



NETLEY CENTRAL CLUB, NETLEY

TRANSPORT STATEMENT

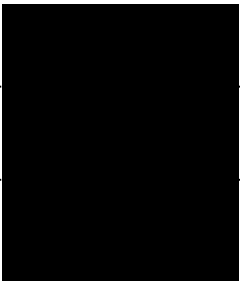
August 2019

Whitman Builders Ltd

**RESIDENTIAL DEVELOPMENT
NETLEY CENTRAL CLUB
NETLEY**

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

<i>Document No:</i>		105.0006/TS/1	
<i>Status:</i>	Original	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
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Revision Record

Rev.	Date	By	Summary of Changes	Chkd	Aprvd

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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 6th 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 (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**.

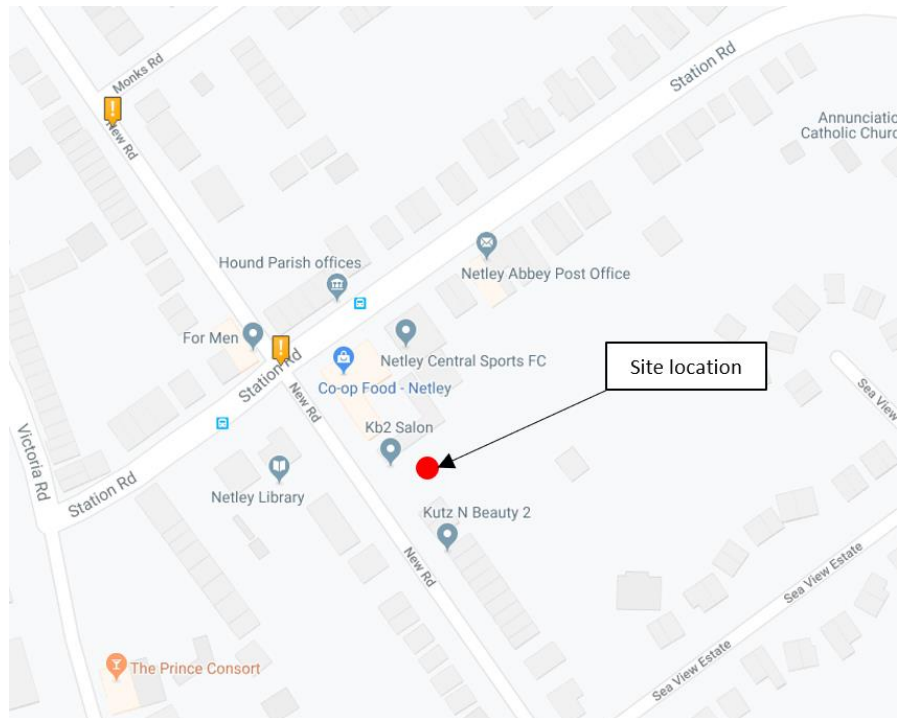


Figure 3: PIA data (2014-2018) (Source: www.crashmap.co.uk)

- 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
Total	8

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 6th 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.

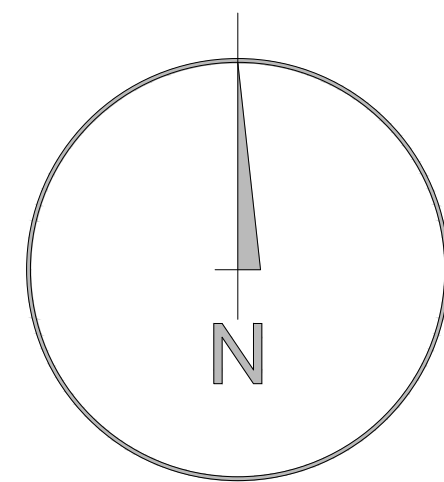
Summary

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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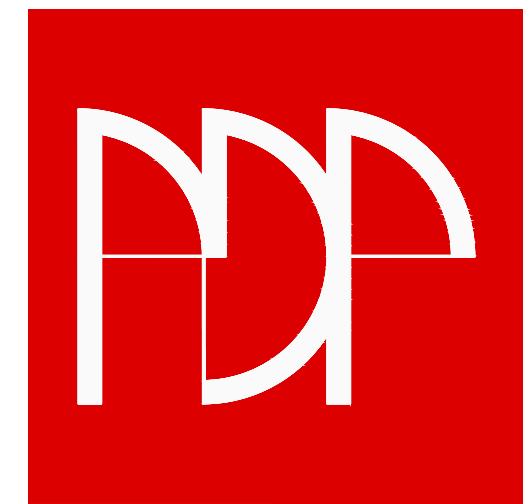
health & safety:
exceptional risks involving specific methods of construction or
exceptional maintenance issues:

NO SIGNIFICANT RISK

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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

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project NETLEY CENTRAL CLUB
STATION ROAD

detail SITE LAYOUT

drawn		checked	
HM			
date		status	
FEB'16		Feasibility	
a1 scale	a3 scale		rev
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Appendix B

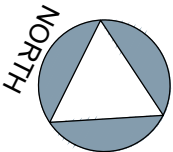


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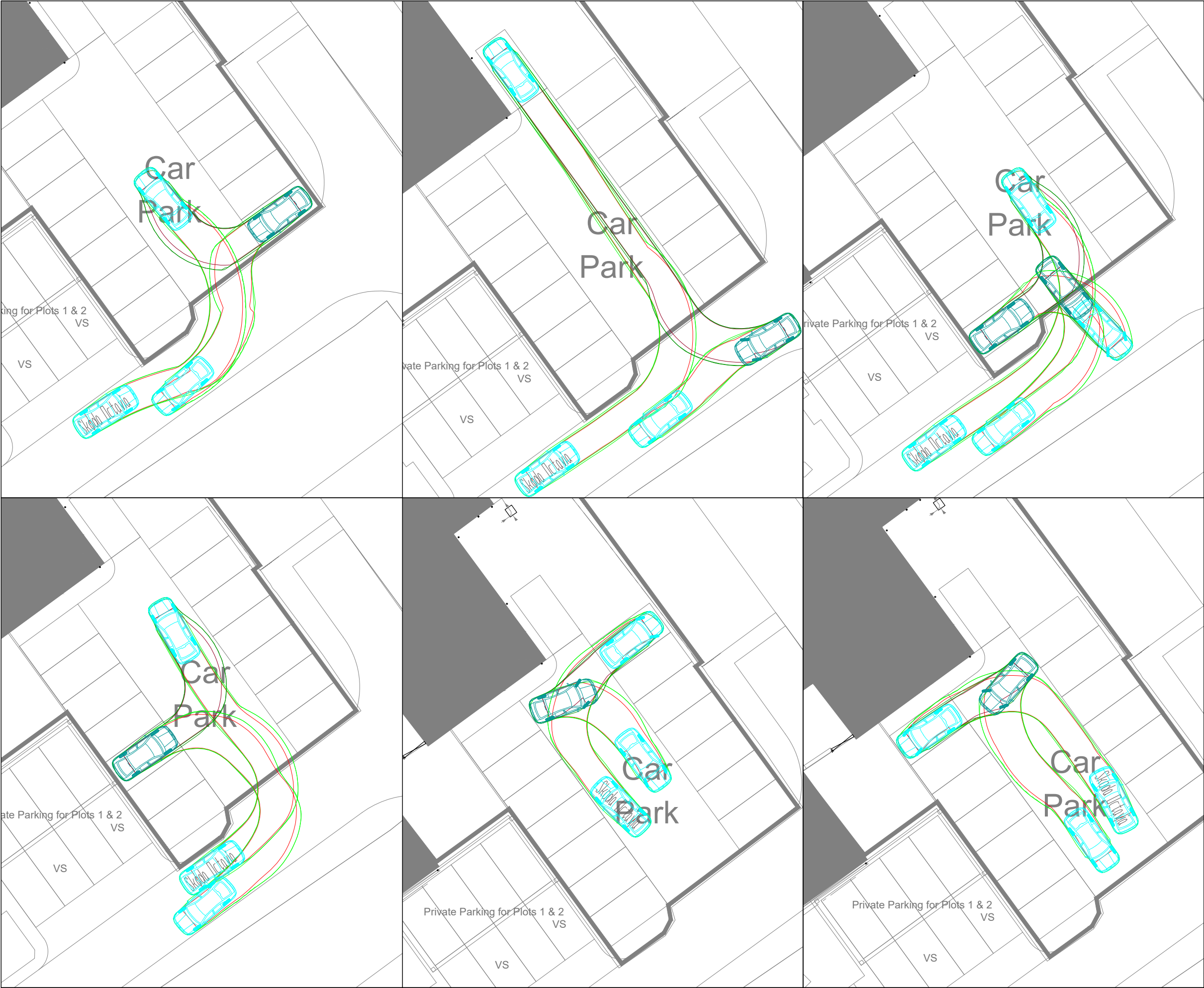
1. VISIBILITY SPLAYS HAVE BEEN MEASURED TO 2.4M X 43M IN LINE WITH MANUAL FOR STREETS GUIDANCE FOR A 30MPH ROAD.



A	REVISED LAYOUT	29.08.19	SN	GM
Rev	Description	Date	By	Chkd

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

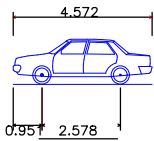
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VEHICLE PROFILE



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

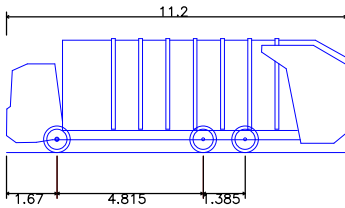
Project Name NETLEY CENTRAL CLUB STATION ROAD, NETLEY	Title NETLEY CENTRAL CLUB CAR PARK TRACKING	 Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU 01489 966134 info@paulbashamassociates.com www.paulbashamassociates.com	Client PRIVATE CLIENT	Checked By GM	Checked Date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



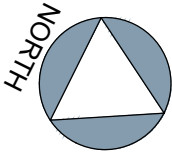
GENERAL NOTES

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.
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4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
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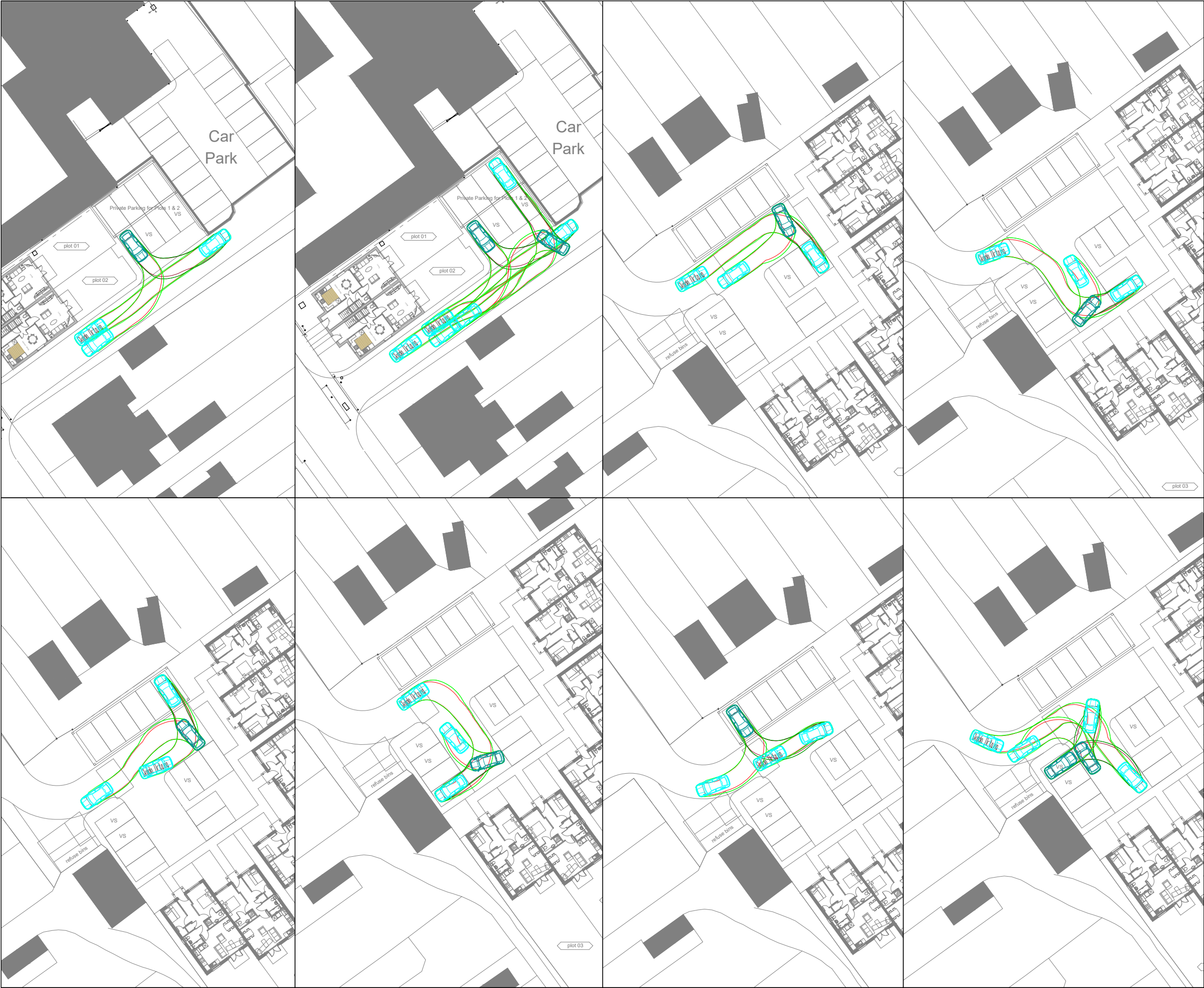
VEHICLE PROFILE



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



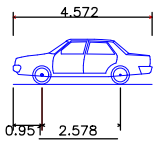
Project Name NETLEY CENTRAL CLUB STATION ROAD, NETLEY		Title REFUSE VEHICLE TRACKING	 Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU 01489 668134 info@paulbashamassociates.com www.paulbashamassociates.com	Client PRIVATE CLIENT	Checked By GM	Checked Date 08.08.19	Scale 1:500 (AT A3 SIZE)		
Project Phase PRELIMINARY					Drawn By BT	Drawn Date 07.08.19	Client Drawing No. -	PBA Drawing No. 105.0006.002	Revision A



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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

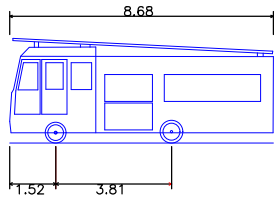
Project Name NETLEY CENTRAL CLUB STATION ROAD, NETLEY	Title RESIDENTIAL CAR PARK TRACKING	 Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU 01489 566134 info@paulbashamassociates.com www.paulbashamassociates.com	Client PRIVATE CLIENT	Checked By GM	Checked Date 08.08.19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



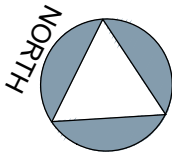
GENERAL NOTES

- 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



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 NETLEY CENTRAL CLUB STATION ROAD, NETLEY	Title FIRE TENDER TRACKING	 Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU 01489 966134 info@paulbashamassociates.com www.paulbashamassociates.com	Client PRIVATE CLIENT	Checked By GM	Checked Date 08.08.19	Scale 1:500 (AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By BT	Drawn Date 07.08.19	Client Drawing No. -	PBA Drawing No. 105.0006.003	Revision 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 BEMPTON ROAD LIVERPOOL OTTERSPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 15 Survey date: FRIDAY 21/06/13	MERSEYSIDE	Survey Type: MANUAL
11	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 Survey date: TUESDAY 16/10/12	NORFOLK	Survey Type: MANUAL
12	NF-03-A-02 DEREHAM ROAD NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 Survey date: MONDAY 22/10/12	NORFOLK	Survey Type: MANUAL
13	NY-03-A-06 HORSEFAIR BOROUGHBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 115 Survey date: FRIDAY 14/10/11	NORTH YORKSHIRE	Survey Type: MANUAL
14	NY-03-A-08 NICHOLAS STREET YORK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 21 Survey date: MONDAY 16/09/13	NORTH YORKSHIRE	Survey Type: MANUAL
15	NY-03-A-09 GRAMMAR SCHOOL LANE NORTHALLERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 Survey date: MONDAY 16/09/13	NORTH YORKSHIRE	Survey Type: MANUAL
16	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 10 Survey date: WEDNESDAY 10/05/17	NORTH YORKSHIRE	Survey Type: MANUAL
17	PS-03-A-02 GUNROG ROAD WELSHPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 Survey date: MONDAY 11/05/15	POWYS	Survey Type: MANUAL
18	SF-03-A-04 NORMANSTON DRIVE LOWESTOFT Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 7 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. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	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.