



# NETLEY CENTRAL CLUB, NETLEY

## TRANSPORT STATEMENT

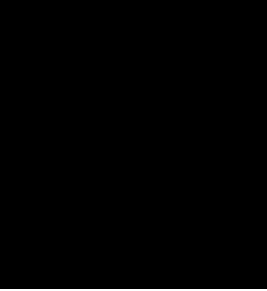
August 2019

Whitman Builders Ltd

**RESIDENTIAL DEVELOPMENT  
NETLEY CENTRAL CLUB  
NETLEY**

**TRANSPORT STATEMENT**

**CONTROLLED DOCUMENT**

|                     |                |                                                                                    |             |
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RESIDENTIAL DEVELOPMENT  
NETLEY CENTRAL CLUB  
NETLEY

TRANSPORT STATEMENT

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## 1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Whitman Builders Ltd to support a full planning application for a residential development, comprising eight dwellings at Netley Central Club, Station Road, Netley. The site location is demonstrated in **Figure 1**.



**Figure 1:** Site location

- 1.2 This report has been informed by a site visit undertaken in August 2019 to identify the opportunities and constraints associated with the site as well as a snapshot parking survey undertaken on 6<sup>th</sup> August.
- 1.3 This TS will discuss the site location, existing conditions, site accessibility, development proposals, access arrangements, servicing arrangements, parking provision and trip generation.

## 2. EXISTING CONDITIONS & SITE ACCESSIBILITY

### Existing Site Conditions

- 2.1 The site is situated in the village of Netley and is located southeast of Southampton and west of Fareham. At present the site, located to the east of Netley Central Club, comprises of a car park and grass/woodland. The car park within the site is associated with the Netley Central Club. The car park has recently been used as a free car park for visitors of Netley and was leased to Eastleigh Borough Council (EBC) by Netley Central Club on an informal month to month basis.
- 2.2 The site is also bordered by Netley Central Club, Co-op and various commercial units to the west on Station Road and residential properties to the east (on Sea View Estate) and to the south (on New Road). The existing car park is accessed onto New Road. The existing access is shown in **Photograph 1**.



**Photograph 1:** Existing access point on New Road

### Site Accessibility

- 2.3 The site is located approximately 50m from Station Road, the main street in Netley which is host to local amenities and services that are accessible via a one minute walk. The site is also within a short distance of other services in Netley such as a pharmacy and library. Details of services and amenities in the local area and their distance from the site via walking and cycling are provided in **Table 1**.

| Service                                     | Distance from site<br>(m/km) | Travel time (minutes) |                   |
|---------------------------------------------|------------------------------|-----------------------|-------------------|
|                                             |                              | Walking (minutes)     | Cycling (minutes) |
| Library (Netley Library)                    | 30m                          | <1                    | <1                |
| Post Office (Netley Abbey Post Office)      | 130m                         | 2                     | <1                |
| Supermarket (Co-op)                         | 60m                          | <1                    | <1                |
| Pharmacy (Williams Pharmacy)                | 320m                         | 4                     | 1                 |
| Public House (The Prince Consort)           | 215m                         | 3                     | <1                |
| Primary School (Netley Abbey Junior School) | 1.1km                        | 14                    | 5                 |
| Bus Stop (Station Road)                     | 80m                          | 1                     | <1                |

**Table 1:** Distance to local amenities

### Local Road and Pedestrian Network

- 2.4 As demonstrated in **Table 1**, the site provides good opportunity to encourage travel via sustainable modes particularly when accessing amenities within Netley. New Road runs along the site frontage and provides existing access to the site. New Road is flanked by footways on both sides of the carriageway which measure at least 2m in width on the north western and south eastern side of the road, with a larger footway measuring c.4m wide provided towards the junction onto Station Road which facilitates access to local amenities. Approximately 45m to the north west of the site, on New Road, a dropped kerb tactile pavement crossing is located. This provides access to the footway on the other side of the road adjacent to Netley Library and ensures the safe crossing of pedestrians. A short stay parking layby is situated on New Road adjacent to the site, providing approximately four car parking spaces. The road measures c.4.5m in width and is subject to a 30mph speed limit.
- 2.5 Station Road, located to the west of the site, is also flanked by footways on each side of the carriageway of c.2m in width, with a footway of c.4m at the frontage of the Co-op and Netley Central Club. Station Road is one of the main roads in and out of Netley and joins onto Hound Road into Hamble. The road comprises of some on-street parking with a loading bay situated at the frontage of Co-op adjacent to Netley Central Club. The road measures c.6m in width and provides access to residential dwellings and is subject to a 30mph speed limit. Both Station Road and New Road have ample on-street parking.



**Photograph 2:** Pedestrian and road conditions on New Road south east bound



**Photograph 3:** Tactile pavement crossing on New Road

### Bus Services

- 2.6 The nearest bus stops to the site are both located on Station Road, travelling in a north east and south west direction. The Station Road bus stops are characterised by a bus shelter, timetable and flag pole and are approximately a one minute walk from the site. There are also two bus stops located on New Road approximately 580m from the site which are supported by a bus shelter, timetable and flag pole whilst the south west bound New Road bus stop consists of a timetable and flag pole. The bus stops on Station Road are shown in **Photographs 4** and **5**.



**Photograph 4:** Bus shelter on Station Road north east bound



**Photograph 5:** Bus timetable on Station Road south west bound

- 2.7 All bus stops surrounding the site are served by the 6 City Red Service and the X15 Xelabus service, travelling to destinations such as Southampton and Eastleigh. A range of other bus services such as the 196, 405, and 406 Xelabus stop at the Station Road and New Road bus stops and travel to Itchen College and Barton Peveril College, whilst stopping in surrounding local areas en route. The services operating at the New Road and Station Road bus stops are summarised in **Table 2**.

| Service | Provider | Route                                                                                | Timetable                                         |                                             |                                   |
|---------|----------|--------------------------------------------------------------------------------------|---------------------------------------------------|---------------------------------------------|-----------------------------------|
|         |          |                                                                                      | Monday – Friday                                   | Saturday                                    | Sunday                            |
| 196     | Xelabus  | Hamble – Netley – Sholing – Itchen College                                           | 08:42 arriving at Itchen College at 09:00         | N/A                                         | N/A                               |
| X15     | Xelabus  | Hamble – Netley – Hedge End – Botley – Fair Oak – Eastleigh                          | 09:37 and 12:37                                   | N/A                                         | N/A                               |
| 405     | Xelabus  | Hamble – Netley – Weston – Woolston – Sholing – Barton Peveril College               | 09:10 arriving at Barton Peveril College at 10:00 | N/A                                         | N/A                               |
| 406     | Xelabus  | Hamble – Netley – Woolston – Sholing – Thornhill – Bitterne – Barton Peveril College | 11:11 arriving at Barton Peveril College at 12:05 | N/A                                         | N/A                               |
| 6       | First    | Southampton City Centre – Woolston – Netley – Hamble                                 | 05:12 and then every 30 minutes until 22:54       | 06:25 and then every 30 minutes until 23:27 | 06:29 and then hourly until 20:09 |

**Table 2:** Local bus service details

- 2.8 **Table 2** demonstrates that the site benefits from regular and frequent bus services to key local destinations. Journey times to Southampton will take approximately 20 minutes on the 6 City Red bus service and the surrounding areas of Woolston and Sholing are within a 20 minute journey on the 405 Xelabus from the bus stop on Station Road.

### Cycle Network

- 2.9 There are no cycle lanes present in the vicinity of the site. However, the local road network benefits from a gentle gradient which is conducive for cycling, supporting the promotion of cycling as an attractive mode of transport. Cycle Route 2 is a long-distance bike route that runs along the south coast of England and passes through Netley approximately 150m from the site on Victoria Road. This cycle route will pass through places such as Bournemouth, Brighton and Poole. The location of cycle route 2 is shown in **Figure 2**.



**Figure 2:** Cycle Route 2

### Rail Services

- 2.10 Netley Station is located approximately 830m from the site and is accessible by a 10 minute walk or a four minute cycle. Station facilities include a waiting room, ticket office and machine, bicycle parking and a pay phone.
- 2.11 Destinations from Netley Station include Southampton Central with a journey time of 20 minutes, departing on average once an hour and calling at stations such as Sholing, Woolston, Bitterne and St. Denys. Other direct destinations from Netley Station include Fareham and Portsmouth.

### Personal Injury Accident Data

- 2.12 Personal Injury Accident Data (PIA) has been assessed to establish the existing safety conditions on the local highway network. This data has been assessed for a five-year period from 2014 – 2018. Details of this search are provided in **Figure 3**.

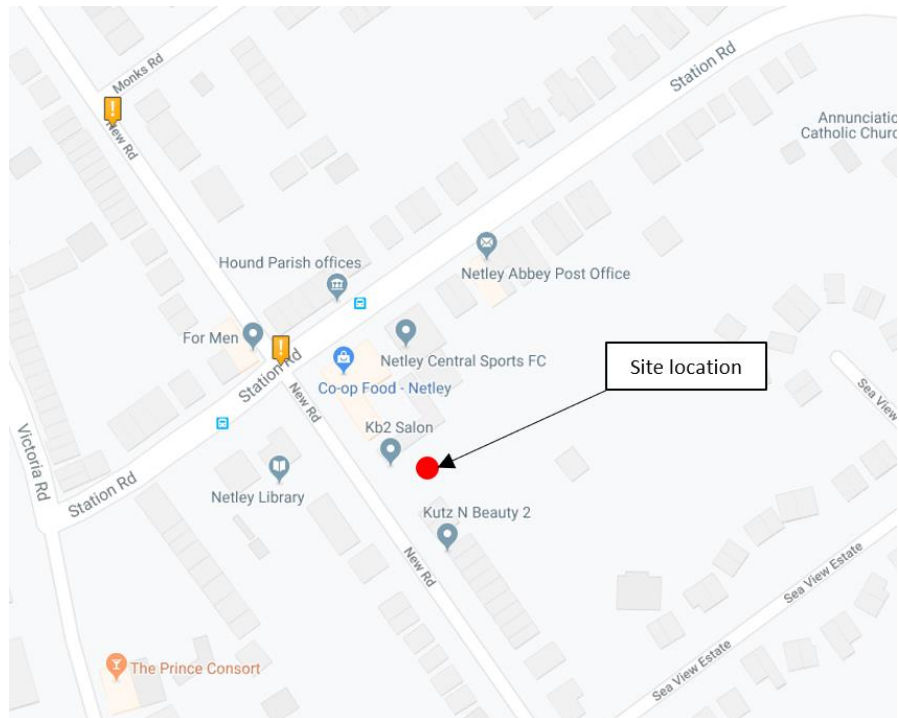


**Figure 3:** PIA data (2014-2018) (Source: [www.crashmap.co.uk](http://www.crashmap.co.uk))

- 2.13 **Figure 3** indicates that there have been no accidents in the vicinity of the existing access with two ‘slight’ incidents occurring over a five-year period. Of the two incidents one occurred on Station Road at the crossroads and the other on New Road. It is likely that these incidents occurred due to driver behaviour and unfortunate circumstance. The PIA data therefore does not indicate any specific highway concerns that would worsen as a result of the development or pose a highways safety concern for future site users.

### Summary

- 2.14 The site is within an accessible location and is within walking distance of the main amenities and services in Netley. The site benefits from frequent bus and rail services, allowing for both local travel and travel further afield. It is therefore considered that the site facilitates access to a mixture of sustainable modes of transport which would encourage a sustainable development.

### 3. PROPOSED DEVELOPMENT

- 3.1 The site proposes the development of eight dwellings consisting of two town houses and six bungalows. The proposed accommodation schedule is summarised in **Table 3**, with the site layout provided in **Appendix A**.

| Number of bedrooms | Units    |
|--------------------|----------|
| 2                  | 4        |
| 3                  | 2        |
| 4                  | 2        |
| <b>Total</b>       | <b>8</b> |

**Table 3:** Accommodation schedule

#### Access Arrangements

- 3.2 The site proposes that the existing access on New Road to the south east of the site would be slightly amended to provide a priority bellmouth. The access road would function as a shared surface and would measure 4.2m in width with a radius of 5m, indicating that there will be sufficient space for two cars to pass (in accordance with Manual for Streets (MfS) guidance) as well as providing space for pedestrians to access the site safely. The proposed site access road would provide access to private residential parking and parking for Netley Central Club, which would be relocated and formalised to the rear of the club.
- 3.3 A visibility assessment has been undertaken for the proposed access on New Road. The assessment identified that 43m of visibility can be achieved in both directions from 2.4m back from the edge of the carriageway, in accordance with MfS guidance for a 30mph road. Therefore, the visibility splay is considered to be acceptable. This is demonstrated in **Appendix B**.

#### Servicing Arrangements

- 3.4 Refuse collection will take place from a bin collection point within the development. The site's refuse collection would be undertaken in line with the bin carry distances identified in MfS guidance with a bin store for six of the dwellings provided within 25m of the rear of the refuse vehicle. The two dwellings on the frontage of the site would be serviced by a refuse vehicle on New Road in line with neighbouring residential dwellings. The location of the bin collection point is shown on the site layout in **Appendix A**. Tracking has taken place to ensure that a large refuse vehicle can enter the site, turn and exit. This tracking is shown in **Appendix C**.

- 3.5 In accordance with Building Regulations Part M, a fire tender is able to be within 45m of all units from New Road. Tracking has also taken place to ensure a fire tender can enter the site, turn and exit (see **Appendix C**).
- 3.6 The existing servicing arrangements for Netley Central Club would remain as existing and would not be affected.

### Parking Provision

- 3.7 EBC provides recommended parking standards for residential developments as indicated in their Local Development Framework in 'Residential Parking Standards: Supplementary Planning Document' (2009). The car parking standards for 'General Residential' are demonstrated within **Table 4** alongside the proposed developments parking provision.

| Type of dwelling and visitor parking | EBC allocated car parking standard | Number of units | EBC requirements for site | Proposed provision (allocated) |
|--------------------------------------|------------------------------------|-----------------|---------------------------|--------------------------------|
| 2 bed                                | 2                                  | 4               | 8                         | 18 and 5 visitor spaces        |
| 3 bed                                | 2                                  | 2               | 4                         |                                |
| 4 bed                                | 3                                  | 2               | 6                         |                                |
| Visitor unallocated                  | 20%                                | 8               | 5                         |                                |

**Table 4:** EBC car parking standards and site provision

- 3.8 In accordance with EBC's parking standards the development would provide 23 car parking spaces of which 18 would be allocated to the residential units and five to visitor/unallocated parking. EBC recommend that it may be appropriate to allow for additional demand for visitor parking of up to 0.2 spaces per dwelling, equating to 1.6 parking spaces. In this case, the visitor parking proposed by the development is five parking spaces, and so this would be sufficient to accommodate visitors and overspill. To ensure that the proposed parking spaces are convenient and accessible, car parking tracking has been undertaken and is attached as **Appendix C**.

### Cycle Parking

- 3.9 EBC's 'Residential Parking Standards: Supplementary Planning Document' (2009) recognises that individual or communal cycle storage is required for residential developments. The cycle parking standards are shown in **Table 5**.

| Type of dwelling | EBC allocated car parking standard | Number of units | EBC requirements for site |
|------------------|------------------------------------|-----------------|---------------------------|
| 2 bed            | 1                                  | 4               | 4                         |
| 3 bed            | 2                                  | 2               | 4                         |
| 4 bed            | 2                                  | 2               | 4                         |

**Table 5:** EBC cycle parking standards

- 3.10 EBC's parking requirements suggest that a total of 12 spaces should be provided for the eight dwellings, with either cycle storage for one or two bikes depending on the size of dwelling. The site proposes cycle stores in the rear gardens of each dwelling with cycle parking to be provided in line with EBC's guidance.

#### **Netley Central Club Parking Provision**

- 3.11 The existing car park is associated with the Netley Central Club and as a result of the development a total of 24 marked spaces would be lost. Due to parking demand being lower than anticipated for the Netley Central Club the existing car park has predominately been used as a free car park for residents and visitors of Netley under an informal agreement with EBC, to which Netley Central Club have leased the car park to EBC on a monthly basis. As a result, users of the Central Club were parking informally to the rear (north of the car park). It is understood that this informal arrangement has now terminated. As part of the application it is proposed that a small car park for Netley Central Club would be provided as part of the development proposal, consisting of 15 car parking spaces solely for the club. This will ensure a greater level of private car parking provision for the club and has been informed by the clubs parking demands.
- 3.12 The loss of the Netley Central Club car park and the 24 spaces it provides would not impact parking provision in the local area, due to there already being a surplus of parking around the site provided by on-street parking and local car parks.

#### 4. PARKING SURVEY

- 4.1 Whilst the leasing of the existing car park was never a formal arrangement, and could terminate at any time, a parking survey has been undertaken to determine whether the surrounding local parking areas could accommodate the displaced vehicles. The current level of usage of Netley Central Club car park along with the surrounding parking areas has been evaluated through a parking survey. **Figure 4** shows the parking survey walking route.



**Figure 4:** Parking survey walking route

- 4.2 The parking survey was completed on Tuesday 6<sup>th</sup> August at 12:30pm within a 200m walking distance from the site. The survey took place in the following car parking areas:

- Netley Central Club car park
- New Road on-street parking
- Sea View Estate on-street parking
- Station Road on-street parking
- New Road car park
- Monks Road on-street parking

## Parking Survey Results

- 4.3 Whilst the survey was undertaken outside of school term time, it was undertaken during peak hours for Netley local centre lunchtime. Available parking was calculated with the following criteria: the space measuring 5m in length, not parking on both sides of the carriageway and excluding driveways and restrictions. The survey results are summarised in **Table 6**, demonstrating the occupation percentage of each car parking area.

| Car park/road names            | Time  | Occupied car spaces | Survey results   |                |
|--------------------------------|-------|---------------------|------------------|----------------|
|                                |       |                     | Available spaces | Total occupied |
| Netley central Club car park   | 12:30 | 19                  | 5                | 79%            |
| New Road on-street parking     | 12:45 | 20                  | 20               | 50%            |
| Sea View Estate                | 12:55 | 7                   | 5                | 58%            |
| Station Road on-street parking | 13:05 | 16                  | 6                | 73%            |
| New Road car park              | 13:20 | 26                  | 3                | 90%            |
| Monks Road on-street parking   | 13:35 | 4                   | 12               | 25%            |

**Table 6:** Parking survey results

- 4.4 At the time that the parking survey was conducted the Netley Central Club car park had 5 available spaces and therefore only 19 vehicles would be displaced on the network during peak times of use. This parking survey indicates that there were a total of 46 parking spaces available (not including Netley Central Club car park) within a 200m vicinity of the site.
- 4.5 **Photographs 6 to 11** demonstrate some of the available spaces recorded during this survey period.



**Photograph 6:** New Road (south east) on-street parking



**Photograph 7:** New Road (north west) on-street parking



**Photograph 8:** New Road car park



**Photograph 9:** Station Road (south west) on-street parking



**Photograph 10:** Monks Road on-street parking



**Photograph 11:** Sea View Estate on-street parking

### Summary of Parking Survey

- 4.6 The results of the survey demonstrate that the available parking areas within a 200m vicinity of the site have available capacity to accommodate vehicle users who previously utilised the Netley Central Club car park. The 46 car parking spaces within a 200m distance of the site highlights that there will be a sufficient amount of car parking spaces for vehicle users to utilise with the displacement of the 24 spaces at Netley Central Club car park, with peak demand during the survey indicated to be 19 spaces.

## 5. TRIP GENERATION

5.1 To anticipate the number of vehicle trips which will be generated by the site, the TRICS database has been consulted for residential uses with the sub-category of houses privately owned. The following search criteria was used for this assessment:

- England and Wales (excluding Greater London);
- Surveys Monday – Friday only;
- Dwellings between 6 and 300 units;
- ‘Suburban Area’ location; and
- No Travel Plans

5.2 The results of this assessment are summarised in **Table 7**, with the proposed outputs attached as **Appendix D**.

|                           | AM Peak (08:00-09:00) |           | PM Peak (17:00-18:00) |           | Daily (12 Hours) |
|---------------------------|-----------------------|-----------|-----------------------|-----------|------------------|
|                           | Arrival               | Departure | Arrival               | Departure |                  |
| Trip rate (per unit)      | 0.128                 | 0.380     | 0.328                 | 0.166     | 4.546            |
| Trip generation (8 units) | 1                     | 3         | 3                     | 1         | 36               |
| Total                     | 4                     |           | 4                     |           | 36               |

**Table 7:** Proposed trip generation – residential

5.3 **Table 7** indicates that the proposed development is anticipated to generate 4 trips in the AM peak and 4 trips in the PM peak, with a total of 36 trips generated over a 12-hour period.

5.4 Whilst the access would continue to provide entrance to the Netley Central Club, the trips would remain as existing and would predominately occur outside of the AM and PM peaks. Therefore, the trip rates for Netley Central Club have not been quantified as part of this assessment.

### Summary

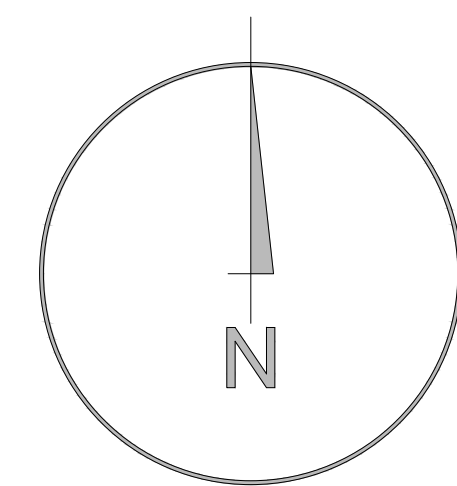
5.5 The trips that would be generated from the site are anticipated to be early absorbed onto the local highway network due to the established residential nature of the area and strategic nature of the road network. Overall, the proposed development is not anticipated to have a material impact on the operation of the local highway network and would not be dissimilar to the demand generated by the existing car park over a 12-hour period.

## 6. SUMMARY & CONCLUSIONS

- 6.1 This TS has been prepared by Paul Basham Associates to support a full planning application for a residential development comprising of eight dwellings at Netley Central Club, Station Road, Netley. The site is bound by Station Road to the north east and New Road to the south east.
- 6.2 The proposed site is located within an accessible location, situated in the village of Netley and is located southeast of Southampton and west of Fareham. The site is situated just 50m from Station Road which is host to a number of key local amenities and local transport links. It is therefore considered to be suitable for occupants of the development to travel via sustainable modes such as walking, cycling and public transport.
- 6.3 The development proposals include the development of eight dwellings at Netley Central Club. The proposed trip generation indicates that the development is anticipated to generate 4 trips in the AM peak, 4 trips in the PM peak and 36 trips over a 12-hour period. It is therefore not considered that the development would have a significant impact on the surrounding highway network.
- 6.4 Access to the site would be via a priority bellmouth on New Road where the existing access point is situated. The site access point would have a width of 4.2m and will provide access to private parking for Netley Central Club and private residential parking for the development.
- 6.5 The site proposes a total of 23 allocated car parking spaces for the residential development and 15 car parking spaces for Netley Central Club car park. This level of provision meets the standards of EBC's residential parking requirements. Given that the site is located within a highly accessible location and near key local transport networks, this presents an opportunity for future residents to travel sustainably. The site would also provide a cycle store in the rear garden of each dwelling which would further encourage the uptake of sustainable travel modes by site users.

- 6.6 The existing site has been used as a free car park for residents and visitors of Netley under an informal agreement with Netley Central Club and EBC, to which Netley Central Club leased the car park to EBC on a monthly basis. This informal arrangement has now terminated and therefore vehicles would be displaced. A parking survey was undertaken at peak hours for the local centre indicating 19 vehicles parked in the Netley Central Club car park, therefore the demand at the highest was 19 vehicles. The parking survey results demonstrate that the available parking areas within a 200m vicinity of the site have the capacity to accommodate vehicle users who previously utilised the Netley Central Club car park. The 46 available car parking spaces within a 200m distance of the site highlights that there will be a sufficient amount to accommodate the displaced 19 spaces, or the full 24 spaces lost as a result of the development.
- 6.7 The development would be serviced by a refuse point within the site. The site's refuse collection would be undertaken in line with the bin carry distances identified in MfS guidance, with a bin collection store for 6 of the dwellings situated to the east of the site. In accordance with Building Regulations Part M, a fire tender is able to be within 45m of all units from New Road.
- 6.8 This TS has demonstrated that the proposed development would not have a significant impact on the capacity, operation or safety of the local road network. We therefore encourage EBC to look favourably upon this application in relation to highways.





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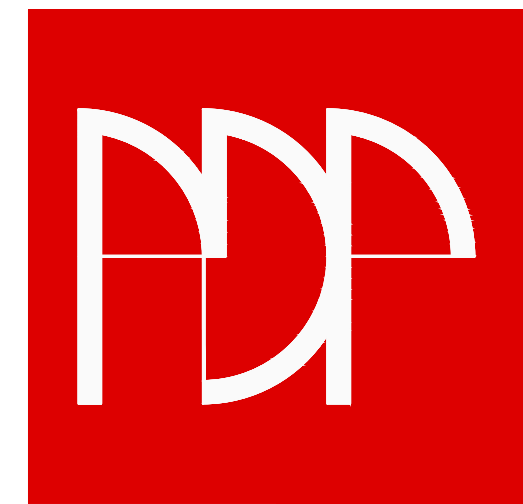
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exceptional maintenance issues:

**NO SIGNIFICANT RISK**

| scale width 50 mm @ a1 - 25 mm @ a3 |                                   |          |               |
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| revision                            | notes                             | date     | drawn/checked |
| A                                   | Revised following client comments | 23-02-16 | HM            |
| B                                   | Revised following client comments | 01-04-16 | HM            |
| C                                   | Schedule updated                  | 22-11-18 | HM            |

|        |                  |
|--------|------------------|
| client | Whitman Builders |
|--------|------------------|

## PRELIMINARY



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|         |                                     |
|---------|-------------------------------------|
| project | NETLEY CENTRAL CLUB<br>STATION ROAD |
|---------|-------------------------------------|

detail SITE LAYOUT

|          |          |             |             |
|----------|----------|-------------|-------------|
| drawn    | HM       | checked     |             |
| date     | FEB'16   | status      | Feasibility |
| a1 scale | a3 scale | 17887-SK101 | rev C       |
| 1:250    | 1:500    |             |             |

## Appendix B

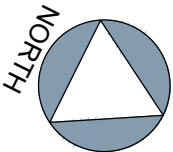


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VISIBILITY SPLAYS

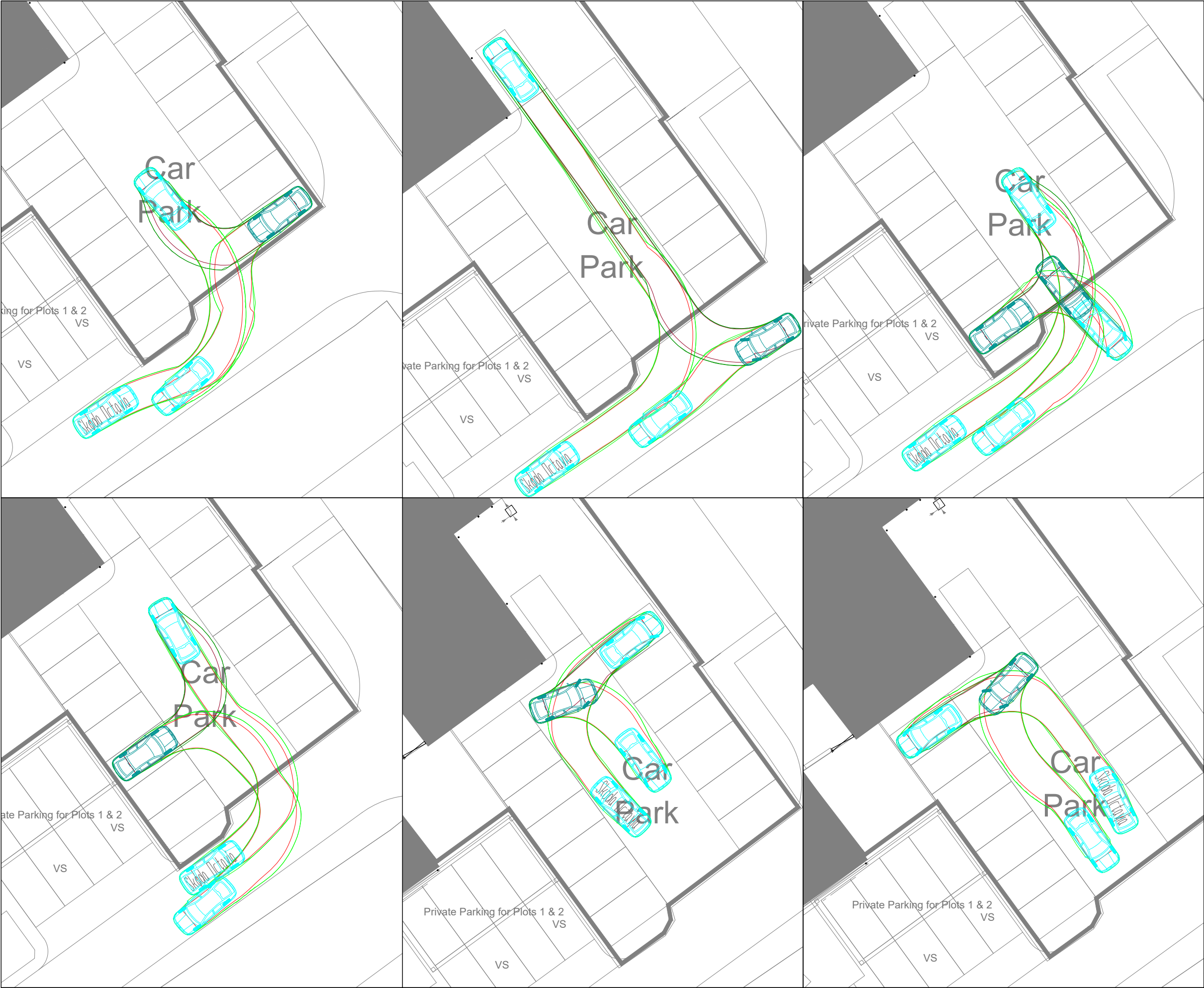
1. VISIBILITY SPLAYS HAVE BEEN MEASURED TO 2.4M X 43M IN LINE WITH MANUAL FOR STREETS GUIDANCE FOR A 30MPH ROAD.



|     |                |          |    |      |
|-----|----------------|----------|----|------|
| A   | REVISED LAYOUT | 29.08.19 | SN | GM   |
| Rev | Description    | Date     | By | Chkd |

|                                                             |                                |                                                                                                                                                                                                                                                               |                              |                  |                          |                                    |                                 |               |
|-------------------------------------------------------------|--------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|------------------|--------------------------|------------------------------------|---------------------------------|---------------|
| Project Name<br>NETLEY CENTRAL CLUB<br>STATION ROAD, NETLEY | Title<br><br>VISIBILITY SPLAYS | <br>Paul Basham Associates Ltd<br>Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU<br>01489 966134<br>info@paulbashamassociates.com www.paulbashamassociates.com | Client<br><br>PRIVATE CLIENT | Checked By<br>GM | Checked Date<br>08.08.19 | Scale<br>1:500<br><br>(AT A3 SIZE) |                                 |               |
|                                                             |                                |                                                                                                                                                                                                                                                               |                              | Drawn By<br>BT   | Drawn Date<br>07.08.19   | Client Drawing No.<br>-            | PBA Drawing No.<br>105.0006.001 | Revision<br>A |

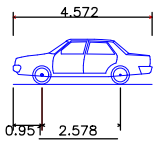
## Appendix C



GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VEHICLE PROFILE



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



|     |                |          |    |      |
|-----|----------------|----------|----|------|
| A   | REVISED LAYOUT | 29.08.19 | SN | GM   |
| Rev | Description    | Date     | By | Chkd |

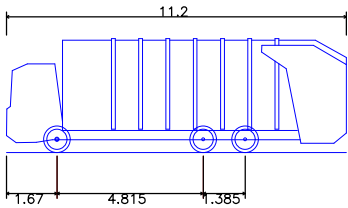
|                                                             |                                                   |                                                                                                                                                                                                                                                               |                          |                  |                          |                                |                                 |               |
|-------------------------------------------------------------|---------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|------------------|--------------------------|--------------------------------|---------------------------------|---------------|
| Project Name<br>NETLEY CENTRAL CLUB<br>STATION ROAD, NETLEY | Title<br>NETLEY CENTRAL CLUB<br>CAR PARK TRACKING | <br>Paul Basham Associates Ltd<br>Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU<br>01489 966134<br>info@paulbashamassociates.com www.paulbashamassociates.com | Client<br>PRIVATE CLIENT | Checked By<br>GM | Checked Date<br>08.08.19 | Scale<br>1:250<br>(AT A3 SIZE) |                                 |               |
| Project Phase<br>PRELIMINARY                                |                                                   |                                                                                                                                                                                                                                                               |                          | Drawn By<br>BT   | Drawn Date<br>08.08.19   | Client Drawing No.<br>-        | PBA Drawing No.<br>105.0006.005 | Revision<br>A |



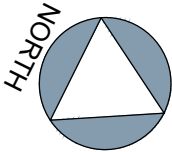
GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

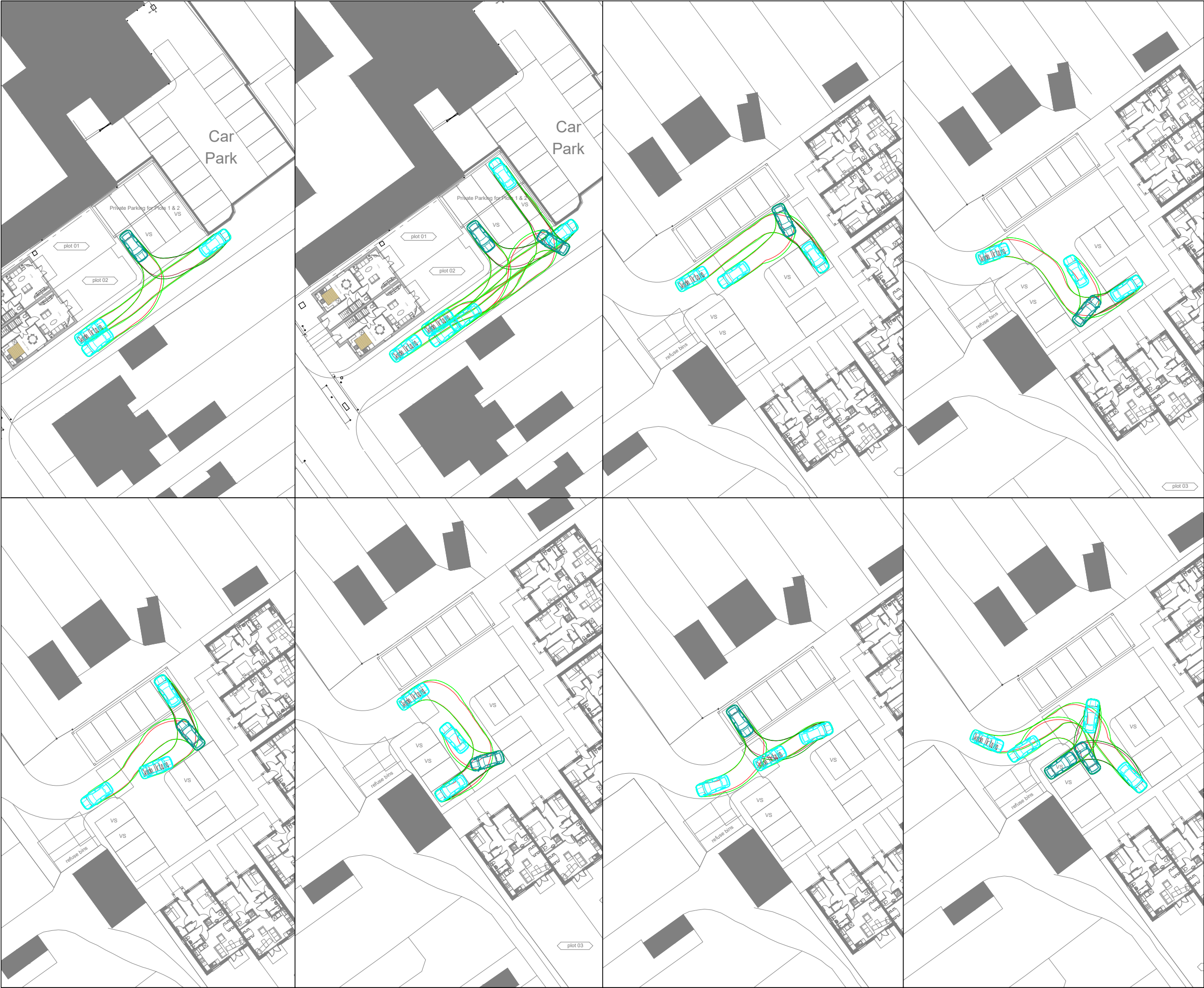
VEHICLE PROFILE



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



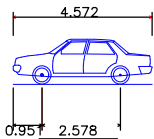
|                                                             |                                      |                                                                                                                                                                                                                                                               |                              |                  |                          |                                    |                                 |               |
|-------------------------------------------------------------|--------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|------------------|--------------------------|------------------------------------|---------------------------------|---------------|
| Project Name<br>NETLEY CENTRAL CLUB<br>STATION ROAD, NETLEY | Title<br><br>REFUSE VEHICLE TRACKING | <br>Paul Basham Associates Ltd<br>Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU<br>01489 966134<br>info@paulbashamassociates.com www.paulbashamassociates.com | Client<br><br>PRIVATE CLIENT | Checked By<br>GM | Checked Date<br>08.08.19 | Scale<br>1:500<br><br>(AT A3 SIZE) |                                 |               |
|                                                             |                                      |                                                                                                                                                                                                                                                               |                              | Drawn By<br>BT   | Drawn Date<br>07.08.19   | Client Drawing No.<br>-            | PBA Drawing No.<br>105.0006.002 | Revision<br>A |



GENERAL NOTES

- 1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
- 2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
- 3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
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VEHICLE PROFILE



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



|     |                |          |    |      |
|-----|----------------|----------|----|------|
| A   | REVISED LAYOUT | 29.08.19 | SN | GM   |
| Rev | Description    | Date     | By | Chkd |

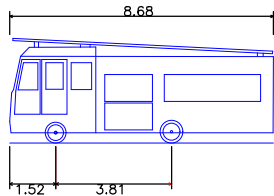
|                                                             |                                           |                                                                                                                                                                          |                          |                  |                          |                                |                                 |               |
|-------------------------------------------------------------|-------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|------------------|--------------------------|--------------------------------|---------------------------------|---------------|
| Project Name<br>NETLEY CENTRAL CLUB<br>STATION ROAD, NETLEY | Title<br>RESIDENTIAL<br>CAR PARK TRACKING | <br>Paul Basham Associates Ltd<br>Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU<br>01489 566134<br>info@paulbashamassociates.com www.paulbashamassociates.com | Client<br>PRIVATE CLIENT | Checked By<br>GM | Checked Date<br>08.08.19 | Scale<br>1:500<br>(AT A3 SIZE) |                                 |               |
| Project Phase<br>PRELIMINARY                                |                                           |                                                                                                                                                                          |                          | Drawn By<br>BT   | Drawn Date<br>07.08.19   | Client Drawing No.<br>-        | PBA Drawing No.<br>105.0006.004 | Revision<br>A |



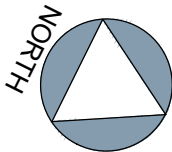
GENERAL NOTES

- 1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
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VEHICLE PROFILE



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



|     |                |          |    |      |
|-----|----------------|----------|----|------|
| A   | REVISED LAYOUT | 29.08.19 | SN | GM   |
| Rev | Description    | Date     | By | Chkd |

|                                                             |                                   |                                                                                                                                                                                                                                                               |                              |                  |                          |                                    |                                 |               |
|-------------------------------------------------------------|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|------------------|--------------------------|------------------------------------|---------------------------------|---------------|
| Project Name<br>NETLEY CENTRAL CLUB<br>STATION ROAD, NETLEY | Title<br><br>FIRE TENDER TRACKING | <br>Paul Basham Associates Ltd<br>Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU<br>01489 966134<br>info@paulbashamassociates.com www.paulbashamassociates.com | Client<br><br>PRIVATE CLIENT | Checked By<br>GM | Checked Date<br>08.08.19 | Scale<br>1:500<br><br>(AT A3 SIZE) |                                 |               |
| Project Phase<br>PRELIMINARY                                |                                   |                                                                                                                                                                                                                                                               |                              | Drawn By<br>BT   | Drawn Date<br>07.08.19   | Client Drawing No.<br>-            | PBA Drawing No.<br>105.0006.003 | Revision<br>A |

## Appendix D

Calculation Reference: AUDIT-247601-190813-0836

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | KC KENT                        | 1 days |
| 03 | SOUTH WEST                     |        |
|    | DV DEVON                       | 3 days |
|    | WL WILTSHIRE                   | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | CA CAMBRIDGESHIRE              | 2 days |
|    | NF NORFOLK                     | 2 days |
|    | SF SUFFOLK                     | 1 days |
| 05 | EAST MIDLANDS                  |        |
|    | LN LINCOLNSHIRE                | 1 days |
| 06 | WEST MIDLANDS                  |        |
|    | WK WARWICKSHIRE                | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 4 days |
|    | SY SOUTH YORKSHIRE             | 1 days |
| 08 | NORTH WEST                     |        |
|    | CH CHESHIRE                    | 1 days |
|    | MS MERSEYSIDE                  | 1 days |
| 09 | NORTH                          |        |
|    | DH DURHAM                      | 1 days |
|    | TW TYNE & WEAR                 | 1 days |
| 10 | WALES                          |        |
|    | PS POWYS                       | 1 days |

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Secondary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Number of dwellings  
 Actual Range: 6 to 116 (units: )  
 Range Selected by User: 6 to 300 (units: )

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 09/05/19

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 7 days |
| Tuesday   | 6 days |
| Wednesday | 3 days |
| Thursday  | 2 days |
| Friday    | 4 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 22 days |
| Directional ATC Count | 0 days  |

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre) 22

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Secondary Filtering selection:

Use Class:

C3 22 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 1 mile:

|                  |        |
|------------------|--------|
| 1,001 to 5,000   | 3 days |
| 5,001 to 10,000  | 5 days |
| 10,001 to 15,000 | 4 days |
| 15,001 to 20,000 | 4 days |
| 20,001 to 25,000 | 2 days |
| 25,001 to 50,000 | 4 days |

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 4 days |
| 50,001 to 75,000   | 2 days |
| 75,001 to 100,000  | 5 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 7 days |
| 250,001 to 500,000 | 3 days |

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

|            |         |
|------------|---------|
| 0.6 to 1.0 | 9 days  |
| 1.1 to 1.5 | 13 days |

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No 22 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present 22 days

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

LIST OF SITES relevant to selection parameters

|   |                                    |                          |  |                     |
|---|------------------------------------|--------------------------|--|---------------------|
| 1 | CA-03-A-04                         | DETACHED                 |  | CAMBRIDGESHIRE      |
|   | PETERBOROUGH                       |                          |  |                     |
|   | THORPE PARK ROAD                   |                          |  |                     |
|   | Suburban Area (PPS6 Out of Centre) |                          |  |                     |
|   | Residential Zone                   |                          |  |                     |
|   | Total Number of dwellings:         | 9                        |  |                     |
|   | Survey date: TUESDAY               | 18/10/11                 |  | Survey Type: MANUAL |
| 2 | CA-03-A-05                         | DETACHED HOUSES          |  | CAMBRIDGESHIRE      |
|   | EASTFIELD ROAD                     |                          |  |                     |
|   | PETERBOROUGH                       |                          |  |                     |
|   | Suburban Area (PPS6 Out of Centre) |                          |  |                     |
|   | Residential Zone                   |                          |  |                     |
|   | Total Number of dwellings:         | 28                       |  |                     |
|   | Survey date: MONDAY                | 17/10/16                 |  | Survey Type: MANUAL |
| 3 | CH-03-A-08                         | DETACHED                 |  | CHESHIRE            |
|   | WHITCHURCH ROAD                    |                          |  |                     |
|   | CHESTER                            |                          |  |                     |
|   | BOUGHTON HEATH                     |                          |  |                     |
|   | Suburban Area (PPS6 Out of Centre) |                          |  |                     |
|   | Residential Zone                   |                          |  |                     |
|   | Total Number of dwellings:         | 11                       |  |                     |
|   | Survey date: TUESDAY               | 22/05/12                 |  | Survey Type: MANUAL |
| 4 | DH-03-A-01                         | SEMI DETACHED            |  | DURHAM              |
|   | GREENFIELDS ROAD                   |                          |  |                     |
|   | BISHOP AUCKLAND                    |                          |  |                     |
|   | Suburban Area (PPS6 Out of Centre) |                          |  |                     |
|   | Residential Zone                   |                          |  |                     |
|   | Total Number of dwellings:         | 50                       |  |                     |
|   | Survey date: TUESDAY               | 28/03/17                 |  | Survey Type: MANUAL |
| 5 | DV-03-A-01                         | TERRACED HOUSES          |  | DEVON               |
|   | BRONSHILL ROAD                     |                          |  |                     |
|   | TORQUAY                            |                          |  |                     |
|   | Suburban Area (PPS6 Out of Centre) |                          |  |                     |
|   | Residential Zone                   |                          |  |                     |
|   | Total Number of dwellings:         | 37                       |  |                     |
|   | Survey date: WEDNESDAY             | 30/09/15                 |  | Survey Type: MANUAL |
| 6 | DV-03-A-02                         | HOUSES & BUNGALOWS       |  | DEVON               |
|   | MILLHEAD ROAD                      |                          |  |                     |
|   | HONITON                            |                          |  |                     |
|   | Suburban Area (PPS6 Out of Centre) |                          |  |                     |
|   | Residential Zone                   |                          |  |                     |
|   | Total Number of dwellings:         | 116                      |  |                     |
|   | Survey date: FRIDAY                | 25/09/15                 |  | Survey Type: MANUAL |
| 7 | DV-03-A-03                         | TERRACED & SEMI DETACHED |  | DEVON               |
|   | LOWER BRAND LANE                   |                          |  |                     |
|   | HONITON                            |                          |  |                     |
|   | Suburban Area (PPS6 Out of Centre) |                          |  |                     |
|   | Residential Zone                   |                          |  |                     |
|   | Total Number of dwellings:         | 70                       |  |                     |
|   | Survey date: MONDAY                | 28/09/15                 |  | Survey Type: MANUAL |
| 8 | KC-03-A-03                         | MIXED HOUSES & FLATS     |  | KENT                |
|   | HYTHE ROAD                         |                          |  |                     |
|   | ASHFORD                            |                          |  |                     |
|   | WILLESBOROUGH                      |                          |  |                     |
|   | Suburban Area (PPS6 Out of Centre) |                          |  |                     |
|   | Residential Zone                   |                          |  |                     |
|   | Total Number of dwellings:         | 51                       |  |                     |
|   | Survey date: THURSDAY              | 14/07/16                 |  | Survey Type: MANUAL |
| 9 | LN-03-A-03                         | SEMI DETACHED            |  | LINCOLNSHIRE        |
|   | ROOKERY LANE                       |                          |  |                     |
|   | LINCOLN                            |                          |  |                     |
|   | BOULTHAM                           |                          |  |                     |
|   | Suburban Area (PPS6 Out of Centre) |                          |  |                     |
|   | Residential Zone                   |                          |  |                     |
|   | Total Number of dwellings:         | 22                       |  |                     |
|   | Survey date: TUESDAY               | 18/09/12                 |  | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                                                                                                                                                                                           |                 |                     |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------------|
| 10 | MS-03-A-03<br>BEMPTON ROAD<br>LIVERPOOL<br>OTTERSPOOL<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 15<br>Survey date: FRIDAY 21/06/13                          | MERSEYSIDE      | Survey Type: MANUAL |
| 11 | NF-03-A-01<br>YARMOUTH ROAD<br>CAISTER-ON-SEA<br><br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 27<br>Survey date: TUESDAY 16/10/12                             | NORFOLK         | Survey Type: MANUAL |
| 12 | NF-03-A-02<br>DEREHAM ROAD<br>NORWICH<br><br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 98<br>Survey date: MONDAY 22/10/12                                      | NORFOLK         | Survey Type: MANUAL |
| 13 | NY-03-A-06<br>HORSEFAIR<br>BOROUGHBRIDGE<br><br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 115<br>Survey date: FRIDAY 14/10/11                                  | NORTH YORKSHIRE | Survey Type: MANUAL |
| 14 | NY-03-A-08<br>NICHOLAS STREET<br>YORK<br><br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 21<br>Survey date: MONDAY 16/09/13                                      | NORTH YORKSHIRE | Survey Type: MANUAL |
| 15 | NY-03-A-09<br>GRAMMAR SCHOOL LANE<br>NORTHALLERTON<br><br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 52<br>Survey date: MONDAY 16/09/13                         | NORTH YORKSHIRE | Survey Type: MANUAL |
| 16 | NY-03-A-13<br>CATTERICK ROAD<br>CATTERICK GARRISON<br>OLD HOSPITAL COMPOUND<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 10<br>Survey date: WEDNESDAY 10/05/17 | NORTH YORKSHIRE | Survey Type: MANUAL |
| 17 | PS-03-A-02<br>GUNROG ROAD<br>WELSHPOOL<br><br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 28<br>Survey date: MONDAY 11/05/15                                     | POWYS           | Survey Type: MANUAL |
| 18 | SF-03-A-04<br>NORMANSTON DRIVE<br>LOWESTOFT<br><br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of dwellings: 7<br>Survey date: TUESDAY 23/10/12                                | SUFFOLK         | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                    |                        |  |                     |
|----|------------------------------------|------------------------|--|---------------------|
| 19 | SY-03-A-01                         | SEMI DETACHED HOUSES   |  | SOUTH YORKSHIRE     |
|    | A19 BENTLEY ROAD                   |                        |  |                     |
|    | DONCASTER                          |                        |  |                     |
|    | BENTLEY RISE                       |                        |  |                     |
|    | Suburban Area (PPS6 Out of Centre) |                        |  |                     |
|    | Residential Zone                   |                        |  |                     |
|    | Total Number of dwellings:         | 54                     |  |                     |
|    | Survey date: WEDNESDAY             | 18/09/13               |  | Survey Type: MANUAL |
| 20 | TW-03-A-02                         | SEMI-DETACHED          |  | TYNE & WEAR         |
|    | WEST PARK ROAD                     |                        |  |                     |
|    | GATESHEAD                          |                        |  |                     |
|    | Suburban Area (PPS6 Out of Centre) |                        |  |                     |
|    | Residential Zone                   |                        |  |                     |
|    | Total Number of dwellings:         | 16                     |  |                     |
|    | Survey date: MONDAY                | 07/10/13               |  | Survey Type: MANUAL |
| 21 | WK-03-A-01                         | TERRACED / SEMI / DET. |  | WARWICKSHIRE        |
|    | ARLINGTON AVENUE                   |                        |  |                     |
|    | LEAMINGTON SPA                     |                        |  |                     |
|    | Suburban Area (PPS6 Out of Centre) |                        |  |                     |
|    | Residential Zone                   |                        |  |                     |
|    | Total Number of dwellings:         | 6                      |  |                     |
|    | Survey date: FRIDAY                | 21/10/11               |  | Survey Type: MANUAL |
| 22 | WL-03-A-02                         | SEMI DETACHED          |  | WILTSHIRE           |
|    | HEADLANDS GROVE                    |                        |  |                     |
|    | SWINDON                            |                        |  |                     |
|    | Suburban Area (PPS6 Out of Centre) |                        |  |                     |
|    | Residential Zone                   |                        |  |                     |
|    | Total Number of dwellings:         | 27                     |  |                     |
|    | Survey date: THURSDAY              | 22/09/16               |  | Survey Type: MANUAL |

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS    |                |              | DEPARTURES  |                |              | TOTALS      |                |              |
|---------------|-------------|----------------|--------------|-------------|----------------|--------------|-------------|----------------|--------------|
|               | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate |
| 00:00 - 01:00 |             |                |              |             |                |              |             |                |              |
| 01:00 - 02:00 |             |                |              |             |                |              |             |                |              |
| 02:00 - 03:00 |             |                |              |             |                |              |             |                |              |
| 03:00 - 04:00 |             |                |              |             |                |              |             |                |              |
| 04:00 - 05:00 |             |                |              |             |                |              |             |                |              |
| 05:00 - 06:00 |             |                |              |             |                |              |             |                |              |
| 06:00 - 07:00 |             |                |              |             |                |              |             |                |              |
| 07:00 - 08:00 | 22          | 40             | 0.057        | 22          | 40             | 0.247        | 22          | 40             | 0.304        |
| 08:00 - 09:00 | 22          | 40             | 0.128        | 22          | 40             | 0.380        | 22          | 40             | 0.508        |
| 09:00 - 10:00 | 22          | 40             | 0.154        | 22          | 40             | 0.161        | 22          | 40             | 0.315        |
| 10:00 - 11:00 | 22          | 40             | 0.152        | 22          | 40             | 0.174        | 22          | 40             | 0.326        |
| 11:00 - 12:00 | 22          | 40             | 0.153        | 22          | 40             | 0.152        | 22          | 40             | 0.305        |
| 12:00 - 13:00 | 22          | 40             | 0.190        | 22          | 40             | 0.171        | 22          | 40             | 0.361        |
| 13:00 - 14:00 | 22          | 40             | 0.171        | 22          | 40             | 0.182        | 22          | 40             | 0.353        |
| 14:00 - 15:00 | 22          | 40             | 0.148        | 22          | 40             | 0.198        | 22          | 40             | 0.346        |
| 15:00 - 16:00 | 22          | 40             | 0.249        | 22          | 40             | 0.167        | 22          | 40             | 0.416        |
| 16:00 - 17:00 | 22          | 40             | 0.268        | 22          | 40             | 0.182        | 22          | 40             | 0.450        |
| 17:00 - 18:00 | 22          | 40             | 0.328        | 22          | 40             | 0.166        | 22          | 40             | 0.494        |
| 18:00 - 19:00 | 22          | 40             | 0.211        | 22          | 40             | 0.157        | 22          | 40             | 0.368        |
| 19:00 - 20:00 |             |                |              |             |                |              |             |                |              |
| 20:00 - 21:00 |             |                |              |             |                |              |             |                |              |
| 21:00 - 22:00 |             |                |              |             |                |              |             |                |              |
| 22:00 - 23:00 |             |                |              |             |                |              |             |                |              |
| 23:00 - 24:00 |             |                |              |             |                |              |             |                |              |
| Total Rates:  | 2.209       |                |              | 2.337       |                |              | 4.546       |                |              |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

|                                               |                     |
|-----------------------------------------------|---------------------|
| Trip rate parameter range selected:           | 6 - 116 (units: )   |
| Survey date date range:                       | 01/01/11 - 09/05/19 |
| Number of weekdays (Monday-Friday):           | 22                  |
| Number of Saturdays:                          | 0                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 0                   |
| Surveys manually removed from selection:      | 0                   |

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