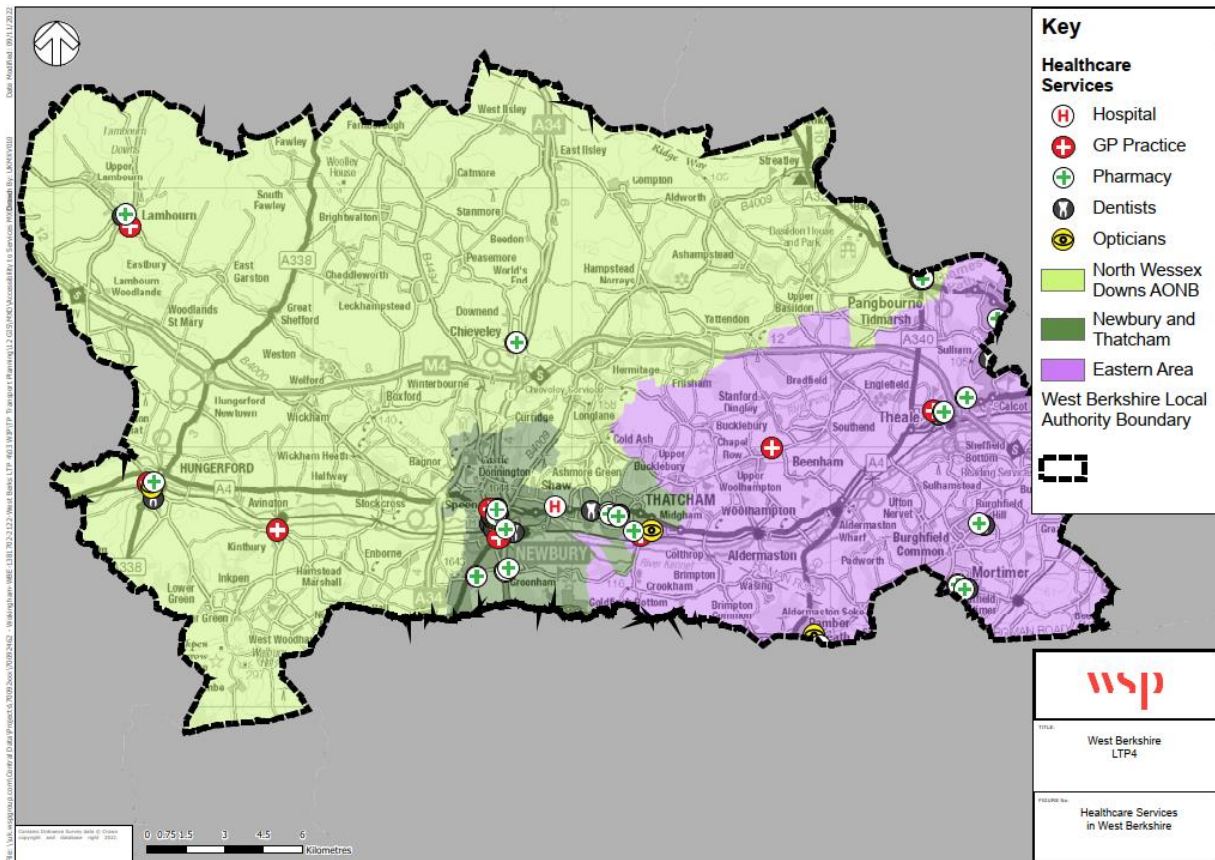
Source: West Berkshire Draft Local Plan, 2022

2 Accessibility

2.1 Access to services

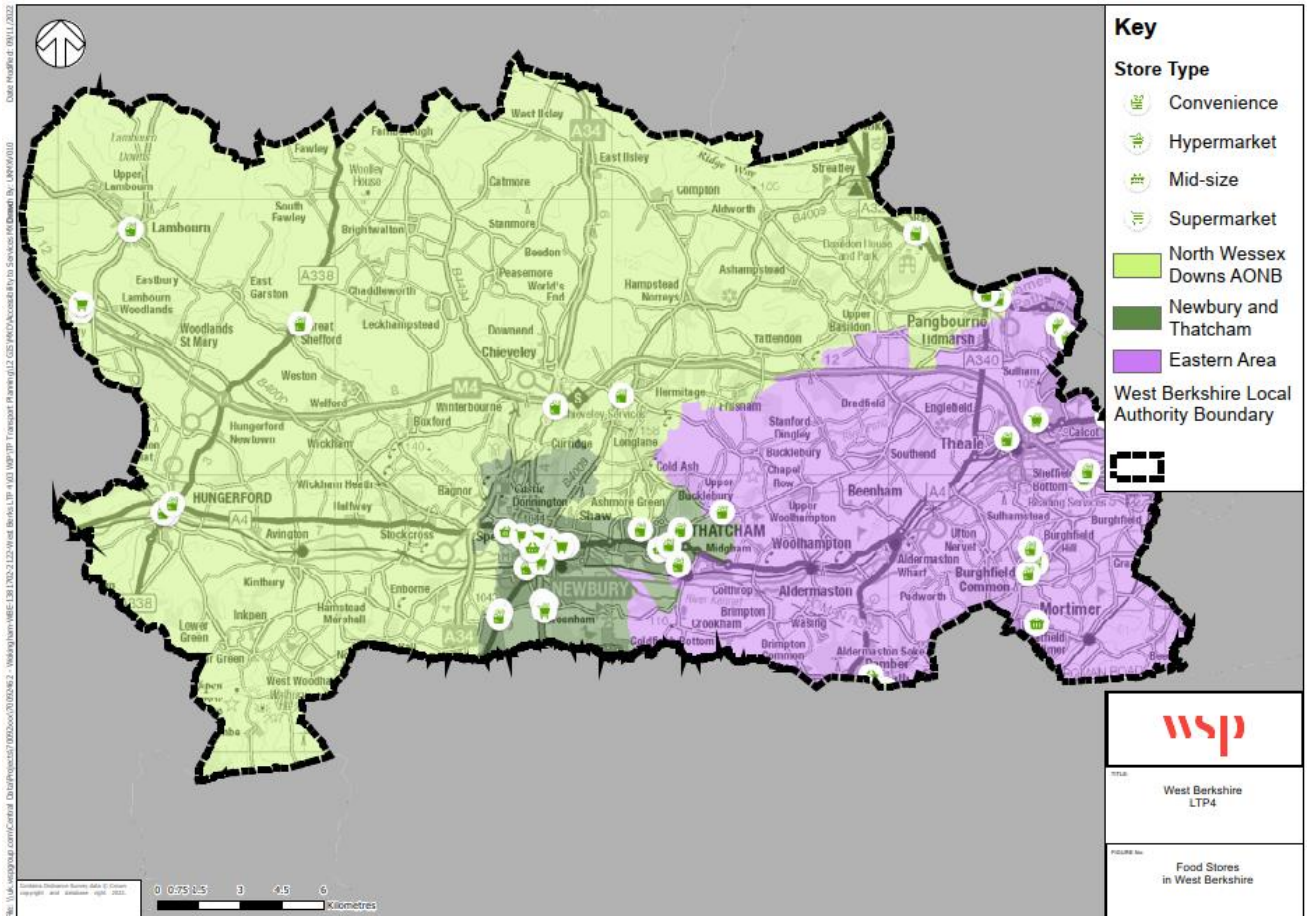
- 2.1.1. Accessibility to amenities, services and employment are fundamental drivers to travel demand. Reflecting the varying geographies across the borough, access to goods and services can vary significantly, particularly outside the main towns in the area.
- 2.1.2. Figure 2-1 shows the healthcare facilities within the district. The figure shows where hospitals, GP Practices, Pharmacies, Dentists, and Opticians are located throughout West Berkshire.
- 2.1.3. The most common location for healthcare services is within Newbury and Thatcham whilst includes all of the healthcare services noted above. West Berkshire Community Hospital, the only hospital in the district, is also located in Newbury.
- 2.1.4. There is only one GP Practice north of the M4 which is located in Lambourn. There are very limited healthcare services in the villages and settlements to the north of the M4, compared to south of the M4.

Figure 2-1 - Healthcare Facilities in West Berkshire



- 2.1.5. Figure 2-2 shows the location of food stores within West Berkshire. The figure shows the location of convenience stores, hypermarkets, mid-size stores, and supermarkets.
- 2.1.6. Figure 2.2 shows that the highest concentration of food stores can be found within Newbury and then Thatcham. North of the M4, convenience stores are only available in Lambourn, Great Shefford, and Pangbourne.

Figure 2-2 - Food Stores in West Berkshire



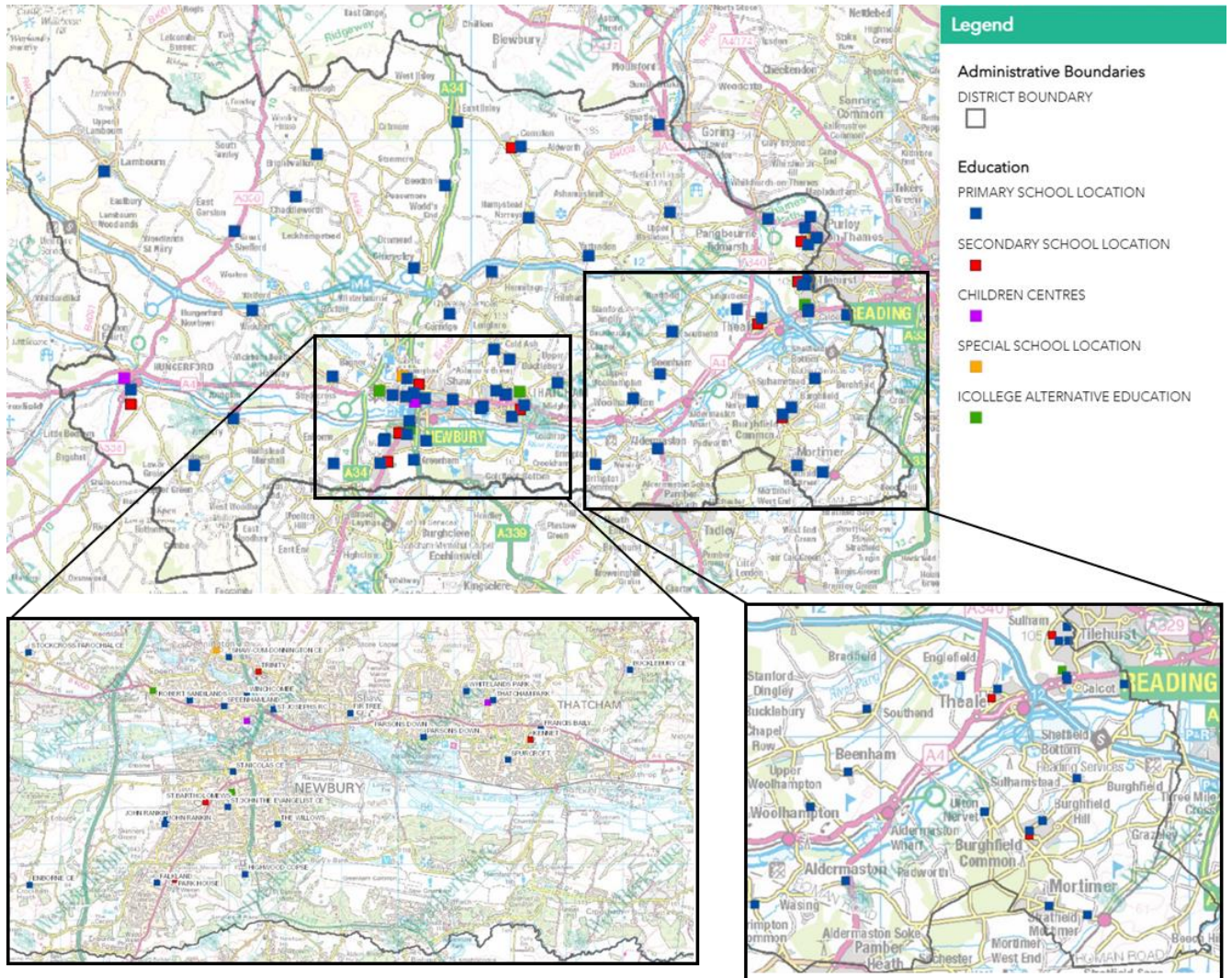
2.1.7. Larger stores (supermarkets and mid-size stores) are located south of the M4 in Newbury, Thatcham, and Mortimer, with convenience stores located in smaller towns such as Hungerford.

2.2 Education

2.2.1. Figure 2-3 shows the location of primary, secondary, higher education, special schools, and children’s centres in West Berkshire. Inset maps also show schools within Newbury and Thatcham, and the Eastern Area in more detail, where there are a higher concentration of education facilities.

2.2.2. Most settlements throughout the district have access to local primary school, which enables many residents to have a school within walking and cycling distance from their home. However, secondary schools are much more dispersed across the district.

Figure 2-3 - Education Facilities Located in West Berkshire



Source: West Berkshire Council, 2020

- 2.2.3. In Newbury and Thatcham there is a higher concentration of schools, with almost all residences within walking distance of a primary school. There is also one children’s centre, the only specialist school in the district, two higher education facilities, and four secondary schools.
- 2.2.4. There are three secondary schools spread across Newbury, meaning most residents are within 2 kilometres of a secondary school. There is a single secondary school in the east of Thatcham, to the south of the A4. Residents to the north-west of Thatcham are, however, typically more than 2 kilometres from the nearest secondary school.

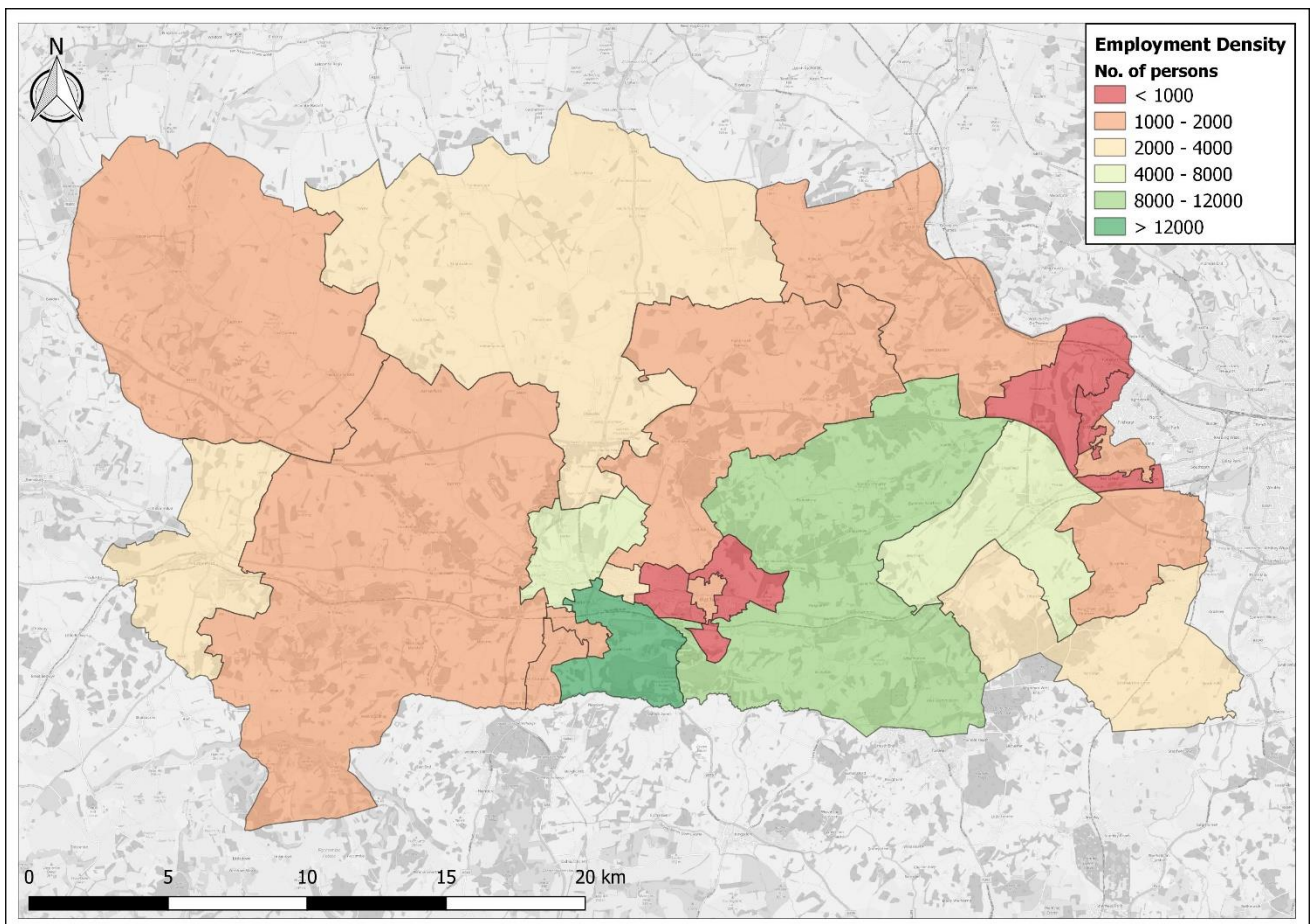
2.2.5. In the Eastern Area most settlements include a primary school. In Theale, Burghfield Common, and Tilehurst there are both primary and secondary schools available. There is also a higher education facility in Calcot.

2.2.6. In the villages and rural areas, covering the largest part of the district, education facilities are more dispersed. Hungerford, Compton and Purley-on-Thames are the only areas with both a primary and secondary school. Throughout the rest of the area there are a selection of primary schools available and one children’s centre in Hungerford.

2.3 Employment

2.3.1. To better understand the most common locations within the district, the number of people working within each MSOA has been mapped. This is shown in Figure 2-4.

Figure 2-4 - Employment Density of the MSOA's in West Berkshire



Source: ONS (2021) Census, Crown Copyright 2023 (WU03EW)

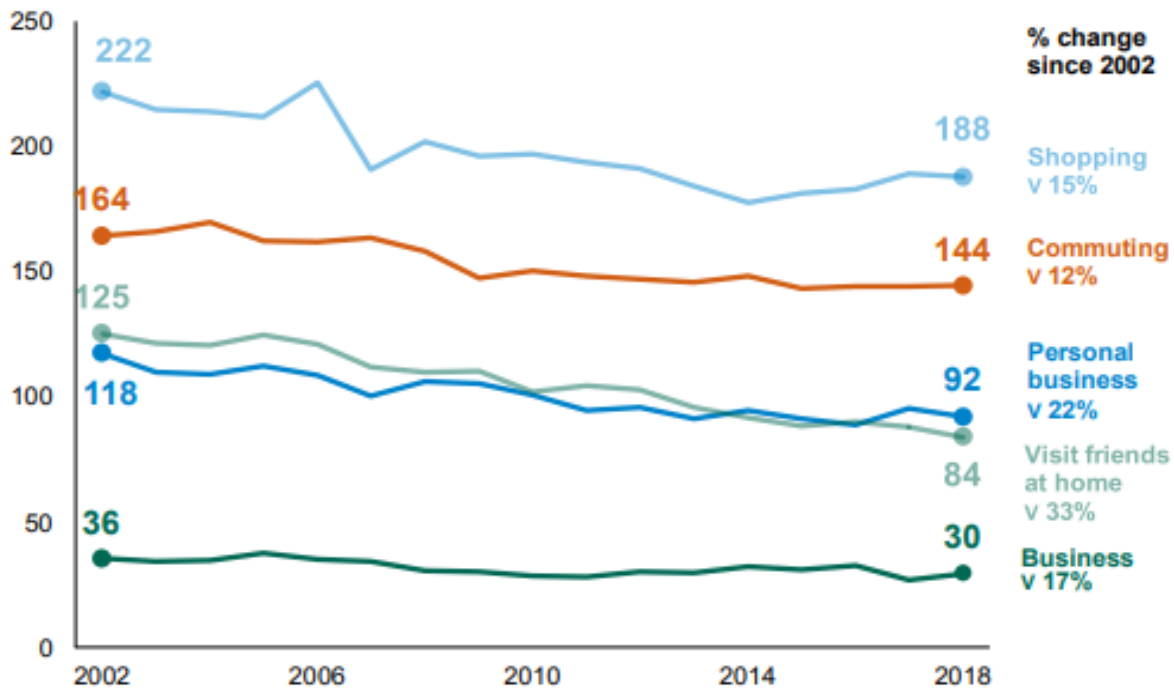
2.3.2. Figure 2-4 shows that areas to the north west (Newbury Speen) and south east of Newbury (Newbury Greenham) are the locations with the highest number of jobs within the district. This is followed by a larger semi-rural area along the M4 which includes the towns of Woolhampton and Aldermaston. The least common areas for employment are the areas to the east and west of Thatcham, as well as the area around Pangbourne in the Eastern Area.

2.4 Digital access

- 2.4.1. The growth in digital access is, arguably, the single largest change to transport over the last twenty years. Growth in smarter/hybrid working practices, or the ability to use technology to allow faster and more efficient access to goods and services, have fundamentally changed the need to travel.
- 2.4.2. [The National Travel Survey](#) shows that the number of trips per person has been steadily falling from the turn of the millennium to 2019, with individuals making 11% less trips. This reduction has further accelerated following the COVID-19 pandemic.
- 2.4.3. The Figure 2-5 shows average number of trips per person for selected trip purpose from 2002 to 2018. The figure shows the changes in average number of trips from 2002 to 2018.
- 2.4.4. The changes have been even larger for certain trip purposes. For example, between 2002 and 2018, there was a 15% fall in shopping trips and 33% drop in visiting friends at home. The personal business trips and business trips has also fallen by 22% and 17% respectively.
- 2.4.5. Commuting has also seen a significant decrease, and, alongside this, there has been a growing prevalence of people working from home.

Figure 2-5 – Average Number of Trips per person for selected Trip Purposes.

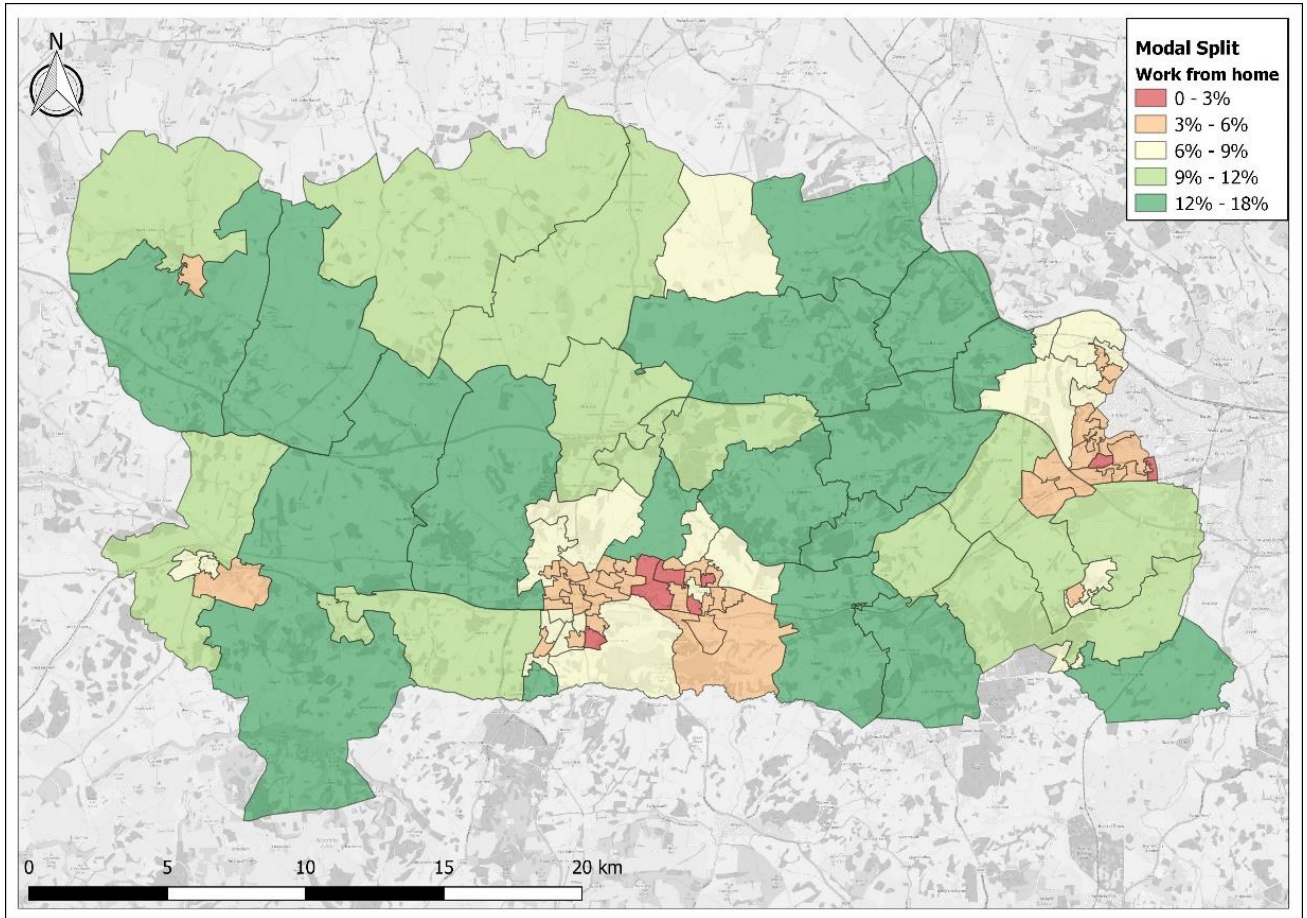
Trips per person per year



Source: National Travel Survey, 2019

- 2.4.6. In respect of shopping, internet sales have been steadily increasing over the last 15 years and accounted for 20% of all sales by 2019, rising to 25% by the end of 2021.
- 2.4.7. Data from [Thinkbroadband \(2022\)](#) highlights that 98.9% of West Berkshire residents have access to superfast broadband (30 Mbps and faster) compared to 97.6% across England generally. Similarly, the estimated maximum mean download speed in West Berkshire of 522 Mbps is much higher than the estimated maximum mean download speed for England (which is currently 355 Mbps).
- 2.4.8. Figure 2-6 shows the percentage of residents working from home (using the 2011 census data). Across the majority of the district over 9% of residents work from home, increasing to 15% in parts of the Rural Area and Eastern Area. Working from home is less common within Newbury and Thatcham as well as in the far Eastern Area, including Theale and Calcot.

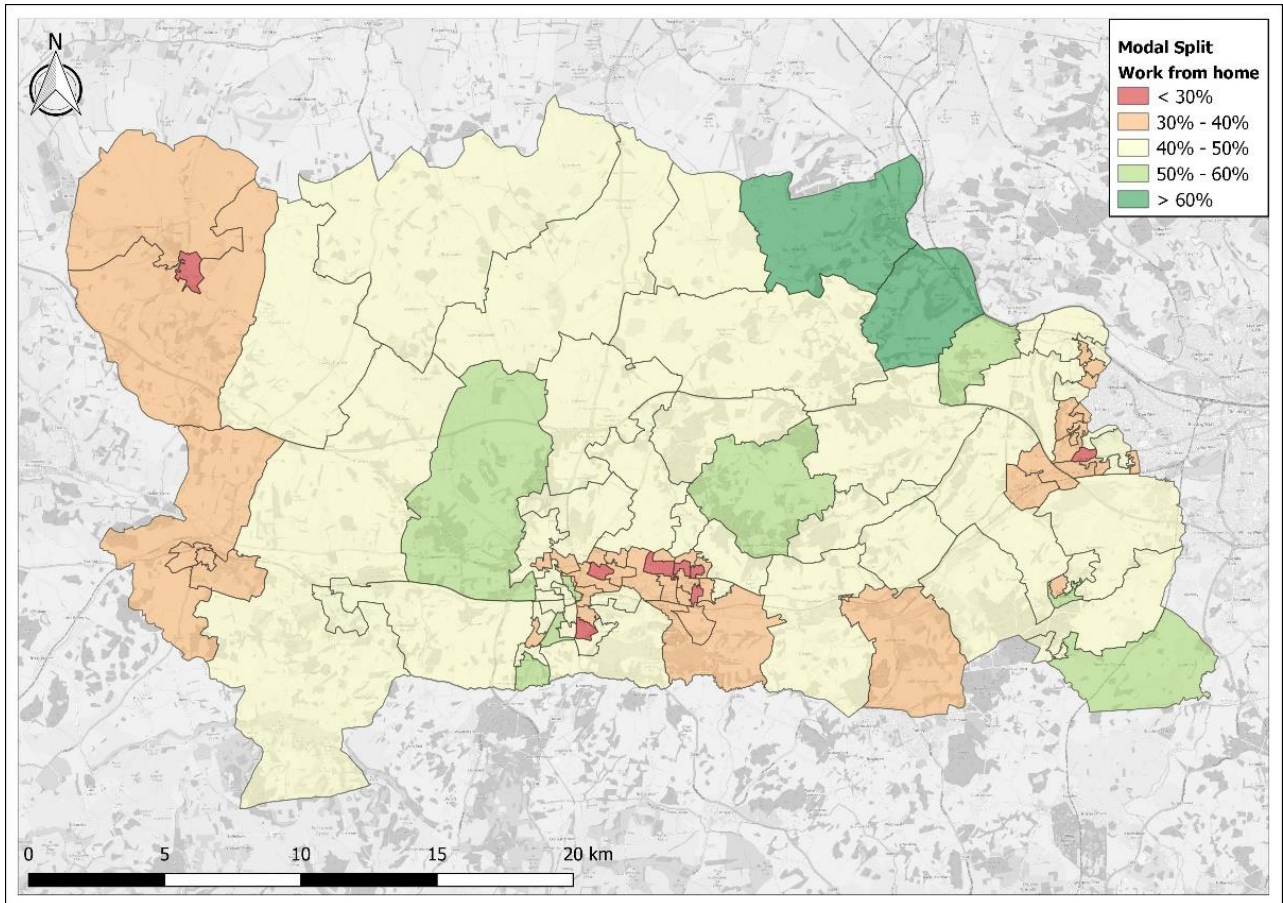
Figure 2-6 – Percentage of residents working from home (Census 2011)



Source: ONS (2011) Census, Crown Copyright 2022 (QS701EW)

2.4.9. Figure 2-7 shows the percentage of residents working from home (based on 2021 census data).

Figure 2-7 - Percentage of residents working from home (2021 Census)



Source: ONS (2021) Census, Crown Copyright 2022 (TS061)

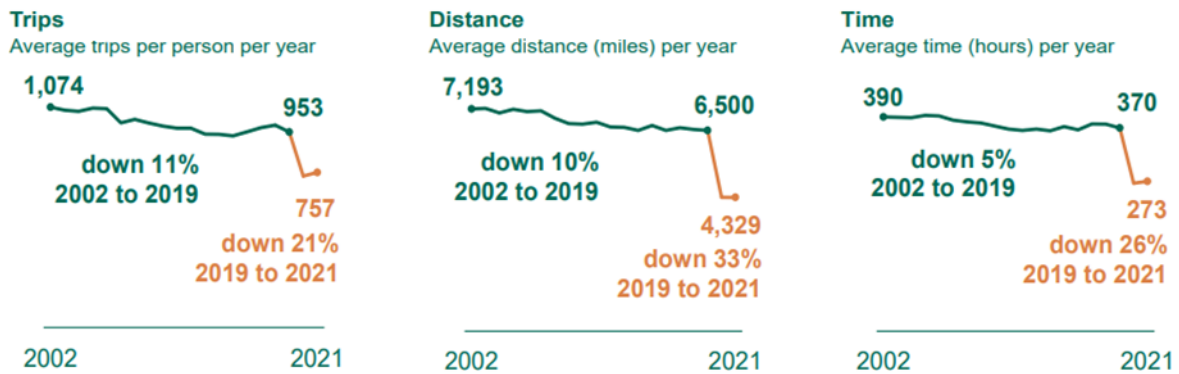
2.4.10. The 2021 census data shows that working from home was significantly higher than in 2011. Across the district, 40-50% of residents were working from home. Working from home is highest in the rural areas in the north east part of the district, with over 60% of residents working from home in Pangbourne, Goring, and Streatley. Similarly to 2011 working from home is least common in Newbury and Thatcham, as well as Lambourne.

2.5 Impacts of Covid-19

2.5.1. The change in 2019 to 2020, reflecting the COVID-19 pandemic, was even more stark with the rise in home working leading to significant changes in commuting and business travel.

2.5.2. Figure 2-8 shows the change in trips, distance, and time of trips between 2002 and 2020. Trips, distance travelled, and time were already coming down by 10% and 11% respectively, between 2002 to 2019. This has been accelerated since the outbreak of the COVID-19 pandemic in 2020 and dropped by 33% and 21% during 2019 to 2021.

Figure 2-8 - Change in Trips, Distance, and Time of Trips Between 2002 and 2020



Source: National Travel Survey Fact Sheet, 2021

- 2.5.3. The drop in distance was greater than the drop in number of trips, suggesting that longer distance trips were those most likely to be cancelled – with digital alternatives being used.

2.6 Car ownership

- 2.6.1. The levels of car ownership across West Berkshire Council area, based on the 2011 census, are shown in Table 2-1. Reflecting the relative affluence and, typically, lower population densities in West Berkshire, car ownership of 1.5 is slightly above the regional (1.4) and national (1.2) averages. Similarly, 12% of households owning at least one car is also below national (26%) and regional figures (19%).
- 2.6.2. Table 2-1 also identifies how car ownership varies across the borough. Car ownership is much lower in the more urban areas of Newbury and Thatcham than the rest of West Berkshire overall, with 17% having no access to a car, rising to up to 30% in some areas. However 40% of households have access to at least 2 cars.
- 2.6.3. In more rural areas of the North Wessex Downs AONB, where there is less density of services and public transport provision, car ownership is highest, at 1.7 cars per household.
- 2.6.4. Ownership in the eastern area is also above the area-wide average, with 1.6 cars per household. In both the AONB and eastern areas over 50% of households have access to at least 2 cars.

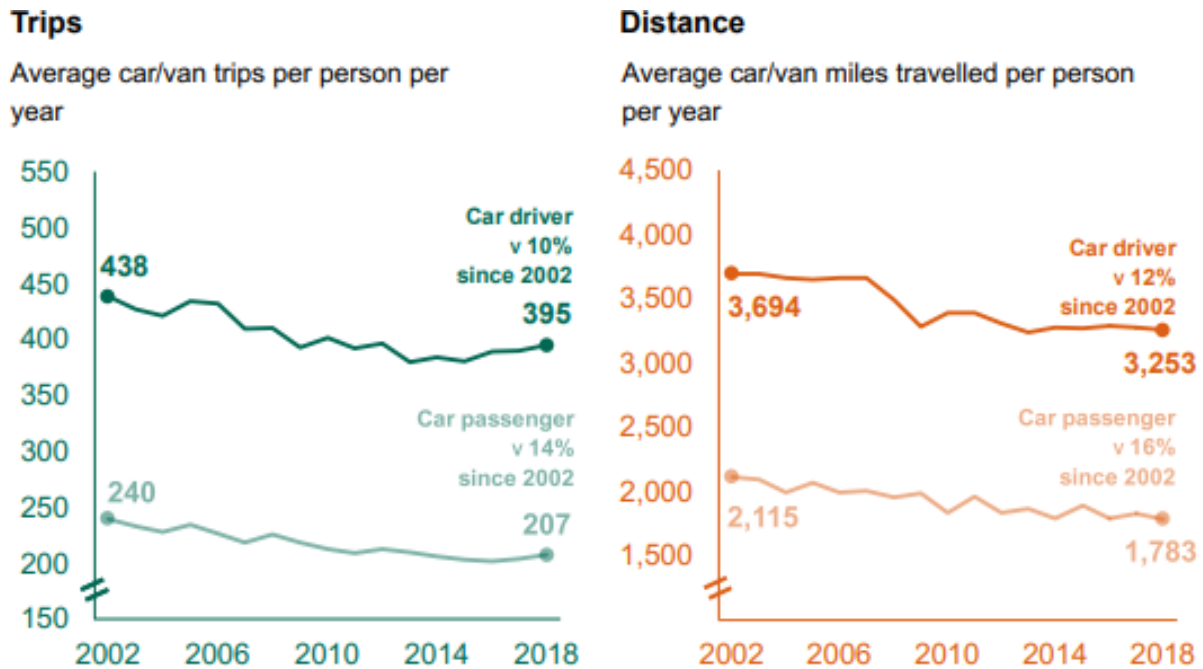
Table 2-1 – Car Ownerships Levels across the West Berkshire District Area

Place	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 cars or vans in household	4 or more cars or vans in household	Average cars per household
Newbury and Thatcham	17%	42%	32%	7%	2%	1.37
North Wessex Downs AONB	9%	35%	40%	12%	5%	1.69
Eastern Area	10%	38%	38%	10%	4%	1.61
West Berkshire Average	12%	39%	36%	9%	4%	1.53

Source: ONS (2011) Census, Crown Copyright 2022

- 2.6.5. The National Travel Survey data provides an indication of wider changes in vehicle ownership, Car ownership has continued to rise since 2011. Despite this, the number of car trips per person has typically been falling and car usage per household has remained relatively stable.

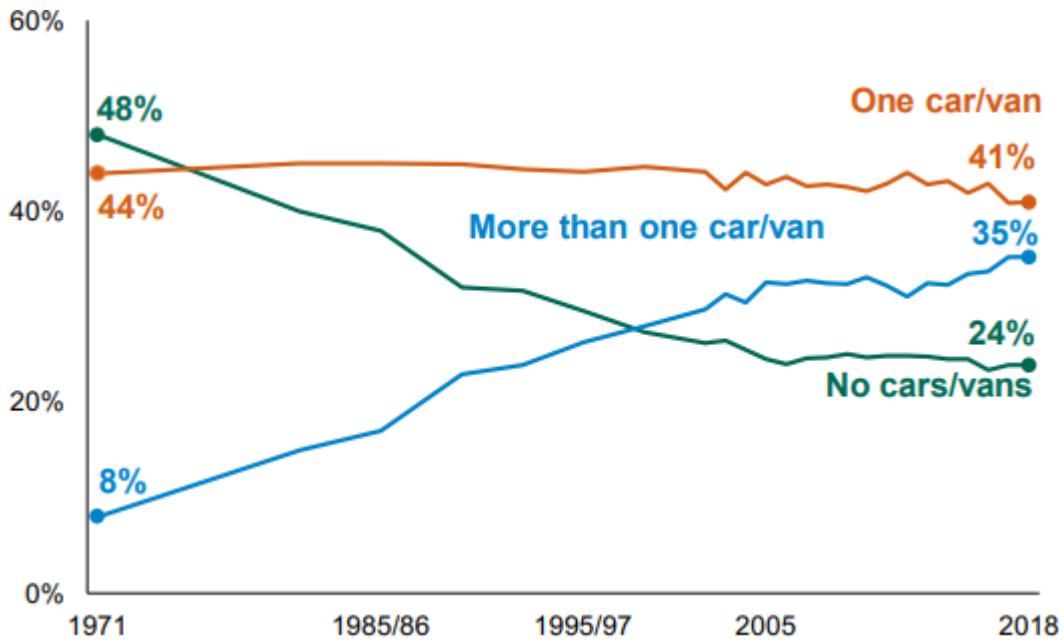
Figure 2-9 – Trends in car/van trips per person, 2002-2018



Source: National Travel Survey Fact Sheet, 2021

- 2.6.6. The Figure 2-9 shows the trends in car/van trips per person from 2002 to 2018. The figure shows that average car/van trips per person per year has reduced for both car drivers and car passenger by 10% and 14%, respectively. The figure showing average car/van miles travelled per person per year also shows decreasing trend for both car drivers and car passenger with decrease of 12% and 16% respectively, since 2022.
- 2.6.7. Figure 2-10 shows the trend of households with access to a car. National data suggest that the number of households with a single car has stayed relatively constant since 1971 with only 3% change. However, the number of households with no car has halved, whilst the number with more than one car quadrupled.

Figure 2-10 - % of households with access to a car (National Travel Survey 2019)



Source: National Travel Survey Fact Sheet, 2021

3 Population

3.1 Current population

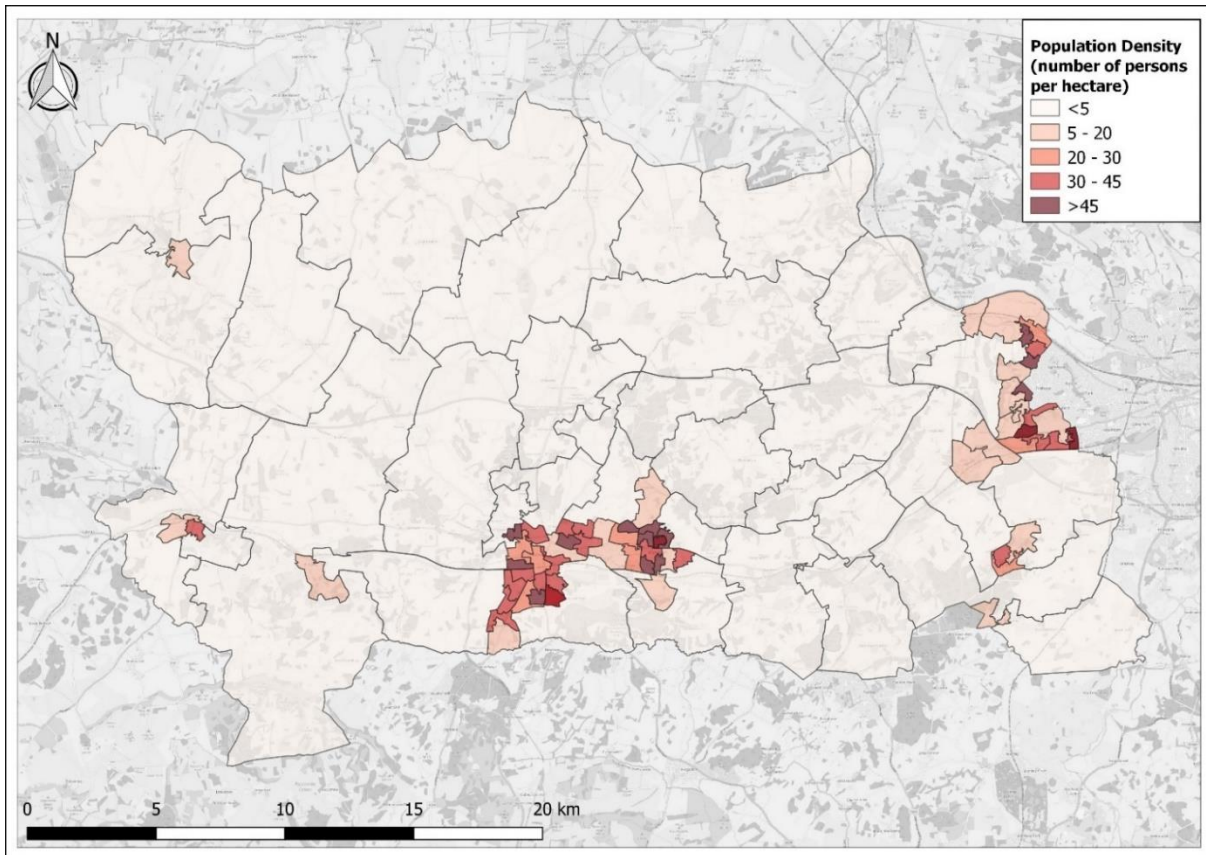
3.1.1. Based on Census 2021 data, West Berkshire has a population of 161,400, which has increased by 4.9% from 153,822 in 2011. This growth is slightly below the 6.6% and 7.5% growth across UK and South-East England respectively between 2011 – 2021.

3.1.2. In terms of the identified places, the population is broken down as follows:

- Newbury and Thatcham are the major urban nodes in West Berkshire, around 44% of the population is concentrated within these areas.
- Rural areas in the local authority, including the smaller settlements communities in Burghfield Common, Mortimer Common, and Hungerford account for the 36% of the population.
- Eastern area adjoining Reading borough accounts for 20% of the population.

3.1.3. Population density across the district is shown in Figure 3-1 and shows that the regional population is centred upon Newbury and Thatcham, and the eastern edge of the district adjoining Reading. In addition, population density ranges between 5 to 45 persons per hectare in the settlements of Burghfield Common, Kintbury, and Hungerford.

Figure 3-1 - LSOA-wise Population Density in West Berkshire (Census 2011)



Source: ONS (2011) Census, Crown Copyright 2022 (QS102EW)

- 3.1.4. The population density of 229 usual residents per square kilometre in West Berkshire is approximately half the South-East England and England averages of 486 and 434 respectively
- 3.1.5. Across the rest of West Berkshire population density is low, with over 35 of the LSOAs within the local authority having a density of less than 5 persons per hectare.
- 3.1.6. Compared to the 8 local authorities with which it shares its borders, West Berkshire is the second largest authority in terms of area but has moderate population density similar to some of the neighbouring local authorities (as shown in Table 3-1).

Table 3-1 - 2021 populations of local authority districts bordering West Berkshire

Local Authority District	Geography	Area (sq. km)	Population	Population density (people per sq. km)
Reading	Unitary authority	40	174200	4313
Swindon	Unitary authority	230	233400	1014
Wokingham	Unitary authority	179	177500	992
Hart	Non-metropolitan district	215	99400	462
Basingstoke and Deane	Non-metropolitan district	634	185200	292
Vale of White Horse	Non-metropolitan district	579	138900	240
West Berkshire	Unitary authority	705	161400	229
South Oxfordshire	Non-metropolitan district	678	149100	220
Test Valley	Non-metropolitan district	627	130500	208
Wiltshire	Unitary authority	3251	510400	157

Source: ONS (2021) Census, Crown Copyright 2022 (P02, P04; TS006)

- 3.1.7. From Table 3-2 , it is observed that the West Berkshire population comprised of 17.7% children under 15 years, 62.7% of traditional working-age people (16-64), and 19.6% of the post-retirement age band (65+).
- 3.1.8. Compared to the previous decade, the number of children under 15 years has reduced by 8% whilst the percentage of older population over 65 years has increased by 33.8%.

Table 3-2 - Population of West Berkshire by age group between 2001 and 2021

Age Bracket (Years)	2001	2011	2021	% Change 2001 - 2011	% Change 2011 - 2021
Aged under 15 years	30118	31091	28600	3.2%	-8.0%
Aged 15 to 64 years	95207	99105	1,01,200	4.1%	2.1%
Aged over 64 years	19158	23626	31,600	23.3%	33.8%
Total population	144483	153,822	161,400	6.5%	4.9%

Source: Office for National Statistics (ONS), 2001 Census (KS002), 2011 Census (QS102EW), 2021 Census (P02), Crown Copyright 2021

3.2 Migration

3.2.1. Table 3-3 summarises the net migration into/out of West Berkshire district from the bordering local authority districts between June 2014 and June 2019. It shows that, across the five-year period, there was a small increase in net migration, with 24,629 people moving into West Berkshire from the bordering local authority districts whilst 23,851 people moved out of West Berkshire to the neighbouring local authority districts.

Table 3-3 - Net migration from June 2014 to June 2019 in/out of West Berkshire from bordering local authority districts

Local authority district	Migration in	Migration out	Net migration
Reading	9,260	5,296	3,964
Wokingham	2,859	2,097	762
Hart	361	351	10
South Oxfordshire	1,539	1,790	-251
Test Valley	393	833	-440
Basingstoke and Deane	3,794	4,370	-576
Vale of White Horse	1,029	1,642	-613
Swindon	776	1,697	-921
Wiltshire	1,674	2,817	-1143
Total	21,685	20,893	792

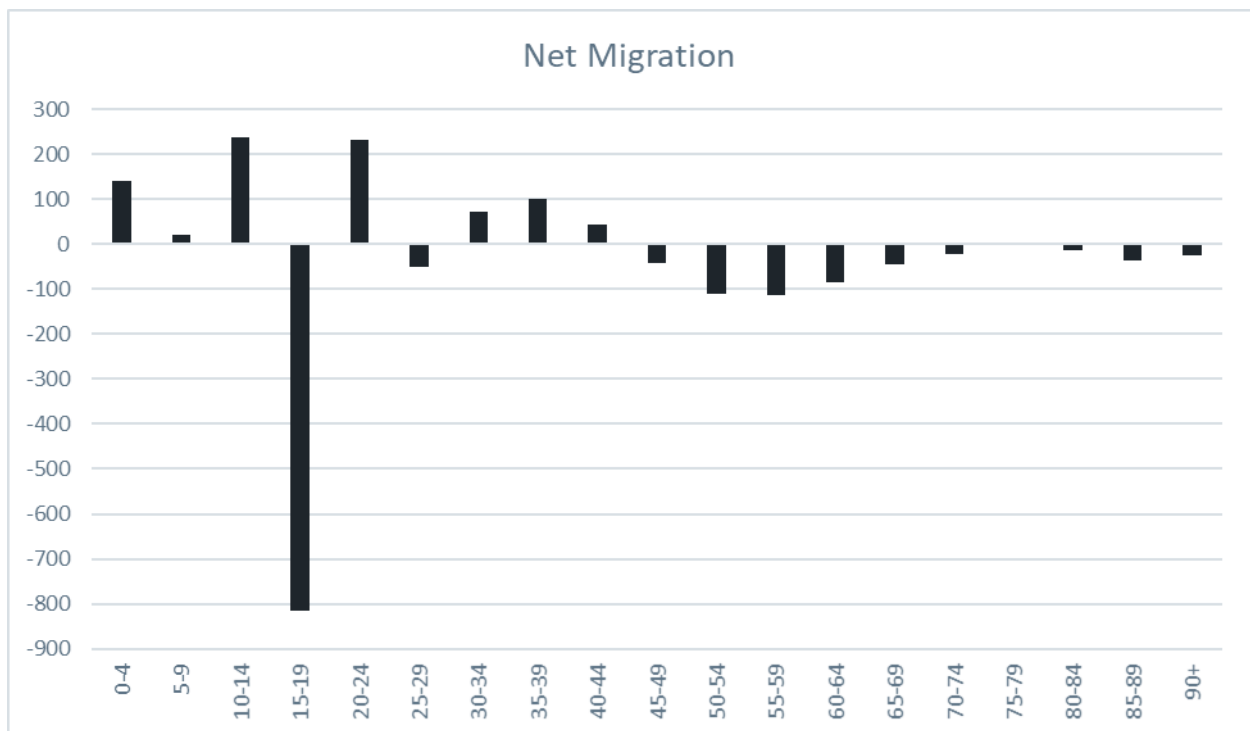
Source: ONS (June 2019) Migration (IM(2014-2019)-T7), Crown Copyright 2019

3.2.2. It is observed from Table 3-3 that outward migration from West Berkshire district to the bordering local areas is predominant, with the exception of Reading and Wokingham Borough, from where people have migrated into West Berkshire. This represented approximately 1,000 people per year moving into West Berkshire

3.2.3. The inward migration from Wokingham and Reading is however largely offset by out migration to adjacent districts

- 3.2.4. Figure 3-2 breaks down inward and outward migration by age band in 2019 up to the month of June for West Berkshire. It shows that amongst 15-to-19-year-olds, outward migration far exceeds inward migration, with a total of 354 people moving into the Borough, compared to 1,170 people moving out. This is likely to reflect school leavers leaving to attend university. Additionally, migration data indicates that only a quarter of students return to West Berkshire after leaving University.
- 3.2.5. However, inward migration amongst 20-to-24-year-olds is slightly more than the outward migration, with 1456 people relocating to West Berkshire and 1223 people moving out of the area.
- 3.2.6. Amongst the age brackets of 25-to-64-year-olds and post-retirement age band (65+), a slightly smaller net outward migration of 182 people and 138 people is observed.

Figure 3-2 – Net migration in West Berkshire by age band, year to June 2019



Source: ONS (June 2019) Migration (IM2019-T7), Crown Copyright 2019

3.3 Deprivation

- 3.3.1. The English Index of Multiple Deprivation (IMD) scores recorded by the Ministry of Housing, Communities and Local Government in 2019 for West Berkshire and the bordering local authority districts are shown in Table 3-4. In this table, a rank of 1 indicates the most deprived local authority district in England and a rank of 317 indicates the least deprived local authority district in England.
- 3.3.2. Table 3-4 shows that West Berkshire is ranked moderately high among all the local authority districts in England. Except Reading and Swindon, the majority of the bordering districts of West Berkshire is ranked among the least deprived districts in England.

Table 3-4 - Average English IMD score and comparison with bordering local authority's

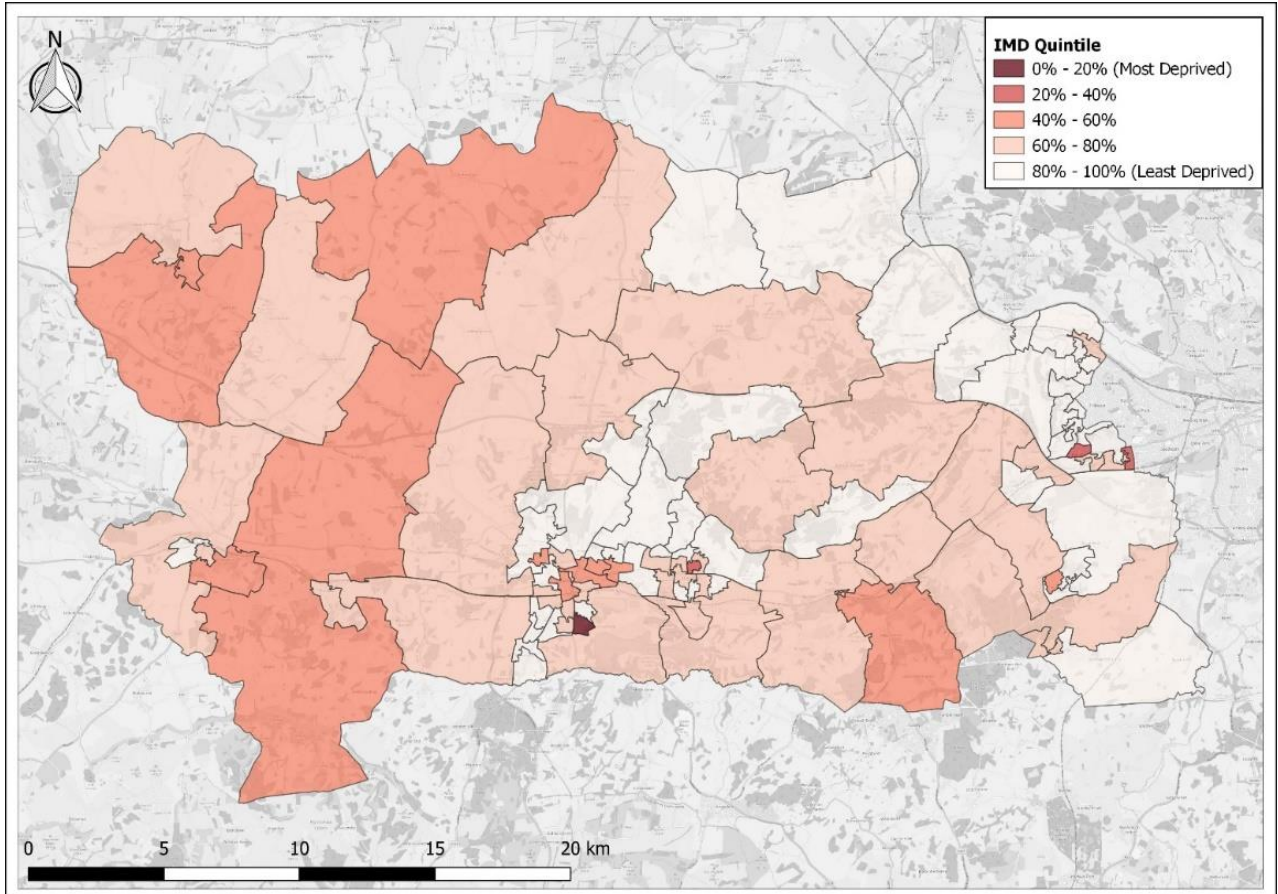
Local Authority District	IMD - Average score	IMD - Rank of average score (1 to 317)
Reading	19.6	141
Swindon	18.6	157
Wiltshire	13.4	233
Basingstoke and Deane	12.8	243
Test Valley	11.9	261
West Berkshire	10.0	289
South Oxfordshire	8.5	302
Vale of White Horse	8.4	305
Wokingham	5.8	316
Hart	5.5	317

Source: Ministry of Housing, Communities and Local Government Indices of Multiple Deprivation 2019 (IMD2019)

- 3.3.3. Figure 3-3 illustrates the levels of deprivation by Lower Super Output Areas (LSOA) in West Berkshire. The least deprived areas are located around Newbury, Thatcham and the suburban areas west of Reading while most of the deprived areas are located in the western and central West Berkshire.

3.3.4. Only one LSOA located in south Newbury falls within the most deprived quintile in England, but it does not come under the purview of the top 10% most deprived LSOAs nationally as per IMD 2019.

Figure 3-3 - Level of deprivation by Lower Super Output Area in West Berkshire



Source: IMD quintiles 2019, Ministry of Housing, Communities and Local Government, Crown Copyright 2019 (IMD2019)

3.4 Experian mosaic data

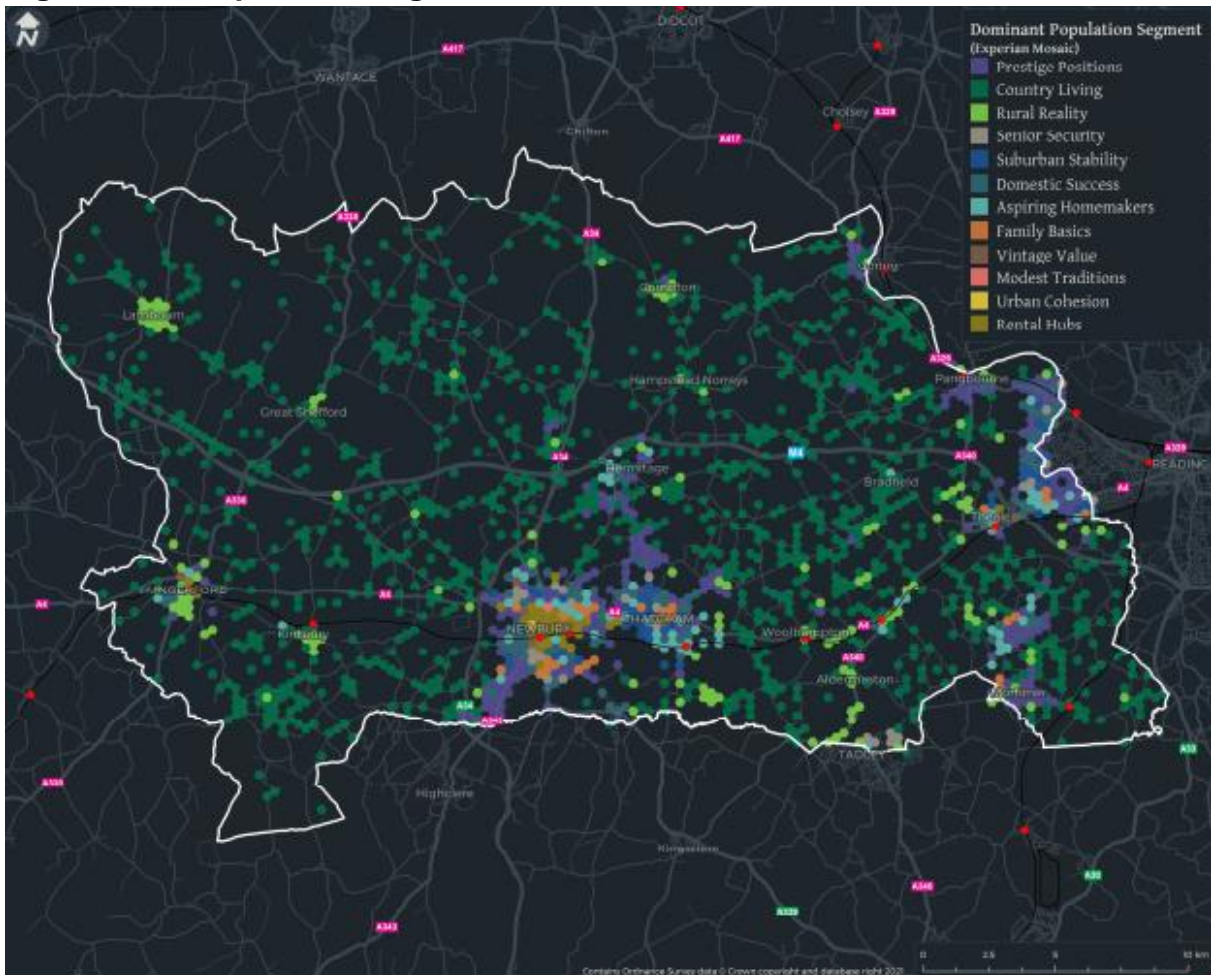
3.4.1. Mosaic data is devised from a comprehensive cross-channel consumer classification system that allocates different individuals and households into ‘segments’ to reflect societal and consumer trends. There are 15 Mosaic Groups (A-O) representing each population segments with specific demographic characteristics that make each group unique for analysis purposes.

3.4.2. The 15 population segments are determined by a variety of different variables, including:

- **Geography.** Residential locations and characteristics of the property provide a valuable insight into behaviours and preferences – including income, family structure, social life, schooling etc.
- **Demographic** – Attributes such as age, gender, income, profession, and education.
- **Behaviour** – what people believe in and how they make their decisions, including attitudes towards environmental concerns, community values, price, ease of use and convenience.

3.4.3. Figure 3-3 highlights the dominant Mosaic Groups across West Berkshire, with Figure 3-5 providing a more detailed insight into the population within Newbury and Thatcham.

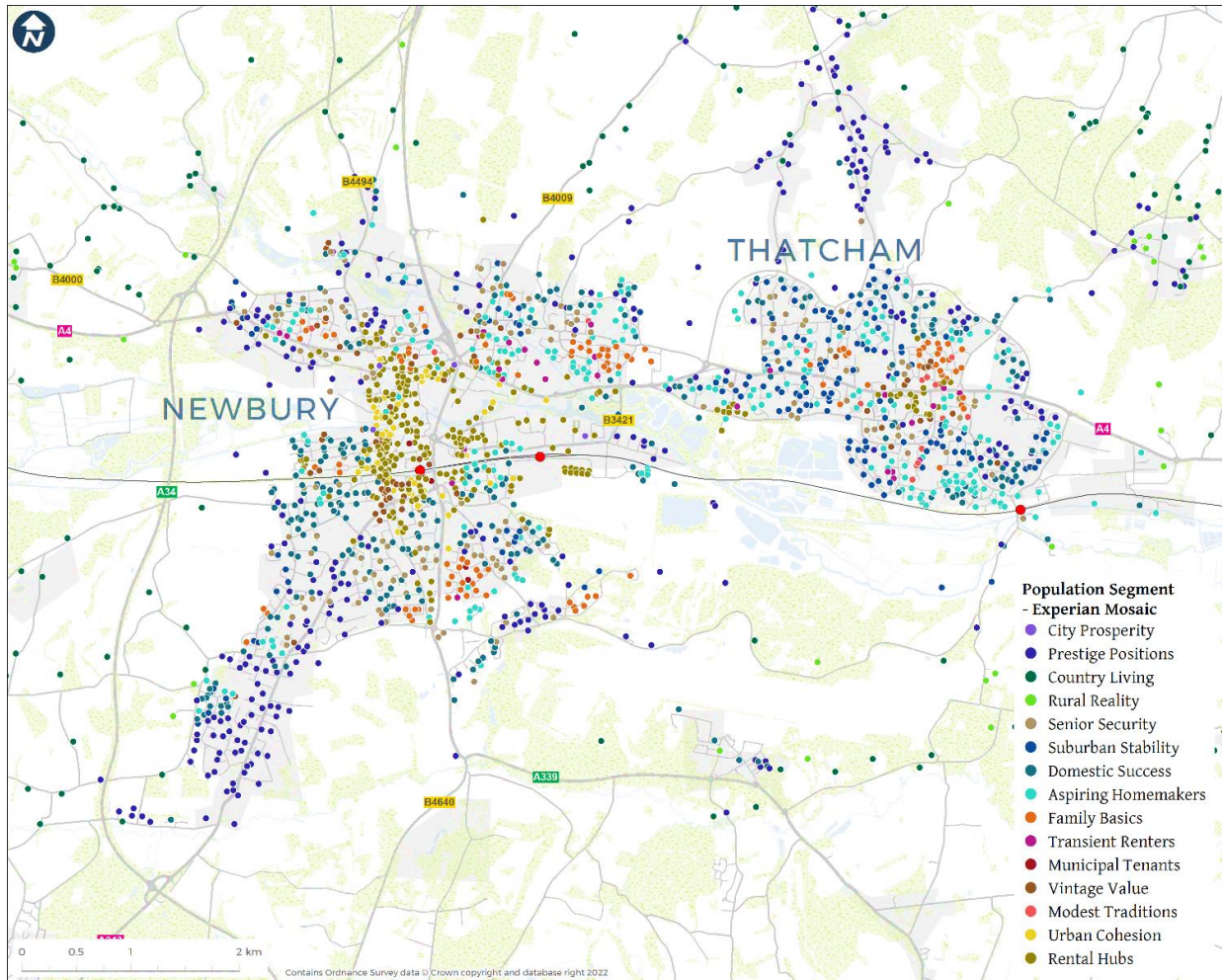
Figure 3-3 – Population Segments for West Berkshire



Source: Mosaic (Experian) Data

- 3.4.4. This shows that, by area, Country Living and Rural Reality are the most prominent by area. Areas of Rural Reality are focused within the larger centres of Lambourn and Hungerford, with the latter also including other household types including Vintage value, Rental Hubs, Aspiring Homemakers, and Prestige Positions.
- 3.4.5. The Eastern Area is a mix of household types. There is a higher share of Suburban Stability and Prestige Positions, but also Family Basics, Rental Hubs, and Aspiring Homemakers.
- 3.4.6. The Newbury and Thatcham area is a composite of various dominant groups similar to the Eastern area, with an approximately equal distribution of Suburban Stability and Prestige Positions. There is also a significant concentration of Rental Hubs in the centre of Newbury.
- 3.4.7. It can also be observed that there is a clear geographic spread, with:
- Rental hubs focused upon the centre of Newbury, and with a limited number in central Thatcham
 - Family Basics focused upon north Thatcham town centre and east Newbury
 - Prestige Position are distributed around the periphery of the urban areas, particularly north of Thatcham and south-west of Newbury.

Figure 3-3 – Detailed Mosaic data for Newbury and Thatcham



4 Travel trends

4.1 Introduction

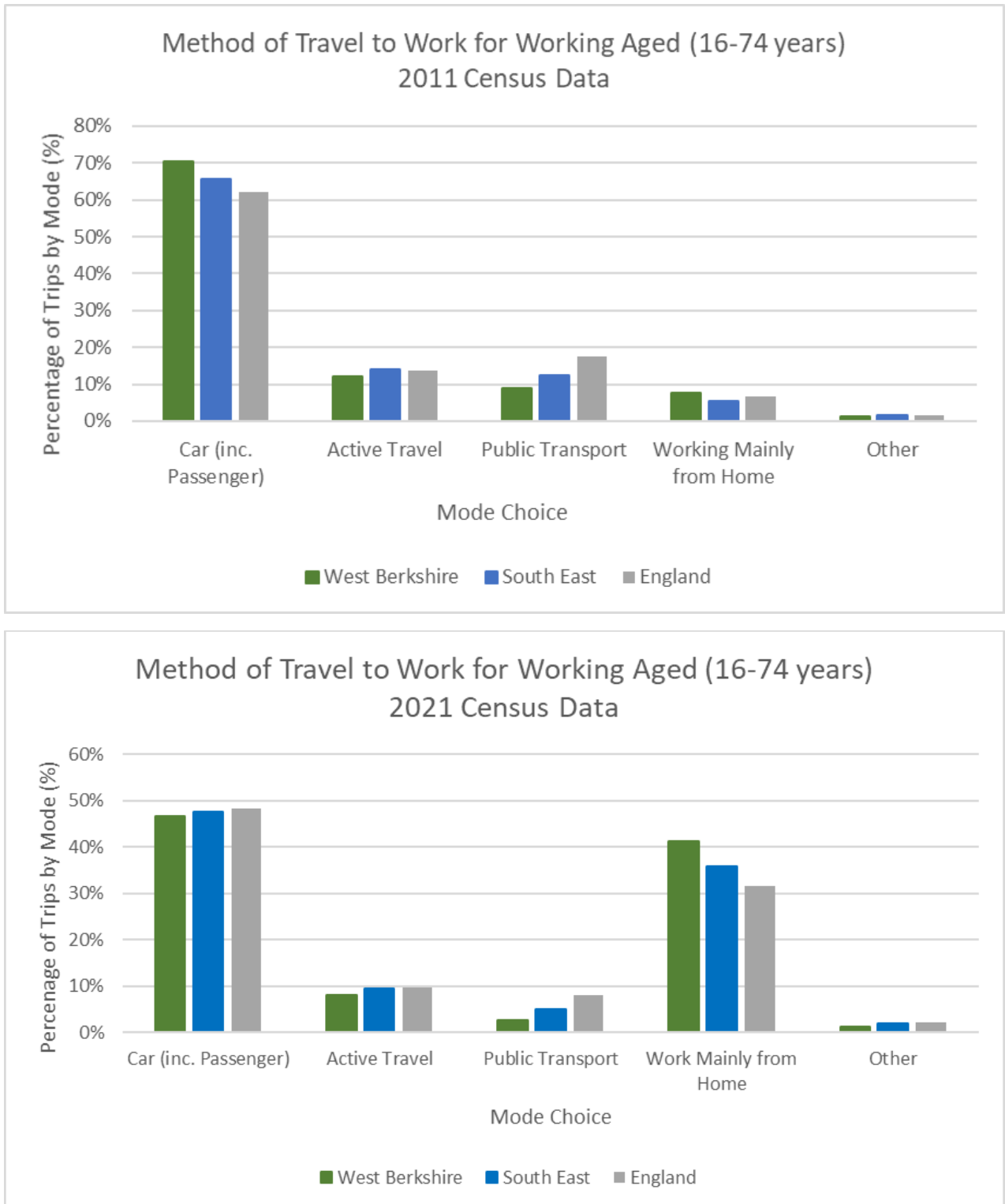
- 4.1.1. The Census data provides a valuable insight into the unique characteristics of a place. In particular, the travel to work data can be used to understand how people travel to, from, and within an area. This information can be used to recognise how a particular place operates and, with further analysis, the factors that influence this can be understood.
- 4.1.2. The 2021 census data is gradually becoming available to provide an understanding of more recent travel trends. However, due to the COVID-19 pandemic (which was ongoing at the time of the census) it is likely that it would have had a significant impact on the results of the data and therefore does not reflect a 'normal' scenario. However, the 2021 census does give a unique insight a time of extreme behavioural change towards travel, and the way in which people can live.
- 4.1.3. Based on this, the 2011 Census Travel to Work data has been reviewed and used within the analysis carried out below. This is because it is a full dataset and, at this time, can be used to give better understanding of the overall travel trends for the different place types identified within West Berkshire. Where possible, the 2021 census data has been included for comparison purposes.

4.2 Mode choice in West Berkshire compared to national and regional averages

- 4.2.1. Analysis of the 2011 and 2021 census data was carried out to determine if mode choice differs locally, regionally and nationally, as well as to ascertain how mode choice may have changed over the last 10 years. The result of this analysis is shown in Figure 4-1, which provides the data from both the 2011 census and the 2021 census.

- 4.2.2. This analysis showed that in 2011 car use in West Berkshire was approximately 5-10% higher than the regional and national averages. This could be reflective of the high level of car ownership within certain parts of the district or, alternatively, indicate a lack of feasible alternative mode choices to particular employment destinations. In 2021 this changed with car use in West Berkshire decreasing by approximately 30% overall and being 2-3% lower than the regional and national averages. The large decline in car use in West Berkshire correlates with a large increase in working from home.
- 4.2.3. In 2011, less than 10% of people worked from home which increased to over 40% in 2021. In both 2011 and 2021 there is a higher percentage of people working from home in West Berkshire compared to the regional and national averages. This correlation suggests that a higher number of people commuting to work via car are office workers who transitioned to working from home during the pandemic. It is likely that these people may continue to work from home, even on a part time basis, as many businesses transition to a hybrid working set up within the post-pandemic 'new normal'.
- 4.2.4. Public transport use in West Berkshire was consistently 2-5% lower than the regional and national averages in both 2011 and 2021. From 2011 to 2021 public transport use declined by approximately 6%, which is largely attributed to the impacts of the pandemic continuing throughout 2021. In many instances public transport is continuing to make a slower return to normal.
- 4.2.5. Active travel uptake is consistently lower in West Berkshire compared to regional and national averages in both 2011 and 2021. Despite the change in conditions evident in 2021, active travel remained relatively consistent with 2011 levels with an approximate 2% decline.

Figure 4-1 - Method Travel to Work for Working Aged People (16-74 years) from 2011 Census Data (Top) and 2021 Census Data (Bottom)



Source: ONS (2011 and 2021) Census, Crown Copyright 2022 (QS701EW, TS061)

4.3 District-wide modal choice

- 4.3.1. Table 4-1 summarises the 2021 and 2011 district-wide travel to work census data. The 2021 data provides a unique insight into commuting travel trends during a time of distinct change in travel behaviour. This means a combination of increased home working, reduced car use, and maintaining and growing Pre Covid active travel, bus and rail use.
- 4.3.2. The data in Table 4-1 relates solely to commuting, and therefore the significant increases in leisure based walking and cycling trips following the COVID-19 Pandemic would not be reflected.

Table 4-1 – 2011 and 2021 Travel to Work Census Data Comparison for each Place Type and Mode

Location	Working Mainly from Home (%)	Train (%)	Bus (%)	Car including as a passenger (%)	Active Travel (%)	Other (%)
Newbury & Thatcham 2011	6	4	3	69	16	1
Newbury & Thatcham 2021	39	1	1	47	10	1
Eastern Area 2011	8	5	6	73	16	1
Eastern Area 2021	42	1	3	48	5	1

Location	Working Mainly from Home (%)	Train (%)	Bus (%)	Car including as a passenger (%)	Active Travel (%)	Other (%)
Villages & Rural Areas 2011	11	6	1	70	11	1
Villages & Rural Areas 2021	45	1	0	45	7	1

Source: ONS (2011) Census, Crown Copyright 2022 (QS701EW); ONS (2021) Census, Crown Copyright 2022 (TS061)

Table 4-2 – Comparison of mode splits by place type between 2011 and 2021

Mode	Newbury and Thatcham 2011 (%)	Newbury and Thatcham 2021 (%)	Eastern Area 2011 (%)	Eastern Area 2021 (%)	Villages and Rural Areas 2011 (%)	Villages and Rural Areas 2021 (%)
Working Mainly from Home	6	39	8	42	11	45
Train	4	1	5	1	6	1
Bus	3	1	6	3	1	0

Mode	Newbury and Thatcham 2011 (%)	Newbury and Thatcham 2021 (%)	Eastern Area 2011 (%)	Eastern Area 2021 (%)	Villages and Rural Areas 2011 (%)	Villages and Rural Areas 2021 (%)
Car including as a passenger	69	47	73	48	70	45
Active Travel	16	10	16	5	11	7
Other	1	1	1	1	1	1

Source: ONS (2011) Census, Crown Copyright 2022 (QS701EW); ONS (2021) Census, Crown Copyright 2022 (TS061)

- 4.3.3. Table 4-2 shows that, between 2011 and 2021, car use dramatically decreased across each of the three place types. Working from home dramatically increased in 2021 across all three place types. Public transport also saw a large decrease between 2011 and 2021. Active travel also reduced, but at a lower rate than public transport.
- 4.3.4. The changes seen in 2021 are largely attributed to the behavioural change that the COVID-19 pandemic caused. Although some trends have returned to normal, for example car use has seen a rapid return, other trends have not. This is evident with home working becoming a ‘new normal’ with many businesses opting for a hybrid working model where employees work from home 1-3 days per week.
- 4.3.5. Public transport, in most instances, has also been slow to return to pre-pandemic levels, which could be attributed to an ongoing fear of COVID-19, high cost of fares, and services becoming less reliable. It is also worth noting that, for some modes such as active travel and car, there has been a change in journey purpose. For example, active travel and car trips are more commonly being used for leisure than for commuting. At the time of this report, these trends are still emerging and continuing to change.

4.4 District-wide commuting trends

4.4.1. The district-wide commuting trends were determined by analysing the commuting trends for the different place types identified and the generating a district wide consensus. Table 4-3 summarises these trends. Overall, the following trends have broadly been observed across all areas within the district:

- 55% travel to work within the district
- 15% travel to Reading – this is the most common employment destination outside of the district
- 15% travel to destinations within 15 miles of the district – of these locations up to 5% of trips were made each location
- 15% travel elsewhere – including 5% to London

Table 4-3 – Place-Based and District-Wide Commuting Trends

Location	Local Trips	Trips to Rest of District	Reading	Basingstoke	Wokingham & Bracknell	Oxford, South Oxford & Vale of White Horse	London	Other
Newbury & Thatcham	50%	20%	5%	5%	5%	5%	5%	5%
Eastern Area	25%	10%	30%	5%	10%	5%	5%	10%
Villages and Rural Areas	25%	30%	10%	5%	5%	10%	5%	10%
District Wide	30%	25%	15%	5%	5%	5%	5%	10%

Source: ONS (2011) Census, Crown Copyright 2022 (WU03EW)

4.5 Travel trends and mode choice by Place

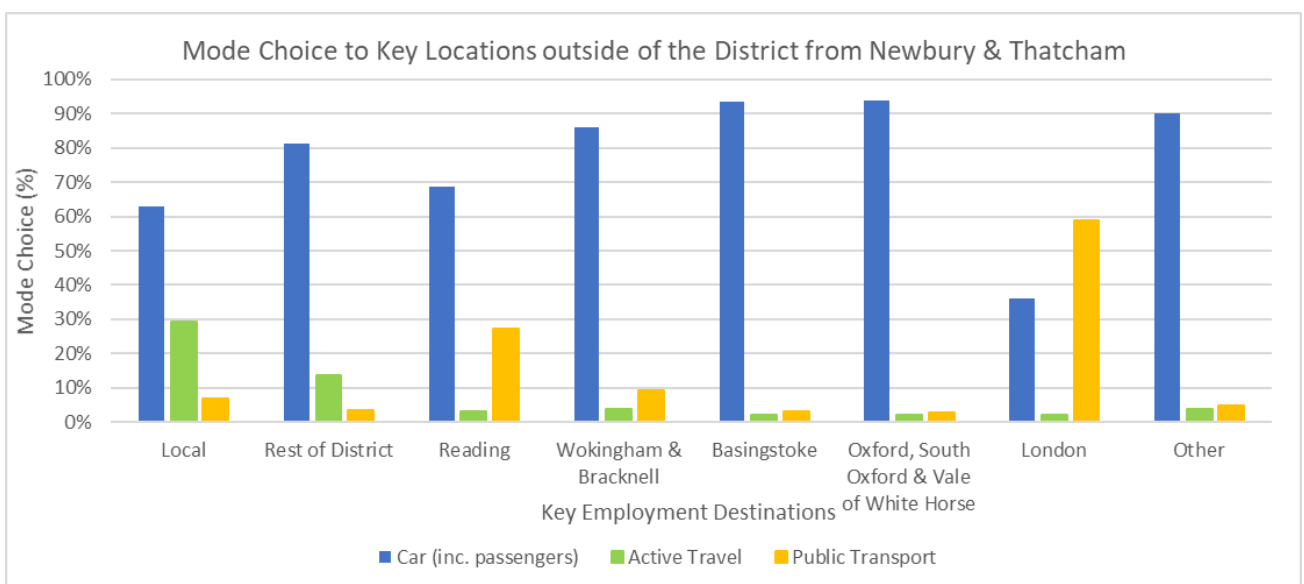
4.5.1. The 2011 Census Travel to Work data was also analysed to determine how commuting travel trends varied by the different place types identified within the district.

Newbury and Thatcham

4.5.2. The 2011 census shows a high retainment of people living and working within the local area of Newbury and Thatcham. Subsequently, there is an even distribution between the key destinations identified outside of the district. This was the only place where Reading was not the most common employment destination outside of the district.

4.5.3. Mode choice in regard to the respective locations was also analysed to gain insight into how people travel to work and how this may vary based on the destination. Figure 4-2 summarises these findings. The findings indicate that active travel plays an important role for local trips within Newbury and Thatcham, and to other areas within West Berkshire. This is common within urban areas due to increased accessibility; however, this highlights there is an opportunity to improve facilities to further increase uptake. Public transport also has a role in providing access to Reading, London, Wokingham, and Bracknell. This suggests that there is an opportunity to improve these services and increase usage, especially to Reading, Wokingham, and Bracknell.

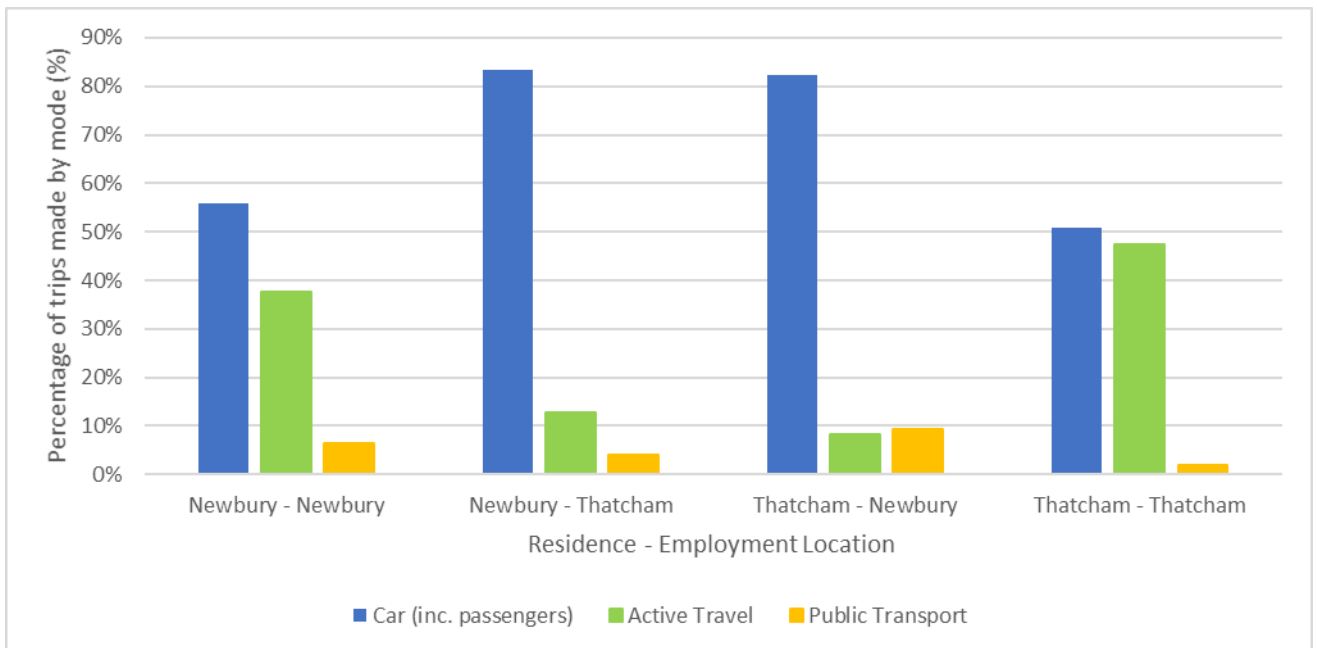
Figure 4-2 - Mode Choice to Key Employment Locations outside of the District from Newbury and Thatcham



Source: ONS (2011) Census, Crown Copyright 2022 (WU03EW)

4.5.4. In relation to trips within Newbury and Thatcham, active travel levels are highest for trips made within Thatcham. This is followed by trips made within Newbury. Active travel has a bigger role for people living in Newbury and commuting to Thatcham. For those living in Thatcham and commuting to Newbury, public transport has a larger role than active travel. This information is shown in Figure 4-3.

Figure 4-3 - Mode Choice for Employment Trips made between Newbury and Thatcham



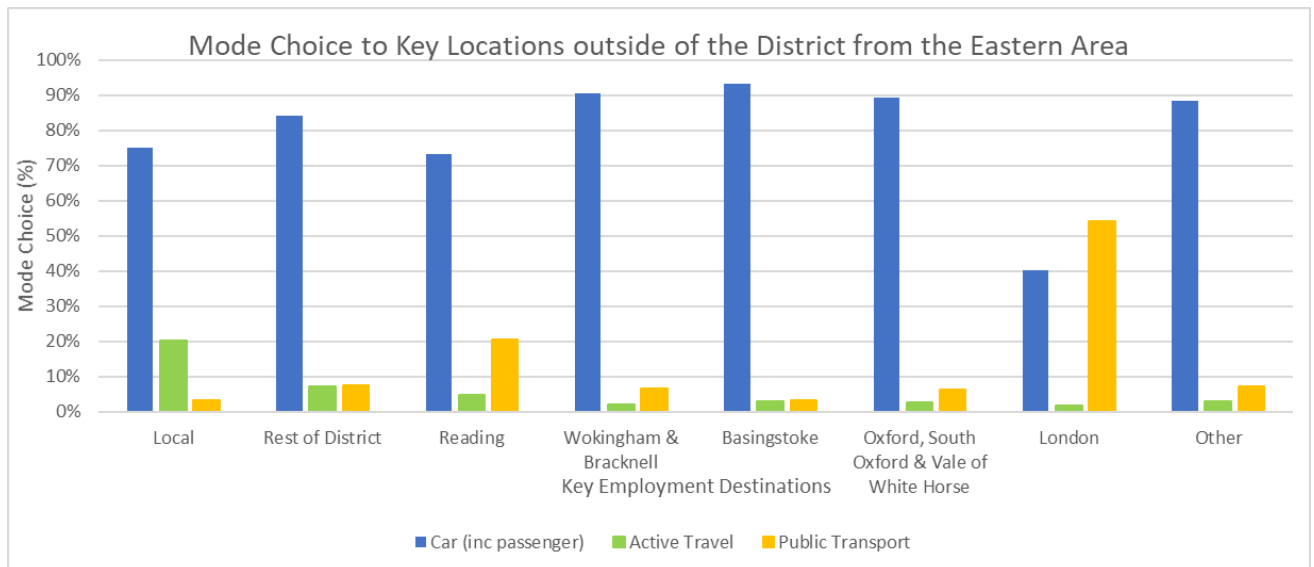
Source: ONS (2011) Census, Crown Copyright 2022 (WU03EW)

Eastern Area

4.5.5. The 2011 census data shows that the eastern area has the lowest number of employment trips within West Berkshire. A total of 35% of people live within the eastern area and work within the district. Reading is the most common employment destination outside of the district, followed by Wokingham and Bracknell. There was an even distribution between the other key employment destinations. Table 4-3 summarises this information.

4.5.6. Mode choice analysis for the respective areas has given useful insight into how mode choice varies, based on the destination. Figure 4-4 summarises these findings. This shows that public transport has a key role to play in commuter trips to Reading and suggests that there is an opportunity to improve these public transport services in order to encourage more usage.

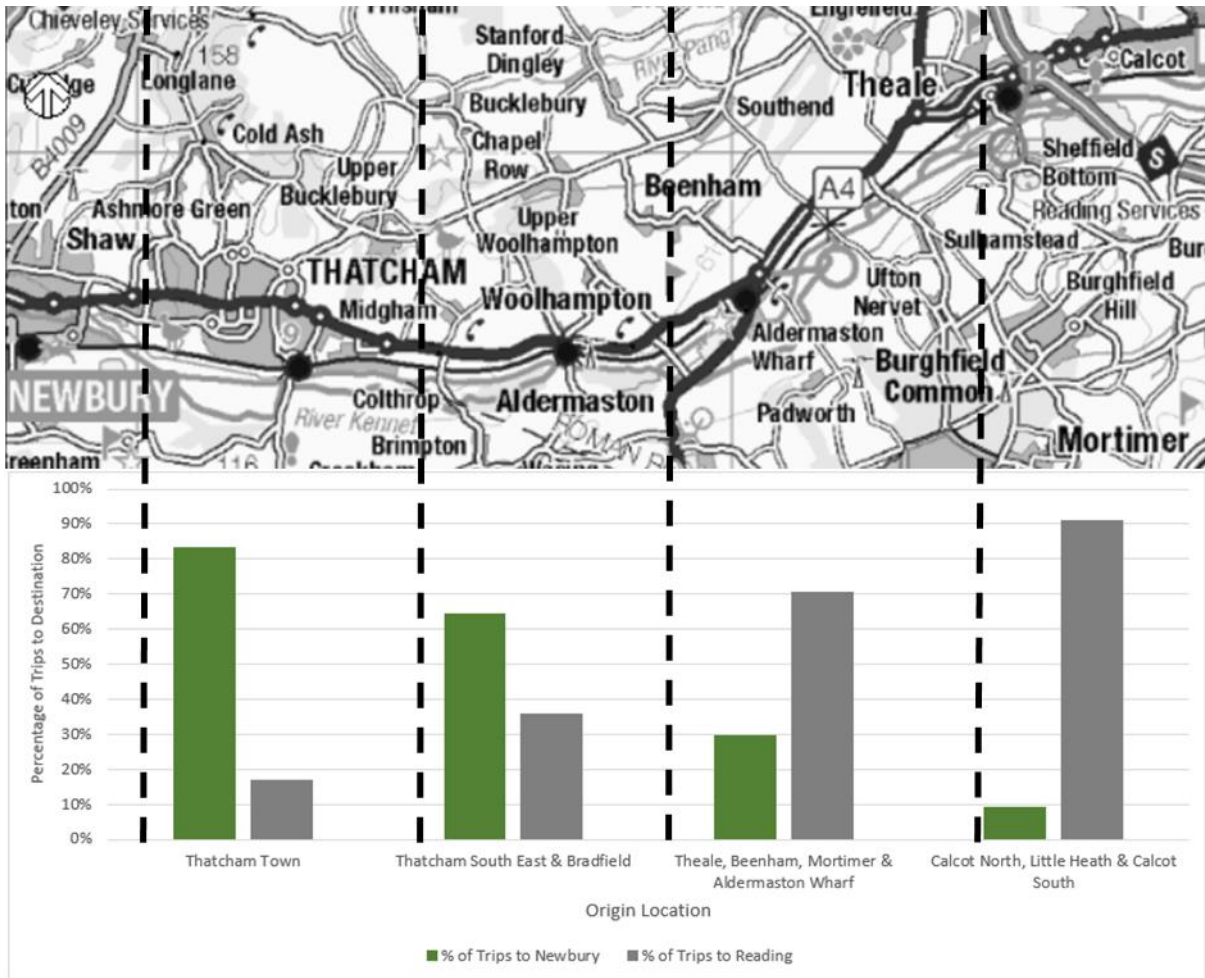
Figure 4-4 - Mode Choice for Commuting Outside of the District from the Eastern Area



Source: ONS (2011) Census, Crown Copyright 2022 (WU03EW)

- 4.5.7. Further analysis was carried out to determine how the employment destination varied between Newbury and Reading, depending on the location of residents along the A4, as shown in Figure 4-5.
- 4.5.8. The data shows the percentage of trips to Newbury and Thatcham or Reading from the four areas which align with the A4 between Reading and Newbury. This reinforces a gravity associated with each area and the shift in travel to work area towards Reading for those living in the eastern area.

Figure 4-5 – Comparative analysis of trips along A4 corridor between Newbury and Thatcham to Reading



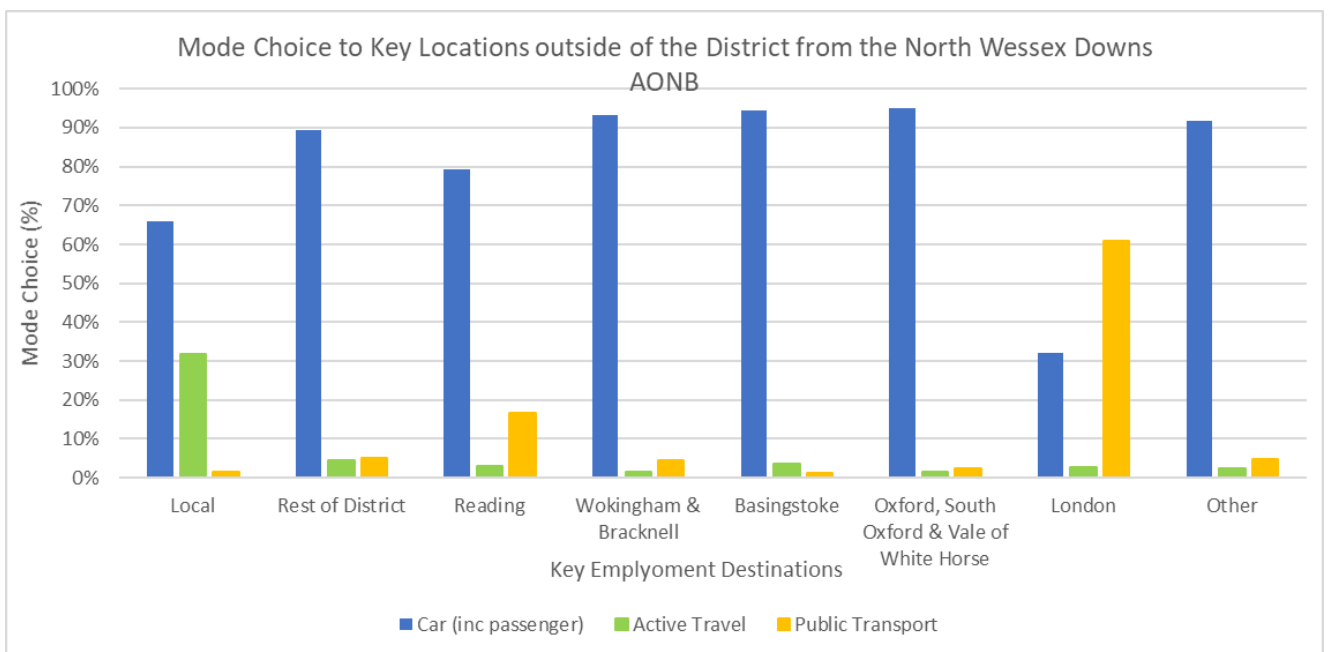
Source: ONS (2011) Census, Crown Copyright 2022 (WU03EW)

North Wessex Downs AONB

4.5.9. The 2011 census data shows that 55% of employment trips are within West Berkshire. Reading and the Oxford, South Oxford and Vale of White Horse region are the most common employment locations outside of the district. More detail on this distribution can be found in Table 4-3.

4.5.10. Mode choice to the respective areas shows that, within the North Wessex Downs AONB, active travel has a key role to play in commuting trips. Public transport has a key role to play for trips to Reading, however, there is little public transport or active travel trips to Oxford, South Oxford and Vale of White Horse. Rural areas can present a more challenging environment to improving sustainable travel, however, these results show that there is a baseline of trips by sustainable modes than be built on. Figure 4-6 shows these findings in more detail.

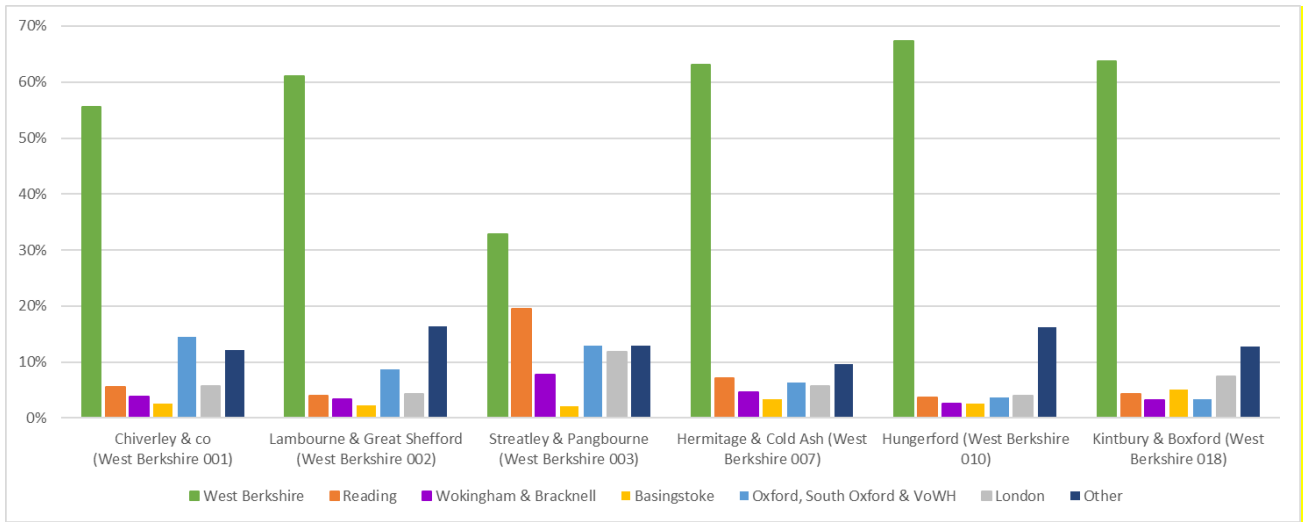
Figure 4-6 - Mode Choice to Key Employment Locations outside the North Wessex Downs AONB



Source: ONS (2011) Census, Crown Copyright 2022 (WU03EW)

4.5.11. Further analysis was carried out to get a better understanding of how the travel patterns vary between the different Middle Super Output Areas (MSOAs) within the North Wessex Downs AONB. This shows that Streatley and Pangbourne have the most variation in employment destination. The results of this analysis are shown in Figure 4-7.

Figure 4-7 - Employment Destinations for each MSOA within the North Wessex Downs AONB



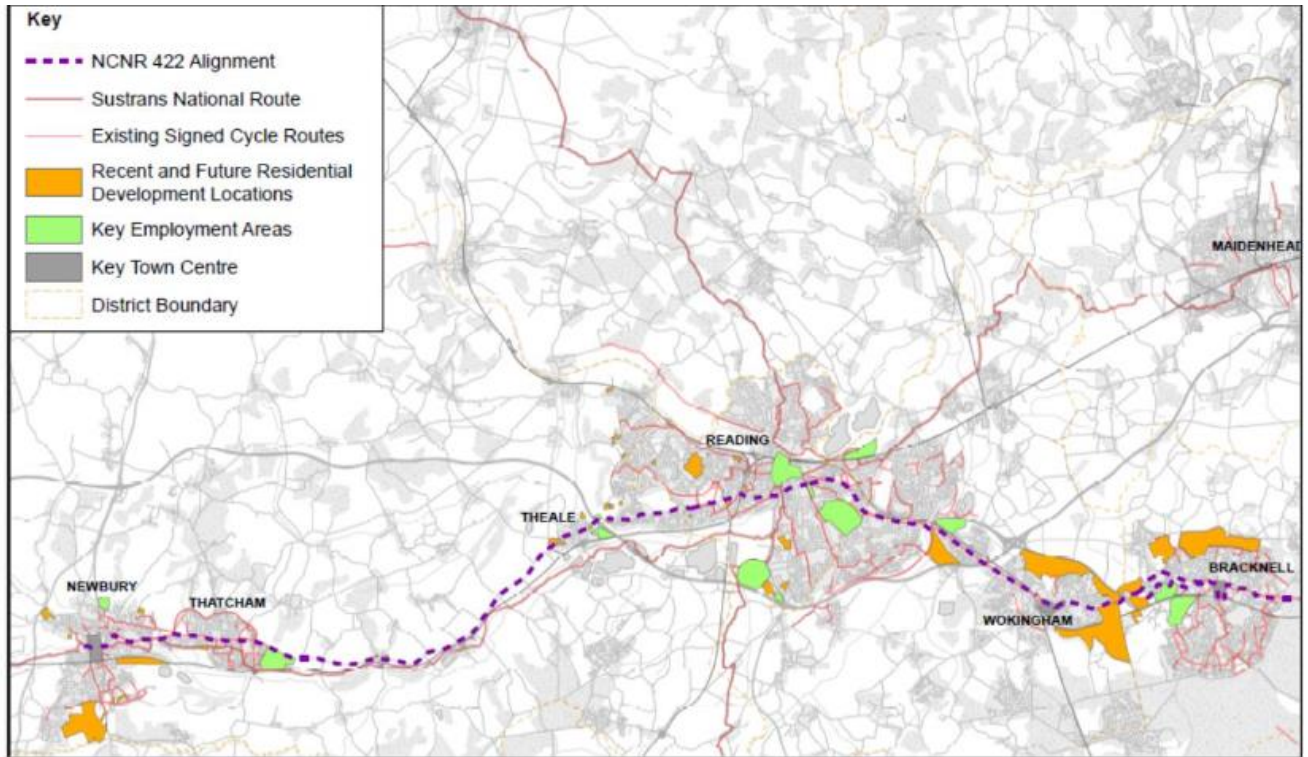
Source: ONS (2011) Census, Crown Copyright 2022 (WU03EW)

5 Active travel

5.1 Active travel network

- 5.1.1. This section details the existing active travel network across West Berkshire, current levels of walking and cycling, and identifies measures in the Local Cycling and Walking Infrastructure Plans (LCWIPs) and Public Rights of Way (PRoW).
- 5.1.2. The walking and cycling network is focused in main urban areas, particularly Newbury, Thatcham, Theale, and Calcot to the east. In Newbury and Thatcham, in particular, there are a number of segregated or shared cycle paths in the urban areas.
- 5.1.3. In rural areas, footway provision varies by location with limited dedicated facilities resulting in cycles having to mix with vehicles.
- 5.1.4. There are also parts of the National Cycle Network (NCN), namely NCN 4, which run east-to-west across the District from Hungerford, through Newbury and Thatcham to Reading. Large sections of the route are off-road or on low traffic streets. NCN 246 also runs south from Kinsbury to Andover, albeit the route is on road running through rural areas.
- 5.1.5. In addition, improvements have been made to the NCN 422 route which follows the A4 corridor, as shown in Figure 5-1. Improvements to this cross-county route have been delivered over recent years, with construction of the section through West Berkshire taking place between 2018 and 2019.

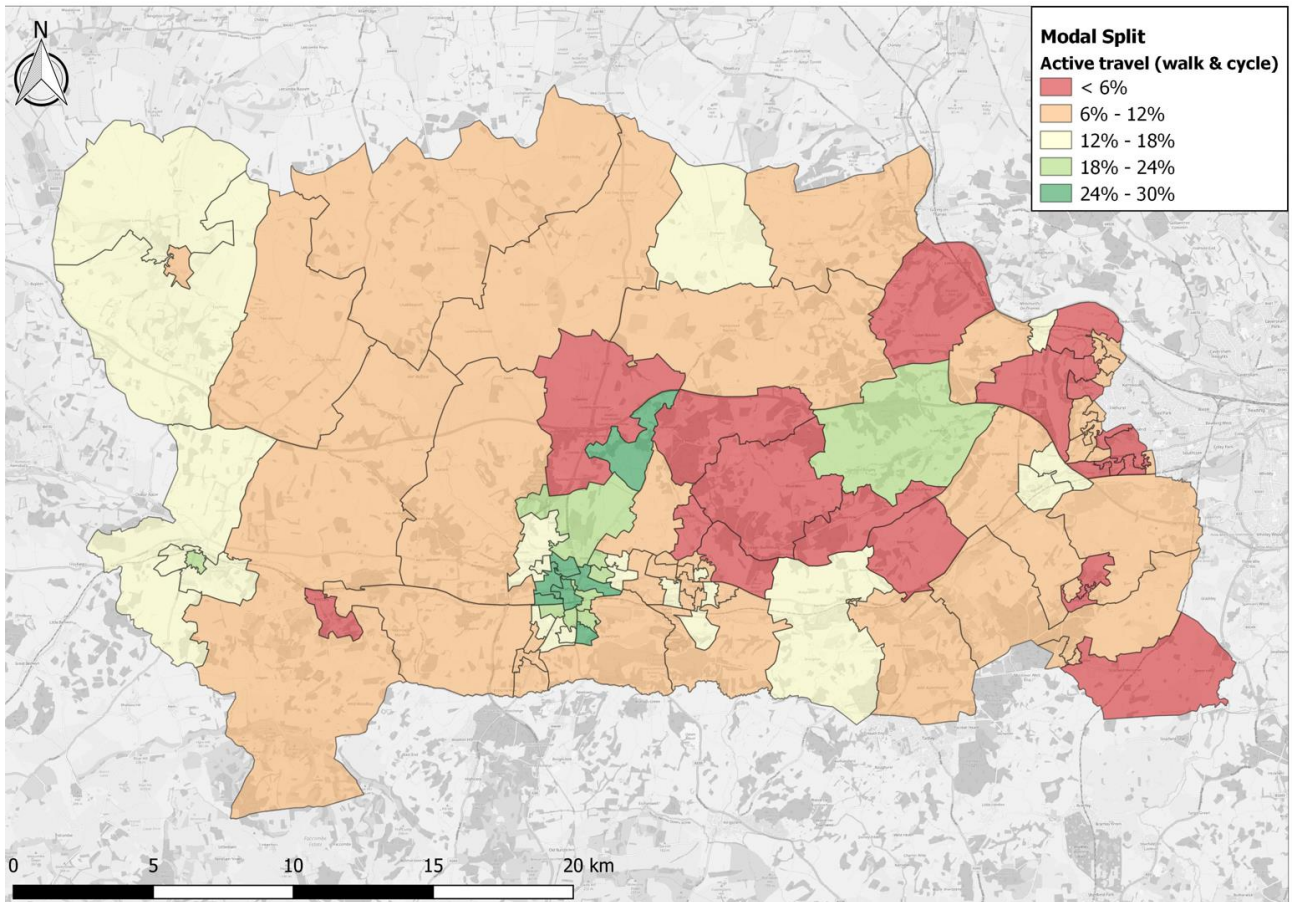
Figure 5-1 – Alignment of NCN 422 Route



5.2 Census map of walking and cycling usage

- 5.2.1. The mode share of walking and cycling for commuting across the borough in 2011 is in Figure 5-2. Areas shown in green have the highest usage, with those in red where active travel accounts for less than 6% of trips.
- 5.2.2. This figure highlights that walking and cycling is more common in Newbury and Thatcham, with as many as 30% of all trips made by walking and cycling. There are also moderate levels around Hungerford and Lambourn.
- 5.2.3. In the eastern edge of the district, where many of the facilities within Reading are within cyclable distance, the proportion of walking and cycling, at less than 12%, is one of the lowest in all of West Berkshire.

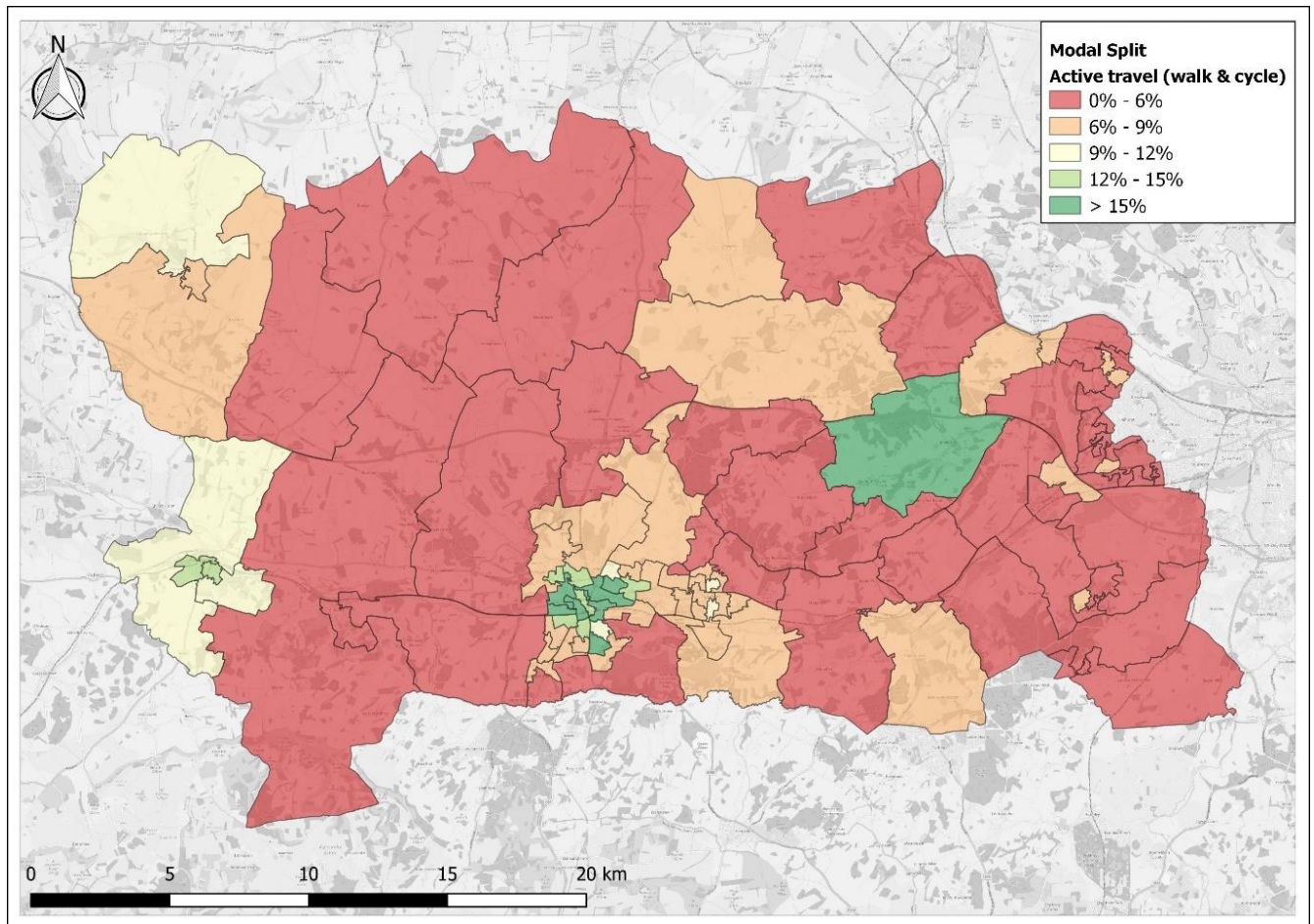
Figure 5-2 – Active Travel Commute Mode Split by LSOA (2011 Census)



Source: ONS (2011) Census, Crown Copyright 2022 (QS701EW)

- 5.2.4. Although the mode splits are based on commuting trips, the characteristics across the borough are likely to be reflective of the propensity to walk and cycle for other trip purposes.
- 5.2.5. The active travel mode split has been mapped using the 2021 census data as detailed in Figure 5-3.
- 5.2.6. The 2021 Census data in Figure 5-3 shows a fall in active travel levels recorded. This may reflect the greater numbers working from home, and therefore not travelling to work.

Figure 5-3 - Active Travel Commute Mode Split by LSOA (2021 Census)



Source: ONS (2021) Census, Crown Copyright 2022 (TS061)

5.3 Network planning

- 5.3.1. Network Planning for walking and cycling for parts of West Berkshire has already been undertaken with an LCWIP.
- 5.3.2. The LCWIP process has a focus on creating walking and cycling networks that connect people with places and activities. It focuses on areas which have the highest existing demand and greatest future potential for growing cycling and walking trips. This typically means that plans are focussed on built-up areas, which contain most key trip origins and destinations. For West Berkshire, this has included:
 - Newbury and Thatcham
 - Eastern area, as part of the Reading LCWIP

5.3.3. The identified routes are those where it is considered feasible to construct high-quality infrastructure to the standards set out in Local Transport Note 1/20 - Cycle Infrastructure Design.

Newbury and Thatcham

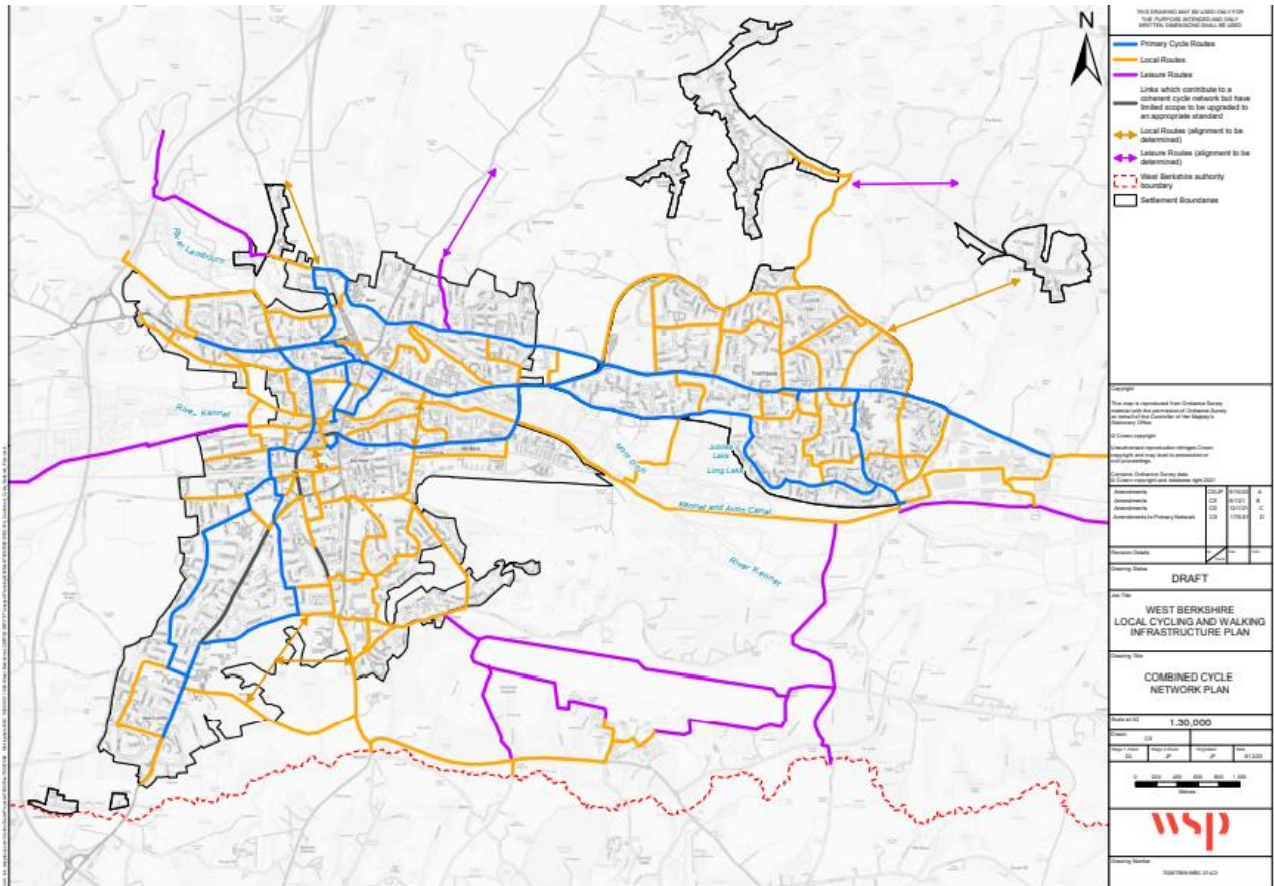
5.3.4. For Newbury and Thatcham, the LCWIP identifies key corridors connecting residential areas (both existing and proposed) to destinations such as town centres, local centres, schools, employment sites, and transport hubs. These are shown in Figure 5-4.

5.3.5. The highest priority routes, shown in blue, include:

- North South route through all of Newbury, connecting Shaw- Town Centre to Wash Common/Sandleford Park;
- East West route, in vicinity of Turnpike Road, from Shaw to Thatcham;
- East West Route, from Newbury Town Centre to Thatcham, in vicinity of the A4;
- Thatcham Railway Station to Thatcham Town Centre.

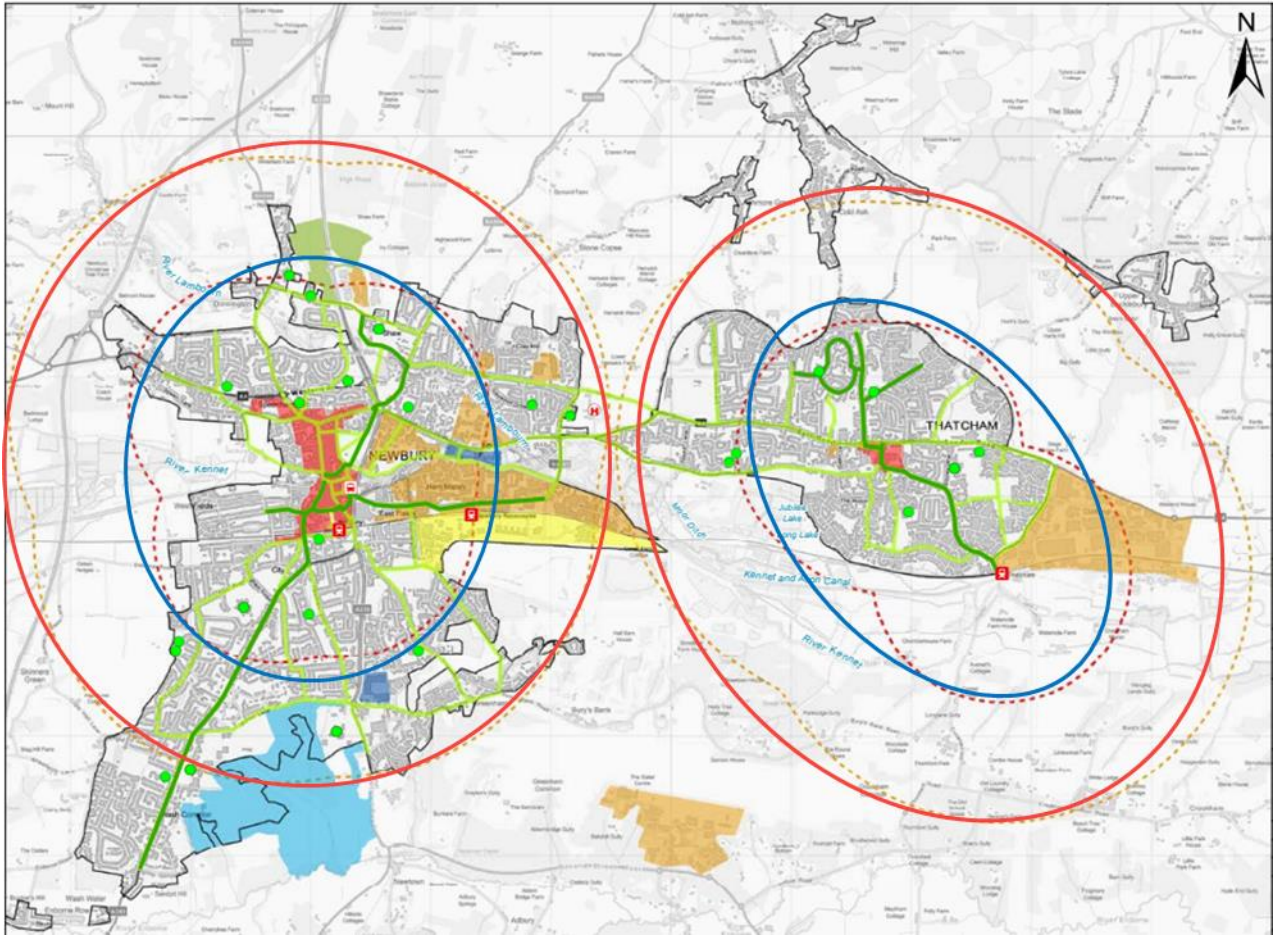
5.3.6. Many of these routes follow the primary highway corridors, where there are conflicting demands upon limited road space. In some locations, a network of routes may need to utilise a number of more local roads where there may be a greater opportunity to provide an environment that is suitable for all users.

Figure 5-4 – Newbury and Thatcham – Combined Cycle Network Plan



- 5.3.7. For Newbury and Thatcham, maps of core walking areas which recognise walking distances and core walking areas have also been produced. These reiterate that a significant proportion of residents of both Newbury and Thatcham live within 1 km of the town centre. These are shown in Figure 5-5.
- 5.3.8. The orange solid lines show the 2km core walking zone and the blue solid line shows the 1km core walking zone.
- 5.3.9. There are parts of Newbury, particularly to the south west along A343 Andover Road, which are outside a typical walking distance where cycling may be the most realistic active travel choice.

Figure 5-5 – Newbury and Thatcham - Core Walking Zone and Core Walking Routes

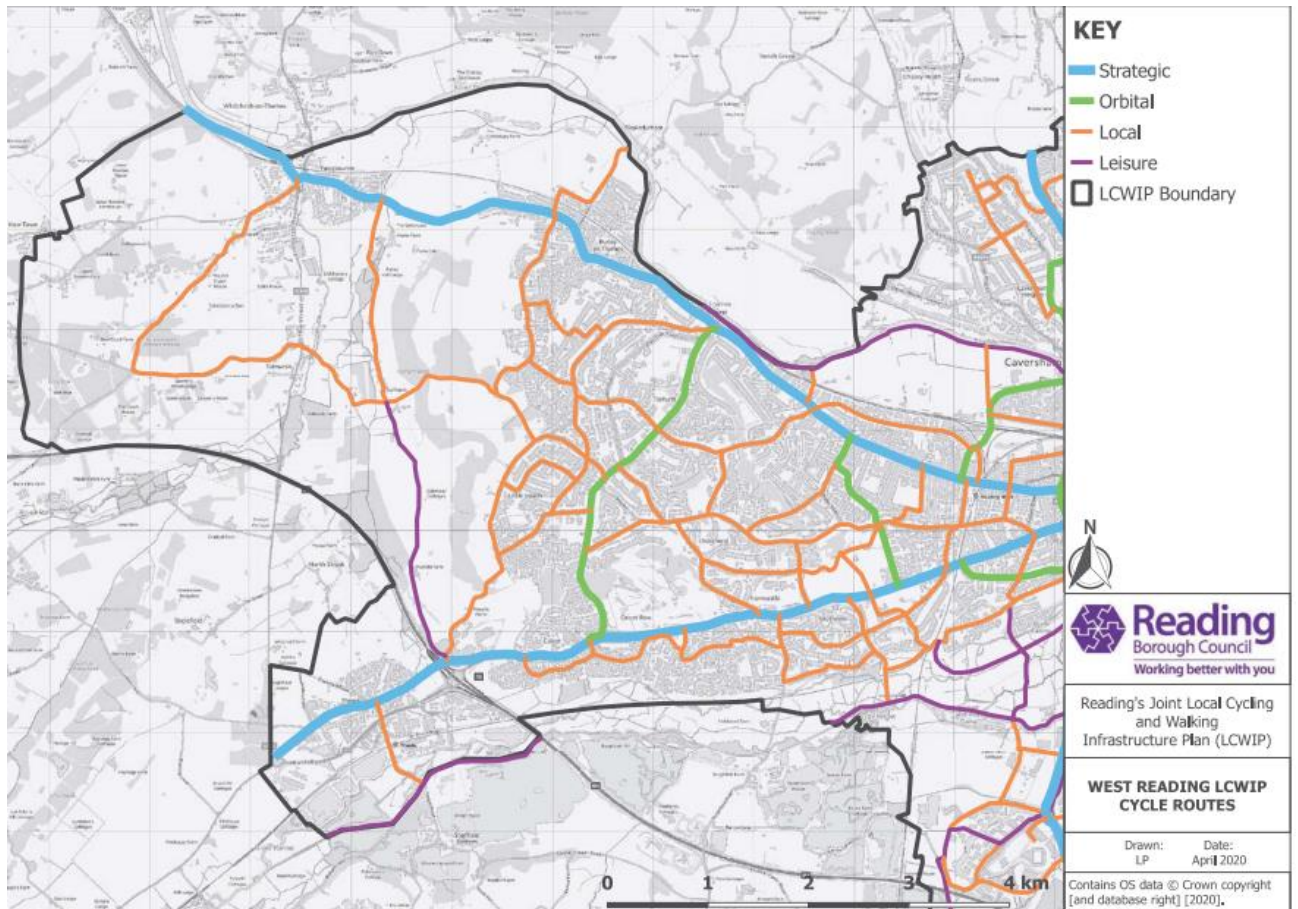


Source: West Berkshire Local Cycling and Walking Infrastructure Plan, 2021

Eastern Area

- 5.3.10. The walking and cycling network for parts of the eastern area of West Berkshire, particularly those falling with the Reading Travel to Work area, are included as part of the Reading LCWIP, as shown in Figure 5-6.
- 5.3.11. The Reading LCWIP identified two strategic routes, following the alignment of the existing highway corridors of the A4 (delivered as part of the NCN 422 works), to the north along Oxford Road and in vicinity of Tilehurst railway station.

Figure 5-6 - West Reading LCWIP Cycle Routes



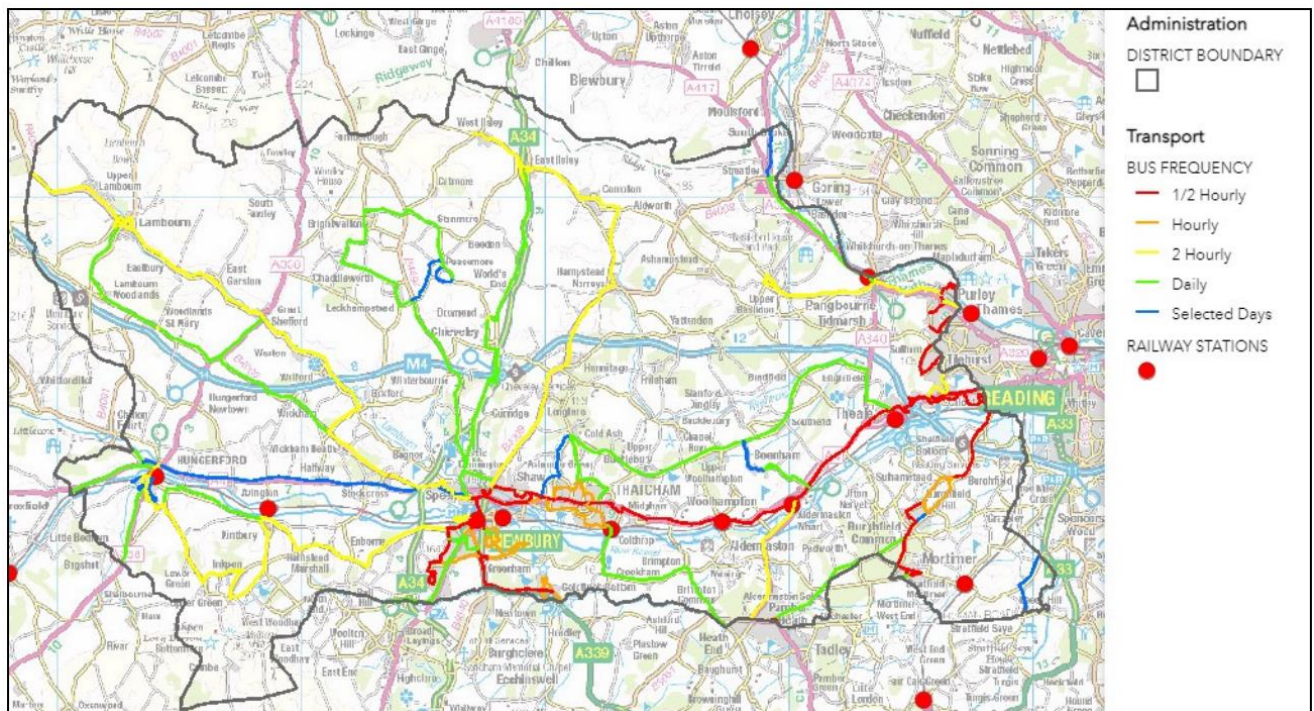
Source: Reading LCWIP, 2020

6 Public transport

6.1 Bus network

- 6.1.1. An overview of the bus network in West Berkshire is shown in Figure 6-1. Reflecting the greater number of amenities and population density in the urban areas, bus services tend to radiate from either Newbury or Reading.
- 6.1.2. There are services to some of the more rural areas and villages across the district although, at best, these run every 2 hours. However, a number of villages no longer have any bus (or rail) service including Aldworth, Ashampstead, Englefield, Fawley, Frilsham, Stanford Dingley, Tidmarsh, Winterbourne, and Yattendon, within the AONB; and Padworth, Sulhamstead, and Upton Nervet in the East Kennet Valley. Additionally, there is no bus service to Mortimer Station.

Figure 6-1 – Bus Frequency Map (2019 Service Levels)



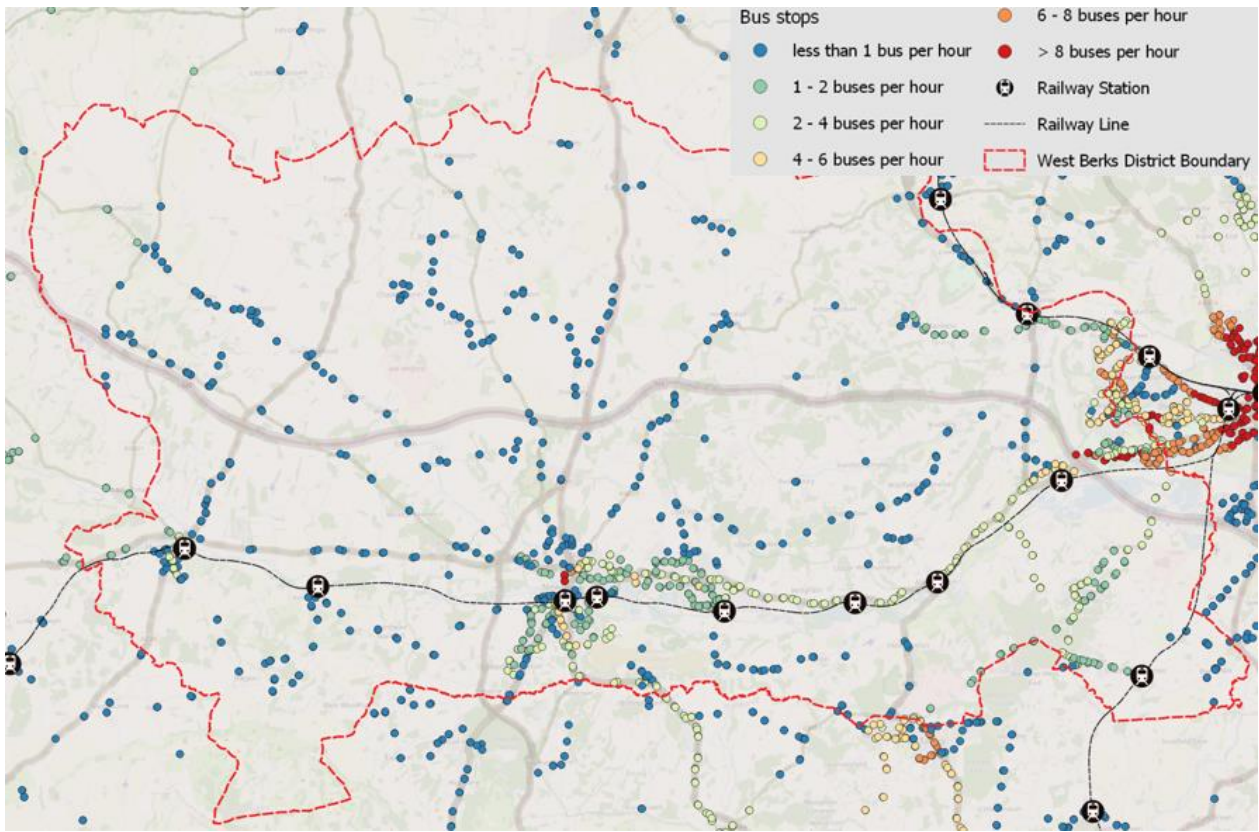
Source: West Berkshire BSIP, 2022

- 6.1.3. Bus services in West Berkshire are currently operated by a number of companies, including:
- Reading Buses (Newbury & District, Reading Buses)
 - Go-Ahead (Swindon’s Bus Company, Thames Travel, Tourist Coaches)

- Horseman Coaches
- Stagecoach (Hampshire, Swindon).

- 6.1.4. In addition to those services which are run under an Operator's Licence, another group of services are provided using Section 22 Community Bus Permits by Carebus, Going Forward, Ramsbury Community Transport, and West Berkshire Council.
- 6.1.5. Prior to the COVID pandemic, approximately three-quarters of journeys were made on commercial services, representing 30% of the routes.
- 6.1.6. The remaining trips, representing around 40,000 trips per month, were made on subsidised services, with total subsidy of around £2million per year.
- 6.1.7. The Council owns and maintains the Wharf Bus Station in Newbury, whereas bus shelters are owned and maintained by Parish and Town Councils. There are limited shelters in some parts of the district, for example in Burghfield and Mortimer.
- 6.1.8. The bus stop locations, colour coded by frequency of services, are shown in Figure 6-2. This reiterates that frequent services operate in and around Reading, Newbury, corridors benefit from semi frequent services, such as the A4, and there is limited provision outside the main urban areas.

Figure 6-2 – Bus Stop locations and frequency of services across West Berkshire



Source: WSP Databook

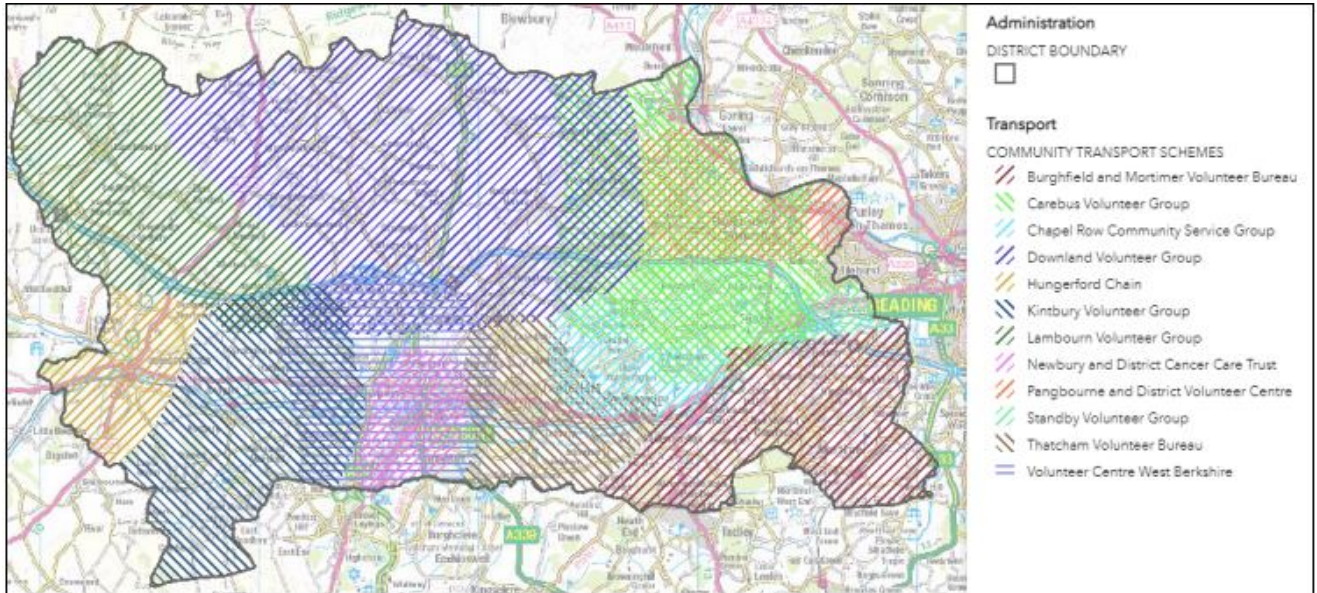
- 6.1.9. Around 65 buses are required to deliver all the bus services in West Berkshire, including the daily cross -boundary services. There are also an additional eight Section 22 vehicles. Information from operators indicates that the average age of the fleet is 9 years (similar to the national average of 9.5 years) and 97% of the buses in use in West Berkshire are at least Euro V emission standards, with 84% being Euro VI or zero-emission (ZE).

6.2 Community transport

- 6.2.1. Community transport can play a vital role in providing services to more remote areas where traditional public transport services may not be viable.
- 6.2.2. The Council has been supporting fourteen community transport groups operating a range of car schemes and/or minibuses group travel, including the Handybus network, providing grant funding to them since its inception in 1988. Transport has to be booked in advance. With the exception of Readibus, the community transport groups are volunteer-based.

6.2.3. Every part of the district is covered by at least one scheme, as detailed in Figure 6-3 which shows the range of different providers across the District.

Figure 6-3 – Community Transport Operators across West Berkshire



Source: West Berkshire BSIP, 2022

6.2.4. Taxis, which can provide a 24-hour service in locations where other transport services are not available, can also play an important role in an integrated transport network.

6.3 Bus patronage

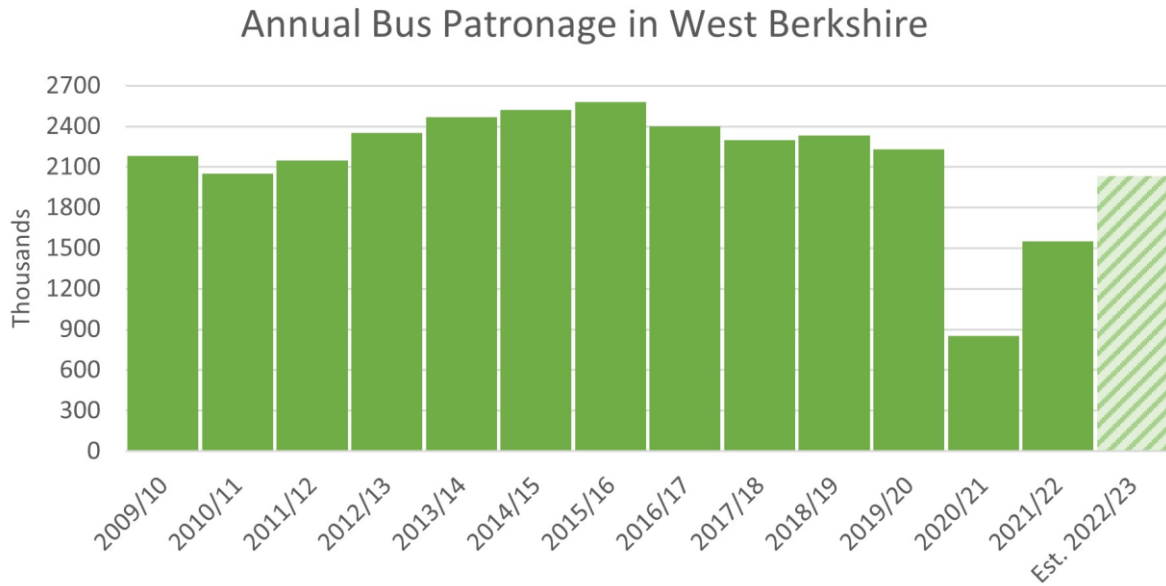
6.3.1. Bus Passenger numbers have been steadily growing over the last decade, with trip numbers of approximately 2.25 million in 2019/20 approximately 10% higher than in 2010/11. There was a slight drop from 2016/17, associated with a reduction in supported bus network between July and September 2016, together with removing all discretionary add-ons to ENCTS.

6.3.2. However, the COVID-19 pandemic had a significant impact on patronage, with 2020/21 patronage dropping 60% below the previous year.

6.3.3. Passenger levels are now returning to be nearer the pre-pandemic position, especially on the supported services. It is estimated that patronage in 2022/23 should return to around 2 million trips a year.

6.3.4. An overview of patronage levels is shown in Figure 6-4.

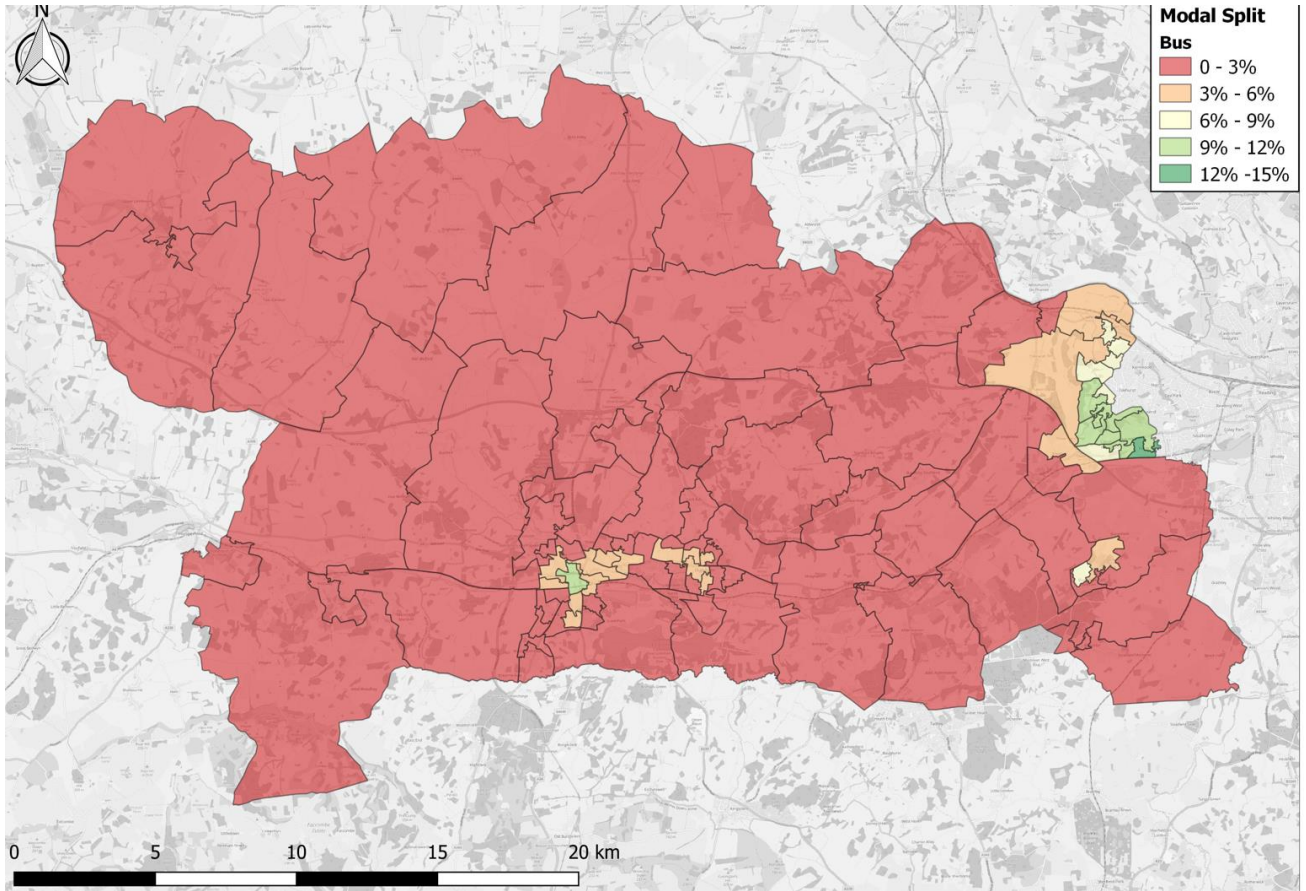
Figure 6-4 – West Berkshire Bus Patronage Levels



Source: West Berkshire BSIP, 2022

- 6.3.5. On average, bus usage accounted for just under 5% of commuter trips across all of West Berkshire, as shown in Figure 6-5.
- 6.3.6. The highest levels of bus use align with the highest frequencies, with greatest levels of usage trips in Calcot and Tilehurst, on the edge of Reading (10% of trips), and in parts of Newbury and Thatcham.

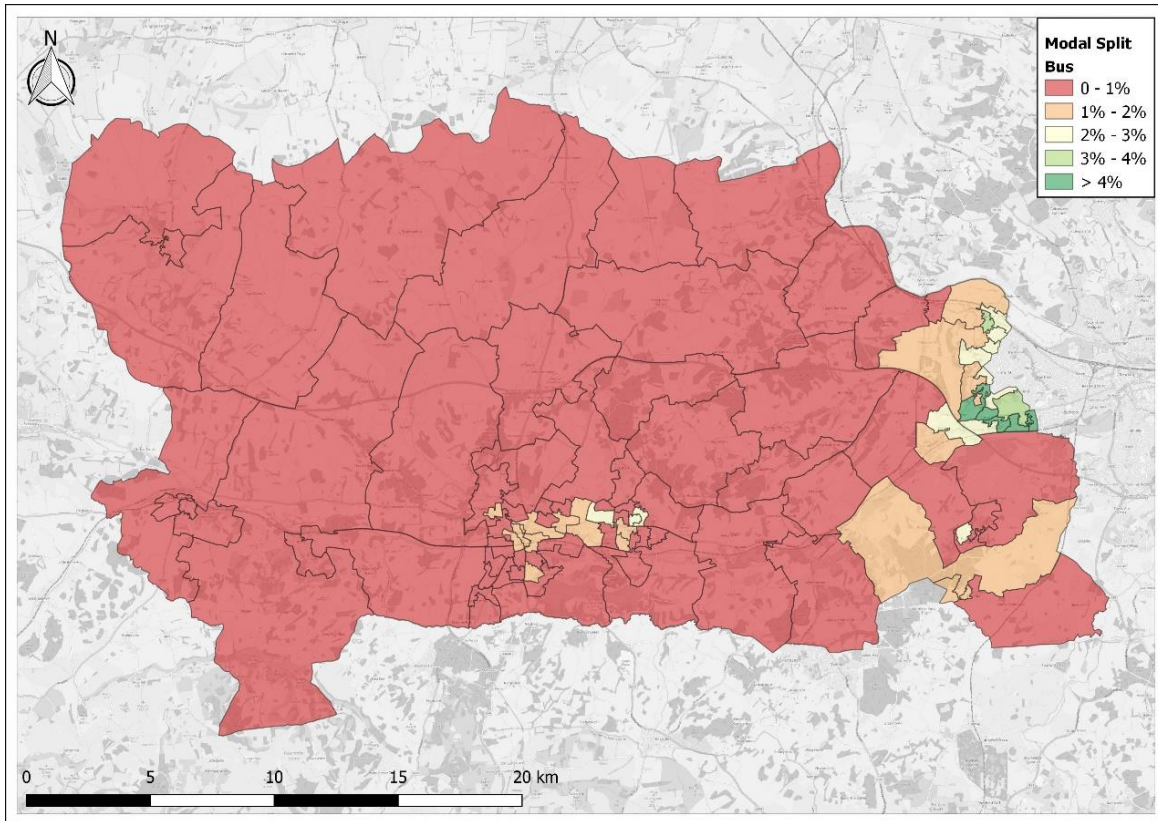
Figure 6-5 – Bus Mode Split for LSOA in West Berkshire (2011 Census)



ONS (2011) Census, Crown Copyright 2022 (QS701EW)

6.3.7. The 2021 census data shows that bus patronage declined from 2011, as shown in Figure 6-6.. However, the far eastern parts of the district, facing Reading, retained some patronage showing the role that buses can have in this area.

Figure 6-6 - Bus Modal Split by LSOA in West Berkshire (2021 Census)



6.4 Bus service improvement plan

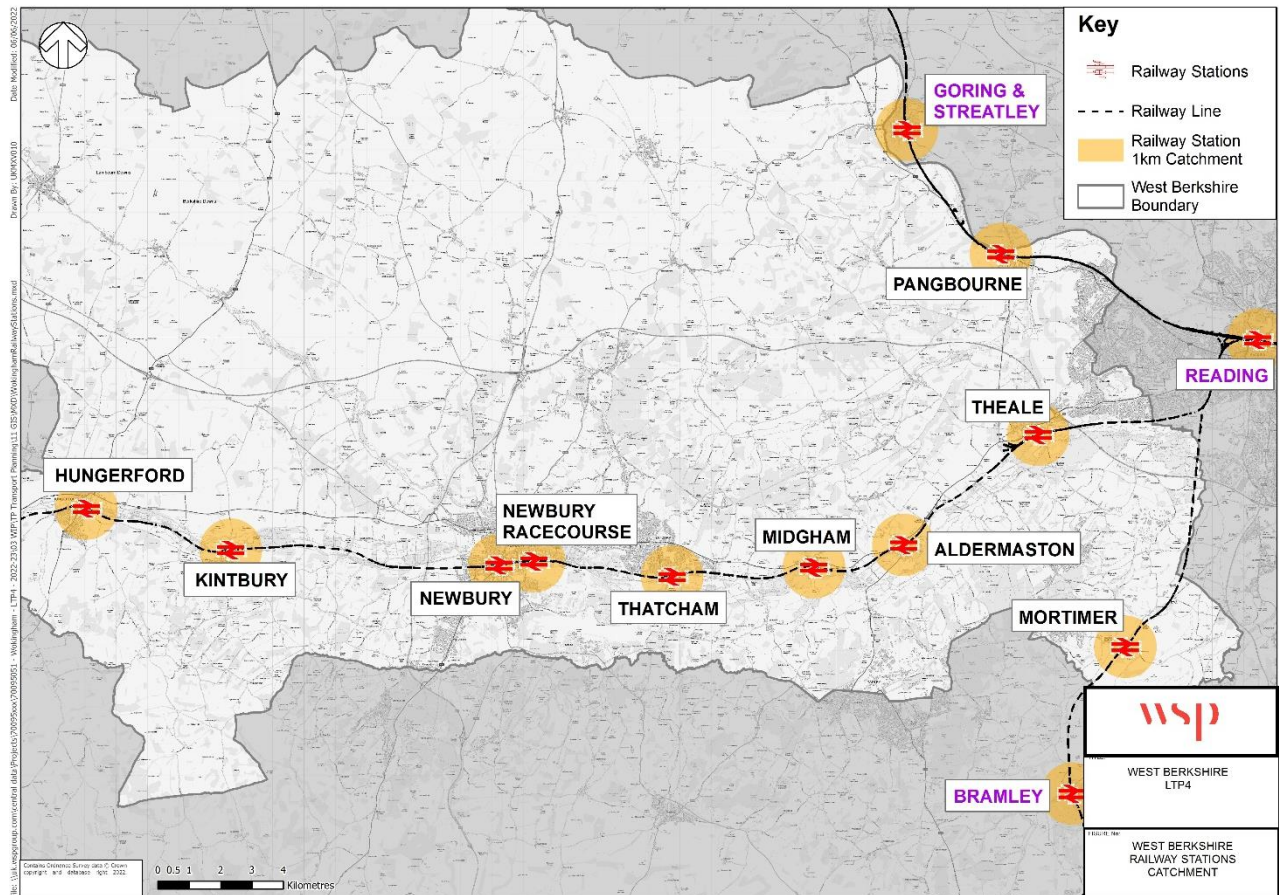
- 6.4.1. West Berkshire was allocated almost £2.6m in funding for its Bus Service Improvement Plan (BSIP) in April 2022.
- 6.4.2. The BSIP covers the whole of the West Berkshire District Council area and sets targets for journey times, service reliability, passenger levels, and customer satisfaction for 2025 and 2030. A single Enhanced Partnership (EP) between the Council and the bus operators seeking to achieve these goals came into effect in April 2022.
- 6.4.3. The first two years (2022 to 2024) of the BSIP will focus on stabilising and recovering patronage back to pre-pandemic levels. From 2025, patronage projections will account for further growth to 5% above 2019/20 levels.
- 6.4.4. The BSIP sets out a number of aspirations for:
 - Improving service frequency
 - Providing new services, particularly to Thatcham/Mortimer stations, between Newbury to Harwell and into rural areas

- Demand Responsive services, covering various of the rural parts of the district
- Bus Priority, including A4 Bath Road, Robin Hood roundabout, and improved network/facilities at Atherton Road Hungerford and at Pangbourne and Mortimer stations
- Improve integration
- Simplifying services and fares
- Supporting vehicle improvements
- Bus stop improvements
- Network branding and identity

6.5 Rail

- 6.5.1. West Berkshire is well connected by rail with ten stations located within the local authority, all of which are part of the Great Western Railway (GWR). These stations are Theale, Aldermaston, Midgham, Thatcham, Newbury Racecourse, Newbury, Kintbury and Hungerford, Pangbourne, and Mortimer.
- 6.5.2. Figure 6-7 shows the location of each railway station in the borough as well as local stations outside of the borough. It also shows the 1km catchment for each station, indicating the areas that fall within walking distance of each station.

Figure 6-7 - 1km Railway Station Catchments



- 6.5.3. Pangbourne station and the rail section linking Theale to Hungerford are located on the GWR Main Line route and connect London Paddington to Wales and the South West. A GWR branch line passes through Mortimer station and links Basingstoke to the main line at Reading West. All these sections converge at Reading, which acts as an interchange between London, the South-West including Bristol, and the rest of England.
- 6.5.4. Newbury station is also a major station within the district and connects with PlusBus services to provide local connectivity in Newbury and Thatcham.
- 6.5.5. Other local stations outside the borough, including Goring & Streatley and Bramley, are located on the main line between London Paddington to Swansea and the branch line between Reading West and Basingstoke respectively.
- 6.5.6. Newbury Railway Station is the largest station in the district and is located within the town centre. Due to its location, the station has a high population density within its catchment area and the highest patronage level among all the stations within West Berkshire.

6.5.7. An overview of the train frequency at each station is shown in Table 6-1.

Table 6-1 – Train frequency at each station in West Berkshire

Station Name	Peak Frequency (Weekday)	Off- Peak Frequency (Weekday)	Accessibility
Thatcham	3	2	Partial step-free access
Newbury Racecourse	2	1	Partial step-free access
Newbury	3	2	Step-free access Connects to PlusBus services
Theale	3	2	Partial step-free access
Aldermaston	2	1	Partial step-free access
Midgham	2	1	Partial step-free access
Mortimer	2	2	Partial step-free access
Kintbury	2	1	Partial step-free access
Hungerford	3	1	Partial step-free access
Pangbourne	2	1	Partial step-free access

Source: [Check Train Journeys | Journey Planner | Great Western Railway \(gwr.com\)](#)

- 6.5.8. Reading railway station, located in the town centre, is a key interchange hub in the south and the second busiest interchange outside of London. The station is managed by Network Rail and is served by Great Western Railway, Transport for London (TfL), CrossCountry, and South Western Railway.
- 6.5.9. The station sits on the GWR Main Line, which connects Bristol Temple Meads to the west and London Paddington to the east. Services from the GWR Main Line also connect to the South Wales Main Line which enables connectivity to Newport, Cardiff, and Swansea. Services from the GWR Main Line also connect onto the Bristol to Exeter Line which enables an onward connection from Reading to the West Country. To the west of the station is the Reading to Taunton Line running onwards into Cornwall through West Berkshire. Services from Reading also run to the north including Birmingham, Newcastle, and Manchester and to the south, including Bournemouth and Southampton.

- 6.5.10. The TfL Elizabeth Line opened in May 2022 and provides a regular connection into London Paddington. This is a slightly slower service compared to the GWR service to London Paddington as it calls at more stations. The opening of the Elizabeth Line will provide greater capacity to travel to London Paddington from Reading.
- 6.5.11. CrossCountry services connect Reading to the North, including Manchester Piccadilly, and to the South, including Bournemouth.
- 6.5.12. South Western Rail services operate between Reading and London Waterloo and call at Wokingham and the other local railway stations within the borough as previously mentioned in this report.

6.6 Railway station patronage

- 6.6.1. Table 6-2 below shows the patronage levels for the ten railway stations in West Berkshire and the local external stations.

Table 6-2 – Rail Patronage Levels for Rail Stations across West Berkshire and Local External Stations (Thousands)

Railway Station Name	2009-10	2014-15	2019-20	2021-22	% Increase (2009/10 - 2019/20)
Aldermaston	65.0	74.8	82.8	45.0	27.3%
Hungerford	270.2	344.2	359.8	185.9	33.2%
Kintbury	64.4	92.6	95.9	63.1	48.8%
Midgham	25.3	34.0	36.8	24.2	45.5%
Mortimer	184.1	183.1	178.0	95.6	-3.3%
Newbury	1,436.3	1,745.7	1,819.7	998.5	26.7%
Newbury Racecourse	64.0	87.0	105.4	73.2	64.8%
Pangbourne	391.0	431.4	482.1	251.6	23.3%

Railway Station Name	2009-10	2014-15	2019-20	2021-22	% Increase (2009/10 - 2019/20)
Thatcham	499.7	535.2	550.7	307.4	10.2%
Theale	431.4	475.9	476.3	213.8	10.4%
Bramley	232.0	277.7	301.7	182.6	20.8%
Goring & Streatley	374.3	401.4	437.3	229.4	30.0%
Tilehurst			572	241.2	
Reading	13,866.3	16,339.6	16,753.4	8818.1	16.8%

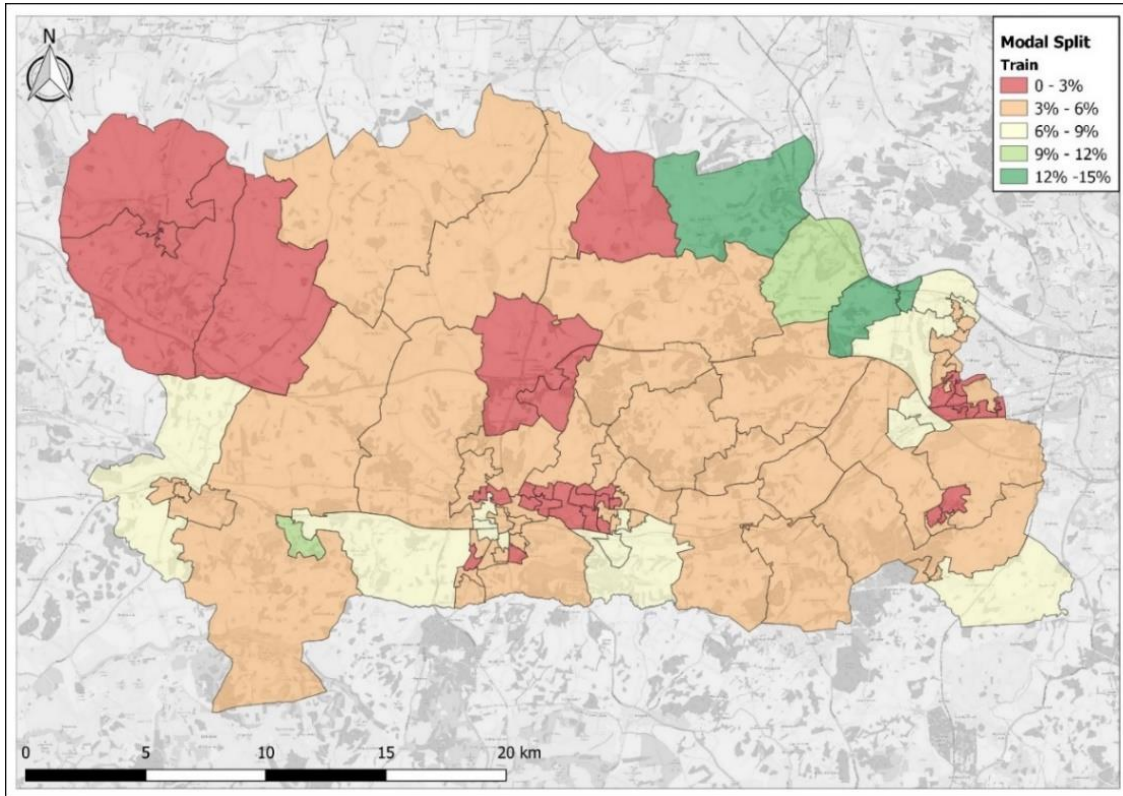
Source: Office for Rail and Road, Table 1415

- 6.6.2. The table above shows that, with the exception of Mortimer, rail patronage increased for all stations in West Berkshire between 2009/10 and 2019/20. The highest increase in patronage is observed at Newbury Racecourse station (64.8%), while the lowest increases are seen at Theale (10.4%) and Thatcham (10.2%)..
- 6.6.3. The average growth among all the stations within West Berkshire is observed to be around 32%.
- 6.6.4. Within the wider context, Reading Railway Station has the largest patronage amongst all the stations with 16.75 million passenger entries and exits in 2019/20, an increase of 16.8% from 13.87 million in 2009/10. This is likely due to Reading becoming a major interchange hub outside of London, providing multiple services to destinations across the South, Southwest, South Wales, Midlands and the North. As a result of the growing demand at Reading Station, congestion and delays were becoming more common and so the station underwent major redevelopment between 2010-2015 in order to meet both existing and future demand.
- 6.6.5. In addition, passenger demand in Bramley and Goring & Streatley has increased by 20% and 30% respectively.

6.7 Travel to work data

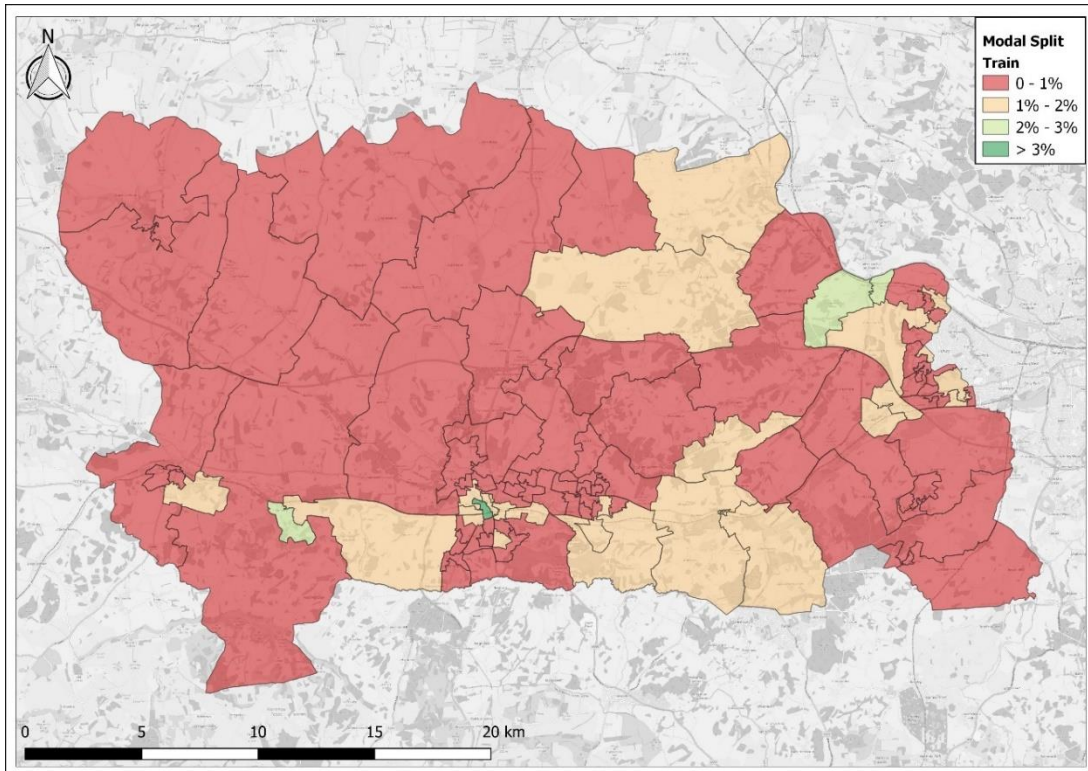
- 6.7.1. Census data was analysed to gain a better understanding of the preferred mode of travel to work of West Berkshire residents, along with the employment destinations within and outside the district.
- 6.7.2. Figure 6-8 shows the modal split for rail for each of the MSOAs in West Berkshire. It is observed that rail has a mode share of up to 15% in the northeast part of the district and Kintbury area in the southwest due to the presence of Pangbourne, Goring & Streatley, and Kintbury stations in close proximity of the settlement areas.
- 6.7.3. Mode splits around the most used stations in the district (in Newbury and Thatcham) are lower at between 3- 9%. However, it should be noted that the majority of Newbury and Thatcham residents work locally. With no rail line in the north-western part of the district, there is low rail usage.
- 6.7.4. Figure 6-8 shows the rail modal split from the 2021 census data. This shows a significant reduction in rail use for employment trips compared to the 2011 census.

Figure 6-8 - Rail Mode Split by LSOA across West Berkshire (2011 Census)



Source: ONS (2011) Census, Crown Copyright 2022 (QS701EW)

Figure 6-9 - Rail Mode Split by LSOA across West Berkshire (2021 Census)





Source: ONS (2021) Census, Crown Copyright 2022 (TS061)

7 Freight

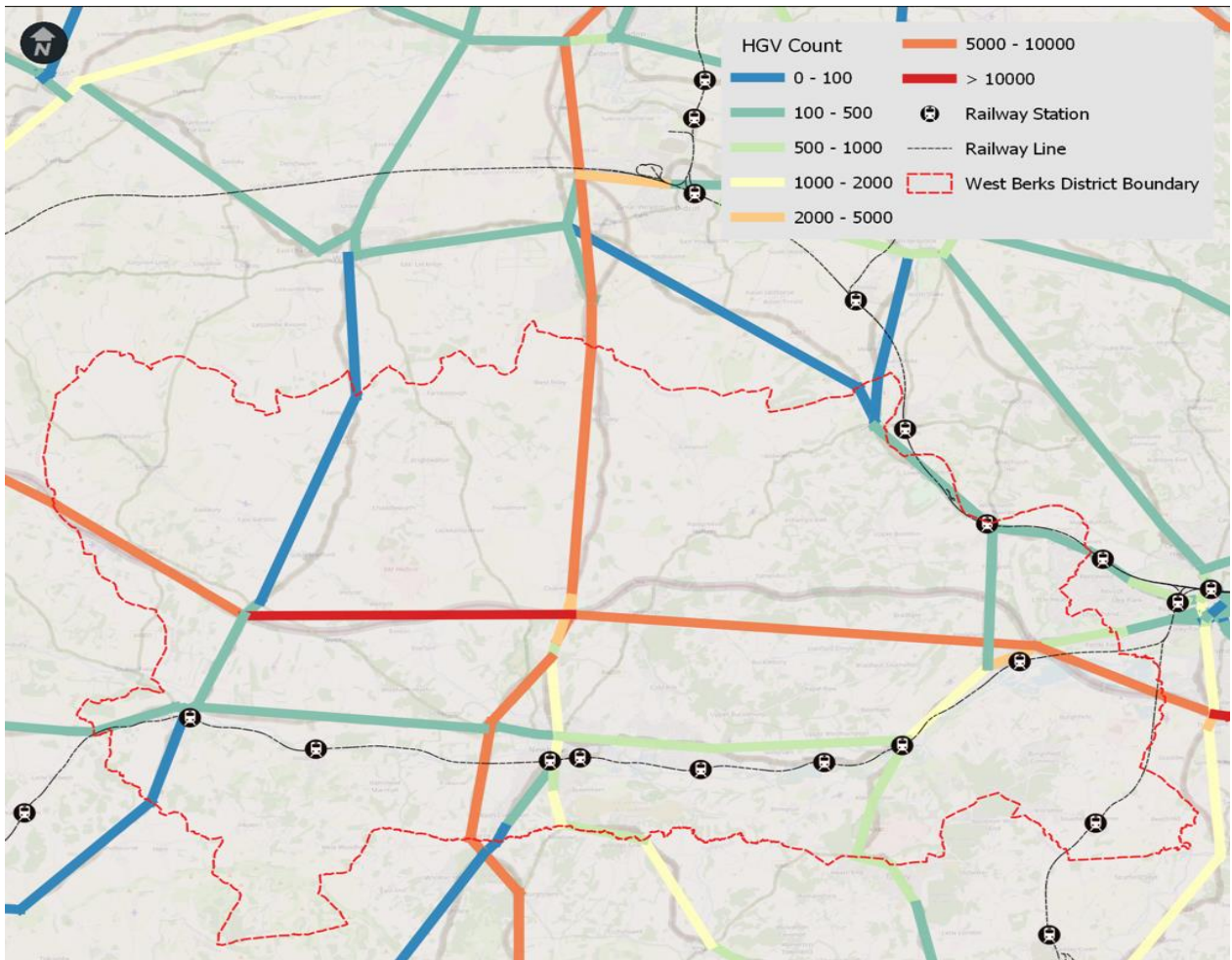
7.1 Introduction

- 7.1.1. Within West Berkshire, the majority of freight movement is undertaken by road, although some strategic freight comprising bulk aggregates and containers is moved through the district by rail.
- 7.1.2. Although the district is not a large generator of freight, it is located at a key crossroads between both the north-south and east-west via the M4, A34, and Great Western Mainline. Most of the Heavy Good Vehicle (HGV) movement passes through the district as opposed to the area being an origin/destination of HGV freight.

7.2 Road freight

- 7.2.1. Figure 7-1 shows the annual average daily traffic (AADT) flows for HGVs on the major road network in 2019 and indicates the most common road freight corridors in West Berkshire.

Figure 7-1 - 2019 AADT for HGVs on Major Roads in West Berkshire



Source: DfT Road Traffic Count Data (2019)

7.2.2. Figure 7-1 highlights that the

- M4 and A34 are two busy freight corridors in the area.
- The A4 and A340 also have relatively modest freight movements along them.
- By comparison, the A338 and A329 by comparison are less busy routes within the area.

7.2.3. Based on the DfT Road Traffic Count Data, between 2002 and 2019 there has been 4% growth in LGVs on West Berkshire’s major road network. This is likely to be attributed to the growth in online shopping and home delivery services.

7.3 Rail freight

7.3.1. The main freight corridor that runs through the district is the Western route. There are two parts of this route that run through the area, including the Reading to Didcot section via Pangbourne and the Reading to Cogload Junction via Theale, Newbury, and Hungerford (Berks and Harts Line).

7.3.2. Figure 7-2 shows the main types of freight movements across different rail lines in vicinity of West Berkshire.

Figure 7-2 - Western Route through West Berkshire - 2019 Forecast Freight Flows



7.3.3. The Western route is the second busiest route into London for UK freight and contributes significantly to the UK economy and major industries. The dominant freight flow through West Berkshire, generating up to five trains per week, is petroleum. This comes from the refinery at Milford Haven in South Wales, being moved to either Theale in West Berkshire or Westerleigh in Bristol.

7.3.4. All freight trains non-stop between the Reading to Didcot section as there are no freight terminals. Relief lines run alongside the mainline to enable segregation from fast passenger trains which run between Didcot and London Paddington. Freight trains running through the Reading to Newbury section are very long and carry aggregates between the Mendips and London.

- 7.3.5. There is a major freight terminal at Theale which receives both petroleum and aggregates from London and the Mendips. The site acts as a regulating point for freight services.
- 7.3.6. The Wessex route also runs along the eastern edge of the boundary between Southampton, Reading and onto London Waterloo. There are significant freight flows across the Wessex route and the route handles different commodities from Southampton docks, Southampton Maritime Terminal, and Millbrook Freightliner Terminal. Commodities transferred along this route include automotive, aggregates, and petroleum.

7.4 National and regional policy

- 7.4.1. In June 2022, the Department for Transport (DfT) published 'Future of Freight: a long-term plan'. This set out the plan to overcome the challenges and opportunities relating to transitioning to a net-zero future, as well as contributing to levelling-up and strengthening the UK's global impact. The five key priorities of the plan are:
- **Cost efficiency** – supporting the sector to deliver globally competitive costs and support the broader UK economy with access to low-cost goods transport.
 - **Reliability** – facilitating the sector delivering consistently good performance for its customers, providing reliable access to the goods that businesses and consumers need.
 - **Resilience** – Bolstering the freight network's capacity to anticipate absorb, resist, or avoid disruption, and recover to maintain smooth flow of goods when disruption does occur.
 - **Environmentally sustainable** – Achieving a net zero freight and logistics sector by 2050, whilst supporting broader environmental objectives of air quality and noise reduction.
 - **Valued by society** – Ensuring freight is valued by the public and decision makers across sectors, reflecting its critical importance to the wider economy and to the lives of those in the UK.
- 7.4.2. The Transport for South East Freight, Logistics and Gateways strategy (May 2022) sets out a vision for developing the sector up to 2040. It identifies investment to help better connect ports, airports, and rail links within the region to help support sustainable economic growth, both in the region and across the UK. The strategy includes an action plan that details how the strategy will be delivered.

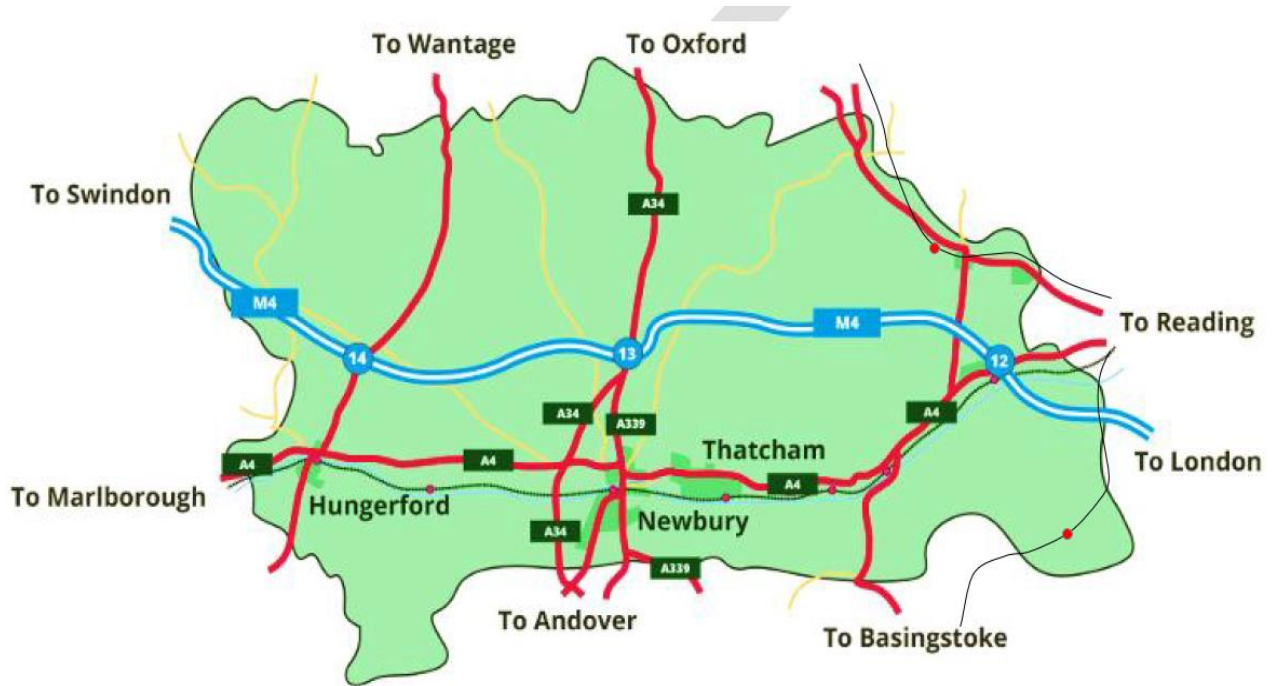
- 7.4.3. In terms of specific freight corridors, the strategy recognises the M4 as a key strategic corridor serving Heathrow Airport. As part of the National Highway Road Investment Strategy (2020-2025) upgrades are planned for junctions 2-12 along the M4 in order for the route to become a Smart Motorway to facilitate movement and reduce congestion. The TfSE strategy also identifies that the A34, and the parallel rail route, is the busiest non-motorway trunk road in the UK, carrying goods between the south coast ports and ‘Golden Triangle of Logistics’ in the Midlands.
- 7.4.4. Whilst developing the strategy, a Freight Forum between a number of key stakeholders, including West Berkshire District Council, has been created. The key actions of the Freight Forum are:
- Help develop the strategic vision and goals for the strategy
 - Develop guidance for businesses on best practice approaches to procurement to achieve cost savings and reduce environmental impacts
 - Develop guidance for individuals regarding online purchasing, in particular explaining the impact it can have on the local environment
 - Create a green purchasing programme to incentivise sustainable behaviour
 - Create subgroups within the forum – including a Local Authority Office Subgroup
 - Develop guidance from the subgroups for local authorities with regard to industry needs and how local authority policies and process can help achieve these

8 Road traffic

8.1 Road network

- 8.1.1. There are 105.1km of 'A' roads, 74.6km of 'B' roads and 1239.5km of 'C' and unclassified roads which are managed by West Berkshire District Council. In addition, there are 70.5km of trunk roads (M4 & A34) which are managed by Highways England.
- 8.1.2. Figure 8-1 shows the prominent corridors in the district and includes
- The M4 motorway crosses east to west through the centre of the district, linking it to London, Heathrow Airport, the South West and South Wales. There are 3 junctions within West Berkshire, J12 at Theale, J13 for Newbury and Thatcham and J14 for Hungerford.
 - The A34 runs north to south across the district and runs along the periphery of Newbury. It connects to Oxford, Bicester and the M40 in the north and merges with M3 corridor at Junction 9 near Winchester which further connects to Southampton in the south.
 - A4 running west to east through the district and through or adjacent to settlements of Hungerford- Newbury- Thatcham – Woolhampton and Theale.
 - The A339 corridor branches from the A34 to the north of Newbury, passes through Newbury settlement area and to the south links to Basingstoke and M3 junction 6.

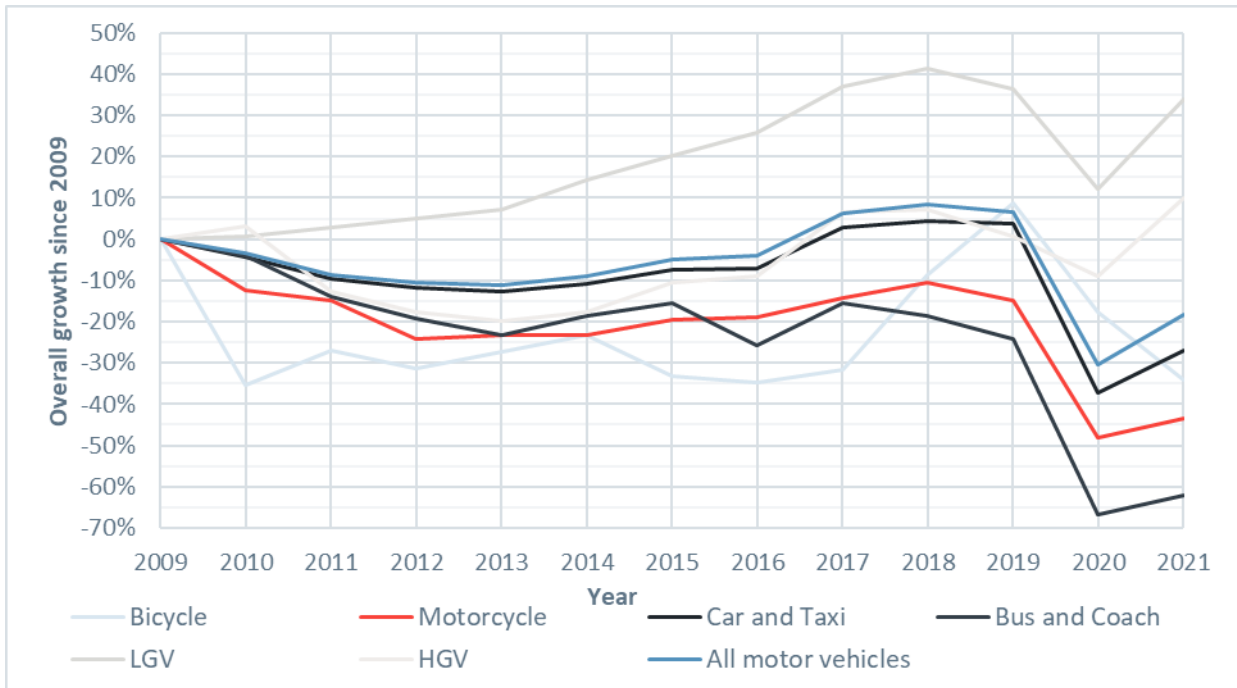
Figure 8-1 - West Berkshire Strategic Transport Network



8.2 Changes in traffic volume by vehicle type

- 8.2.1. The Department for Transport collects traffic data annually from 60 count sites located on major roads throughout West Berkshire as of 2021. A summary of traffic volumes by vehicles passing through these 60 sites since 2009 is shown in Figure 8-2.
- 8.2.2. Between 2009 to 2015, traffic volumes had initially falling before starting to rise from 2016 to 2019 to a point above 2009 levels. The traffic levels had dropped significantly in 2020 and 2021, likely due to reduced travel during lockdowns relating to the COVID-19 pandemic.

Figure 8-2 - Change in Traffic types on West Berkshire’s Major Roads since 2009



Source: West Berkshire local authority DfT Road Traffic Counts

8.2.3. Whereas all motor vehicles were still below pre-pandemic levels in 2021, the numbers of light goods vehicles (LGV) and heavy goods vehicle (HGV) are higher than the 2009 volumes. It is also noticeable that even in 2020, LGV volumes were higher than in 2009.

8.2.4. Bicycle use had been increasing between 2017-19 but thereafter decreased significantly between 2019-21, with 2021 values showing a drop of 35% from 2009 volumes.

8.2.5. Motorcycle and bus use has declined constantly since 2009 with bus usage dropping to around 75% of the 2009 levels pre-pandemic, dropping further, to around 35% of the 2009 levels during the Covid pandemic.

8.3 Changes in traffic volumes across the borough

8.3.1. Data has been collected from a range of automatic traffic counters (ATCs) across the district to provide a more detailed review of changing traffic volume over the last 10 years.

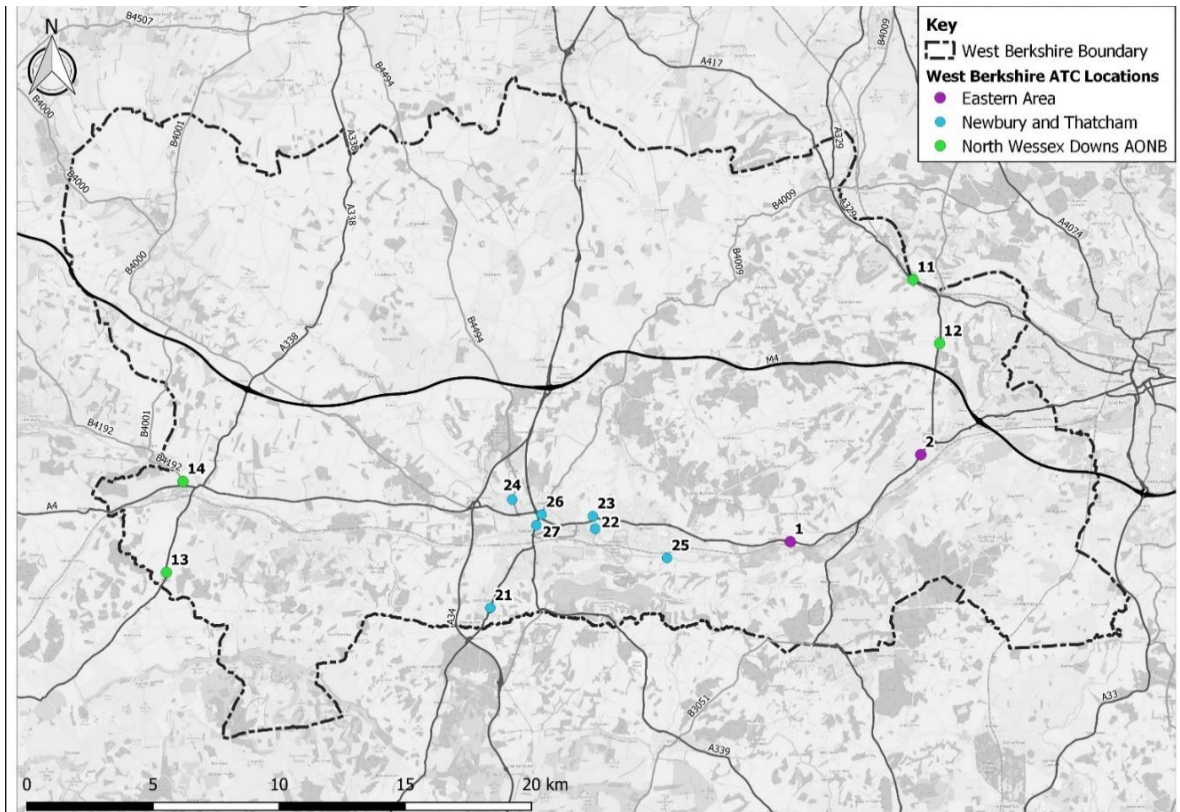
8.3.2. The traffic analysis has been further split to enable better identification of the traffic characteristics, trends, and flow profile of the following areas:

- Eastern Area
- North Wessex Downs AONB (noted as Rural)
- Newbury and Thatcham

Table 8-1 - Change in AADT Flows between 2009 - 2019

No.	Place	Site Name	2009	2014	2019	% Change 09 – 19
1	Eastern Area	A4 Woolhampton	15384	14738	15351	0%
2	Eastern Area	A4 Theale, West of A340	22752	22074	23409	3%
	Eastern Area	Total	38136	36812	38760	2%
11	Rural	A329 Shooters Hill, Pangborne	5851	7851	7965	36%
12	Rural	A340 Tidmarsh	13415	12495	12357	-8%
13	Rural	A338 South of Hungerford	3792	3889	4416	16%
14	Rural	B4192 North of A4	4580	4358	4559	0%
	Rural	Total	27638	28593	29297	6%
21	Newbury & Thatcham	A343 Andover Road Newbury	9713	9298	9737	0%
22	Newbury & Thatcham	Lower Way, Thatcham	8376	8067	8463	1%
23	Newbury & Thatcham	Turnpike Road, Newbury	6699	6002	7505	12%
24	Newbury & Thatcham	B4494 Oxford Road,	8451	8865	9009	7%
25	Newbury & Thatcham	South of Thatcham Station	9227	5659	8309	-10%
26	Newbury & Thatcham	B4009 Shaw Road, Newbury	10481	9809	9060	-14%
27	Newbury & Thatcham	A339 South of Robin Hood	35777	39105	37663	5%
	Newbury & Thatcham	Total	88724	86805	89746	1%
	District Wide	Total across all count sites	154498	152210	157803	2%

Figure 8-3 - Location of the ATC Counters



8.4 Daily ATC traffic profile by typology

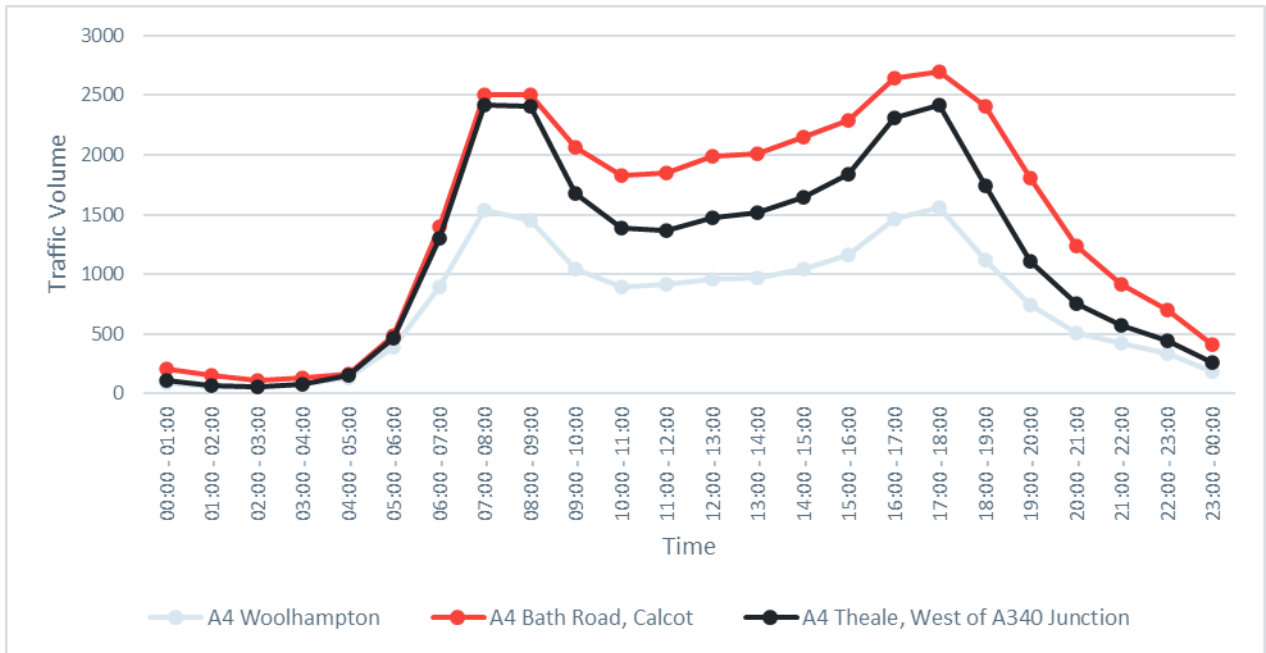
8.4.1. Daily profiles have been produced and analysed for each of the typologies. Most of the sites show one of two typical flow profiles, namely:

- Flat where after rising in the morning peak traffic levels stay similar through the day; or
- M, which has distinctive peaks around traditional commuter periods in the morning and afternoon.

8.4.2. All the ATC counters within the Eastern Area place category show typical M profile with peaks observed between 06:00 –10:00 and 15:00 – 19:00.

8.4.3. At the eastern end, an additional site (A4 Bath Road, Calcot) has been included. This ATC site was installed within the last 5 years and so not suitable for the earlier trend analysis. The AM peak is particularly flat between 07:00- 09:00, but is slightly less pronounced around Woolhampton, possibly reflecting a longer AM peak period close to Reading.

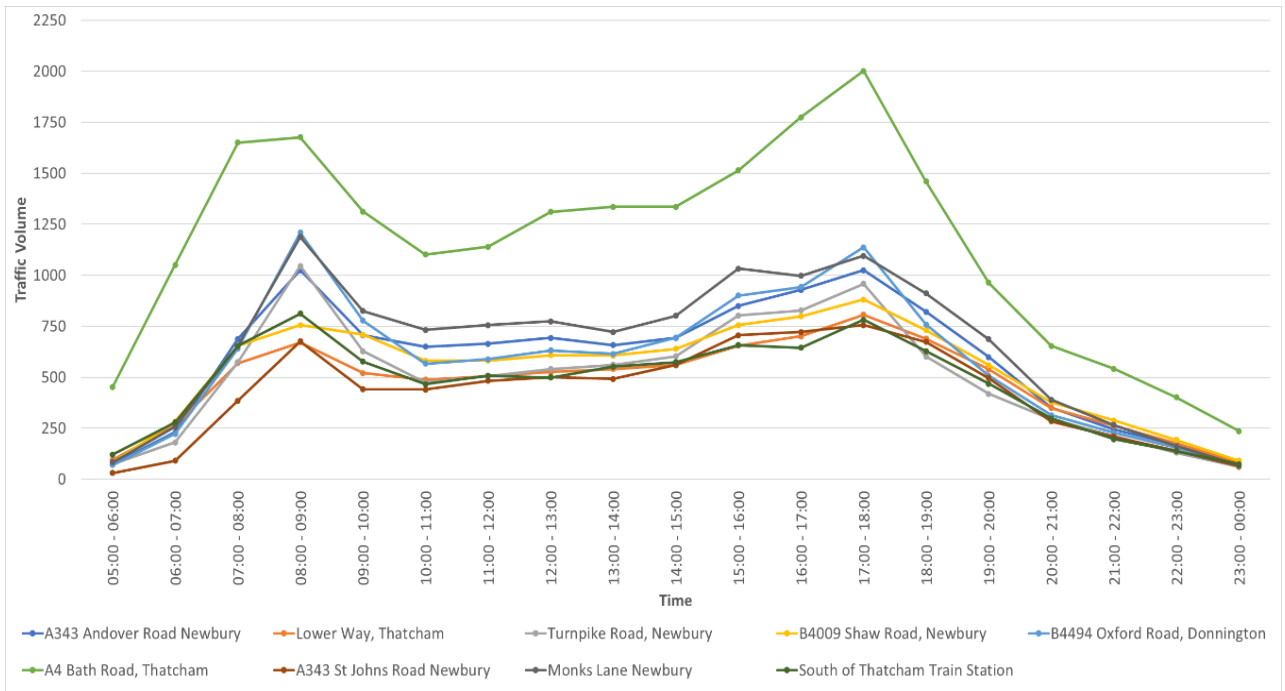
Figure 8-4 - Average Workday Profile of Roads in Eastern Area (2019)



Source: West Berkshire Automatic Traffic Counters (ATC)

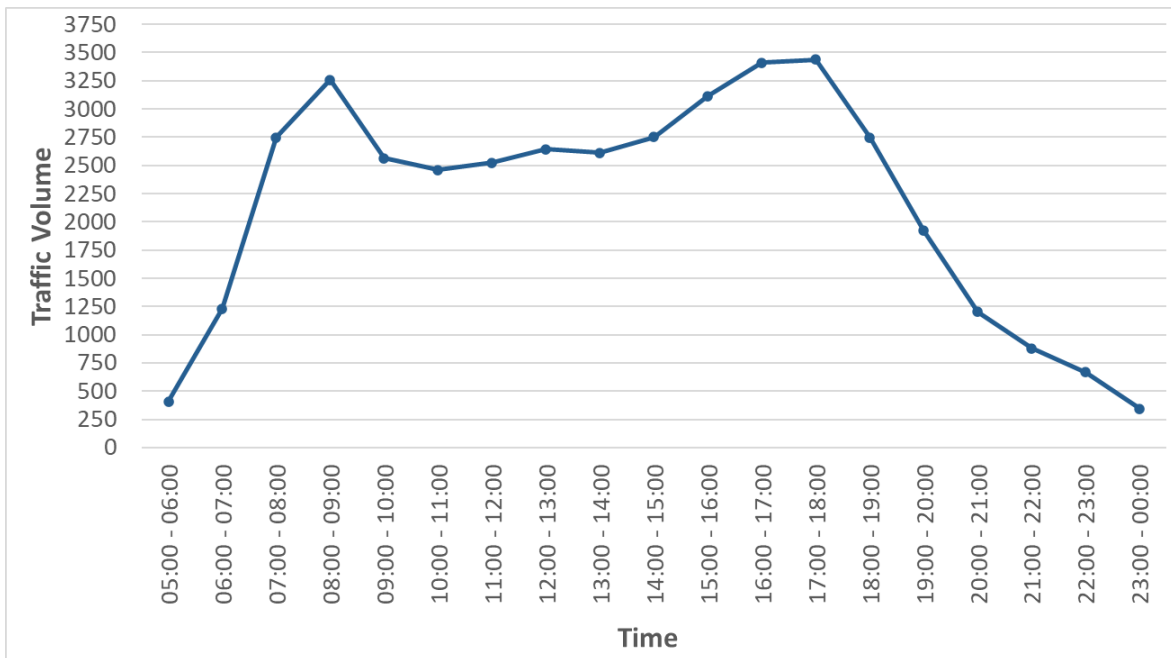
- 8.4.4. In addition to the 4 sites considered earlier in the trend analysis for Newbury and Thatcham place category, 3 additional sites (A4 Bath Road Thatcham, A343 St. John’s Road Newbury and Monks Lane Newbury) have been considered in this analysis as these ATC sites were installed in the last 5 years and earlier trend profiles were not available for these locations.
- 8.4.5. Traffic volumes on the A339 South of Robin Hood are double the next highest, and presented on their own graphic in Figure 8-6.
- 8.4.6. Traffic profiles under Newbury and Thatcham place category show a mixed pattern. A4 Bath Road, Thatcham ATC shows a flatter AM peak between 07:00 - 09:00 with a distinct PM peak between 17:00 - 18:00, whilst all remaining ATC locations show a distinct peak between 08:00 - 09:00 with an almost flat PM peak profile between 15:00 – 19:00.

Figure 8-5 - Average Workday Profile of Roads in Newbury and Thatcham (2019)



Source: West Berkshire Automatic Traffic Counters (ATC)

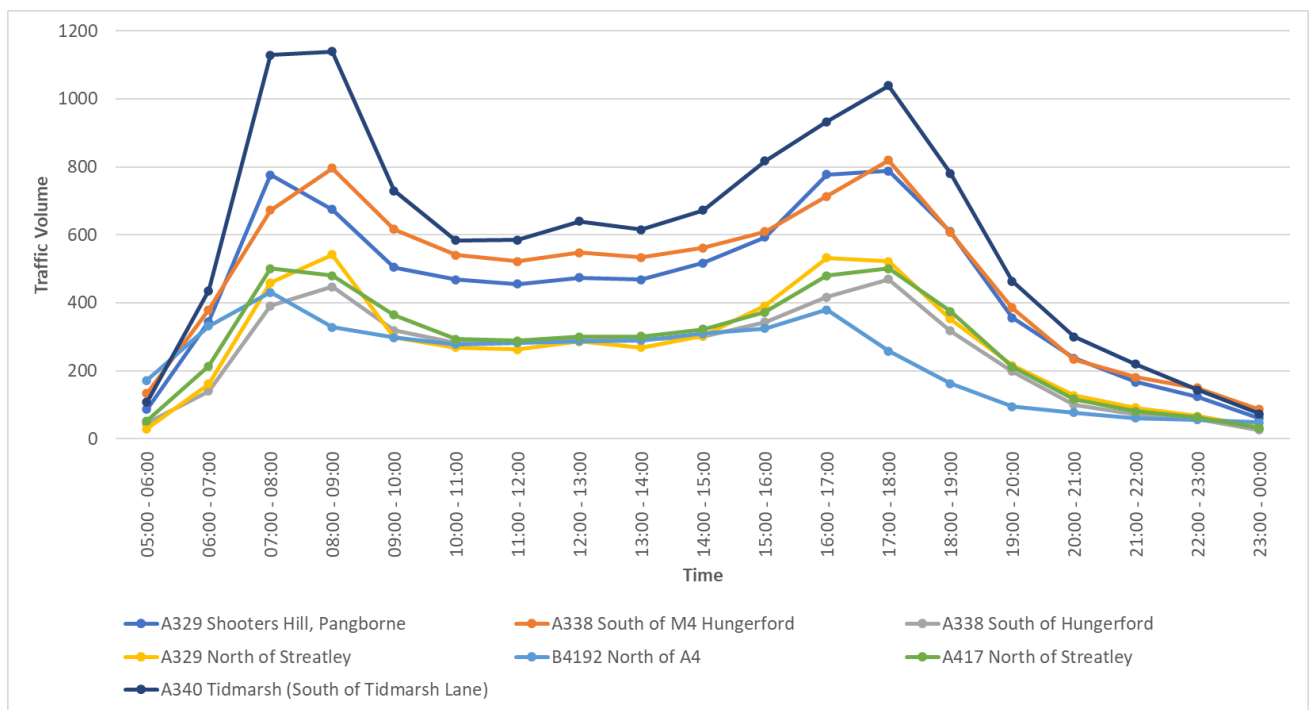
Figure 8-6 - Average workday profile of A339 in Newbury (2019)



Source: West Berkshire Automatic Traffic Counters (ATC)

- 8.4.7. In addition to the 4 sites considered earlier in the trend analysis for Rural place category, 3 additional sites (A338 South of M4 Hungerford, A329 North of Streatley and A417 North of Streatley) have been considered in this analysis as these ATC sites were installed in the last 5 years and earlier trend profiles were not available.
- 8.4.8. All ATC locations in North Wessex Downs AONB exhibited typical M profiles in 2019, with the profiles becoming comparatively flatter in 2021. It is observed that the evening peak of A340 Tidmarsh (South of the Tidmarsh Lane) is higher than that of 2019.

Figure 8-7 - Average Workday Profile of Roads in North Wessex Downs AONB (2019)

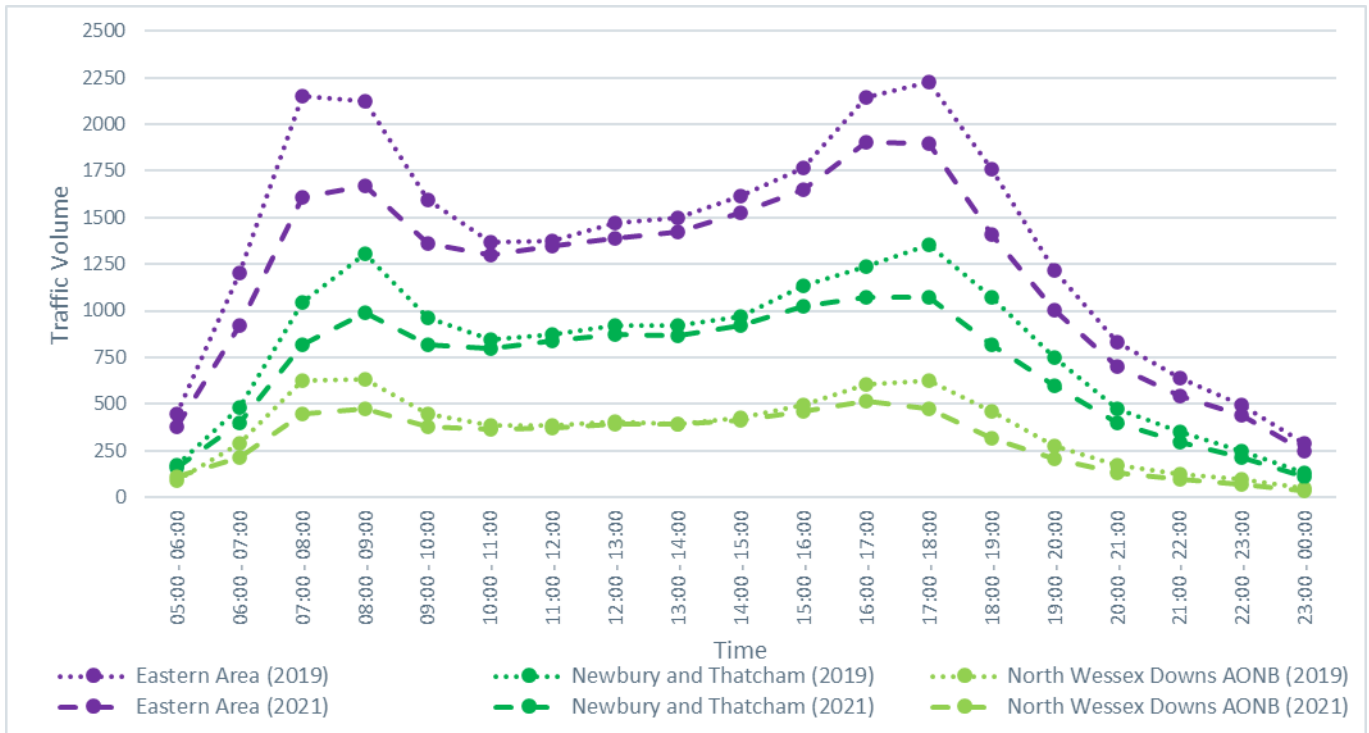


Source: West Berkshire Automatic Traffic Count data

8.5 Changes since COVID-19 pandemic

- 8.5.1. A comparison of the traffic flow profiles for each of the place types before and after the COVID-19 is provided.
- 8.5.2. Data shows that typical peak periods in morning and evening have reduced significantly. However, traffic through the day is similar to pre pandemic levels.

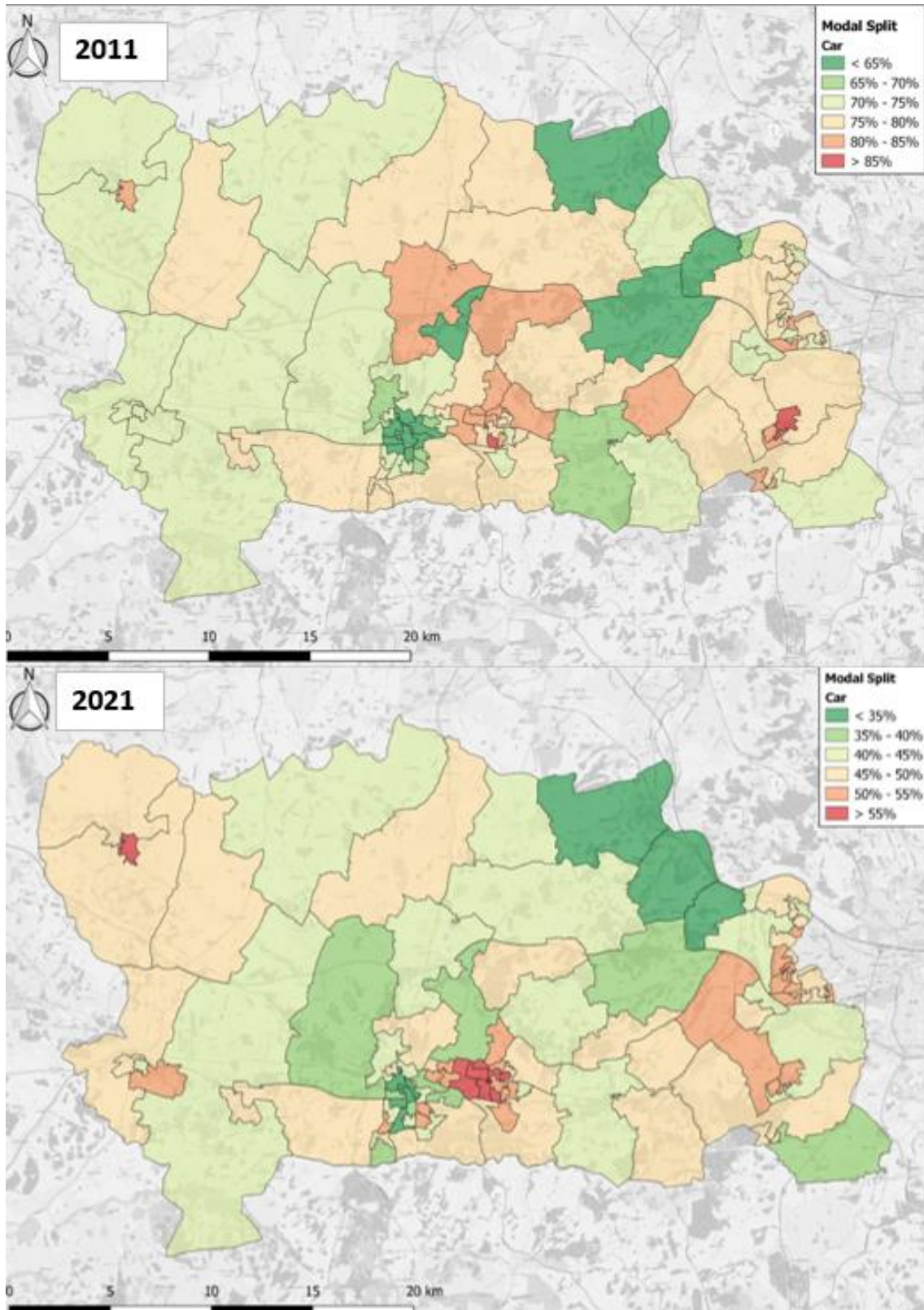
Figure 8-8 - Average workday profile for each place category



Source: West Berkshire Automatic Traffic Count data

- 8.5.3. Change in private car use as a result of the COVID-19 pandemic is also evident by comparing the 2011 and 2021 census data. This is shown in Figure 8-9
- 8.5.4. which details the percentage of trips made by car by LSOA using the 2011 census data (first graphic/(top) and 2021 census data (second graphic/bottom).
- 8.5.5. The data shows that car use significantly decreased in 2021. In 2011, at least 65% of employment trips throughout the whole district were made by private. In 2021, this reduced significantly with the majority of the district showing that up to 45% of trips were made by private car, with small pockets showing slightly higher car use.

Figure 8-9 - Change in Private Car Use from 2011 Census to 2021 Census



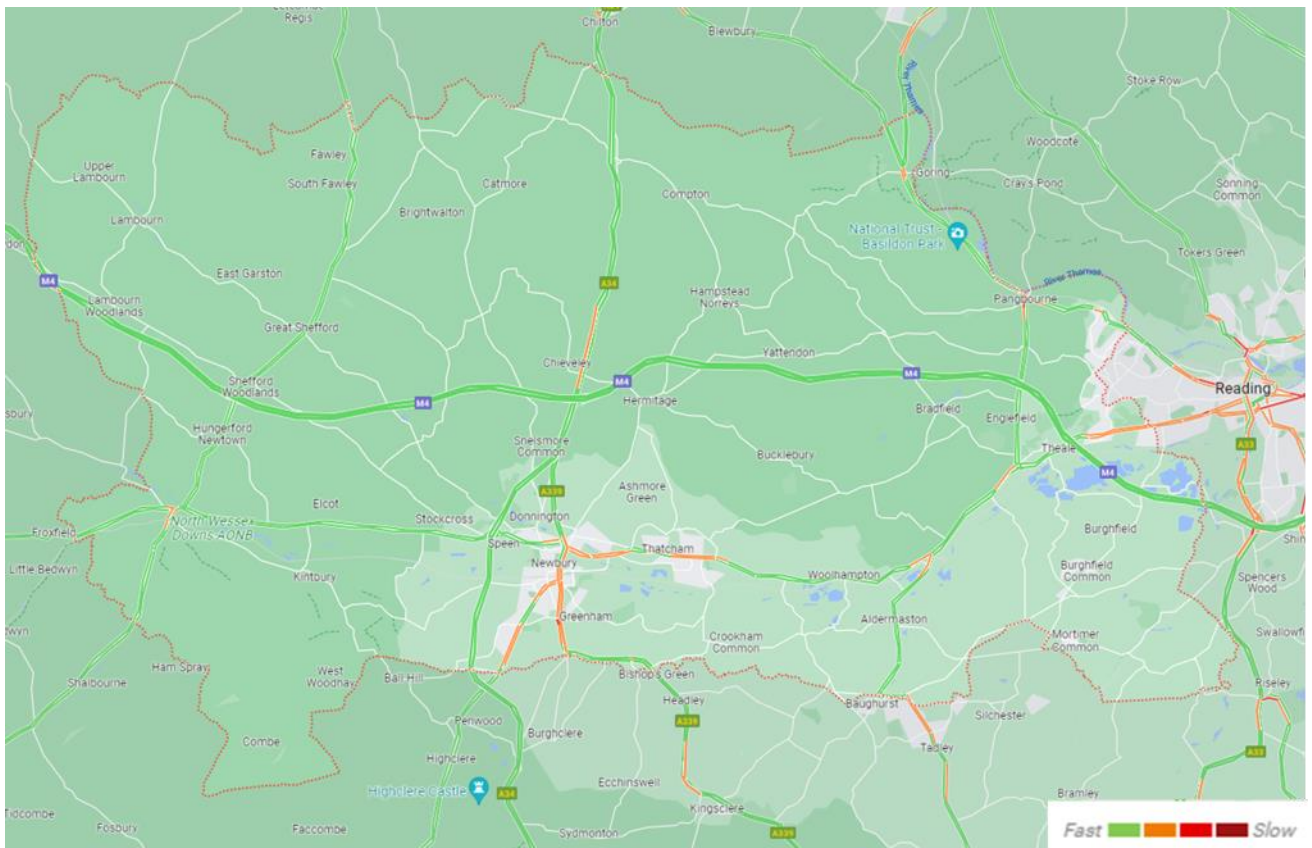
Source: ONS (2011) Census, Crown Copyright 2022 (QS701EW); ONS (2021) Census, Crown Copyright 2022 (TS061)

8.6 Congestion and delays

8.6.1. An example of journey time delays during the AM peak are shown in Figure 8-10. This shows the congestion levels across the Borough on a typical AM and PM weekday peak periods, where slow-moving traffic can be expected in the following locations:

- Southern approaches to Newbury Town Centre using A343 and A339 corridors
- Eastern approaches to Newbury and Thatcham using A4 London Road
- A34 corridor to the north of M4 Junction 13
- Eastern portion of the A4 corridor near the periphery of West Berkshire facing Reading
- Portion of the A4 corridor and Basingstoke Road near Aldermaston Wharf
- A340 Tidmarsh Road, A329 Reading Road and B471 Whitchurch Road near Pangbourne Station
- A338 Eddington Hill Road, Charnham Street and High Street near Hungerford

Figure 8-10 - Map showing AM peak congestion levels across West Berkshire



Source: Google Maps traffic data (typical Wednesday 08:30)

8.7 Parking

- 8.7.1. West Berkshire local authority currently have responsibility for managing and enforcing all on-street parking and off-street parking in Council owned off-street car parks. It also has a level of influence over privately owned and operated off-street car parks through planning controls.
- 8.7.2. Currently across the district, the council provides 2670 parking spaces. This includes up to 1,770 spaces in Newbury; 295 spaces in Thatcham; 160 spaces in Hungerford; 75 spaces in Pangbourne; and 67 spaces in Theale.
- 8.7.3. The Council's current net income budget from parking and blue badges is £2.0m. Following the change in behaviour due to the Covid pandemic, this is likely fall to £1.4m in 2023/24.

9 Air quality

9.1 Air quality management areas

- 9.1.1. In West Berkshire, and across the UK, road transport is the major source of air pollutants, with the A339 and A4 being identified as major contributor roads.
- 9.1.2. Under the Environment Act 1995, all Local Authorities are required to assess air quality against a set of national targets for seven key pollutants, namely carbon monoxide benzene, 1,3-butadiene, lead, nitrogen dioxide, sulphur dioxide and fine particles (PM10).
- 9.1.3. Air Quality Management Areas (AQMAs) must be declared where pollution exceeds legal limits set out in the Air Quality (England) Regulations 2007. Under the reserve powers of the Localism Act 2011 any fines can be passed down to local authorities whose act or omission contributes to a breach.
- 9.1.4. After declaration, the authority must prepare an Air Quality Action Plan (AQAP) within 12-18 months, setting out the measures it intends to put in place in pursuit of the objectives. Typically, the recorded exceedance levels for Nitrogen Dioxide are based on the following criteria:
- Annual mean NO₂ concentration of 40 µg/m³.
 - Hourly mean NO₂ concentration of 200 µg/m³ not exceeded more than 18 times a year.
- 9.1.5. In addition to the UK limits outlined previously, the World Health Organisation also provides guidance on pollution levels in order to protect public health. In 2021 the WHO updated their guidance to lower the annual mean for NO₂ from 40 µg/m³ (the 2005 level) to 10 µg/m³.
- 9.1.6. West Berkshire has 2 AQMAs:
- Newbury AQMA encompassing the roundabout junction of the A339, A343 and Greenham Road in Newbury, declared in 2009
 - West Berkshire Thatcham encompassing part of the A4 in Thatcham from the Harts Hill Road junction to the junction with the Broadway, declared in 2011
- 9.1.7. Figure 9-1 shows the extent of the Newbury AQMA, the location of diffusion tubes, and a continuous monitoring site. Figure 9-2 shows the diffusion tubes within the Thatcham AQMA.

9.1.8. Local authorities are also expected to work towards reducing emissions and/or concentrations of particulate matter with an aerodynamic diameter of $2.5\mu\text{m}$ or less (PM_{2.5}). The latest PM_{2.5} data available (2017) from DEFRA shows West Berkshire has a maximum level of 11.38 and the average level of 9.22, with 0.81% of PM_{2.5} produced by road transport. No particulate PM₁₀ or PM_{2.5} monitoring is currently being undertaken.

Figure 9-1 - Map of Newbury AQMA and diffusion tube locations



Source: West Berkshire Air Quality Annual Status Report 2022

Figure 9-2 - Map of Thatcham AQMA and diffusion tube locations



Source: West Berkshire Air Quality Annual Status Report 2022

9.2 Pollution levels

- 9.2.1. The recorded NO₂ concentrations at the locations within the AQMA from 2017 to 2021 are provided in Table 9-1. Monitors in Newbury are listed first, with the continuous monitor sites (WBC37 and WBC4) shown in bold, followed by those in Thatcham.
- 9.2.2. The measurements show that in 2021 the air quality in all locations was below the UK legal limit and indicate a trend of annual means falling over the last 5 years.
- 9.2.3. Although changes in travel during the COVID 19 pandemic may have reduced traffic volumes in 2020 and 2021, emissions levels in 2019 before the COVID-19 pandemic were also below the legal limit.

Table 9-1 – Annual NO₂ Measurements (µg/m³) at selected AQMA Monitoring locations in West Berkshire

Tube ID	Site name	2017	2018	2019	2020	2021
WBC6	A339 Greenham Road Newbury	27.3	26	24.1	22.3	28.2
WBC7	1 Winchester Court Newbury	23.4	26.2	29.9	26.6	27.1
WBC8	Newbury Gardens Day nursery	-	-	19.6	18.2	18.6
WBC12	3 Howard Road Newbury	13.2	15.4	19.9	15.2	16.2
WBC13	63 St Johns Road Newbury	17.7	22	18.6	15.4	17.2
WBC14	1 St Johns Road Newbury	21.8	25	22.4	16.7	22.5
WBC19	40 Bartholomew Street Newbury	23.4	23	20.3	18.9	22.8
WBC37	CM1 Greenham Road Newbury	40.3	36	35.9	29.2	27.5
WBC2	31 Chapel Street Thatcham	34.8	31.8	28.6	27.7	25.6
WBC3	17 Chapel Street Thatcham 1	39.5	36	31.7	27.7	26.5
WBC4	17 Chapel Street Thatcham 2	40.0	36.4	31.6	29.5	26.2
WBC30	75 Chapel Street Thatcham	21.6	22	20.3	18.3	19.3
WBC31	A4 Chapel St Thatcham	29.6	27	27.8	21.8	20.7
WBC32	130 Park Avenue Thatcham	31.1	28	22.2	24.4	15.3
WBC33	40 Chapel Street Thatcham 1	21.7	18.3	19.4	18	23.1

Source: West Berkshire Annual Air Quality Monitoring Report 2022

- 9.2.4. In Newbury, the highest emission was recorded on Greenham Road. The continuous monitoring site is also located on Greenham Road. Pollution at this site had exceeded the legal limit as recently as 2017, before falling in subsequent years.

9.2.5. In Thatcham, the highest emissions were recorded on Chapel Street, with approximately 26 $\mu\text{g}/\text{m}^3$ in 2021. Air Pollution at Chapel Road had exceeded the legal limit as recently as 2017 but has since fallen to 20% below the legal limit by 2019, and even further during 2020 and 2021 when traffic volumes may have been particularly low due to restrictions related to the COVID-19 pandemic.

10 Ultra low emission and shared mobility

10.1 Introduction

10.1.1. In July 2018, the government published the Road to Zero Strategy, setting out their ambition to phase out the sale of new petrol and diesel vehicles by 2040. The government took this further in their July 2021 Decarbonisation Plan, bringing the ban forward to 2030.

10.1.2. The provision of EV charge points is key for both the public and industry to be able to make the change to EVs. Although most EV charging will take place at home, those without access to off-street parking and those making longer journeys, are likely to require provision of public charging infrastructure.

10.2 Current provision

10.2.1. As of the last quarter of 2020, there were approximately 1300 ULEVs registered in West Berkshire. Although the number of ULEVs is above the national average, the rate of growth is below the national average.

10.2.2. As of 30th June 2020 in West Berkshire there were a total of 105 publicly available charge points across 63 locations, namely:

- 15 Rapid chargers (43/50kW)
- 14 Tesla Superchargers (120kW) – these are only available to Tesla vehicles
- 4 Fast chargers (22kW) - 5 available sockets
- 9 Tesla destination (fast) chargers (11kW) –sometimes available to all EVs
- 18 Medium chargers (7kW) – 22 available sockets
- 45 Slow chargers (up to 3.5kW)

10.2.3. There are also rapid charging stations at all motorway services within the district (Membury East and West, Chieveley, and Reading East and West), and an increasing number of fast destination chargers located at the hotels, businesses and car parks within the district. The majority of these are provided privately rather than by public body.

10.2.4. In addition, there is also peer-to-peer charging (where owners of a charge point make it available to other users). For example, as of October 2022, there were available 15 hosts in West Berkshire on Co-Charger.

10.2.5. These figures are expected to rise as charging devices in the UK have increased by 33% between 2020 and 2021.

10.3 Ultra-low emission strategies

10.3.1. West Berkshire Council 2020 Ultra Low Emission Strategy undertook analysis of potential charging demand and provides a framework of actions that the council will undertake to encourage vehicle uptake and will serve to inform the council's wider transport plans and planning policies.

10.3.2. It is estimated that approximately one-third of residential buildings in the district have no off-street parking, typically concentrated in Lambourn, Hungerford, Newbury, Thatcham, Burghfield Common, Mortimer and Theale. It is estimated the district will require over 2000 daily charges for users without home charging facilities by 2030, requiring the following public charging infrastructure by 2030:

- 33 rapid (22-150kW) charge points, accounting for 5% of users daily. Most suitable for taxi ranks, car parks, and main urban areas where visits are short
- 100 destination (7-22kW) charge points, accounting for 10% of users daily. Suitable locations include visitor attractions, leisure and shopping centres, community parking areas in villages, public car parks and business parks.
- 1750 residential (7kW) charge points, accounting for 85% of users daily, in on street locations e.g. areas with high rates of houses without private parking

10.3.3. The Strategy seeks to map out a programme for supporting ULEV uptake in the district, including:

- Leading by example – 25% of the council's car and light-duty fleet vehicles will be ultra-low emission by 2022, working towards 100% by 2030
- Facilitating ownership by improving the charging network across the district
- Developing Guidance for residents without off-street parking
- Ensure planning policies are supportive of measures to increase ULEVs
- Supporting local communities and businesses – exploring how WBC can encourage ULEV use, share knowledge and support parishes and businesses in the area
- Assisting innovation and development by being prepared to trial new technologies and innovations before they come to market, where appropriate opportunities exist.

10.3.4. Recognising that low emission technology is a rapidly developing area. It is envisaged that an updated EV/ULEV strategy, serving as a 'daughter document' to the LTP, will be produced in the next few years.

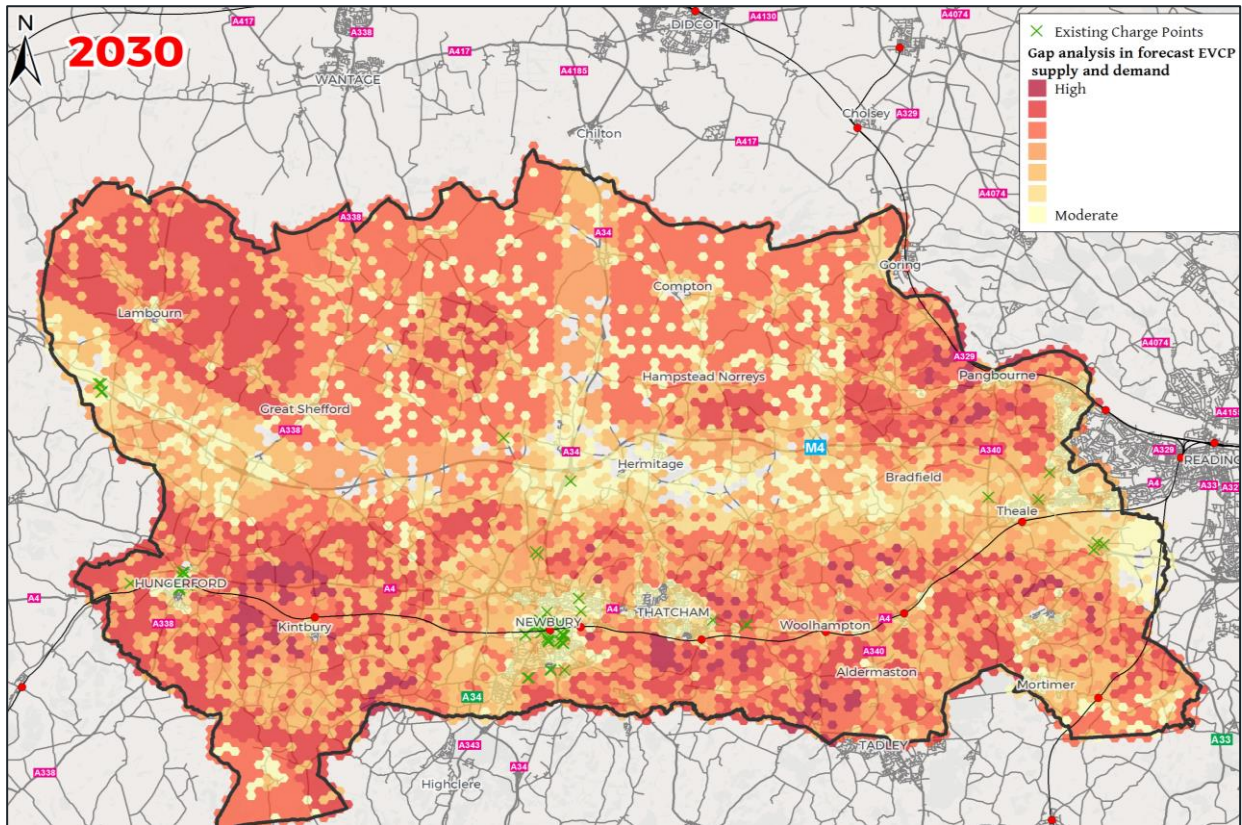
10.4 Planning for future charging demand

10.4.1. The West Berkshire Local Action Energy Plan (2022) identified that the forecast uptake of EVs in West Berkshire by 2030 is 37,637 (31% of total cars in the region), rising from 1,275 in 2020 (1%) and 9,905 (8%) in 2025.

10.4.2. Figure 10-1 identifies the expected gap in EVCP forecast supply and demand in 2030. This identified that gaps in the charge point network are spread all across West Berkshire, including:

- Urban areas on the outskirts of the main urban centres, which may have a high demand but are less attractive to the private sector
- Service Villages in West Berkshire which have a higher propensity for EV uptake and current lower provision of EVCPs
- Rural Service Areas of West Berkshire which have a higher forecast number of EVs registered as a proportion of total vehicles
- Urban areas with greater reliance upon on-street parking have a moderate demand with the potential to host local charging hubs

Figure 10-1 - Charge Point Demand / Supply Gap Analysis



Source: West Berkshire Local Action Energy Plan, 2022

10.5 Shared mobility and car clubs

10.5.1. Car club and car share schemes are becoming more common, with an increase in membership across the UK. In 2020 there were more than 630,000 members being an increase of over 100% since 2018.

10.5.2. Within West Berkshire, the Car Club network is centred upon Newbury. There are 5 car club vehicles, run by Enterprise, based in the following locations:

- 8 Bells Car Park
- The Kennet Centre
- Oddfellows Road
- West Street
- Boundary Road

11 Wider strategies

11.1 West Berkshire and sub-national Transport Body context

11.1.1. West Berkshire forms part of the Transport for the South East (TfSE) Subnational Transport Body (STB). West Berkshire also borders both the Western Gateway and England's Economic Heartland.

11.1.2. Figure 11-1 shows the seven STBs which cover England outside of London, the yellow circle indicates the approximate location of West Berkshire.

Figure 11-1 - Subnational Transport Bodies and Location of West Berkshire



11.1.3. West Berkshire sits within TfSE and the Transport Strategy, Strategic Implementation Plan, and Future Mobility Strategy produced by this STB have been taken into consideration for the West Berkshire LTP.

11.2 Transport for the South East Transport Strategy

11.2.1. The TfSE Transport Strategy sets out its ambitious vision for the region, which is underpinned by three goals and a further five principles. The goals and principles have been set around three areas: Environment, Economy, and Society and include:

- Sustainable economic growth;
- Protecting the environment;
- Creating great places to live;
- Putting people first; and
- Planning regionally for the short, medium, and long-term.

11.2.2. In developing the strategy and directing potential future investment, TfSE have considered the opportunities and challenges around different journey types. A total of six types of journeys have been identified, these are listed based on how applicable they are to West Berkshire:

- **Internal Gateways and Freight Journeys (M4 / A34 / Great Western Mainline)** – The main challenge is the additional pressure that the Heathrow Airport expansion is likely to have on these routes. Rail freight movement is minimal and road freight movement is dependent on congested routes, particularly the A34 corridor. Key improvements focus on improving public transport to Heathrow Airport and implementing rail freight schemes to encourage modal shift from road use.
- **Radial Journeys (M4, Great Western Mainline)** – The main challenges are congestion, overcrowding, and the subsequent air and noise pollution where major routes pass through urban areas. Key improvement initiatives for this area are to increase public transport usage and improve the interchange facilities.
- **Inter-Urban Journeys (Newbury / Thatcham – A4)** – The main challenge is the routes that shadow the SRN (A4) are highly susceptible to ‘spill over’ congestion from the SRN. Bus travel is the primary means of public transport but growing congestion could harm its viability.

- **Local Journeys (Within West Berkshire)** – Short distance journey to destinations within the same village, town or city, including first/last stage of longer distance journeys.
- **Orbital Journeys (A34)** – Longer passenger journeys across the region that run perpendicular to the radial corridors. There are fewer roads and railways to facilitate this movement, so the routes have a lower capacity. Investment here needs to focus on speeding up journey times, especially by rail, as it is currently faster and easier to travel via London.
- **Future Journeys (Within West Berkshire)** – These are any journeys using emerging technology – including e-scooters, car club schemes, and smart ticketing. This is a rapidly developing area. TfSE have developed a Future Mobility Strategy to consider this further.

11.2.3. The Transport Strategy identifies Newbury / Thatcham as Major Economic Hub in the region, as well as two key strategic corridors, namely the M4 and A34, which pass through the area.

11.2.4. The strategy goes on to identify the existing conditions for the region. These are stated in relation to Berkshire and West Berkshire:

- Housing Growth - mid-level growth across Berkshire – 15,000-20,000 new households between 2011-2041
- Job Increase - mid-level growth across Berkshire – 15,000-20,000 new jobs between 2011-2041
- Protected Landscape – a large proportion of West Berkshire is covered by the North Wessex Downs Area of Outstanding Natural Beauty (AONB)
- Air Quality – two Air Quality Management Areas (AQMAs) in West Berkshire – Newbury and West Berkshire Thatcham
- Road Noise Pollution – two strategic routes identified as producing noise pollution in West Berkshire – M4 and A34

11.3 Strategic investment plan for the south east

11.3.1. TfSE have produced a draft Strategic Investment Plan (SIP) for the South East which covers a 30-year period and sets out 24 regional packages of complementary, multi-modal interventions which aim to deliver the vision and objectives of the STB. These have been developed through workshops and discussions with partners, stakeholders and technical advisors to deliver the STBs vision and objectives, as well as supporting wider local, regional, and national policies and priorities. Table 11-1 summarises the interventions for each package that are relevant or related to West Berkshire.

Table 11-1 – Summary of Interventions applicable to West Berkshire from each Package

Active Travel Package	Rail Package	Mass Transit Package	Highways Package
Berkshire, Hampshire and Surrey Urban and Inter-urban Cycleways	Cross Country Service Improvements	Newbury / Thatcham Bus Enhancements	A34 Junction and Safety Enhancements
n/a	Theale Strategic Rail Freight Terminal	Berkshire, Hampshire and Surrey Inter-urban Bus Enhancements	A339 Newbury to Basingstoke Safety Enhancements
Na/	n/a-	n/a	M4 Junction 3 to 12 Smart Motorway (SMP)

Source: TfSE Draft Strategic Investment Plan, 2022

11.4 Transport for the south east Future Mobility Strategy

11.4.1. TfSE published their Future Mobility Strategy in 2021 setting out an action plan for the region to take advantage of new and developing technologies. The strategy has been developed around a place-and-people based approach taking into account the varying communities across the area. In terms of place, four broad types of places have been identified across the Southeast, these are:

- Major Economic Hubs (MEHs)
- Urban Areas
- Rural Settlements, and
- Remote Rural Areas

11.4.2. Areas have then been subdivided further based on their geographic position, scale, relationship to London and relationship to the coast. For each of the four place types listed above, bundles of future mobility modes, services and infrastructure have been developed. These bundles are flexible and are based on the unique characteristics of an area.

11.4.3. Parts of West Berkshire District sit within three of these areas: MEH - identified as well-connected large rural hinterlands further from London (Newbury and Thatcham), Rural (Ashbury, Hungerford, Hermitage, Compton, Pangbourne, Lambourn), and Remote Rural (including East Ilsley, Eddington and Bucklebury).

11.4.4. The Future Mobility Bundles relevant to West Berkshire are shown in Table 11-2. This shows the list of interventions against each place and the level of priority for the intervention within the area (Very High to Very Low).

Table 11-2 – List of Interventions by Place Type in West Berkshire

Interventions	Newbury and Thatcham (MEH Bundle)	Compton, Hungerford, Hermitage, Pangbourne, Lambourn (Rural Bundle)	East Ilsley, Eddington, Bucklebury (Remote Rural Bundle)
Hubs (mobility / community / service)	Very High	Very High	Very High
Digital-as-a-mode	High	Very High	Very High
Shared mobility – digital demand responsive transport (DDRT)	High	Very High	Very High
Shared mobility - business to customer vehicle sharing (car clubs)	High	High	High
Shared mobility - peer to peer vehicle sharing / ride-sharing platforms	High	High	Medium
Shared mobility – ride sourcing – ‘on-demand private hire/taxi’	High	Medium	Medium
Business to business freight capacity exchanges	High	Medium	Medium

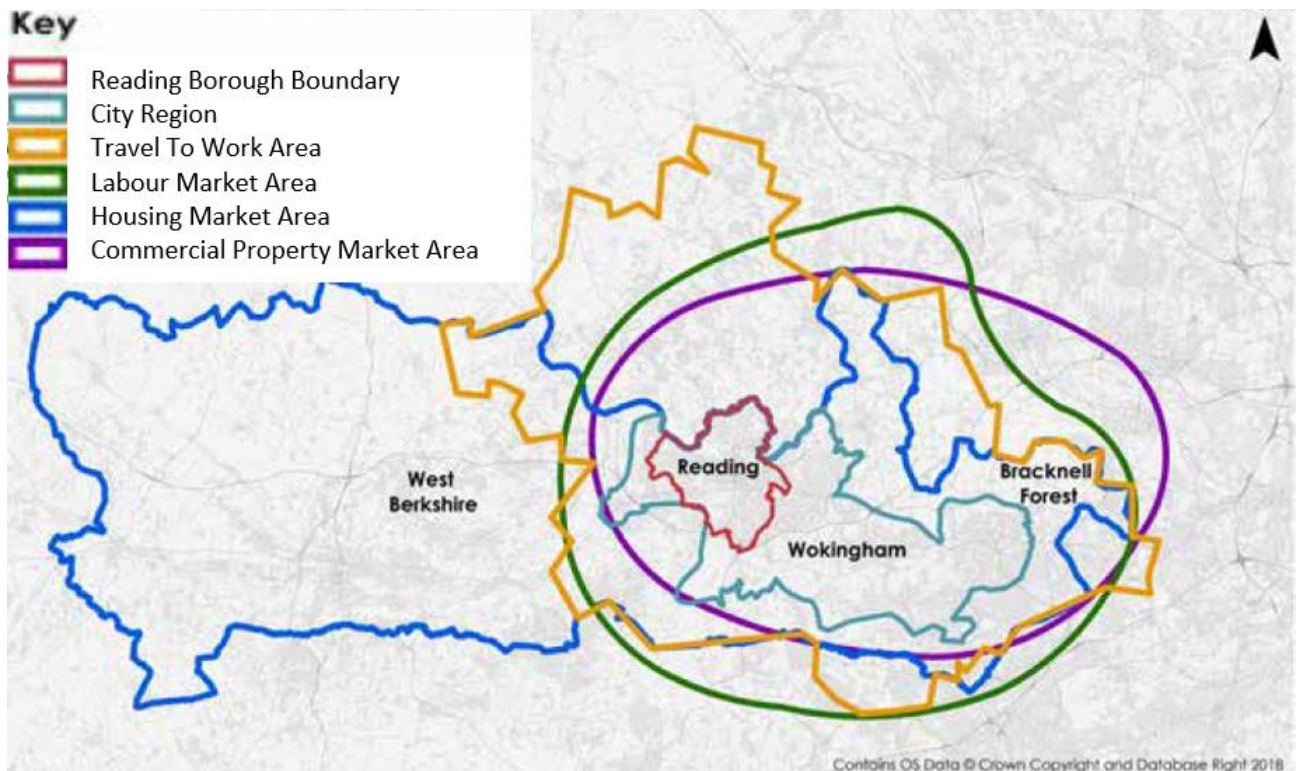
Interventions	Newbury and Thatcham (MEH Bundle)	Compton, Hungerford, Hermitage, Pangbourne, Lambourn (Rural Bundle)	East Ilsley, Eddington, Bucklebury (Remote Rural Bundle)
Business to customer freight capacity exchanges	High	Medium	Medium
MaaS platform (mobility credits / gamification)	High	Medium	Low
Shared mobility – e-cargo bikes	High	Low	Low
Shared mobility - powered two-wheeler	High	Medium	Low
EV charging infrastructure (all modes)	High	Medium	Low
Shared mobility - e-bike / e-scooter	High	Low	Low
Consolidation Centres	High	Low	Very Low
Flexible streetscape	High	Low	Very Low
Road space reallocation to future mobility modes e.g. lanes, kerb space	High	Low	Very Low

Source: TfSE Future Mobility Strategy, 2021

11.5 Draft Reading Transport Strategy (2021-2036)

11.5.1. Reading and the surrounding area including West Berkshire, Wokingham and Bracknell Forest forms part of a natural economic cluster. This region indicated in Figure 11-2 and centred on Reading, includes Travel to Work (TTW), housing, labour, and commercial market areas. The eastern part of West Berkshire falls within the Reading TTW area and labour market area.

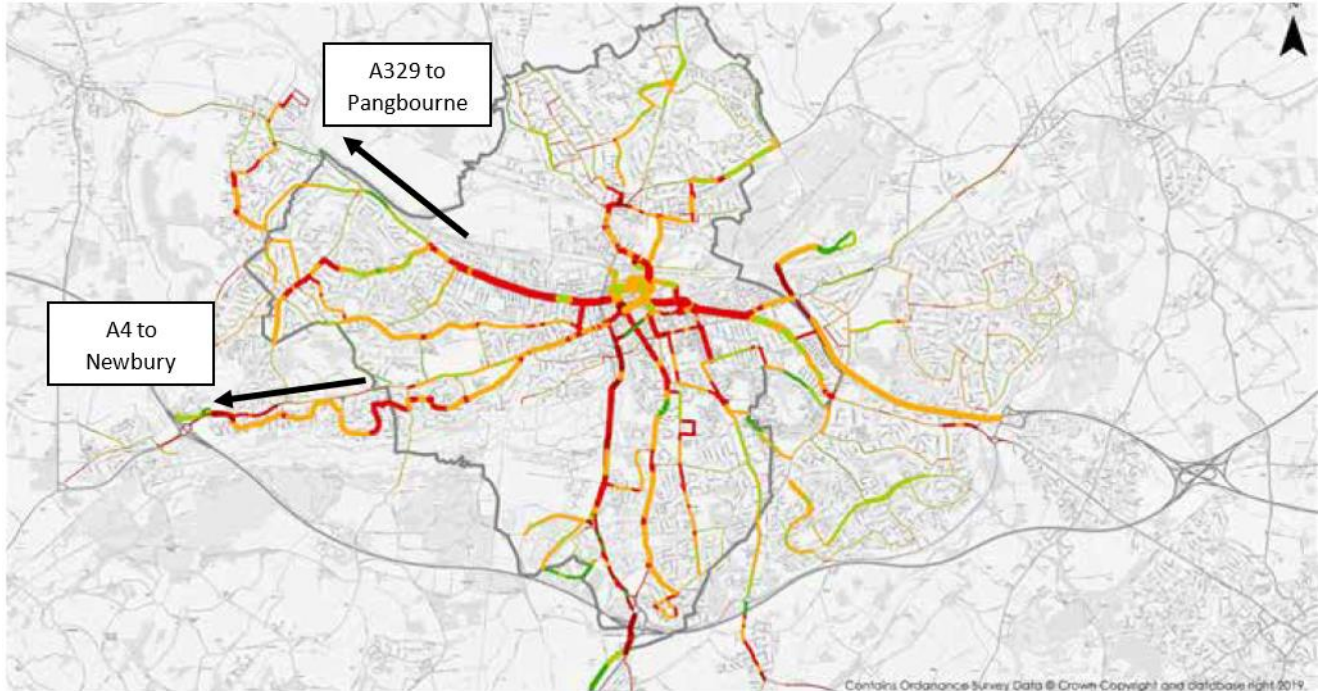
Figure 11-2 – Reading Transport Strategy Region and Surrounding Interacting Areas



Source: Draft Reading Transport Strategy, 2022

11.5.2. The Reading LTP identifies corridors which experience congestion, impacting private and public transport, particularly during the peak hours and school times. This is shown in Figure 11-3 and indicates the worst congestion within Reading is on the A329 Oxford Road, A329 Kings Road and A33 south. This figure shows that the routes leading to Theale / M4 Junction 12 and the areas to the north of Tilehurst are the most congested routes into West Berkshire.

Figure 11-3 - Corridors Experiencing the Worst Congestion During the PM peak hours



Source: Draft Reading Transport Strategy, 2022

11.5.3. **National Schemes:** Reading Borough Council has identified the following priority investment schemes to enhance the connectivity of Reading:

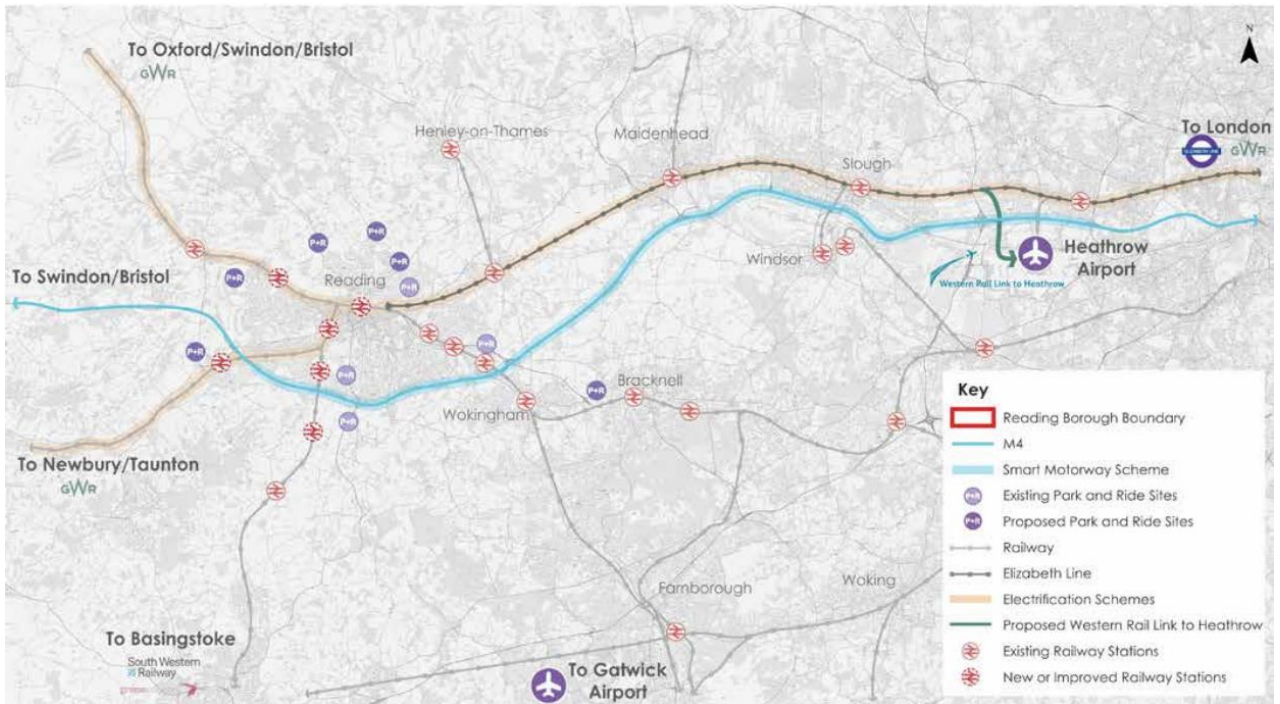
- Comprehensive M4 smart motorway and enhancements to the major road network.
- The Elizabeth Line, electrification, and other measures to de-carbonise the railway network and the proposed Western and Southern Rail Links to Heathrow.

11.5.4. **Regional Schemes:** the regional schemes that require working with neighbouring authorities, including West Berkshire Council, to improve connectivity include:

- Comprehensive Park and Ride network complemented by Park and Rides in the region.
- Supporting further improvements to the rail network at stations outside the Borough (such as Theale Station upgrade).

11.5.5. Figure 11-4 shows the location of the national and regional schemes and how they fit within the proposed future regional transport network for Reading and the local area.

Figure 11-4 - Proposed Future Regional Transport Network for Reading Area



Source: Draft Reading Transport Strategy, 2022

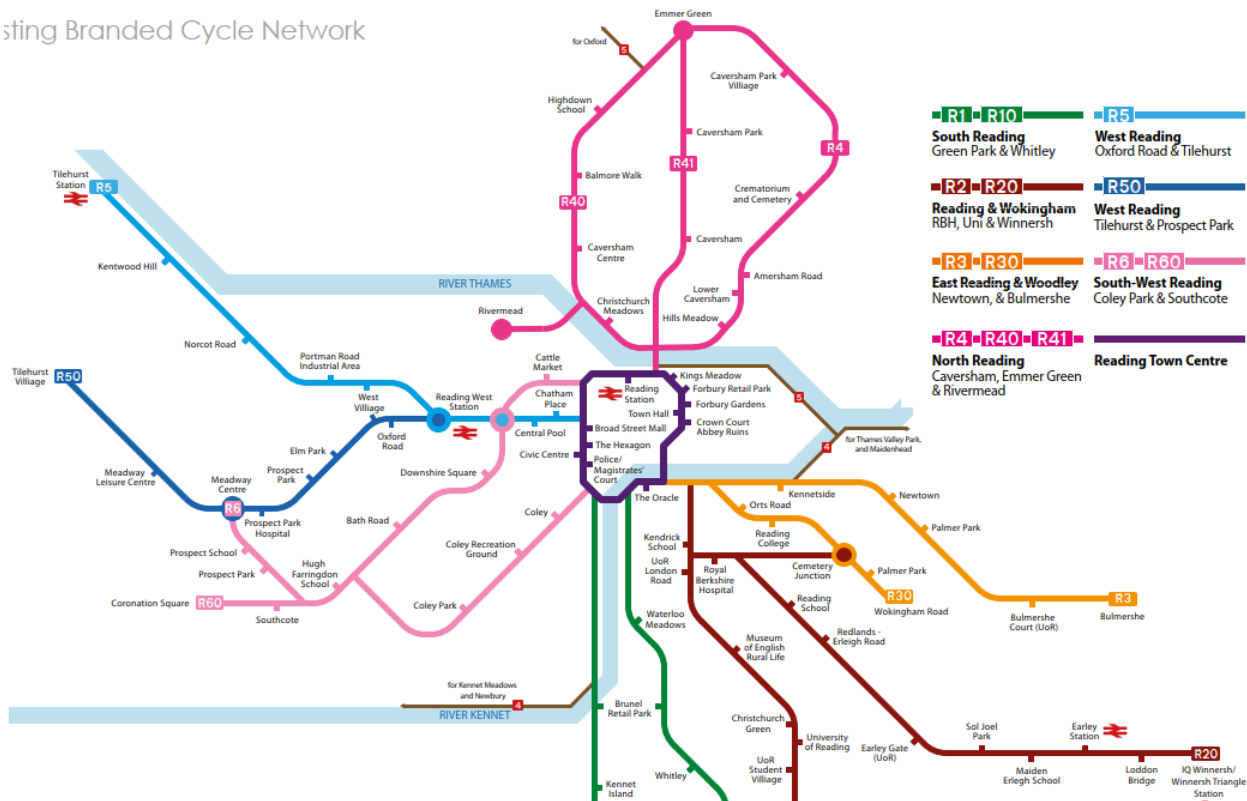
11.5.6. **Grazeley Garden Settlement:** Reading Borough Council will work with Wokingham and West Berkshire Councils on the potential development at Grazeley Garden Village. To accommodate the development, a comprehensive package of sustainable transport and infrastructure measures will be required, including;

- Enhanced Park and Ride facilities and FTPT provision into Reading;
- Walking and cycling infrastructure linking to the wider network;
- Capacity improvements to the M4 Junction 11; and
- Enhanced connectivity to existing local railway stations and/or provision of a new railway station as part of the development.

11.5.7. The draft Reading Transport Strategy 2036 sets out the emerging strategy and a draft set of proposals to inform the implementation plan. Included within the strategy are Quality Bus Corridors with branded routes, improved infrastructure, and bus priority and Strategic cycle networks to connect major destinations. Towards West Berkshire, as shown in Figure 11-6, this includes routes R5, R50 and R60.

Figure 11-5 - Existing Local Cycle Network in Reading and the Local Area

isting Branded Cycle Network



Source: Draft Reading Transport Strategy, 2022

11.5.8. The draft strategy includes a number of key themes to be explored further, including:

- Demand Management measures
- Concessionary and Discounted Travel
- Strategic pedestrian routes, improving options for multimodal interchange on key routes
- Transport corridor multimodal enhancements, including reallocation of road space to walking, cycling and public transport infrastructure

11.5.9. Those schemes which relate to West Berkshire District Council have been highlighted in Table 11-3, including details of the proposed timescales and delivery partners.

Table 11-3 – Schemes relating to West Berkshire within the Reading Transport Strategy

Scheme	Description	Delivery Partners	Timescale
Green Park Station	New railway station serving Green Park and wider southern Reading area.	NR, GWR, West Berks Council	2020 - 2025
Cycle Hire Scheme	New cycle hire scheme to serve Reading and key destinations across wider area.	Private sector, WBC, OCC, West Berks Council	2020 - 2025
Cycle Parking Hubs and Facilities	Secure & covered cycle parking/hubs at transport interchanges, electric charge points and bicycle repair facilities	NR, GWR, SWR, local community	2020 - 2030
South West Reading Fast Track Public Transport Corridor	FTPT corridor in the South West of Reading, linking a future Park & Ride and Reading town centre	West Berks Council, Public transport operators	2020 - 2030
Cycle routes	Towards West Berkshire includes routes R5, R50 and R60.	West Berks Council, Reading Council	2020 – 2036+
West Reading Fast Track Public Transport Corridor	FTPT corridor in the west of Reading linking the West Park and Ride to Portman Road Industrial Estate area	West Berks Council, Public transport operators	2020 – 2036+

Scheme	Description	Delivery Partners	Timescale
Orbital Fast Track Public Transport	Delivery of orbital FTPT corridors, linking key transport hubs, residential areas and employment areas	WBC, West Berks Council, Public transport operators	2020 – 2036+
South West Reading Park and Ride	P&R facility at M4 J12 linking South West FTPT corridor, which will provide a direct public transport connection to Reading town centre.	West Berks Council, Local Parish and Town Councils	2020 – 2036+

Source: Draft Reading Transport Strategy, 2022

12 New developments

12.1 West Berkshire Local Plan background

- 12.1.1. Local Plans are statutory documents that act as the basis for planning decisions for future development. Plans are established by the local planning authority, in consultation with local communities.
- 12.1.2. In late 2017, West Berkshire Council began a review of its current Local Plan up to 2026 (adopted in 2012), with an intention to extend the Plan period up to 2039. As part of this review, an initial consultation was held on the ‘Local Plan Review 2020-2037: Emerging Draft’ for eight weeks, during December 2020 – February 2021) .
- 12.1.3. Following consultation feedback, amendments were made and the ‘Local Plan Review 2020-2037: Proposed Submission’ developed. This was presented to West Berkshire’s Full Council in December 2022, with a consultation period proposed from January 2023.
- 12.1.4. The ‘Proposed Submission’ was written to reflect the Climate Emergency (declared July 2019), with the intent to be carbon neutral by 2030, and a ‘green thread’ runs throughout: *“carbon neutral housing (will be a priority)... development and infrastructure will be sustainable, contributing to our aim to deliver carbon neutral by 2030 and thereafter... development will be better connected to local services, facilities and open space... by favouring more sustainable means of travel including reducing the need to travel...”*.
- 12.1.5. A total of 100 policies are outlined within the ‘Proposed Submission’ to provide new educational, employment, and residential units, roads, and other services. Several of these policies relate to carbon, including Policy SP5 (responding to climate change), stating all development should contribute to West Berkshire becoming and staying carbon neutral by 2030, and outlines the criteria developments will be expected to satisfy. One of the ‘Proposed Submission’s’ 11 strategic objectives relates specifically to transport: *“To make provision for transport networks that support sustainable growth in West Berkshire and to promote low emission transport choices”*.
- 12.1.6. It should be noted that West Berkshire’s ‘Local Plan Review 2020-2037: Proposed Submission’ is a draft document which is subject to change, and that adoption is unlikely to take place until at least 2024, following independent examination.

12.2 Local Plan Development Sites

12.2.1. The Council's overall approach to managing growth and change in the District up to 2039 is set out in the draft 'Local Plan Review Development Strategy'. This includes a housing requirement for 9,146 units over the plan period and focuses on the spatial areas of:

- Newbury and Thatcham:
 - Newbury will be a focus for housing development and Thatcham a focus for regeneration, new housing, and improved provision of services and facilities.
- North Wessex Downs Area of Outstanding Natural Beauty (AONB):
 - This spatial area will have appropriate and sustainable growth that conserves and enhances its special landscape qualities.
- Eastern Area:
 - Includes the rural service centres of Theale to the south of the M4, and Burghfield Common and Mortimer, which have a more rural setting. The identities of settlements within this area will be maintained and the high-quality landscape and environmental assets will be conserved and enhanced.

12.2.2. Further details on the sites outlined in West Berkshire's 'Emerging Draft Local Plan Review to 2037: Site Selection Background Paper' (December 2020) that are **proposed to have over 100 units** are summarised as follows:

Newbury and Thatcham

North East Thatcham Strategic Site Allocation [Policy SP17]

12.2.3. 1,500 residential and mixed-use units with associated infrastructure requirements are proposed to the north east of Thatcham, with the A4 Bath Road running(?) along the southern boundary of the site. The A4 serves a local function, being the main spine road for the Thatcham settlement area and has a 30-mph speed limit through Thatcham.

12.2.4. The site is in close proximity to a range of services and facilities. Most of the site is within 20 minutes' walk or 5-10 minute cycle ride from the town centre to the west and rail station to the south, and it has the potential to be a highly accessible active travel route from Thatcham town centre and the railway station.

12.2.5. Measures will be included to improve accessibility by encouraging the use of non-motorised transport modes, including a comprehensive network of accessible routes and connections within the development to provide walking and cycling links along desire lines. Existing and new Public Rights of Way are proposed and the development would be expected to include:

- Active travel improvements on routes between the site, Thatcham town centre, and the railway station
- A vehicular through route, enabling a bus service to run through the site
- Sustainable transport through routes
- Mitigation of the development's impacts on the highways network with improvements to existing junctions where they are needed and delivery of new access points for all forms of movement and transport, at locations to be agreed
- Proactive measure to minimise adverse impacts on air quality

Kennet Centre site in Newbury [Policy RSA1]

12.2.6. The proposed site would hold 250 residential and mixed-use dwellings on previously developed land in the centre of Newbury, close to services, facilities, and good public transport links. Access to the site would be via a service ramp onto Market Street.

Land off Greenham Road, South East Newbury [Policy RSA4]

12.2.7. This site would comprise 160 residential dwellings and mixed-use development. A number of access points are proposed, including from Pinchington Lane, Greenham Road and Haysoms Drive.

Sandleford Strategic Site Allocation [Policy SP16]

12.2.8. 1,500 residential units are proposed, alongside sustainable transport through routes connecting the A339. Monks Lane and Andover Road for pedestrians, cyclists, and public transport. Four primary, all vehicle accesses have been determined, these are:

- Two access points off Monks Lane
- One access point through to Andover Road via Warren Road
- One access point onto the A339

North Wessex Downs AONB

12.2.9. The Pirbright Institute Site, High Street, Compton, would comprise 140 dwellings, with the main access from the development using the existing access from the High Street, with the potential for an additional minor access location from Churn Road. Improvements to the footways which front the site onto the High Street will be necessary. Additional pedestrian and cycle routes may also be provided onto Hockham Road.

12.2.10. The Policy also states that footpath and bridleway links would be created throughout the site to improve connectivity with the wider existing network, and to provide links between the village centre and the site. The former east / west public footpath through the site would also be reinstated as part of this development.

Eastern Area

12.2.11. Land between A340 and The Green, Theale [RSA9] to north east of the roundabout of the A340 and A4 would host 100 dwellings, with access from The Green on the eastern boundary of the site.

12.2.12. Land adjoining Pondhouse Farm, Clayhill Road, Burghfield Common [RSA12] would comprise 100 residential units, with a mix of dwelling type and size. Vehicular access would be from Clayhill Road. Provision for pedestrians and cyclists would serve the site, enabling connections to the existing network of footpaths and local routes in the surrounding housing areas to ensure that residents of the site can access school provision in Burghfield Common via accessible, safe, and sustainable transport options

12.3 Strategic Transport Infrastructure

12.3.1. The following items have been identified in the 'Proposed Submission' as strategic transport infrastructure priorities in the District:

- A rail station at Green Park (under construction)
- Fast-track public transport corridors (aligning with Reading LTP4 draft)
- Expanded existing Park & Ride (P&R) facilities at Theale
- Improvements to the M4, A34, and A4, and corridors and key routes to these
- New road / public transport / pedestrian / cycling infrastructure in key areas for development

- Alternatives to the private car / modal shift through the provision of joined-up public transport, and walking and cycling facilities
- Specific transport infrastructure required to support strategic development sites with cross-boundary implications

12.3.2. However, the list is not exhaustive and, where other strategic priorities emerge, appropriate transport solutions will be determined.

12.3.3. Development that generates a transport impact will be required to:

- Have regard to the West Berkshire's declared Climate Emergency and minimise the impact of all forms of travel on the environment
- Improve and promote opportunities for active travel
- Improve travel choice and facilitate sustainable travel particularly within, between and to main urban areas and rural service centres
- Demonstrate good access to key services and facilities.
- Mitigate any impact on local transport networks and the strategic road network
- Have regard to the West Berkshire Freight Route Network and availability of lorry parking where development will need the support of these facilities

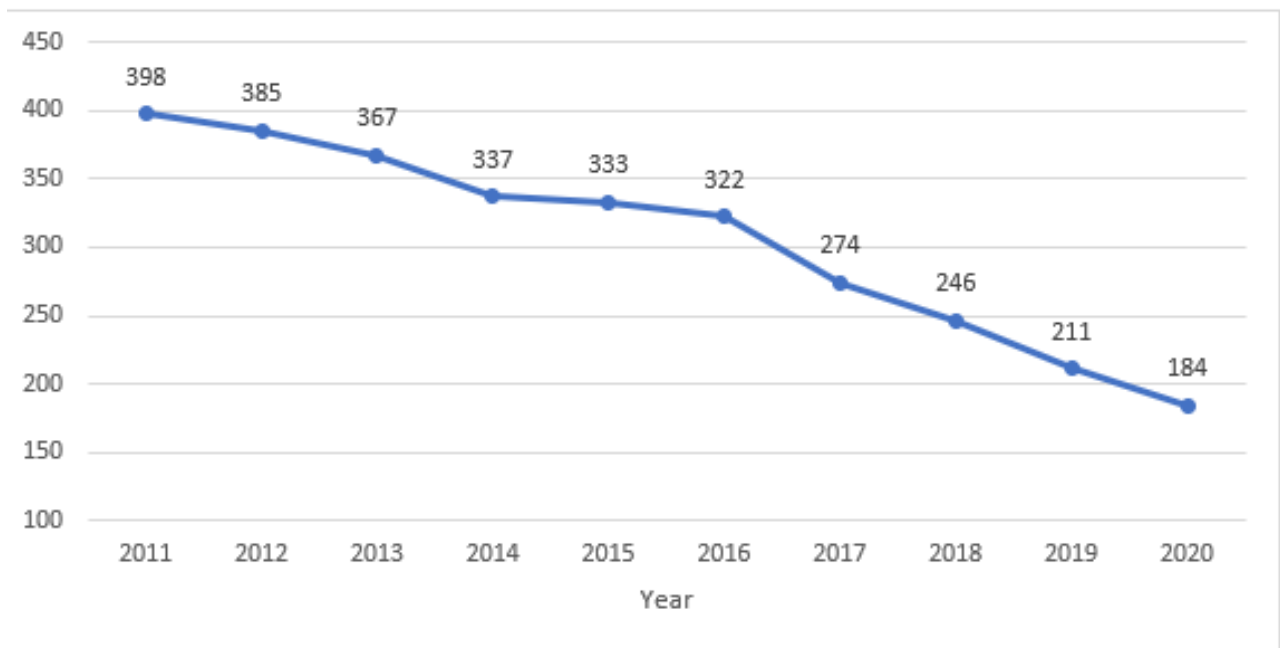
12.3.4. Travel Plans and the implementation of associated measures will be required for all developments which generate a significant amount of transport movement and must be in accordance with policy DC36 relating to parking and travel plans.

13 Road safety

13.1 Overall collision trends

13.1.1. The number of road traffic collisions resulting in casualties on West Berkshire roads has been falling year-on-year over the last decade, with the total number of injury collisions halving since 2011. This trend is shown in Figure 13-1.

Figure 13-1 - Number of Casualties of All Severities in West Berkshire

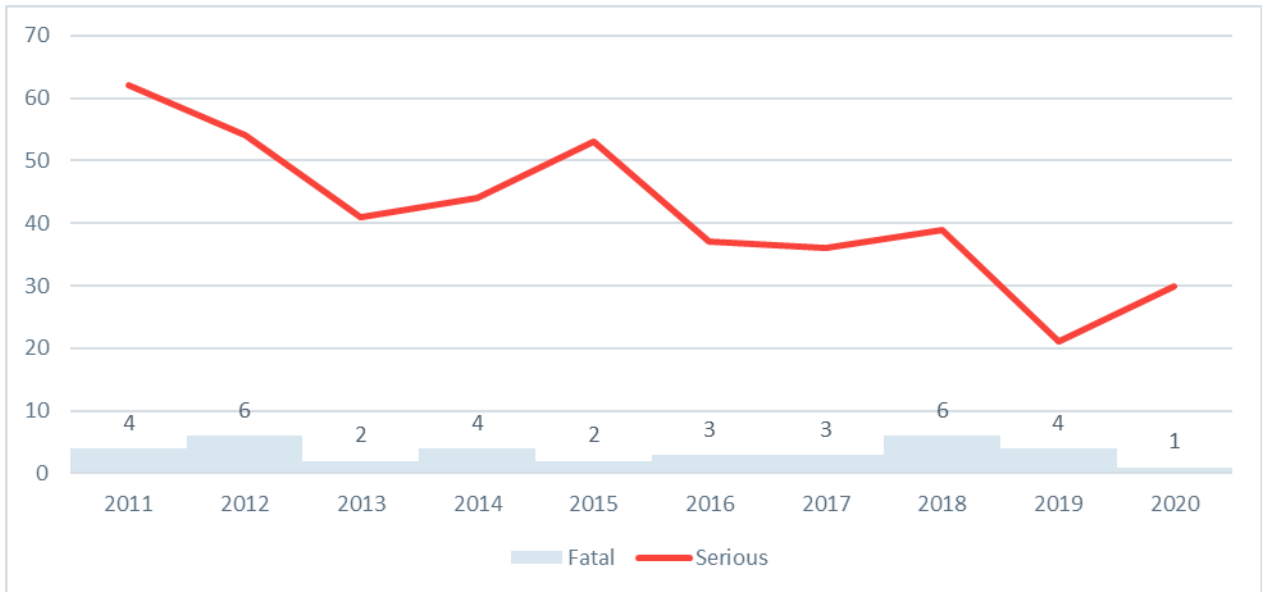


Source: West Berkshire Area Profiles, 2021 (agilysis.co.uk)

13.1.2. The number of collisions involving death or serious injury (KSI) in West Berkshire since 2011 are plotted in Figure 13-2.

13.1.3. This figure has also more than halved from 62 in 2011 to 30 in 2020. There have been 35 fatalities over the last decade. Although the number of collisions resulting in fatal injury has fluctuated within a range of 1-6 per year, the average of 4 per year has remained broadly consistent over the last decade.

Figure 13-2 - Number of Fatal and Serious Injury Collisions in West Berkshire

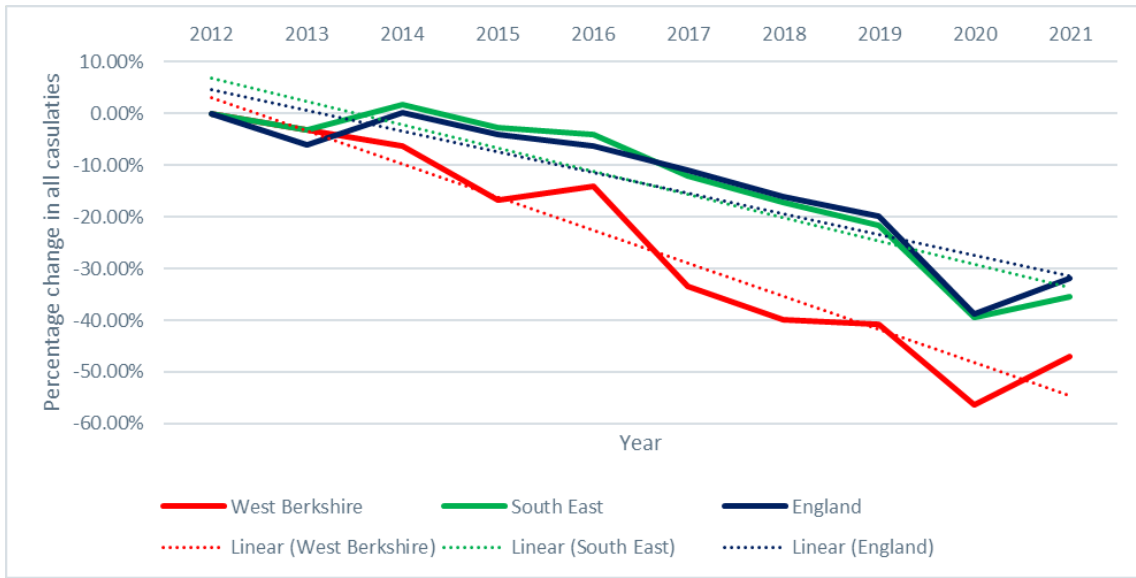


Source: West Berkshire Area Profiles, 2021 (agilysis.co.uk)

13.2 Comparison with other areas

- 13.2.1. Figure 13-3 provides a comparison between West Berkshire, the South East region and England in terms of the casualty reduction rates for all casualties since 2012.
- 13.2.2. The rate of reduction on all West Berkshire roads since 2011 exceeded the regional and national reduction rates of 36% and 32% respectively during the same period.

Figure 13-3 – Comparison of Percentage Change in All Casualties Since 2012



Source: DfT Road Safety Data 2021 (RAS0402, RAS0403)

13.2.3. Table 13-1 compares the 2021 road casualty data for West Berkshire with national, regional, and the six adjacent local authorities around West Berkshire.

Table 13-1 - 2021 Casualty Rates for the Local Authorities Around West Berkshire

Local authority	Km of road per casualty	Km of road per fatality	Km of road per serious casualty	Fatalities as % of all casualties	Casualty rate per billion vehicle km
West Berkshire	5.5	353.8	40.4	1.6%	106
Oxfordshire	4.6	269.0	21.7	1.7%	152
Wiltshire	4.4	210.7	33.9	2.1%	198
Wokingham	3.4	201.0	25.1	1.7%	186
Hampshire	3.4	258.8	15.7	1.3%	193
Swindon	1.9	188.4	18.5	1.0%	275
Reading	1.5	n/a	12.8	0.0%	505
South East	2.5	207.1	12.9	1.2%	199
England	2.6	230.1	14.7	1.1%	200

Source: DfT Road Safety and Traffic Data 2019 (RAS0402, RAS0403 and RDL0202)

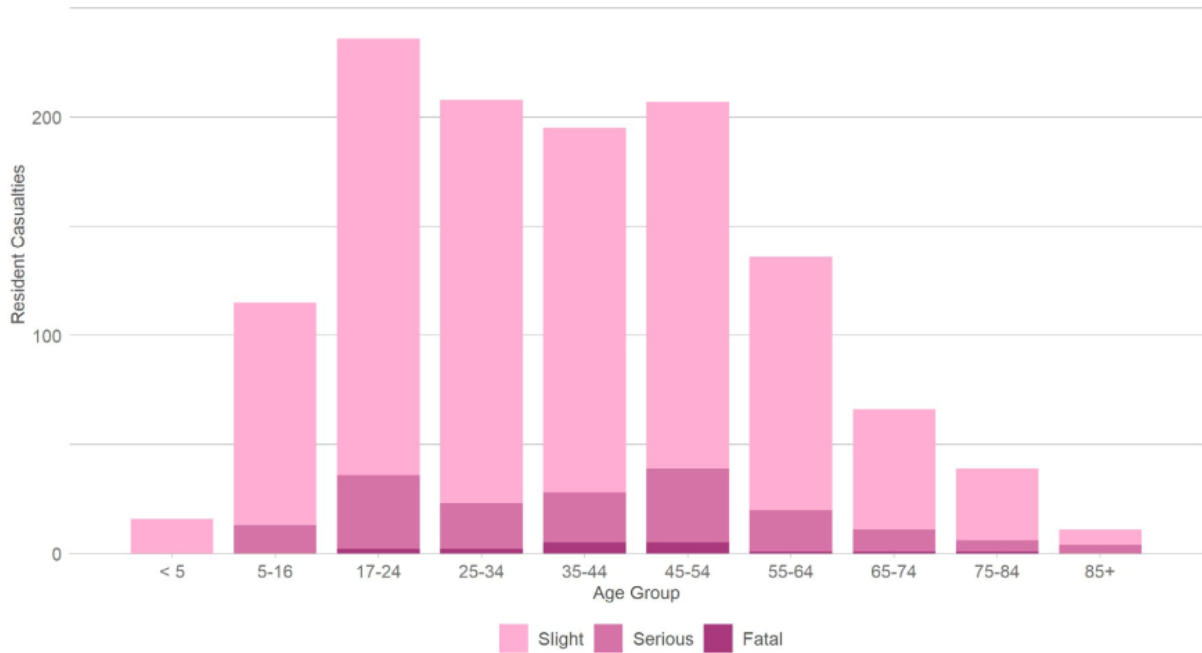
- 13.2.4. West Berkshire has one of the lowest casualty rates among all the entities in the list, particularly in terms of kilometre of road per casualty which is significantly lower than the others.
- 13.2.5. The percentage of fatalities among all casualties is, however, moderately higher than some adjacent authorities and the South East region and England average.

13.3 Casualties by age

- 13.3.1. Figure 13-3 shows the number of casualties suffered by the different age groups between 2016 and 2020.
- 13.3.2. The highest number of casualties are suffered by residents between 17 - 54 years of age, particularly young adults in the age group of 17 – 24 years.
- 13.3.3. Residents within the age bracket of 17 – 54 are also observed to be fairly high in terms of serious and fatal accidents amongst all the categories.

13.3.4. Casualties suffered by the age groups 5 -16 and 55 - 64 are comparatively higher among the remaining groups, with the number of casualties significantly reducing for children less than 5 years and the elderly over 65 years.

Figure 13-3 - West Berkshire Resident Casualties By Age Group (2016 – 2020)

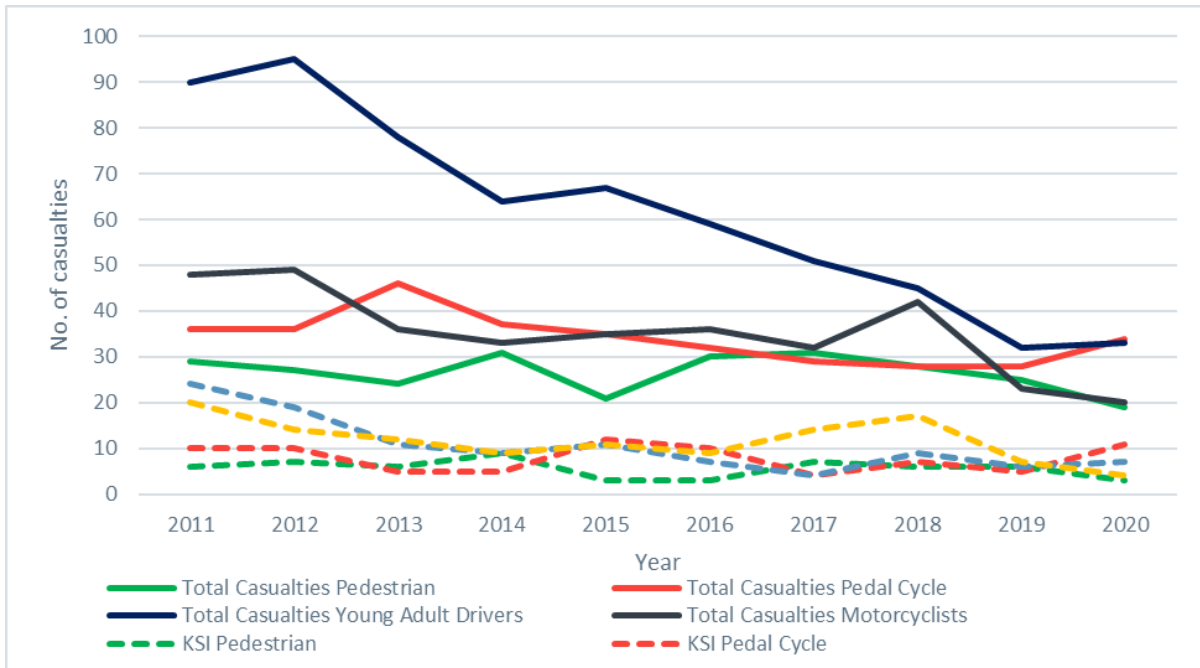


Source: West Berkshire Area Profiles, 2021 (agilysis.co.uk)

13.4 Casualties for vulnerable road users

13.4.1. Figure 13-4 shows the number of vulnerable road user casualties between 2011 and 2020.

Figure 13-4 – Casualty Numbers by Different Vulnerable Road Users (2011 – 2020)



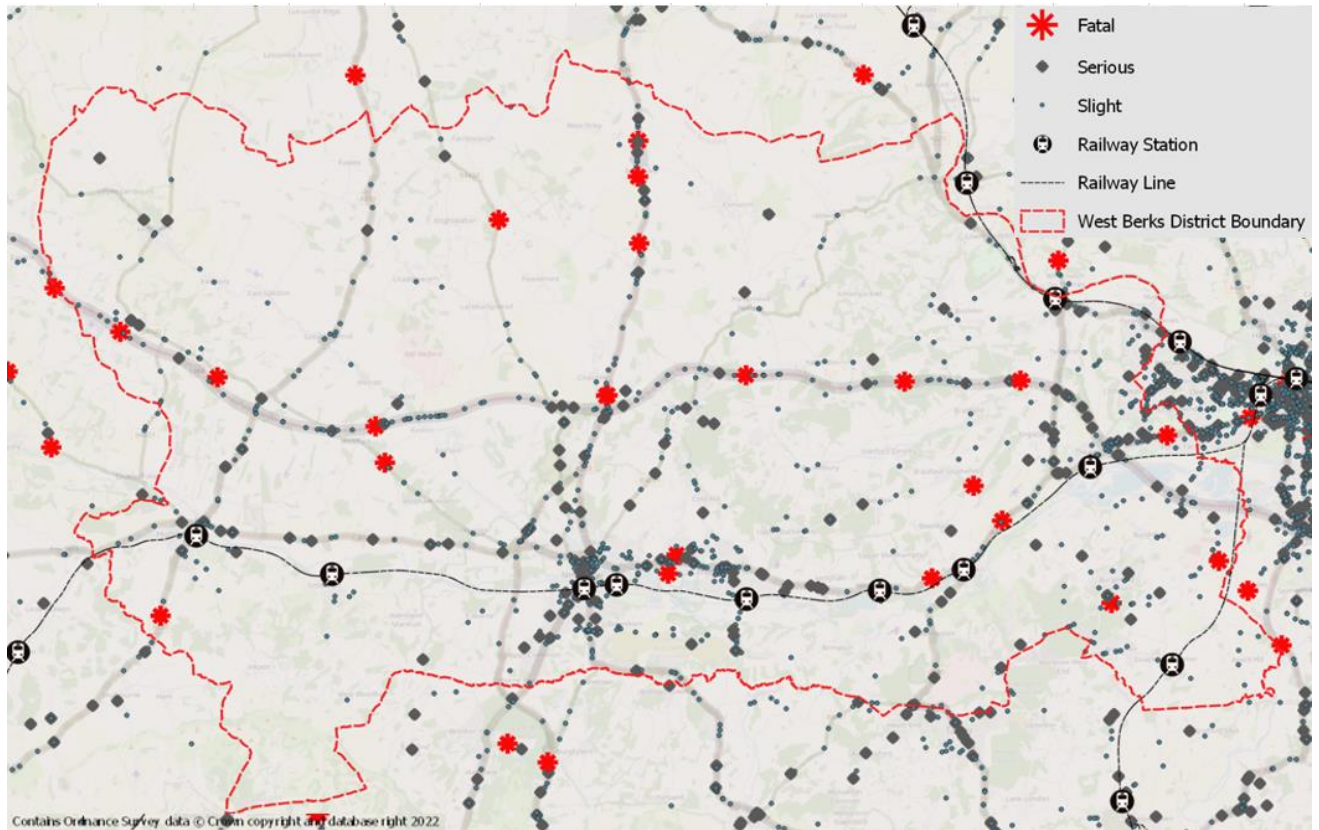
Source: West Berkshire Area Profiles, 2021 (agilysis.co.uk)

- 13.4.2. In 2011 the number of casualty collisions involving young adult drivers was almost double any other user type. This has fallen by almost two-thirds over the last decade from 90 - 100 per year to approximately 35 in 2020.
- 13.4.3. The number of motorcyclist slight injury and KSI collisions has also halved over the last decade.
- 13.4.4. Pedestrian and other pedal cycle user casualties has also fallen, albeit by a much smaller number.

13.5 Collision mapping

- 13.5.1. Analysis of the recorded collisions between 2017 and 2022 is shown in Figure 13-5. This shows that a significant number of the serious and fatal collisions occurred on the Strategic Road Network.
- 13.5.2. However, there are a number of serious collisions on the local network, in particular the A4. There is also a high number of slight and serious collisions in Newbury and Thatcham. These are areas that often have a higher footfall due to the urban nature of the area. This subsequently leads to a higher concentration of vulnerable road users.

Figure 13-5 - Recorded Collisions in West Berkshire between 2017 and 2022



14 Summary

14.1 Overview

- 14.1.1. Following a review of data and the existing policy for West Berkshire, three unique place types, with different characteristics and trends, have been identified within the district. These are Newbury and Thatcham, the Eastern Area, and the Villages and Rural Areas.

14.2 Accessibility

- 14.2.1. Newbury is the administrative centre of West Berkshire, and both Newbury and the adjacent settlement of Thatcham have the highest concentration of local amenities such as shops, healthcare services, and education facilities. Throughout these areas there are multiple primary schools with most residents being within walking distance of a primary school. There are also four secondary schools, two higher education facilities, one children's centre. Additionally, the only specialist school is found in this area.
- 14.2.2. In the Eastern Area, access to services is varied. In the areas of highest residential density adjacent to Reading, such as Theale, there are a number of healthcare, education, and retail facilities. Along the A4 corridor, there are relatively few amenities to the north of the A4, although residents to the south of the A4 typically have amenities within closer proximity with facilities at Mortimer and Burghfield Common. A primary school is located within most settlements within the area and Theale, Burghfield Common, and Tilehurst have both primary and secondary schools. The only higher education facility within this area is in Calcot.
- 14.2.3. The availability of services is much more sporadic within the Villages and Rural Areas. A primary school is available in the majority of villages across the area. In Hungerford there is a primary and secondary school and a children's centre. Outside of this area, Compton and Purley-on-Thames are the only villages with both a primary and secondary school.

- 14.2.4. Data from the National Travel Survey 2019 (NTS) shows that trips per person have been decreasing with individuals making 12% less trips in 2019 than in 2002. This is most likely to be driven by changes in digital accessibility, such as working from home, online shopping and services, such as banking, moving online. The COVID-19 pandemic has further accelerated this, and with a greater percentage reduction in distance travelled reduction in trips.
- 14.2.5. The 2011 census data shows working from home was most common in the North Wessex Downs AONB, with levels up to 15%, followed by those parts of the Eastern Area away from the A4. Current rates are likely to have increased as a result of the COVID-19 pandemic.
- 14.2.6. The 2021 census data provides a unique insight into the way in which people were working and travelling during the pandemic. The data for West Berkshire shows that, for the majority of the district, over 40% of people were working from home, increasing to 60% in some areas.
- 14.2.7. The level of car ownership varies by place type in the district and is typically inversely proportional to accessibility of services. In the North Wessex Downs AONB and Eastern Area, over 50% of households have access to 2 or more cars. This decreases to 30% in Newbury and Thatcham. On average, 12% of households across the district do not have access to a car however, in Newbury and Thatcham this figure increases to 17%.
- 14.2.8. Nationally, NTS data indicates that whilst car ownership has been increasing, car trips per person have fallen by 10% from 2002-2019. It is expected that this will have further increased since the COVID-19 pandemic.

14.3 Population

- 14.3.1. In 2021, West Berkshire had a total population of approximately 161,000, a 5% increase since 2011. 17.7% are children under 15 years, 62.7% are working aged (16-64), and 19.6% are 65+. The over 65+ age bracket has seen the largest growth between 2011-2021 at 33.8%, whereas there has been an 8.2% decrease in under 15-year-olds in the district.
- 14.3.2. 44% of the population live in Newbury and Thatcham, 36% in the North Wessex Downs AONB, and 20% in the Eastern Area. The most densely populated areas are the urban areas of Newbury, Thatcham, and the eastern edge of the district that adjoins Reading.

- 14.3.3. Migration accounts for population growth of about 150 people per year. There is a net migration of approximately 1000 people per year from Reading or Wokingham. In other neighbouring districts, such as South Oxfordshire, Test Valley and Wiltshire there is a net outward migration from West Berkshire.
- 14.3.4. Based on the English Index of Multiple Deprivation (IMD), West Berkshire is ranked in the top 10% of the most affluent districts nationally. Only one LSOA falls within the most deprived quintile in England and is located south of Newbury.
- 14.3.5. Experian Mosaic Data for West Berkshire shows different demographic characteristics in each place. 'Country Living' and 'Rural Reality' households are most prominent in the Villages and Rural Areas, with the latter concentrated in Lambourne and Hungerford. There is a more varied mix of households in the Eastern Area where there are more 'Suburban Stability' and 'Prestige Position' groups. Other groups that make up the Eastern Area include 'Family Basics', 'Rental Hubs' and 'Aspiring Homemakers'. In Newbury and Thatcham dominant groups also include 'Suburban Stability' and 'Prestige Positions'. There is also a concentration of Rental Hubs in Newbury town centre.

14.4 Travel trends

- 14.4.1. Travel to Work Census data from 2011 and 2021 has been analysed to understand the travel trends and characteristics for West Berkshire and the three place types within it.
- 14.4.2. The district-wide travel to work trends shows that 55% of residents work within the local area, 15% travel to Reading, 15% travel to destinations within 15miles of the district, and 15% travel elsewhere (including 5% to London).
- 14.4.3. In Newbury and Thatcham, half of commuting trips are to a destination in Newbury or Thatcham. 30% of these local trips are made by active travel. This is the highest level of active travel in the district, although this is below the 50% target identified in Gear Change. Active travel rates are higher in Thatcham than Newbury, with 50% of internal trips made within Thatcham by active travel compared to 35% within Newbury. Additionally, the average length of an internal trip in Newbury is typically longer than one in Thatcham. Public transport accounts for over 50% of trips to London, 25% of trips to Reading and 5% of trips to Wokingham and Bracknell. This reflects the destinations with good levels of public transport connectivity and the possibility of a further increase in uptake in the future.

- 14.4.4. In the Eastern Area, 30% of employment trips are to Reading.. Despite the close proximity to Reading, private car is the dominant mode choice with just over 20% of trips being made by public transport. In contrast, public transport is more common from Newbury and Thatcham to Reading than from the Eastern Area. Public transport accounts for over 50% of trips to London, 20% of trips to Reading, and approximately 8% of trips to Wokingham and Bracknell. Considering the proximity of Reading to the area, less trips are made by public transport to Reading from the Eastern Area than from Newbury and Thatcham.
- 14.4.5. Analysis of the A4 corridor between Newbury and Reading showed that residents living outside the Thatcham area are more likely to work in Reading than in Newbury.
- 14.4.6. In the North Wessex Downs AONB, 55% of employment trips are within West Berkshire, including 25% of trips that start and end within the same ward. Despite the rural nature, active travel accounts for 30% of trips within the local area. There is, however, a spread of destinations, with no dominant trip destination. Car is the dominant transport mode for these. There is some sustainable travel, particularly by rail, from the north-eastern parts of the AONB.
- 14.4.7. The 2021 census data provides a unique insight into the travel trends that can occur during a time of extreme behavioural change, such as that caused by the COVID-19 pandemic. The full 2021 census dataset is not yet available however, where possible, it has been used to compare against the 2011 census data.
- 14.4.8. Between 2011 and 2021, there was a significant decrease in car use and an increase in the number of people working from home. The fall in car use in 2021 was more significant in West Berkshire than the regional and national averages. Similarly, working from home is more prevalent in West Berkshire than in comparison to the regional and national averages. Public transport and active travel also declined from 2011 to 2021, albeit a lower decline in active travel than in public transport usage.

14.5 Active travel

- 14.5.1. There are three National Cycle Network (NCN) routes running through the district. The NCN 4 connects Hungerford, Newbury, Thatcham and Reading, the NCN 246 connects Kintbury and Andover, and the NCN 422 which follows the route of the A4 corridor. Provision in rural areas varies with limited footways and dedicated cycle facilities, with walkers and cyclists sharing pavement space and, where there is no alternative, carriageway space with vehicles.
- 14.5.2. Walking and cycling are most common in Newbury and Thatcham, accounting for 12-30% of commuter trips in the 2011 census data. The LCWIP network planning identifies both towns as core walking zones. The LCWIP also identifies the A4, Lower Way, Turnpike Road, and the B3421 as primary cycle corridors.
- 14.5.3. There are lower active travel levels within the Eastern Area despite the proximity to Reading and with many services being within an acceptable walking and/or cycling distance. Parts of the Eastern Area are identified within the Reading Travel to Work Area and part of the Reading LCWIP. Key corridors identified include alignment along the A4 (NCN 422), Oxford Road, and the areas surrounding Tilehurst Station.
- 14.5.4. Lambourn is the second largest centre for racehorse training in England, and includes an equine hospital and a rehabilitation centre for injured jockeys.

14.6 Public transport

- 14.6.1. Bus services tend to be focused on either Newbury or Reading. Where services run into rural areas, they are typically, at best, every 2 hours, with a large number of villages having no bus (or rail) services. Community transport, therefore, plays an important role, with every part of the district covered by at least one scheme.
- 14.6.2. Bus patronage had increased from 2009 to 2019 by 10%, although in 20/21 was decreased by 50% following the COVID-19 pandemic.
- 14.6.3. Bus usage varies across the district. In terms of commuting, usage is at most 1 or 2 percent, although within Newbury, Thatcham, and Calcot the bus mode share can be as high as 15%.

- 14.6.4. The 2011 census shows that bus usage is relatively low throughout the district for commuter trips. The bus has the most significant role within the eastern area and central Newbury and Thatcham. When comparing the 2011 and 2021 census data this trend is still evident, suggesting that the role of bus could be built upon within these areas.
- 14.6.5. There are ten rail stations located in West Berkshire, notably these are within the Eastern Area and south of the M4. There is no rail provision in the north west of the district. Reading station is a key interchange station that is accessible from all the stations within the district.
- 14.6.6. Rail patronage has been steadily increasing since 2009 at all the stations except for Mortimer. The largest increase in patronage is at Newbury Racecourse. There has also been a relatively large increase in patronage at Kintbury, Midgham, and Hungerford which suggest rail plays an important role within the more rural areas of the district.
- 14.6.7. During the Covid pandemic the role of rail in commuter trips also significantly reduced. Unlike bus, rail played a more significant role within the district prior to the pandemic, accounting for up to 12-15% of trips within Pangbourne and neighbouring areas. Based on the 2021 census data, although rail use significantly decreased it was maintained along the rail corridors towards the south and east of the district.

14.7 Freight

- 14.7.1. The majority of freight through West Berkshire is via road. There are two key freight corridors passing through the district; the A34 connecting Southampton to the Midlands (south to north) and the M4 connecting Bristol to London (west to east). Aside from these corridors, there are relatively low HGV flows on the other major roads in the district.
- 14.7.2. The western route is the main rail freight corridor through West Berkshire which passes through Hungerford, Newbury, Thatcham and then onto Reading.
- 14.7.3. There is a major freight terminal at Theale which receives both petroleum and aggregates from London and the Mendips. The site acts at a regulating point for freight services.

14.8 Road traffic

- 14.8.1. There are 105.1km of 'A' roads, 74.6km of 'B' roads, and 1239.5km of 'C' and unclassified roads managed by West Berkshire Council. In addition, there are 70.5km of trunk roads (M4 & A34) which are managed by National Highways.

- 14.8.2. Data from Automated Traffic Counts (ATCs) across the district shows that, between 2009 and 2019, there was a 2% increase in traffic volume. Although overall traffic volume has stayed largely flat, there has been a large growth in LGVs, which have increased by one-third, and HGV traffic is higher than it was in 2009.
- 14.8.3. Across the different place types, the counters suggest that the largest traffic growth has taken place in the more rural areas, where traffic volume increased by 6% from 2009 to 2019. These areas are those with the highest increase in working from home.
- 14.8.4. By comparison, in Newbury and Thatcham traffic volume changed by less than 1% from 2009 to 2019. The counters for Newbury and Thatcham area show that the A339 is by far the busiest route within the area, with over 35,000 vehicles per day, compared to under 10,000 on the next busiest route.
- 14.8.5. The daily traffic flow profiles show that across each of the place types there is still a M profile with traditional peak periods. The peaked profile is most pronounced along the A4 in the Eastern area.
- 14.8.6. The flow profiles also show that in 2021 the typical peak periods in morning and evening reduced significantly compared to 2019 levels. However, traffic through the day (between 10.00am and 3.00pm) is similar to pre-pandemic levels.
- 14.8.7. Areas where congestion typically occurs have also been identified, and include approaches to Newbury Town Centre using the A343, A339 and A4, the A4 corridor near Aldermaston Wharf and approaching Thatcham and Reading, the A34 just north of the M4 J13, and in rural areas near Pangbourne Station and Hungerford.
- 14.8.8. The COVID-19 pandemic saw a significant increase in home working which resulted in a large reduction in car trips on the network. In 2011, at least 65% of employment trips were made by car with this increasing to over 85% in certain parts of the district. In 2021, the car made up approximately 45% of commute trips within the district. This provides a unique insight into how mode choice can change in accordance with significant behaviour change.

14.9 Air quality

- 14.9.1. There are two AQMAs in West Berkshire. The Newbury AQMA includes the roundabout junction of the A339, A343 and Greenham Road, and the West Berkshire Thatcham AQMA covers the A4 in Thatcham from Harts Hill Road junction to the Broadway junction.

- 14.9.2. Since 2018, emission levels at all monitoring sites have been below the legal limit. Concentrations have also dropped at a greater rate in the last 2 years whilst traffic levels have been reduced through lockdowns associated with the COVID-19 pandemic.

14.10 Ultra-low emission and Shared mobility

- 14.10.1. In June 2020, there were 105 publicly available charge points in West Berkshire across 63 locations. Peer-to-peer charging is also available with 15 hosts available on Co-Charger in October 2022. Chargers are also available at private destinations (hotels, businesses, etc.).
- 14.10.2. The Ultra Low Emission Vehicle (ULEV) strategy highlights the need to increase these facilities as demand for ULEV vehicles continues to increase. This is especially prominent in areas without off-street parking facilities such as Newbury, Thatcham, Lambourn, Hungerford, Burghfield Common, Mortimer, and Theale.
- 14.10.3. The West Berkshire Local Action Energy Plan (LAEP) (2022) identifies the forecast uptake of EVs and where gaps in charge point provision could be expected. These include urban areas on the outskirts of the main urban centres, Service Villages in rural areas, and Urban areas with greater reliance on on-street parking
- 14.10.4. The West Berkshire Car Club is currently concentrated at five locations in Newbury and operated by Enterprise. As marketing generates demand across the wider district, further vehicles will be placed in other towns and service villages.

14.11 Wider strategies

- 14.11.1. West Berkshire is uniquely placed as it is part of Transport for the South East (TfSE) and bounds England's Economic Heartland and Western Gateway STB areas. The three corridors of the M4, the A34 and Great Western Railway line pass through multiple STB areas.
- 14.11.2. The TfSE Strategic Investment Plan (SIP) identifies intervention packages for different travel modes. Active travel interventions focus on the Berkshire, Hampshire and Surrey urban and inter-urban cycleways. Rail packages include service improvements and the strategic rail freight terminal near Theale. Mass transit interventions include bus enhancements in Newbury, Thatcham, and the wider county areas. Highway interventions focus on safety improvements on the A34, the A339, and the M4 J3-12 smart motorways.

- 14.11.3. The TfSE Future Mobility Strategy identifies the suitability of interventions by place type. Those identified as most suitable include mobility hubs, digital as a mode, Demand Responsive Transport, and shared mobility.
- 14.11.4. Parts of West Berkshire are in the Reading Travel to Work Area and Housing Market Area. The Reading LTP identifies key congestion hotspots in West Berkshire, including the A329 Oxford Road, the A329 Kings Road, and the A33 South. It also highlights aspirations for a comprehensive Park and Ride network across the region, including a site in the vicinity of Junction 12 of the M4.
- 14.11.5. Two of the identified Reading active travel corridors extend into West Berkshire, connecting Reading and West Berkshire with the aim of introducing cycle hire schemes in key destinations and securing cycle parking at interchange hubs.

14.12 New developments

- 14.12.1. The draft 'Local Plan Review Development Strategy' includes a housing requirement for 9,146 units over the plan period to 2039.
- 14.12.2. In the Newbury the development focus is on housing development, which includes 1,500 new dwellings at Sandford park, the Kennet Centre site for 250 mixed use and residential dwellings, and the Greenham Road site which includes 160 residential dwellings. Development in Thatcham focuses on a large strategic site located to the north-east of Thatcham and includes a further 1,500 new dwellings.
- 14.12.3. Development within the Eastern Area focuses primarily on the increased service provision. This includes rural service centres in Theale to the south of the M4 and Burghfield Common and Mortimer. Development within the Villages and Rural Areas includes 140 new dwellings in Compton.

14.13 Road safety

- 14.13.1. The number of road traffic collisions resulting in casualties has been decreasing each year over the last decade in West Berkshire. This is similar to regional and national levels however, there has been a greater rate of decline in West Berkshire.
- 14.13.2. The highest number of casualties are residents aged 17-24 years. However, the number of collisions involving these road users has fallen by two-thirds over the last decade.

- 14.13.3. The highest frequency of serious injury collisions are concentrated around the A4. There were a number of slight injury collisions in Newbury and Thatcham, where there are higher levels of active travel.