

A Planning Application by
CORDAGE 13 LTD

In respect of
**Bournemouth Road, Chandlers Ford,
EASTLEIGH**

Transport Statement

January 2023



Document Management

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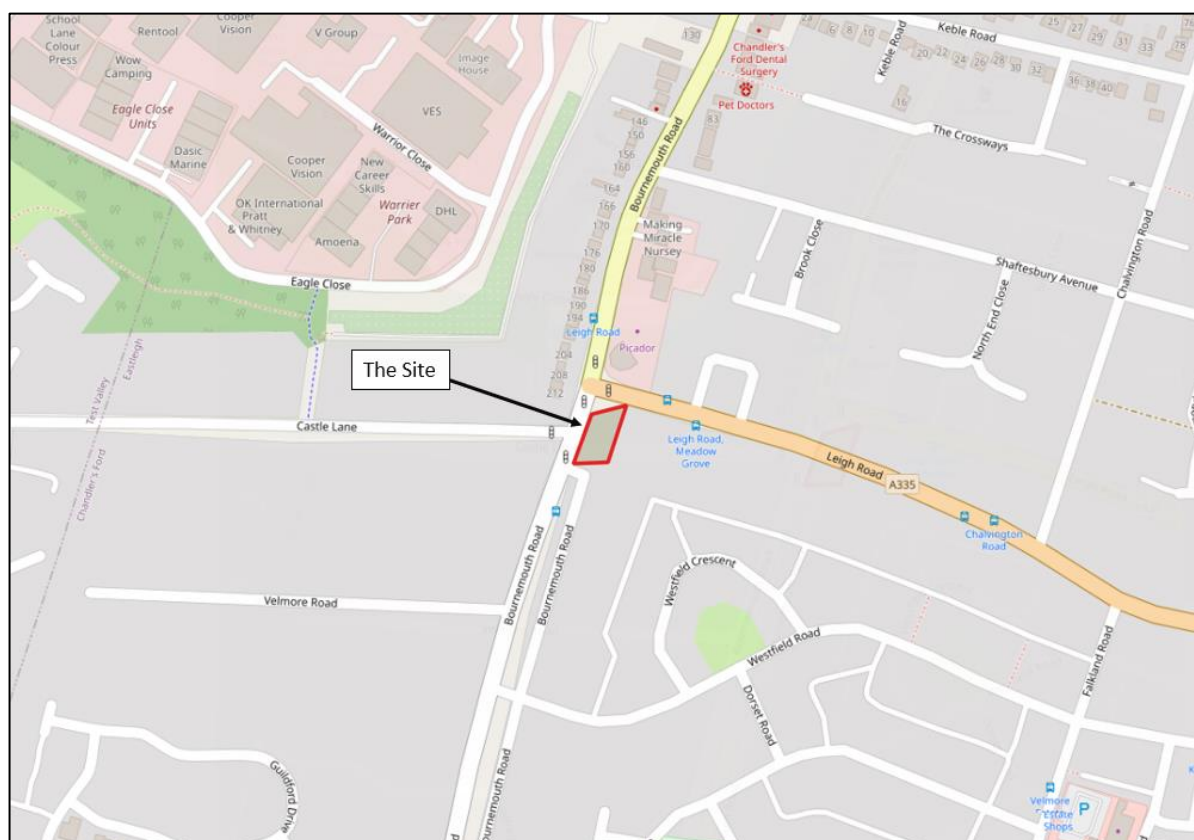
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1 Introduction

- 1.1 Transport Planning Associates has been appointed by Cordage 13 Ltd to provide transport planning consultancy services in relation to the proposed redevelopment of a parcel of land off Bournemouth Road in Chandlers Ford. The site is located adjacent to the signal-controlled staggered crossroads junction of the B3043 (**Bournemouth Road**) / the A335 (**Leigh Road**) / Castle Lane as illustrated in **Figure 1.1**. Eastleigh Borough Council (**EBC**) is the Local Planning Authority and Hampshire County Council (**HCC**) is the Local Highway Authority.

Figure 1.1 Site Location



Source: © OpenStreetMap contributors

- 1.2 The proposals comprise the extension of the existing retail building including alterations to the existing car park and access arrangement. The existing building is located in the northern portion of the site, with the remaining area used as an unmarked car park. The proposed site plan is included in **Appendix A**.

Planning History

Previous Application (F/19/85629)

- 1.3 In 2019 a planning application was submitted for the following:

"Demolition of existing commercial building and construction of a part three-storey and part two-storey block of flats comprising of 6no. 2 bed units and 2no. 1 bed units, with associated parking, landscaping and access from Bournemouth Road (amended description)"¹

- 1.4 This application was subsequently refused planning permission and dismissed at appeal. However, it set out the existing trip attraction of the site as replicated below in Table 1.1 which was accepted by both the Highway Authority and the Planning Inspector who stated that "[...] *These conclusions are not disputed by the Council [...]*"² in their appeal decision³.

Table 1.1 Existing Trip Attraction

Time Period	Arrivals	Departures	Total Movement
AM Peak	6	8	9
PM Peak	10	7	17
Daily	63	63	126

Source: Livingstreets Transport Statement dated April 2019 submitted in support of planning application reference F/19/85629

- 1.5 In addition, the inspector was not persuaded that "[...] *that highway safety would be harmed as a result of the proposed access*"⁴.
- 1.6 In this context, the existing weekday trip attraction of the site is assumed to be as set out in Table 1.1.

Current Application (F/22/94159)

- 1.7 A planning application was submitted in November 2022 for:

¹ Planning application reference F/19/85629

² Paragraph 35 of the Appeal Decision for APP/W1715/W/21/3275951

³ Appeal Decision for APP/W1715/W/21/3275951 dated 7 January 2022

⁴ Paragraph 35 of the Appeal Decision for APP/W1715/W/21/3275951

"Part single, part two-storey extension to existing commercial building (Use Class E, excluding E(b)), including new refuse and cycle storage"⁵

- 1.8 Subsequently HCC have provided comments on the proposals which can be found in **Appendix B**. The comments state that *'whilst there would be no objection to the principle of development on the application site, a holding objection would be made at this stage from HCC as Local Highway Authority'*. HCC's comments are summarised below.
- 1.9 With regards to access HCC states that "no updates to the existing access for vehicles or pedestrians is proposed" and raised concerns that "the additional vehicle flows may be accommodated in what already appears to be an awkward site access arrangement". HCC request a Transport Statement is provided including the following information:
- *"Existing and proposed trip rates associated with the site;*
 - *Clearly defined access arrangements, which discuss the issues outlined above, with restrictions if necessary; and*
 - *An independent Road Safety Report reviewing the access proposals within the constraints of the dual signalised junction adjacent to the site."*
- 1.10 Turning to parking, HCC note that the quantum of parking "is for EBC to assess and agree", however they note that *"the 'Proposed Site Plan' does not show the parking layout"*. HCC have therefore requested a layout be provided for the proposed car park.
- 1.11 This Transport Statement will provide additional information requested by the Highway Authority.

Scope of this Report

- 1.12 This Transport Statement has been prepared to consider the transport and highways implications of the proposed redevelopment of the site and will be submitted as part of a suite of documents in support of the planning application. It will set out the baseline position, the development proposals, in terms of means of access, parking and servicing arrangements, and the resulting transport impact on the local highway network.

⁵ Planning application reference F/22/94159

2 Baseline Transport Conditions

The Existing Site

- 2.1 The site comprises an area which is currently boarded off, there is one building and an associated unmarked parking area. The site has two vehicular access points, one located at the southern boundary of the site and a second located adjacent to the existing building. The existing building has a GFA of circa 120m².
- 2.2 The site is located in a predominantly residential area in Chandlers Ford in western parts of Eastleigh. It benefits from a good level of pedestrian, cycle and public transport accessibility, as described in greater detail in the remainder of this Chapter.

Pedestrian and Cycle Infrastructure

Walking

- 2.3 Footways are provided on both sides of the local highway network supporting connectivity to the surrounding residential areas, bus stops and wider area. Local roads are lit, and controlled pedestrian crossings for Leigh Road and Bournemouth Road are provided as part of the signal-controlled junction adjacent to the site.
- 2.4 The Institution of Highways and Transportation (IHT) publication 'Providing for Journeys on Foot' identifies the desirable, acceptable and preferred maximum walking distances to various amenities. The distances in Table 2.1 below are taken from Table 3.2 of that publication and set out the thresholds considered for local services and amenities.

Table 2.1 IHT suggested walking distance thresholds

	Town Centres (m)	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

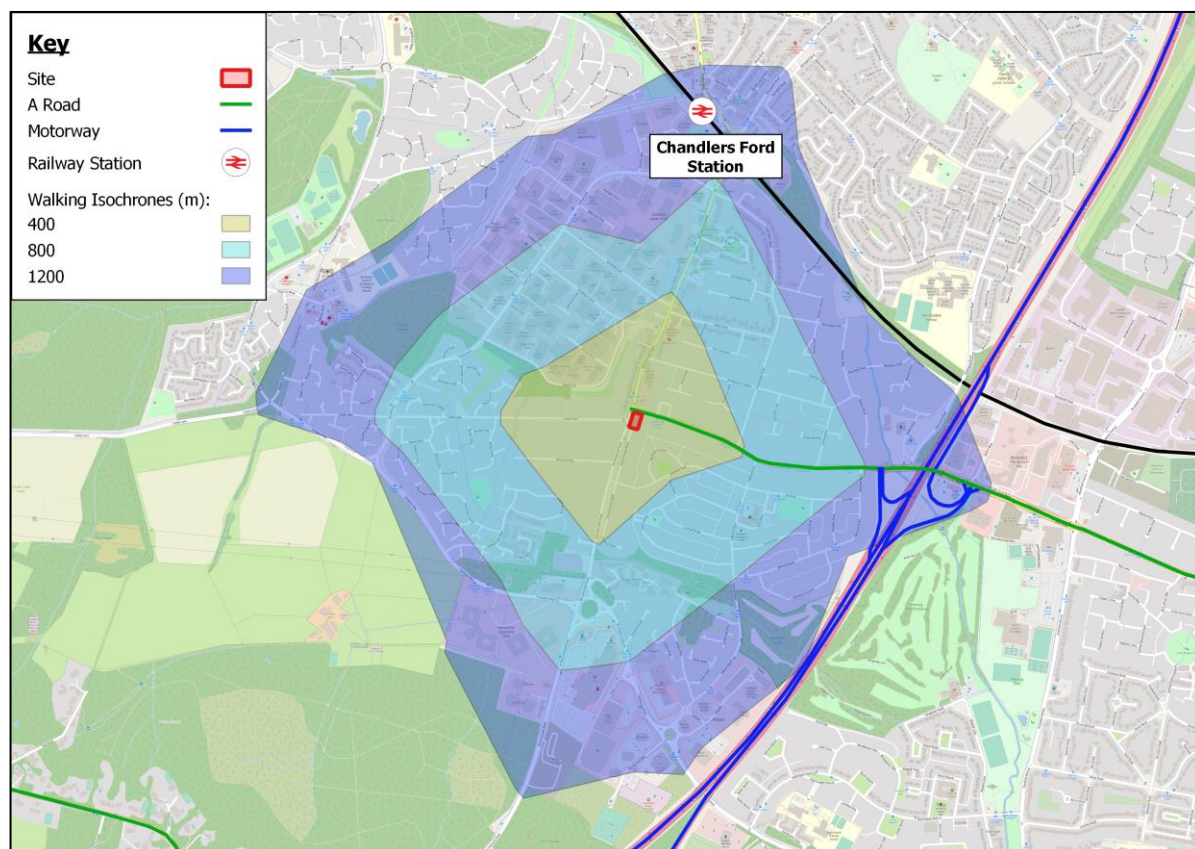
Source: Table 3.2 of *Providing for Journeys on Foot* (IHT)

- 2.5 *Building Sustainable Transport into New Developments* (DfT, 2008) gives the following advice on pedestrian catchment areas: "Walking neighbourhoods are typically characterised as having a range of

facilities within 10 minutes' walking distance (around 800 metres)". This is further stressed in CIHT guidance "Planning for Walking" (2015).

- 2.6 As shown in **Figure 2.1**, the Site is located at the centre of a built-up residential area, which makes it a very good location for a new convenience store. This figure also shows the catchment area for walking distances of up to 1200m (approximately 15 minutes walk).

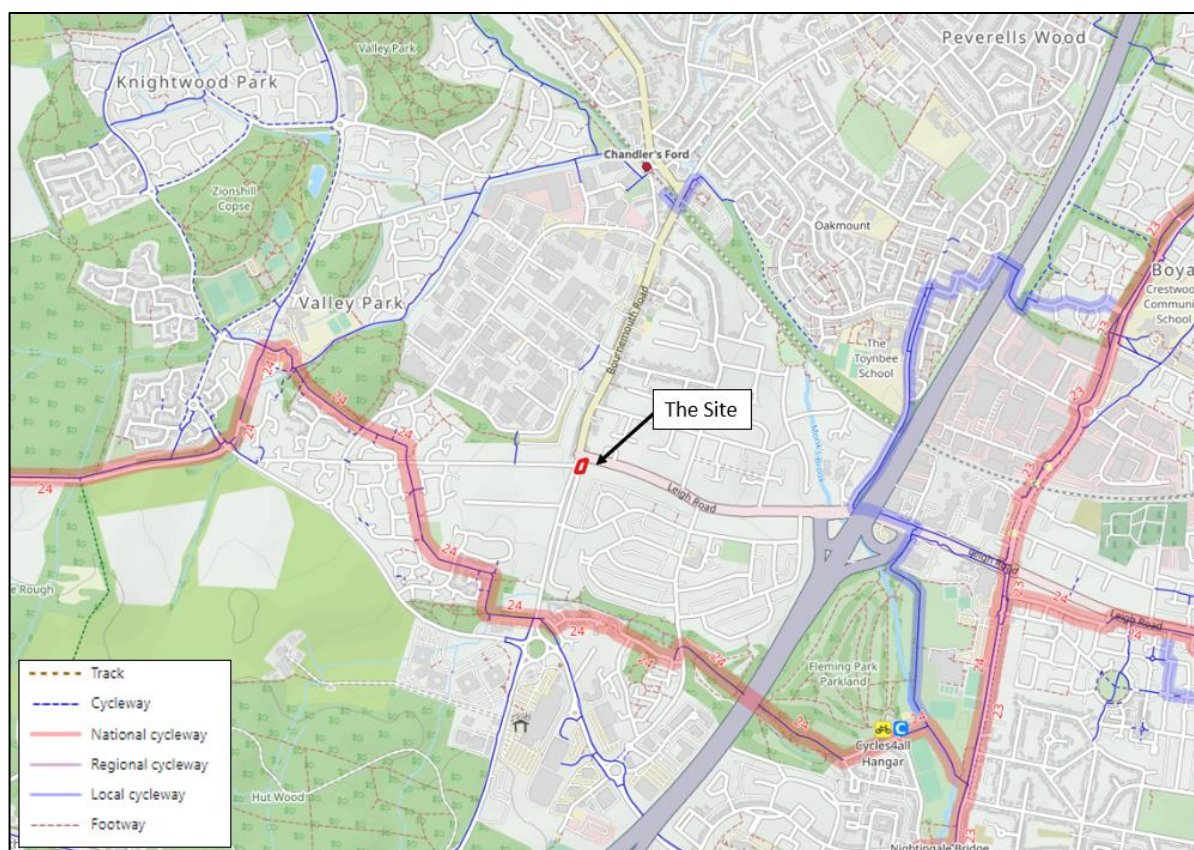
Figure 2.1 Walking Catchment



Source: : © OpenStreetMap contributors

Cycling

- 2.7 Cycle routes can be found within approximately 1km of the site, this can be seen highlighted in **Figure 2.2**. National Cycle Route 24 runs 500 metres to the south of the site, from here the route runs west to Romsey and Salisbury and east to Eastleigh. This route also connects with National Cycle Route 23 which travels north to Winchester, Basingstoke and Reading and south to Southampton.

Figure 2.2 Cycle Network

Source: © OpenStreetMap contributors

Public Transport

Buses

- 2.8 The Meadow Grove stops on Leigh Road are the closest bus stops to the site, situated circa 70m walking distance away. These stops provide access to routes 1 Bluestar, C and 402. The local bus services and their frequencies are shown in **Table 2.2**.

Table 2.2 Bus services

Route	Description	Frequency/hour		
		Mon-Fri	Saturday	Sunday
1 Bluestar	Southampton - Chandlers Ford - Winchester	3	3	2
C	Eastleigh - Velmore - South Millers Dale - Chandler's Ford	6/day	-	-
402*	Eastleigh - Barton Peveril College - Valley Park - Hiltingbury	2/day	-	-

Source: <https://bustimes.org/>

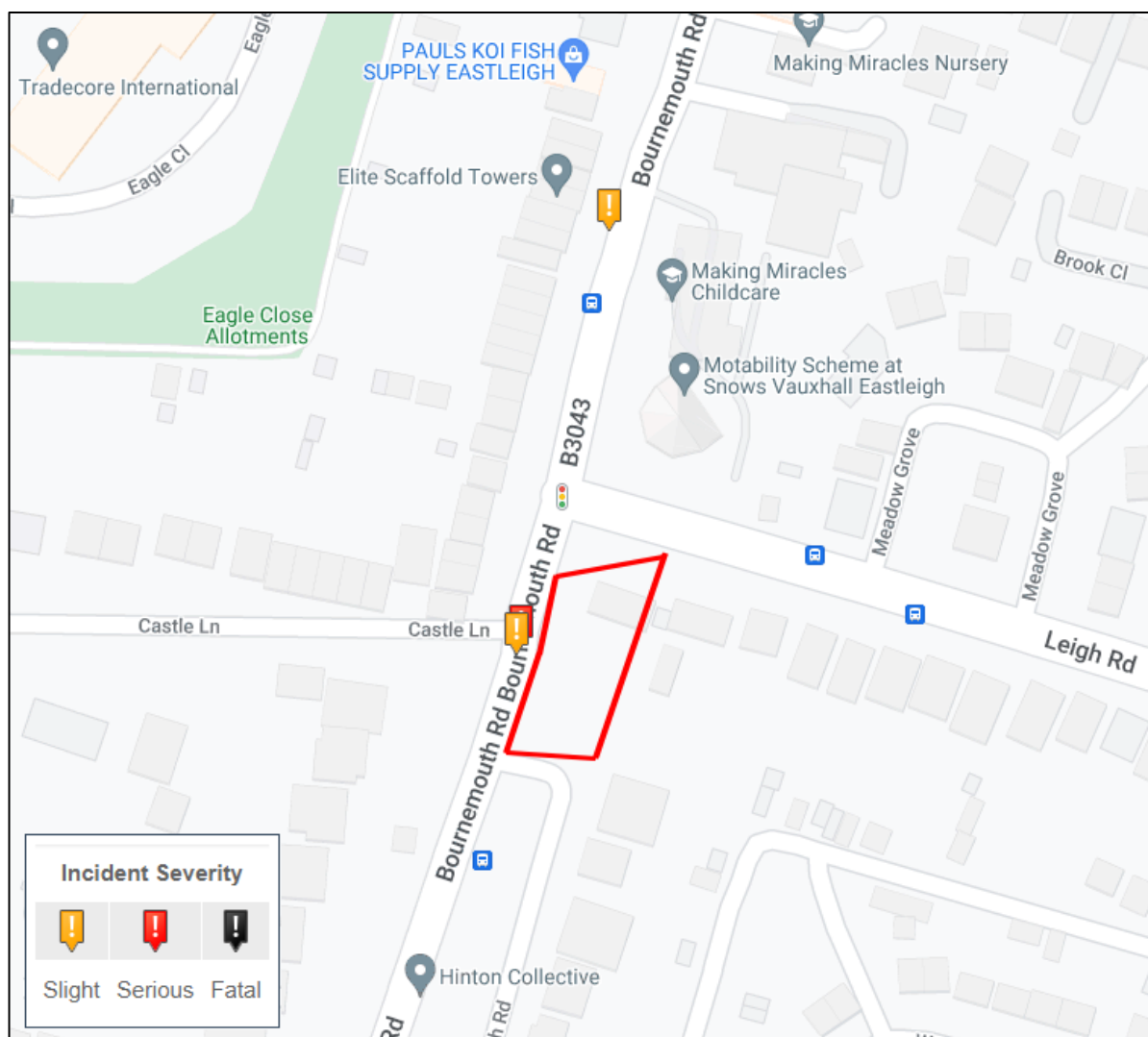
Notes: *School Service

Highway Network

- 2.9 As previously stated, the site is located adjacent to the signal-controlled staggered crossroads junction of the Bournemouth Road / Leigh Road / Castle Lane.
- 2.10 Bournemouth Road is single carriageway road with street lighting and is subject to a 30 mph speed limit. It provides a north south route through Chandlers Ford providing access to Southampton to the south, and the town centre to the north.
- 2.11 Leigh Road is a similarly a single carriageway road with street lighting and subject to a 30mph speed limit. It provides access to the trunk road network at the M3 to the east of the site.
- 2.12 Finally, Castle Lane is an unclassified road which provides a link into the residential area to the west of the site. It is single carriageway road, subject to a 30mph speed limit and it is lit.

Road Safety

- 2.13 A review of the most recent available five years of personal injury collision (**PIC**) data was undertaken utilising information obtained from CrashMap. The data obtained for the review, which spanned the 2017-2021 period, is shown in **Figure 2.3**.

Figure 2.3 CrashMap

Source: www.crashmap.co.uk

- 2.14 Three PICs were recorded within vicinity of the site. Two of these were recorded at the B3043 Bournemouth Road/ Castle Lane junction, these included one slight collision and one serious collision. The serious accident occurred on the 19/06/2018 involving two vehicles and two casualties, none of these casualties were vulnerable road users. The final accident occurred 65 metres to north of the junction near to the entrance with the car garage, no vulnerable road users were involved in this PIC.
- 2.15 When considering the absence of personal injury collisions in 5 years associated with use of the site access, it is considered that there are no existing road safety issues associated with the Site or its access. Notwithstanding this, PIC data has been purchased from Hampshire Constabulary and a review of this information will be provided once received.

3 The Proposed Development

- 3.1 The proposals, shown in **Appendix A**, comprise a *"Part single, part two-storey extension to existing commercial building (Use Class E, excluding E(b)), including new refuse and cycle storage"*. As part of the proposals the car park and access arrangement will be amended as set out below.

Access

Pedestrian Access

- 3.2 Pedestrian access to the extended building will be taken from a new access in the extension as shown in **Appendix A**. Access into the site will be taken from Bournemouth Road via a new 1.5m wide pedestrian footway.

Vehicular Access

- 3.3 The proposals (revised following a Road Safety Audit) include a one-way access arrangement, with vehicles accessing the site at the existing southern vehicular crossover and egressing via the northern vehicular crossover as shown in **Appendix C**.
- 3.4 To ensure the entrance is left in only, the existing splitter island on Bournemouth Road will be extended to the south by 5m, blocking vehicles travelling northbound from turning right into the site. Visibility splays at the site exit have been drawn up and are illustrated on the plan at **Appendix D**.
- 3.5 As requested by HCC, an independent Stage 1 Road Safety Audit was undertaken by Alpha Consultants. This audit, together with the corresponding Designer's Response, is provided in **Appendix E**.

Parking

- 3.6 A total of 12 car parking spaces will be provided, including one disabled space. Two cycle parking spaces are proposed close to the entrance for use by staff and customers.
- 3.7 Swept path analysis of a large car has been undertaken which demonstrates that a large car could access the parking provided even during deliveries, at which time two parking spaces would be inaccessible.

Servicing and Refuse Collection

- 3.8 The applicant is content to accept a planning condition restricting delivery vehicles to a maximum of an 8.39m long rigid vehicle. The proposed delivery arrangement is shown in **Appendix F**. The vehicle will access the site in forward gear via the southern dropped kerb and egress the site in forward gear via the northern dropped kerb. Prior to the deliveries two parking spaces will be closed off, temporarily reducing the capacity of the car park to ten vehicles.
- 3.9 Goods deliveries would be timed for 'off peak' hours, both in terms of the highway network and operation of the site, with the latter to ensure that the temporary loss of two parking spaces would not result in any overflow parking.
- 3.10 Refuse collections are to utilise a vehicle of the same size as the goods vehicle and will be privately managed / contracted.

4 Local and National Transport Policy and Guidance

4.1 This chapter of the Transport Statement provides a policy context to the development proposals, focusing on both national and local planning transport policy and guidance. The documents that have been reviewed in relation to this planning application include:

- National Planning Policy Framework (2021);
- National Planning Practice Guidance (2014); and
- Hampshire Local Transport Plan.

4.2 The key policies that have had a significant influence upon the development of the proposals from a transport perspective are set out below, with other policies dealt with elsewhere in the supporting documentation.

National Policy and Guidance

National Planning Policy Framework

4.3 The *National Planning Policy Framework* (2021) (**NPPF**)⁶, sets out the Government's planning policies for England and how these should be applied. It provides a framework within which local authorities can produce plans for development.

4.4 NPPF describes a sustainable transport mode as:

*"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport."*⁷

4.5 With regards to achieving sustainability, the document states that:

*"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs."*⁸

4.6 When considering development proposals, the NPPF notes that it should be ensured that:

⁶ As revised on 20 July 2021

⁷ annex 2, p. 73 of the NPPF

⁸ Paragraph 7 of the NPPF

- *“Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users;*
- *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”⁹*

4.7 The proposed development complies with the statement above providing access to key transport infrastructure and services within walking distance and restricting the level of on-site parking (effectively encouraging travel by sustainable modes).

4.8 Finally, with regards to considering development proposals, it states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”¹⁰

4.9 The proposals comprise the redevelopment of an A1 retail store with D1 land use at first floor level to provide a single convenience store with associated access and parking. It is unlikely that a convenience store located on a brownfield site would result in a severe impact on the road network, and therefore the proposals are considered compliant with this facet of the NPPF.

Local Planning Policy

Eastleigh Local Plan 2016-2036

4.10 EBC adopted their Local Plan 2016-2036 in April 2022 and seeks to *“ensure that we deliver the right homes in the right places, while protecting green gaps between communities, and providing necessary transport and other infrastructure”¹¹.*

4.11 With regard to parking standards for non-residential uses Policy DM14 states that *“For out-of-centre development proposals, parking needs will be assessed based on the impacts of the development on*

⁹ Paragraph 110 of the NPPF

¹⁰ Paragraph 111 of the NPPF

¹¹ Foreword to the Eastleigh Borough Local Plan 2016-2036 (2022)

neighbouring town, district or local centre or a neighbourhood parade"¹². The following chapter of this Transport Statement provides a justification for the proposed parking provision set out previously.

¹² Policy DM14 of the Eastleigh Borough Local Plan 2016-2036 (2022)

5 Transport Impact

Existing Use Trip Attraction

- 5.1 The trip attraction of the existing land use has been taken from the previous application on the site. As set out previously, whilst the application was dismissed, the trip attraction calculations were accepted by the Highway Authority and the Planning Inspector. The resultant existing trip attraction for the site is set out in **Table 5.1**.

Table 5.1 Existing Trip Attraction

Time Period	Arrivals	Departures	Total Movement
AM Peak	6	8	9
PM Peak	10	7	17
Daily	63	63	126

Source: Livingstreets Transport Statement dated April 2019 submitted in support of planning application reference F/19/85629

- 5.2 It is noted that the daily trip attraction set out above is based on a survey from 06:00-22:00 for the existing use and 07:00-19:00 for the D1 land use.

Proposed Use Trip Attraction

Worst case scenario analysis

- 5.3 While the application is for E class land use, the worst case scenario in terms of traffic generation has been tested herein, with that being use of the building as a convenience store. An assessment on that basis is provided within the following paragraphs.

Weekday Vehicular Trip Attraction

- 5.4 In order to determine the potential worst case traffic impact of the proposed scheme on weekdays, reference was made to the Trip Rate Information Computer System (**TRICS**) database version 7.9.2. The parameters utilised to select surveys of suitable proxy convenience stores is set out below:

- TRICS Land Use Class 01 – Retail O - Convenience Store;
- Located in England, but outside of Greater London;
- Weekday surveys only;

- Located in suburban areas; and
- Based on Retail Floor Area (**RFA**).

5.5 The resultant trip rates and attraction (based on a maximum RFA of 280m²) of the proposals is set out in **Table 5.2** with a copy of the full TRICS Report contained within **Appendix G**.

Table 5.2 Vehicular Trip Attraction – Proposed Convenience Store - Weekday

Time Period	Arrivals		Departures		Two-way	
	Rate	Trips	Rate	Trips	Rate	Trips
06:00-07:00	10.968	31	10.968	31	21.936	61
07:00-08:00	11.970	34	11.515	32	23.485	66
08:00-09:00	13.333	37	13.788	39	27.121	76
09:00-10:00	9.848	28	9.091	25	18.939	53
10:00-11:00	7.727	22	7.576	21	15.303	43
11:00-12:00	7.576	21	8.030	22	15.606	44
12:00-13:00	10.909	31	10.455	29	21.364	60
13:00-14:00	8.333	23	8.182	23	16.515	46
14:00-15:00	8.030	22	8.333	23	16.363	46
15:00-16:00	8.485	24	8.333	23	16.818	47
16:00-17:00	10.909	31	10.758	30	21.667	61
17:00-18:00	11.364	32	11.364	32	22.728	64
18:00-19:00	14.545	41	14.242	40	28.787	81
19:00-20:00	13.182	37	12.879	36	26.061	73
20:00-21:00	4.634	13	4.634	13	9.268	26
21:00-22:00	2.683	8	2.927	8	5.610	16
Daily (06:00-22:00)	154.496	433	153.075	429	307.571	861

Source: Based on the TRICS Report contained within **Appendix G**

Notes: Any arithmetic error due to rounding

5.6 As can be seen a convenience store use is predicted to result in 861 two-way trips on an average weekday. The predicted maximum hourly arrival of 41 arrivals and 40 departures would occur between 18:00 and 19:00 which is forecast to be the evening peak. This equates to just over one-way trip per minute. During the morning peak hour (08:00 – 09:00) there is predicted to be 37 arrivals and 39 departures equal just over one two-way trip per minute.

Pass-by Trips / Diverted Trips

- 5.7 When considering the impact of the worst-case use of the site - a convenience store, it is recognised that its traffic generation includes a proportion of trips that are already on the network (i.e. not new trips) where drivers choose to drop in to the site, thereby temporarily suspending their original trip. Such trips are described as pass-by trips.
- 5.8 . In particular, two types of non-primary trip are relevant for a convenience store use as set out below:
- **Pass-by trips** – *"are already present on the road network directly adjacent to accesses to a development, which will turn into the Site. If it can be clearly demonstrated that there will be a proportion of true pass-by trips that were already on the network, then these can be deducted from the calculated generation for a development"*¹³; and
 - **Diverted trips** – *"are already present on the local road network but not the road(s) from which access is taken and would divert from their existing route to access the development. They are similar to pass-by trips, but have to deviate to make use of a development. Diverted trips will tend to return to their original route after visiting the development. It is important to identify the potential for such diversion to occur so as to ensure that the correct flows are assessed at specific junctions on the highway network"*¹⁴.
- 5.9 Research into the breakdown of trip types to new retail stores has been undertaken by the TRICS consortium and a summary of the findings is provided in TRICS Research Report 95/2. The Report concludes that *"the proportion of trips generally accepted to be non-primary is 30%"*¹⁵. However, it also suggests that in most circumstances *"only 10% of the total vehicle mileage associated with traffic visiting the store was new mileage. The remaining 90% was already on the network"*¹⁶. Whilst it is acknowledged that the report focuses on large food stores, the principles remain the same for smaller stores and in fact as smaller stores are less of a 'destination', a higher proportion of non-primary trips can be expected.
- 5.10 In the context of the above, we have assumed that 70% of the trips identified in **Table 5.2** will be pass-by/ diverted, with the remaining 30% as new (primary) trips. The resultant peak hour movements are set out in **Table 5.3**.

¹³ Paragraph 2.6 of TRICS Research Report 14/1

¹⁴ Paragraph 2.6 of TRICS Research Report 14/1

¹⁵ Paragraph 4.3 of TRICS Research Report 95/2

¹⁶ Paragraph 3.9 of TRICS Research Report 95/2

Table 5.3 Pass-by/ Diverted Vehicular Trips – Proposed Convenience Store

Day	Time Period	Pass-by / Diverted Trips (70%)			Primary Trips (30%)		
		Arr.	Dep.	Tot.	Arr.	Dep.	Tot.
Weekday	08:00-09:00	25	26	51	11	11	22
	18:00-19:00	27	27	55	12	11	23

Source: Based on the TRICS Report contained within **Appendix G**

Notes: Any arithmetic error due to rounding

- 5.11 Based on the above the proposed extension, in a worst case scenario, could result in 22 total new vehicle movements on the highway network during its morning peak hour, and 23 total new vehicle movements during its evening peak hour.

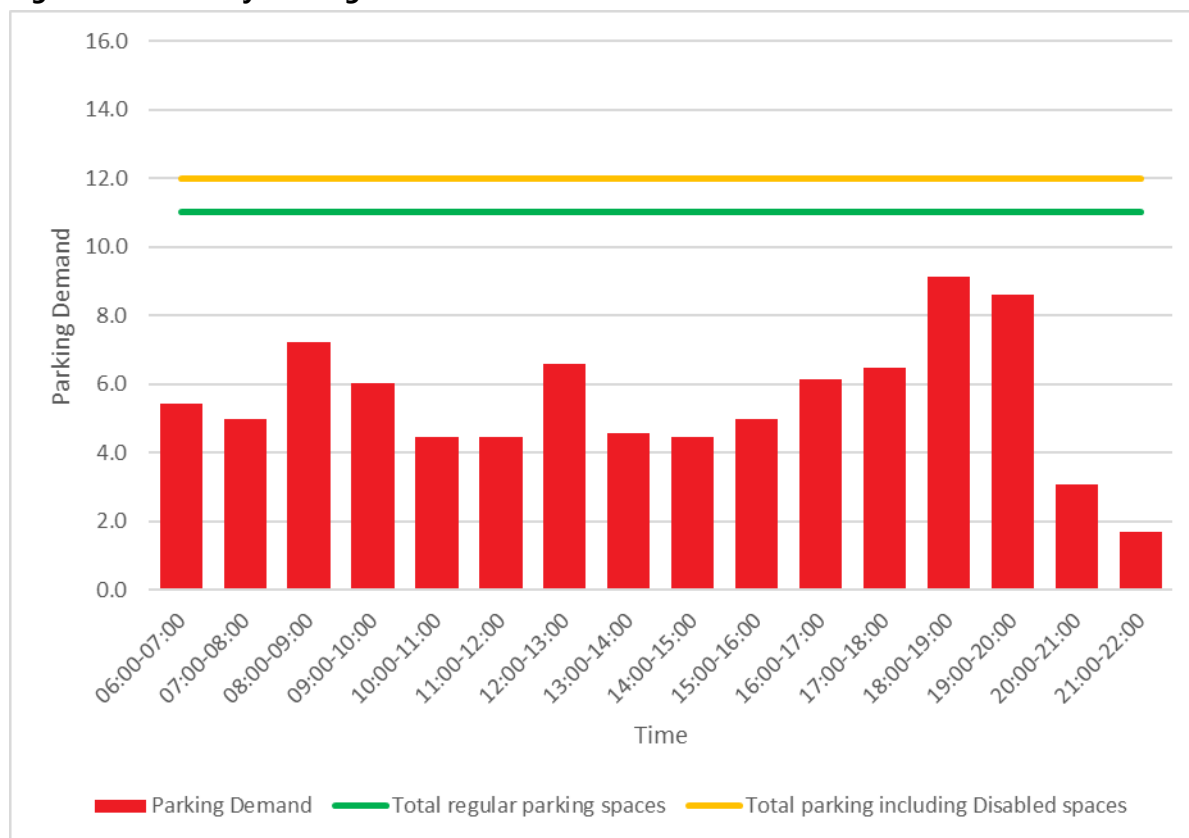
Impact on Parking

Worst case scenario analysis

- 5.12 While the application is for E class land use, the worst case scenario in terms of parking demand has been tested herein, with that being use of the building as a convenience store. An assessment on that basis is provided within the following paragraphs.

Parking Demand

- 5.13 When considering parking demand for a convenience store, a simple parking accumulation based on TRICS data alone will not provide a clear picture of demand. This is because the survey data, which is presented in hourly flows, does not reflect the limited duration of stay that is the typical hallmark of a convenience store. By definition, a visit to a convenience store implies a trip to pick one or two items of groceries missed from a larger supermarket shop, or to find a few items for that day.
- 5.14 As such, the time taken to find and purchase the few items required would be unlikely to take more than 5 - 10 minutes. When combined with the time taken to walk to and from the car park, this would indicate a duration of stay of approximately 10 minutes.
- 5.15 For robustness and as a sensitivity test, an average duration of stay of 15 minutes is assumed for the purpose of this report. Considering the highest number of arrivals during any one hour (41 between 18:00 and 19:00), the maximum number of parked cars during the day is predicted to be nine. Weekday demand is shown in **Figure 5.1** below.

Figure 5.1 Weekday Parking Demand Profile

Notes: Based on the trip attraction set out in Table 5.2 and an average duration of stay of 15 minutes

- 5.16 In practice, the parking demand for a convenience store use is likely to be less as the actual average duration of stay on site would be less than 15 minutes. On this basis, the provision of 12 parking spaces would therefore cater for daily/hourly variations in demand.
- 5.17 Mindful that two parking spaces would be closed temporarily for goods delivery (albeit during off peak hours), it is clear from the graph at Figure 5.1 that no parking demand issues will arise as a result of the goods delivery arrangements.

6 Summary and Conclusion

Summary

- 6.1 Transport Planning Associates has been appointed by Cordage 13 Ltd to provide transport planning consultancy services in relation to the proposed redevelopment of a parcel of land off Bournemouth Road in Chandlers Ford. The site is located adjacent to the signal-controlled staggered crossroads junction of the B3043 (**Bournemouth Road**) / the A335 (**Leigh Road**) / Castle Lane.
- 6.2 The site benefits from a good level of accessibility by walking, cycling and public transport (bus) infrastructure and services. The walking catchment includes large residential areas in all directions.
- 6.3 The existing retail store is located in the northern portion of the site, with the remaining area used as an unmarked car park. No restrictions currently exist for the two accesses allowing all movements inbound and outbound at two locations onto Bournemouth Road.
- 6.4 The proposals comprise the extension of the existing retail store including alterations to the existing car park and access arrangement. The proposed alterations to the access arrangement include the conversion of the existing southern dropped kerb to an ingress only, with an extension to the existing island to restrict movements to left in only. With regards to egress, the existing northern dropped kerb will be relocated circa 5m further south and converted to an egress only allowing all movements. An independent Stage 1 Road Safety Audit was commissioned and is included, together with a Designer's Response, within this Transport Statement.
- 6.5 The proposals include a marked twelve space car park (including one accessible space). A worst-case parking demand calculation has been undertaken assuming a 15minute duration of stay which demonstrates that the proposed provision is capable of meeting the anticipated demand. Two cycle parking spaces will be provided on the site frontage.
- 6.6 Deliveries to the site will be undertaken by a rigid delivery vehicle with a maximum length of 8.39m. The vehicle will enter and exit the site in forward gear and will require two parking spaces to be closed during deliveries. This is not uncommon at similar sized retails units, and the parking accumulation undertaken demonstrates that adequate parking capacity remains even during deliveries.

Conclusion

- 6.7 It is concluded that the proposed development is compliant with the principles, recommendations and prescriptions included in national, regional and local policies. The predicted transport impact of the

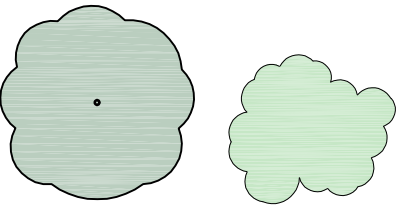
proposed scheme cannot be considered to be severe. Accordingly, there are no transport reasons why planning permission should not be granted.

APPENDIX A

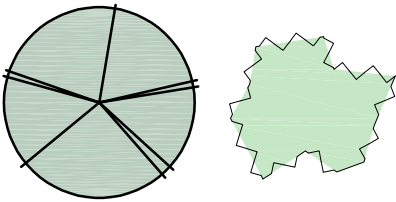
GENERAL NOTES:
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE OTHER RELEVANT CONSULTANTS DRAWINGS.
2. ALL FINISHES ARE TO CONFORM TO THE CURRENT BUILDING REGULATIONS.
3. REFER TO A SEPARATE DOCUMENT FOR THE DESIGNERS RISK ASSESSMENT.
4. ALL WORKS OR MATERIALS INDICATED ON THIS DRAWING ARE TO BE TO THE LATEST RELEVANT BRITISH STANDARDS AND CARRIED OUT IN ACCORDANCE WITH THE BRITISH STANDARDS CODES OF PRACTICE OR RECOGNIZED INSTITUTE OR TRADE ASSOCIATION RECOMMENDATIONS AND PUBLICATIONS.

KEY

Soft Landscaping



Indicates existing trees / shrubs.



Indicates new trees / shrubs to LA approval.

Hard Landscaping

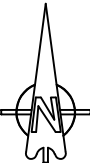
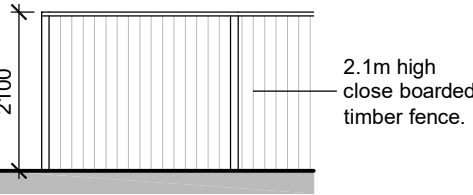


Tarmac.

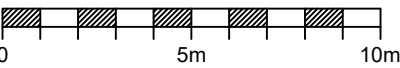


Herringbone paving.

Boundary treatment details



1:200 scale



P12	Jan 2023	Parking spaces amended	JB	
P11	Jan 2023	Parking spaces amended	JB	
P10	Jan 2023	Amended to suit consultants comments	JB	
P9	Jan 2023	Path width adjusted	HM	
P8	Dec 2022	Parking Layout updated	JB	
Revision	Date	Description	Dwn	Chkd



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Client :

Project :
103 Bournemouth Road
Southampton
SO53 3AJ

Drawing Title :
Proposed Site Plan

Drawn By	Date	Checked By	Date	Approved By	Date
ST	Oct 22				
Drawing No	22.3377.100	Revison:	P12	Scale:	1:200@A2

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Proposed Site Plan



APPENDIX B

Eastleigh Borough Council
Eastleigh House
Upper Market Street
Eastleigh
SO50 9YN

*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055
www.hants.gov.uk

Enquiries To Matt Grantham

My reference 048096

Direct Line

Your reference F/22/94159

Date 2 December 2022

Email eastleighdc@hants.gov.uk

Dear Ms Altman,

103 Bournemouth Road, Chandler's Ford, Eastleigh, SO53 3AE

Part single, part two-storey extension to existing commercial building (Use Class E), including new refuse and cycle storage

In regard to application F/22/94159, having reviewed the information contained within the submitted application pack, whilst there would be no objection to the principle of development on the application site, a holding objection would be made at this stage from HCC as Local Highway Authority, due to lack of information as outlined below.

ACCESS:

No updates to the existing access for vehicles or pedestrians is proposed. However, given the increase in development site (from 150sqm to 375sqm of Class E), there are concerns as to how the additional vehicle flows may be accommodated in what already appears to be an awkward site access arrangement.

The site currently has two vehicle access points, both from Bournemouth Road, one to the northern end and one to the southern end of the sites western boundary. Plans show vehicle access into the site being from the northern drop kerb and vehicle exits from the southern drop kerb.

This is of concern, as any vehicles arriving to site from the south would have to cross the waiting (ghost island) area for vehicles waiting to turn right into Castle Lane. Clearly

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

any increase in such movements would not only be confusing to other highway users, but would also be a potential highway safety issue with vehicles being positioned within an area where they should not be.

As such, a Transport Statement is requested, which details elements such as:

- Existing and proposed trip rates associated with the site;
- Clearly defined access arrangements, which discuss the issues outlined above, with restrictions if necessary; and
- An independent Road Safety Report reviewing the access proposals within the constraints of the dual signalised junction adjacent to the site.

PARKING:

Whilst the quantum of parking is for EBC to assess and agree, it is noted that the 'Proposed Site Plan' does not show the parking layout. Given the size of the proposed development proposal, this would be required in order to assess whether the parking quantum can realistically be provided, and that the layout is workable with adequately sized parking bays and aisle widths.

If the additional information can be supplied, then a re-assessment of the application can be undertaken accordingly.

Yours sincerely,

Matt Grantham

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

APPENDIX C

A3
ORIGINAL
PLOT SIZE

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NOTES:

Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Oxford
Welwyn Garden City


Transport Planning Associates

1 Giltspur Street
London
EC1A 9DD
020 7119 1155
www.tpa.uk.com

CLIENT:
CORDAGE 13 LTD

PROJECT:
**BOURNEMOUTH ROAD,
CHANDLERS FORD,
EASTLEIGH**

TITLE:
**PROPOSED ACCESS
ARRANGEMENT**

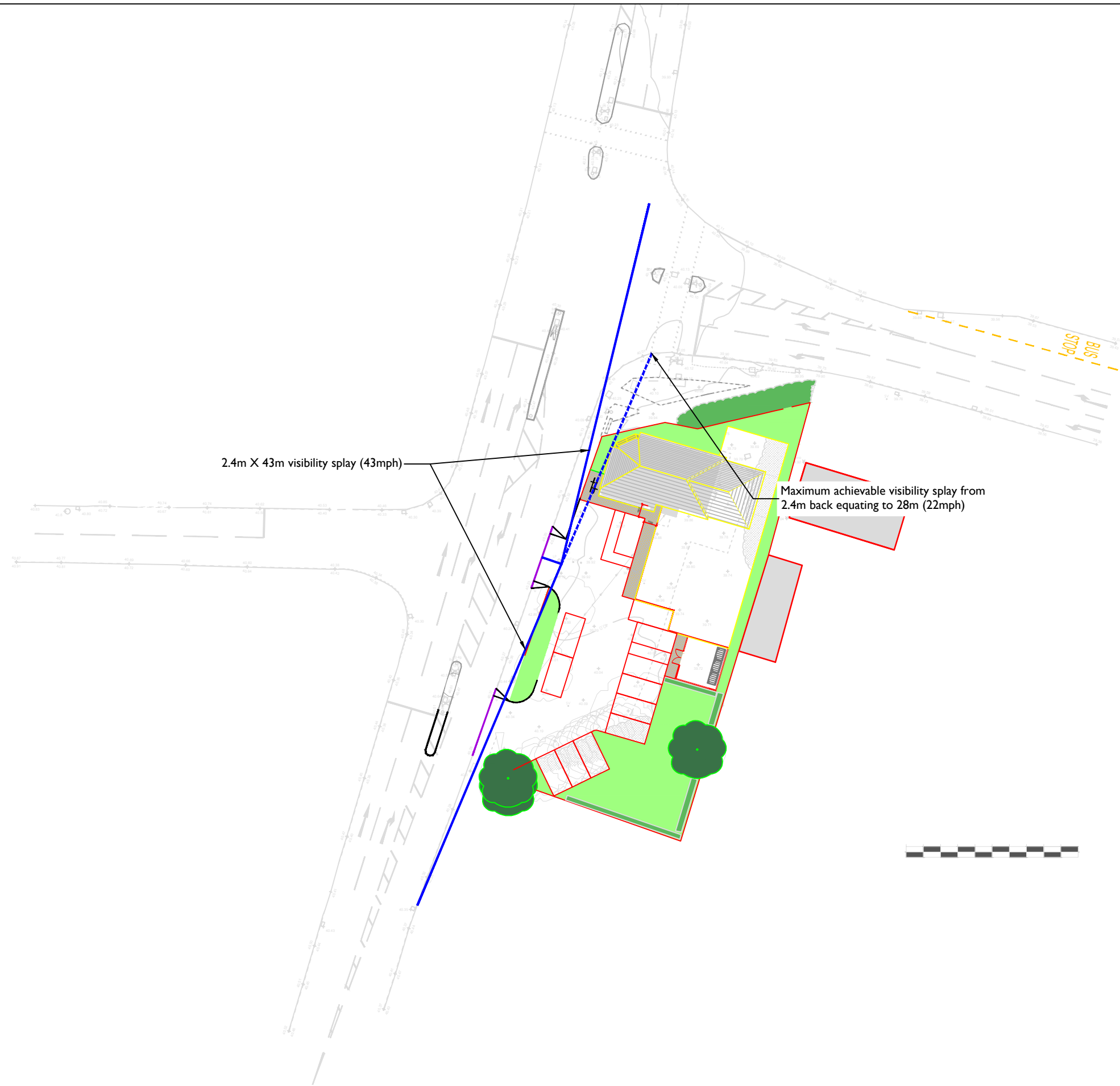
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FOR INFORMATION

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JOB NO: 2208-062		DRAWING NO: PL05		REVISION:



APPENDIX D

A3
ORIGINAL
PLOT SIZE



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NOTES:

Based on TPA drawing 2208-062 PL05.

Visibility splay requirements based on Manual for Streets (2007).

Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Oxford
Welwyn Garden City



Transport Planning Associates

1 Giltspur Street
London
EC1A 9DD
020 7119 1155
www.tpa.uk.com

CLIENT:

CORDAGE 13 LTD

PROJECT:

**BOURNEMOUTH ROAD,
CHANDLERS FORD,
EASTLEIGH**

TITLE:

**VISIBILITY SPLAY AT THE
PROPOSED ACCESS
ARRANGEMENT**

STATUS:

FOR INFORMATION

SCALE: 1:500	DATE: 18/01/23	DRAWN: SMK	CHECKED: NH	APPROVED: NH
JOB NO: 2208-062	DRAWING NO: VS01	REVISION:		



INDICATIVE

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APPENDIX E

A Planning Application by
CORDAGE 13 LTD

In respect of
**Bournemouth Road, Chandlers Ford,
EASTLEIGH**

Designer's Response

January 2023



Document Management

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Document Review

	Status	Author	Checker	Approver	Date
01	Draft	SMK	NH	NH	18 01 23
-	Issue	SMK	NH	NH	Jan 23

Issued by:

Bristol
Cambridge
London
Oxford
Welwyn Garden City

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www.tpa.uk.com

Contents	Page
1 Introduction	1
2 Designer's Response	3

List of Figures

Figure 1.1 Site Location

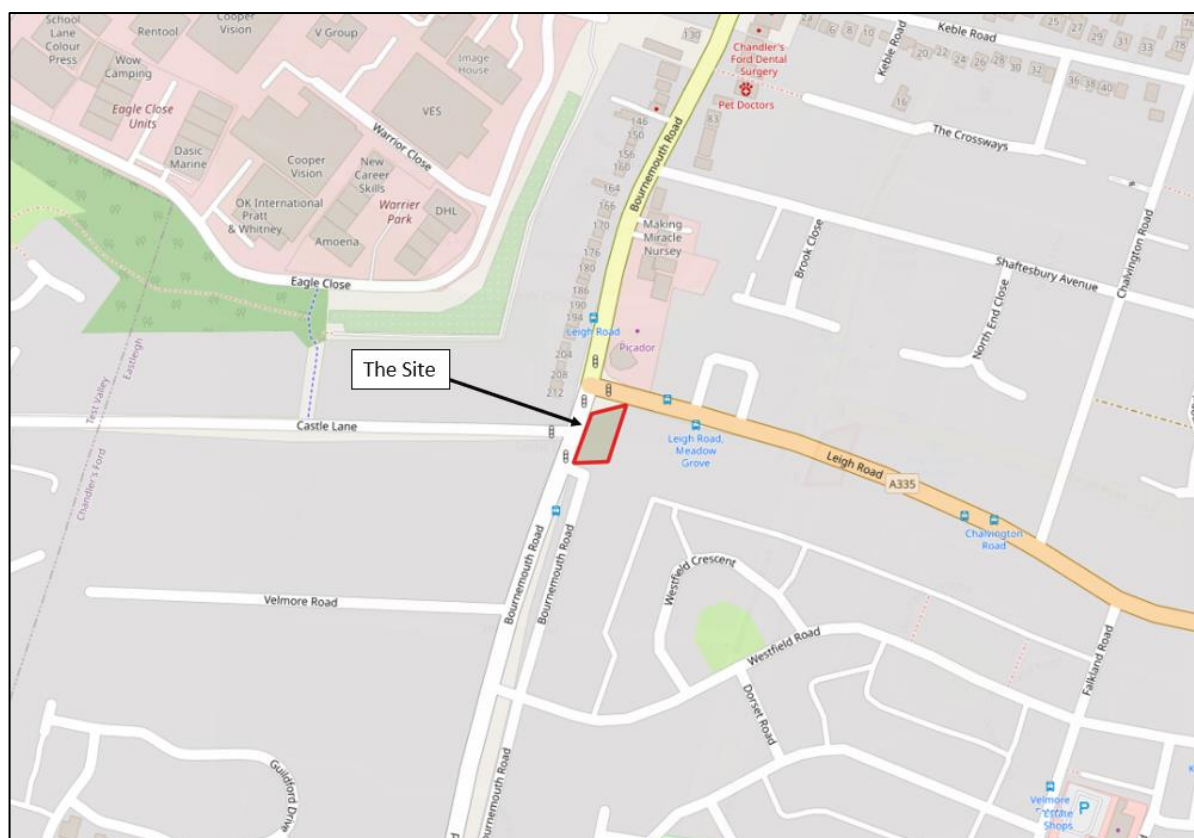
List of Appendices

A	Stage 1 Road Safety Audit
B	Amended site layout
C	Swept Path Analysis

1 Introduction

- 1.1 Transport Planning Associates has been appointed by Cordage 13 Ltd to provide transport planning consultancy services in relation to the proposed redevelopment of a parcel of land off Bournemouth Road in Chandlers Ford. The site is located adjacent to the signal-controlled staggered crossroads junction of the B3043 (**Bournemouth Road**) / the A335 (**Leigh Road**) / Castle Lane as illustrated in **Figure 1.1**.

Figure 1.1 Site Location



Source: © OpenStreetMap contributors

- 1.2 Following post-submission consultation comments from Hampshire County Council (**HCC**) an independent stage 1 Road Safety Audit (**RSA**) was commissioned to review the proposed amendments to the site access arrangement. The RSA was undertaken by Alpha Consultants with the site visit occurring on 16 December 2022. A copy of the RSA is provided in **Appendix A**.
- 1.3 The proposed access arrangement audited comprised separate access and egresses, with access to the site taken from the southern dropped kerb and egress from the northern dropped kerb. The arrangement audited showed a widening of the existing dropped kerb accesses and a restriction placed on the direction of travel.

1.4 The Audit identified three problems as summarised below:

- Potential conflict with other vehicles using the Bournemouth Road/Leigh Road/Castle Lane junction;
- Central traffic island and potential impact on safe entry to the site; and
- Safe access for larger service vehicles.

1.5 The following chapter of this Report provides a Designer's Response to the items raised in the stage 1 RSA.

2 Designer's Response

Problem 2.1 – Potential conflict with other vehicles using the Bournemouth Road/Leigh Road/Castle Lane junction

- 2.1 A description of problem 2.1 and the subsequent recommendation is provided below:

"Description:

The proposed site entrance and exit will be located within what appears to be a relatively busy signal-controlled junction. As a result, this could potentially lead to conflict with other movements at the junction. In terms of the proposed site exit, vehicles making a right turn from the site could come into conflict with any vehicles making a right turn onto Castle Lane. This could lead to obstruction of Bournemouth Road and a subsequent risk of side impact collisions. Also, it appears that motorists waiting to exit the site could have limited visibility of any vehicles approaching from Leigh Road, potentially leading to a risk of failure to give way collisions.

Recommendation:

It is recommended that the site exit is appropriately positioned and configured in order to minimise the risk of conflict with other vehicle movements at the junction. This will need to ensure that adequate visibility is provided and that all permitted exit movements can be safely undertaken.

*The site exit could be repositioned further from the main junction, and potentially combined with the site entrance. It may also be appropriate to signalise the site entrance/exit in order to ensure that associated movements are adequately controlled along with other movements at the main junction."*¹

Response

- 2.2 As recommended, the site egress has been relocated south to increase the achievable visibility for vehicles departing the site. The amended site layout, together with the relevant visibility splays are provided in **Appendix B**. As shown, a 2.4m X 43m visibility splay (equivalent to a 30mph requirement Manual for Streets) is achievable along Bournemouth Road. The visibility splay to vehicles turning left onto Bournemouth Road from Leigh Road is 28m (equating to a 22mph in Manual for Streets. This is considered appropriate given the likely speed of a vehicle whilst making the turning manoeuvre and as such is considered appropriate.

¹ Problem 2.1 of the RSA

- 2.3 Any vehicle turning right upon leaving the site will be required to give way to southbound traffic on Bournemouth Road, including any vehicle that may be intending to turn right into Castle Lane, therefore it is considered that the risk of conflicts with such vehicles is minimal on this 30mph road, given that policy compliant visibility splays are available.
- 2.4 Relocation of the exit 5m further south also means, in the event that a vehicle were to leave the site heading north and find itself in the centre of the carriageway waiting for a gap in northbound traffic, that there would be more than adequate space (around 10m) to the north of that vehicle in which a vehicle seeking to turn right into Castle Lane could wait, within the right turn lane.
- 2.5 Traffic signal control of the site exit is not considered to be necessary due to the exit being one way only and to highway safety records indicating no issues with traffic turning out of the existing crossover.

Problem 2.2 – Central traffic island and potential impact on safe entry to the site

- 2.6 A description of problem 2.2 and the subsequent recommendation is provided below:

"Description:

There is currently a central traffic island located close to the proposed site entrance. Traffic signals and an informal crossing point are in place on the island. It is possible that the island could partially encroach the natural swept path of a vehicle turning right into the site. A motorist's intention to make the right turn into the site may also be unclear to other road users, who may believe that a vehicle showing a right turn indicator is going to turn onto Leigh Road. Unexpected stopping in the vicinity of the site entrance could therefore lead to a risk of rear shunt collisions.

Recommendation:

*If right turn movements into the site are to be permitted, it is recommend that sufficient turning space is provided. It will also be important that the arrangement is suitably clear to other road users."*²

² Problem 2.2 of the RSA

Response

- 2.7 To negate any impact on the signal junction the existing island adjacent to the site access will be extended to prohibit right turning vehicles from entering the site.

Problem 2.3 – Safe access for larger service vehicles

- 2.8 A description of problem 2.2 and the subsequent recommendation is provided below:

"Description:

It is not completely clear if larger service vehicles are expected to use the site entrance/exit. However, usage by such vehicles could exacerbate the potential issues identified, and in turn heighten the risk of obstruction and conflict with other vehicles using the main junction.

Recommendation:

It is recommended that sufficient turning space and capacity are provided in order that all likely vehicle types can safely enter and leave the site."³

Response

- 2.9 Swept path analysis has been undertaken demonstrating a delivery vehicle can access and egress the site in forward gear whilst not blocking the access or egress for cars within the site. This analysis is provided within **Appendix C**.
- 2.10 The delivery vehicle will be limited to 8.39m in length in accordance with the swept path analysis provided. The arrangement will require two parking spaces to be closed, which is not uncommon. This arrangement can be secured through a suitably worded condition on any planning permission granted for the site, requiring that a Servicing Management Plan is submitted and approved prior to occupation.

³ Problem 2.3 of the RSA

APPENDIX A

**Development at 103 Bournemouth Road,
Chandler's Ford, Eastleigh, Hampshire**

Proposed Site Access Arrangements

Stage 1 Road Safety Audit

January 2023

Table of Contents

1. Introduction
2. Items raised at this Road Safety Audit
3. Audit Team Statement

Appendices

- A. Problem Location Plan

Project / Document Details	
Date:	03/01/2023
Document reference and revision:	AC/TPA/0301232
Prepared by:	Alpha Highway Consultants Limited
Design Organisation:	Transport Planning Associates Limited
Overseeing Organisation:	Hampshire County Council

1. Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit carried out between December 2022 and January 2023 at the request of the design organisation, Transport Planning Associates Limited, 1 Giltspur Street, London EC1A 9DD.
- 1.2 The Audit relates to highway entrance and exit arrangements at 103 Bournemouth Road, Chandler's Ford, Eastleigh, Hampshire. It is understood that the proposals relate to the planned extension of the existing building at the site (Class E land use) and associated reconfiguration of the site car park.
- 1.3 The Audit Team membership was as follows:
- | | |
|-------------------------------|-------------------|
| J Bown (Audit Team Leader) | Alpha Consultants |
| K Seymour (Audit Team Member) | Alpha Consultants |
- 1.4 The Audit took place at the offices of Alpha Consultants December 2022 and January 2023, and included an examination of the following document:
- Drawing No. 2208-062 PL03
- 1.5 The Audit Team visited the site on the morning of 16 December 2022. During the site visit the weather was cold, sunny and dry. The surfaces were generally damp, and icy in places.
- 1.6 The terms of reference of the Audit are as described in GG 119 (formerly HD 19/15).
- 1.7 The Audit Team has acted independently of the Design Team and has had no prior involvement in the design of the scheme.
- 1.8 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

2. Items raised at this Road Safety Audit

JUNCTIONS

2.1 Problem

Location: Proposed site exit

Summary: Potential conflict with other vehicles using the Bournemouth Road/Leigh Road/Castle Lane junction



Description:

The proposed site entrance and exit will be located within what appears to be a relatively busy signal-controlled junction. As a result, this could potentially lead to conflict with other movements at the junction. In terms of the proposed site exit, vehicles making a right turn from the site could come into conflict with any vehicles making a right turn onto Castle Lane. This could lead to obstruction of Bournemouth Road and a subsequent risk of side impact collisions. Also, it appears that motorists waiting to exit the site could have limited visibility of any vehicles approaching from Leigh Road, potentially leading to a risk of failure to give way collisions.

Recommendation:

It is recommended that the site exit is appropriately positioned and configured in order to minimise the risk of conflict with other vehicle movements at the junction. This will need to ensure that adequate visibility is provided and that all permitted exit movements can be safely undertaken.

The site exit could be repositioned further from the main junction, and potentially combined with the site entrance. It may also be appropriate to signalise the site entrance/exit in order to ensure that associated movements are adequately controlled along with other movements at the main junction.

2.2 Problem

Location: Proposed site entrance

Summary: Central traffic island and potential impact on safe entry to the site



Description:

There is currently a central traffic island located close to the proposed site entrance. Traffic signals and an informal crossing point are in place on the island. It is possible that the island could partially encroach the natural swept path of a vehicle turning right into the site. A motorist's intention to make the right turn into the site may also be unclear to other road users, who may believe that a vehicle showing a right turn indicator is going to turn onto Leigh Road. Unexpected stopping in the vicinity of the site entrance could therefore lead to a risk of rear shunt collisions.

Recommendation:

If right turn movements into the site are to be permitted, it is recommended that sufficient turning space is provided. It will also be important that the arrangement is suitably clear to other road users.

2.3 Problem

Location: Proposed site entrance/exit

Summary: Safe access for larger service vehicles



Description:

It is not completely clear if larger service vehicles are expected to use the site entrance/exit. However, usage by such vehicles could exacerbate the potential issues identified, and in turn heighten the risk of obstruction and conflict with other vehicles using the main junction.

Recommendation:

It is recommended that sufficient turning space and capacity are provided in order that all likely vehicle types can safely enter and leave the site.

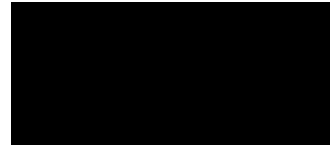
3. Audit Team Statement

We certify that this Audit has been carried out in accordance with the principles of GG 119.

AUDIT TEAM LEADER:

J Bown MBA PGDipMS IEng FIHE MICE MSoRSA
Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH

Signed:

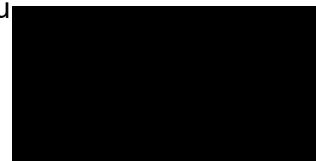


Date: 3 January 2023

AUDIT TEAM MEMBER

K Seymour BSc PGDipTS MCHIT MSoRSA
Highways England Certificate of Competence – Road Safety Au
Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH

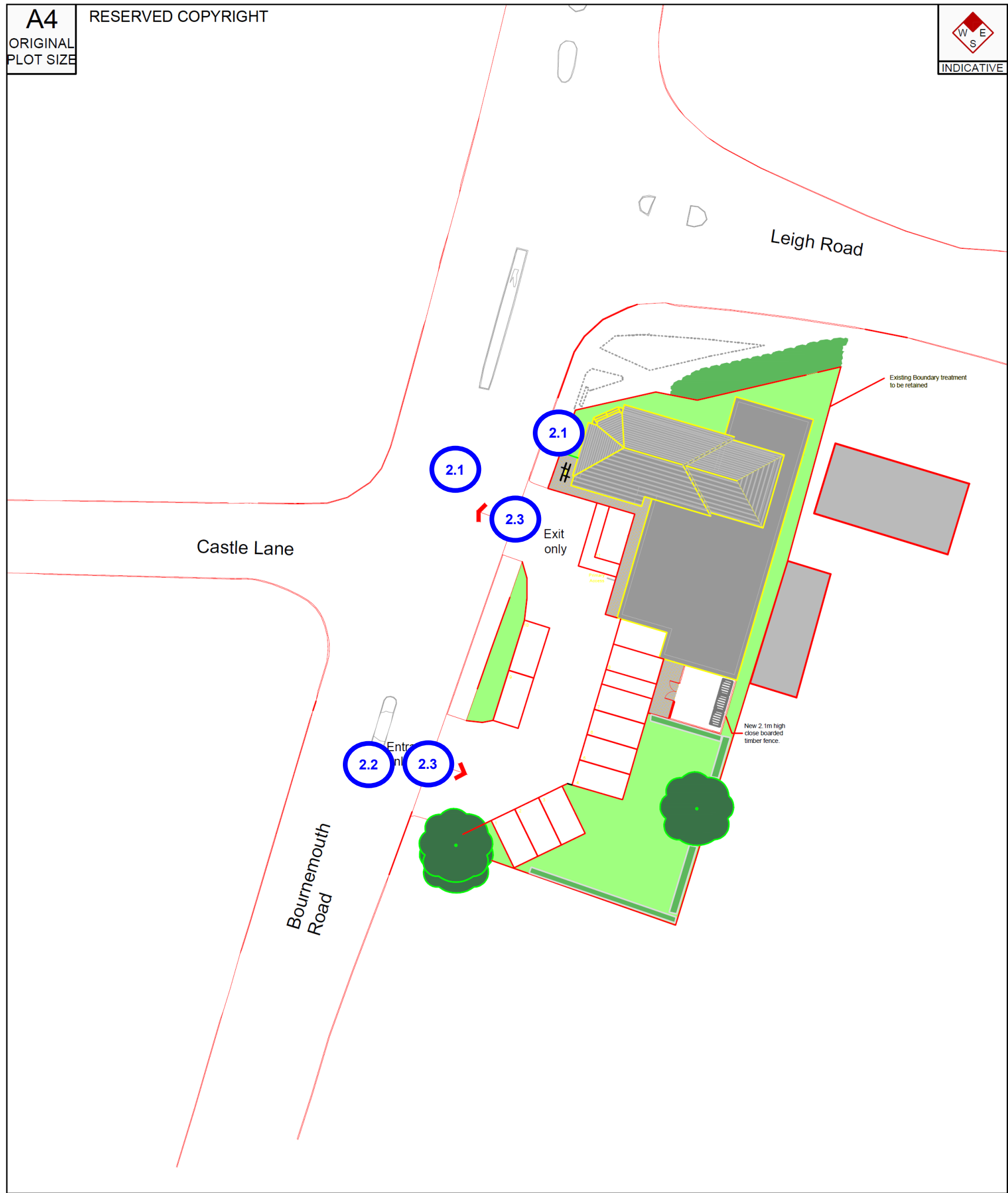
Signed:



Date: 6 January 2023

Appendix A

Problem Location Plan



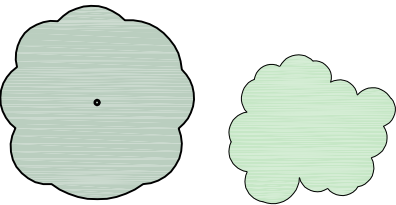
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103 Bournemouth Road, Chandlers Ford							-							
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Proposed site layout														
Option 2														
NOTES:				STATUS:			FOR INFORMATION							
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				JOB NO:			DRAWING NO:			REVISION:				
2208-062			PL03			-								
Rev		Date		Details		Drawn by		Checked by		Approved by				
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APPENDIX B

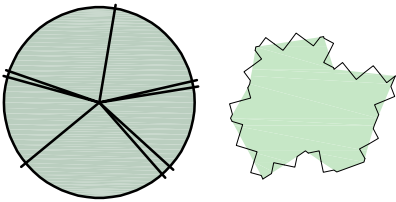
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1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE OTHER RELEVANT CONSULTANTS DRAWINGS.
2. ALL FINISHES ARE TO CONFORM TO THE CURRENT BUILDING REGULATIONS.
3. REFER TO A SEPARATE DOCUMENT FOR THE DESIGNERS RISK ASSESSMENT.
4. ALL WORKS OR MATERIALS INDICATED ON THIS DRAWING ARE TO BE TO THE LATEST RELEVANT BRITISH STANDARDS AND CARRIED OUT IN ACCORDANCE WITH THE BRITISH STANDARDS CODES OF PRACTICE OR RECOGNIZED INSTITUTE OR TRADE ASSOCIATION RECOMMENDATIONS AND PUBLICATIONS.

KEY

Soft Landscaping



Indicates existing trees / shrubs.



Indicates new trees / shrubs to LA approval.

Hard Landscaping

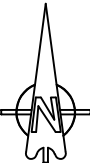
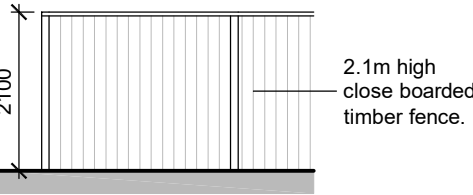


Tarmac.

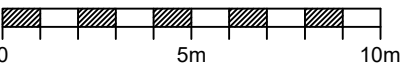


Herringbone paving.

Boundary treatment details



1:200 scale



P12	Jan 2023	Parking spaces amended	JB	
P11	Jan 2023	Parking spaces amended	JB	
P10	Jan 2023	Amended to suit consultants comments	JB	
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Revision	Date	Description	Dwn	Cktd



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Client :

Project :
103 Bournemouth Road
Southampton
SO53 3AJ

Drawing Title :
Proposed Site Plan

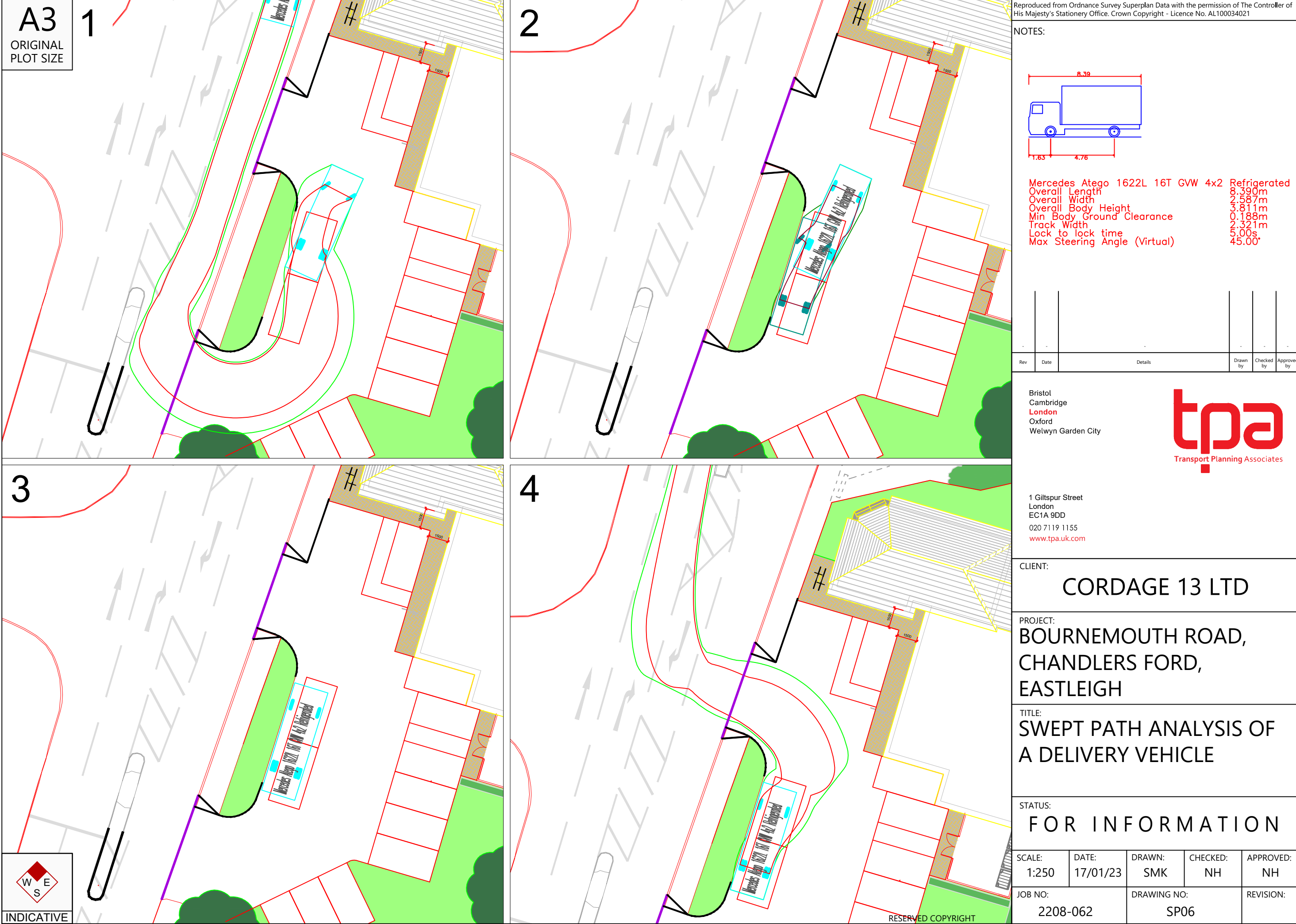
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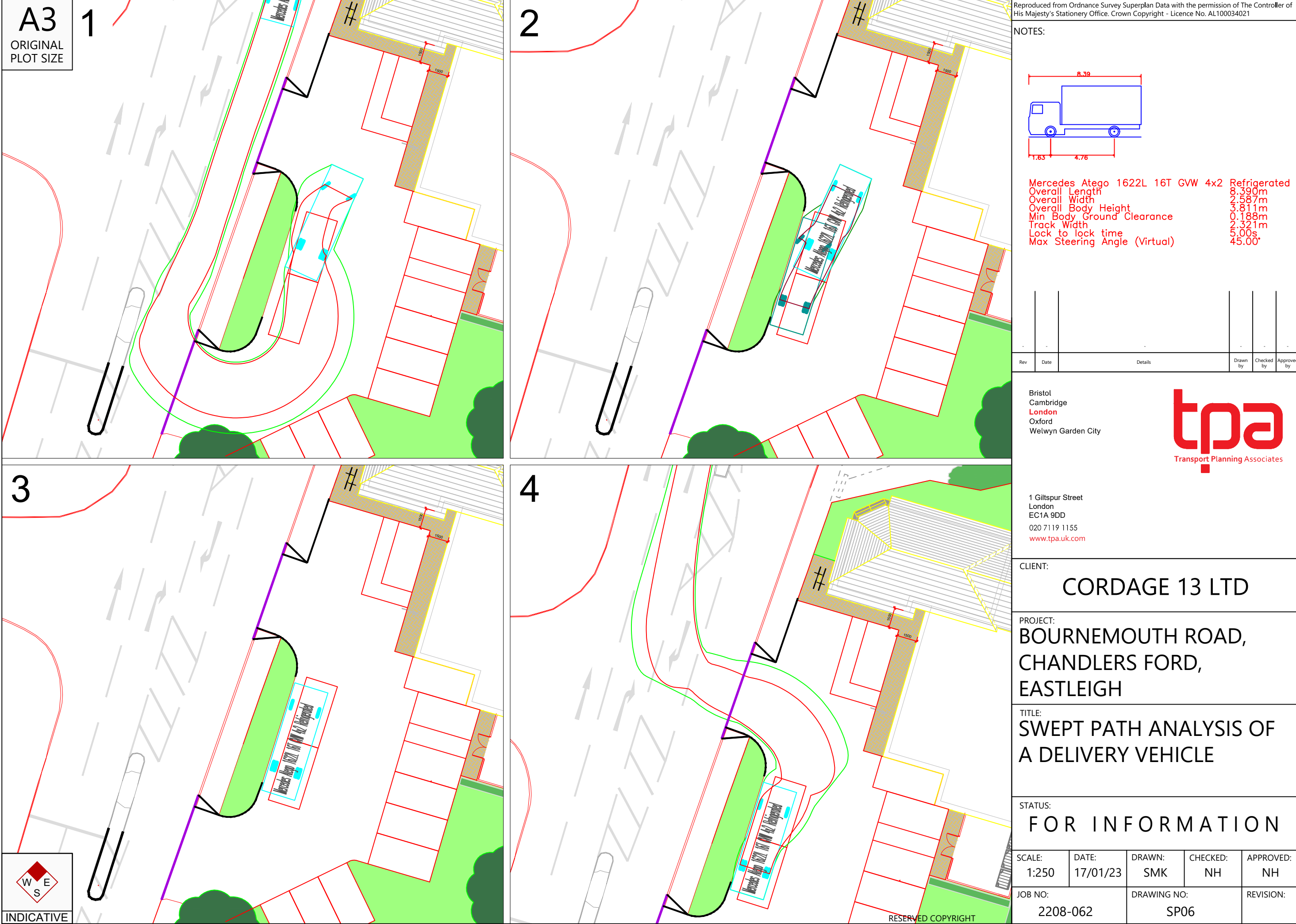
Proposed Site Plan



APPENDIX C



APPENDIX F



APPENDIX G

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD

Licence No: 219602

Filtering Summary

Land Use	01/O	RETAIL/CONVENIENCE STORE
Selected Trip Rate Calculation Parameter Range	55-800 sqm RFA	
Actual Trip Rate Calculation Parameter Range	155-255 sqm RFA	
Date Range	Minimum: 01/01/14	Maximum: 25/09/19
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Friday	2
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	3
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	1
	10,001 to 15,000	1
	25,001 to 50,000	1
Population <5 Mile ranges selected	5,001 to 25,000	1
	125,001 to 250,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	1
PTAL Rating	No PTAL Present	3

Calculation Reference: AUDIT-219602-220928-0912

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : O - CONVENIENCE STORE
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Retail floor area
 Actual Range: 155 to 255 (units: sqm)
 Range Selected by User: 55 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 25/09/19

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	1 days
Friday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
------------------------------------	---

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

Selected Location Sub Categories:

Residential Zone	3
------------------	---

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:

E(a)	3 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 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	1 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	1 days
125,001 to 250,000	2 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	2 days
1.1 to 1.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	3 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	3 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

Site(1):	NY-01-O-03	Gross floor area:	305 sqm
Development Name:	CO-OPERATIVE	Retail floor area:	155 sqm
Location:	NORTHALLERTON		
Postcode:	DL6 1JZ	No of Employees:	14
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	19/09/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	
Site(2):	TW-01-O-02	Gross floor area:	330 sqm
Development Name:	CO-OPERATIVE	Retail floor area:	255 sqm
Location:	SUNDERLAND		
Postcode:	SR5 3BQ	No of Employees:	19
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	07/04/17
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	12
Site(3):	WL-01-O-01	Gross floor area:	292 sqm
Development Name:	ONE STOP	Retail floor area:	250 sqm
Location:	SWINDON		
Postcode:	SN2 1QR	No of Employees:	10
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	23/09/16
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	17

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	1	155	10.968	1	155	10.968	1	155	21.936
07:00 - 08:00	3	220	11.970	3	220	11.515	3	220	23.485
08:00 - 09:00	3	220	13.333	3	220	13.788	3	220	27.121
09:00 - 10:00	3	220	9.848	3	220	9.091	3	220	18.939
10:00 - 11:00	3	220	7.727	3	220	7.576	3	220	15.303
11:00 - 12:00	3	220	7.576	3	220	8.030	3	220	15.606
12:00 - 13:00	3	220	10.909	3	220	10.455	3	220	21.364
13:00 - 14:00	3	220	8.333	3	220	8.182	3	220	16.515
14:00 - 15:00	3	220	8.030	3	220	8.333	3	220	16.363
15:00 - 16:00	3	220	8.485	3	220	8.333	3	220	16.818
16:00 - 17:00	3	220	10.909	3	220	10.758	3	220	21.667
17:00 - 18:00	3	220	11.364	3	220	11.364	3	220	22.728
18:00 - 19:00	3	220	14.545	3	220	14.242	3	220	28.787
19:00 - 20:00	3	220	13.182	3	220	12.879	3	220	26.061
20:00 - 21:00	2	205	4.634	2	205	4.634	2	205	9.268
21:00 - 22:00	2	205	2.683	2	205	2.927	2	205	5.610
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			154.496			153.075			307.571

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: 155 - 255 (units: sqm)
Survey date range: 01/01/14 - 25/09/19
Number of weekdays (Monday-Friday): 3
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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	1	155	0.000	1	155	0.000	1	155	0.000
07:00 - 08:00	3	220	0.303	3	220	0.303	3	220	0.606
08:00 - 09:00	3	220	0.152	3	220	0.152	3	220	0.304
09:00 - 10:00	3	220	0.303	3	220	0.152	3	220	0.455
10:00 - 11:00	3	220	0.152	3	220	0.303	3	220	0.455
11:00 - 12:00	3	220	0.455	3	220	0.455	3	220	0.910
12:00 - 13:00	3	220	0.455	3	220	0.455	3	220	0.910
13:00 - 14:00	3	220	0.303	3	220	0.303	3	220	0.606
14:00 - 15:00	3	220	0.455	3	220	0.455	3	220	0.910
15:00 - 16:00	3	220	0.303	3	220	0.303	3	220	0.606
16:00 - 17:00	3	220	0.303	3	220	0.303	3	220	0.606
17:00 - 18:00	3	220	0.000	3	220	0.000	3	220	0.000
18:00 - 19:00	3	220	0.152	3	220	0.152	3	220	0.304
19:00 - 20:00	3	220	0.000	3	220	0.000	3	220	0.000
20:00 - 21:00	2	205	0.000	2	205	0.000	2	205	0.000
21:00 - 22:00	2	205	0.000	2	205	0.000	2	205	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.336			3.336			6.672

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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	1	155	0.000	1	155	0.000	1	155	0.000
07:00 - 08:00	3	220	0.455	3	220	0.455	3	220	0.910
08:00 - 09:00	3	220	0.455	3	220	0.303	3	220	0.758
09:00 - 10:00	3	220	0.303	3	220	0.455	3	220	0.758
10:00 - 11:00	3	220	0.152	3	220	0.152	3	220	0.304
11:00 - 12:00	3	220	0.000	3	220	0.000	3	220	0.000
12:00 - 13:00	3	220	0.152	3	220	0.152	3	220	0.304
13:00 - 14:00	3	220	0.000	3	220	0.000	3	220	0.000
14:00 - 15:00	3	220	0.000	3	220	0.000	3	220	0.000
15:00 - 16:00	3	220	0.152	3	220	0.152	3	220	0.304
16:00 - 17:00	3	220	0.000	3	220	0.000	3	220	0.000
17:00 - 18:00	3	220	0.000	3	220	0.000	3	220	0.000
18:00 - 19:00	3	220	0.000	3	220	0.000	3	220	0.000
19:00 - 20:00	3	220	0.000	3	220	0.000	3	220	0.000
20:00 - 21:00	2	205	0.000	2	205	0.000	2	205	0.000
21:00 - 22:00	2	205	0.000	2	205	0.000	2	205	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.669			1.669			3.338

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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	1	155	1.290	1	155	1.290	1	155	2.580
07:00 - 08:00	3	220	1.364	3	220	1.212	3	220	2.576
08:00 - 09:00	3	220	0.303	3	220	0.455	3	220	0.758
09:00 - 10:00	3	220	0.152	3	220	0.152	3	220	0.304
10:00 - 11:00	3	220	0.152	3	220	0.152	3	220	0.304
11:00 - 12:00	3	220	0.455	3	220	0.455	3	220	0.910
12:00 - 13:00	3	220	0.455	3	220	0.455	3	220	0.910
13:00 - 14:00	3	220	0.303	3	220	0.303	3	220	0.606
14:00 - 15:00	3	220	0.606	3	220	0.455	3	220	1.061
15:00 - 16:00	3	220	0.909	3	220	1.061	3	220	1.970
16:00 - 17:00	3	220	1.818	3	220	1.364	3	220	3.182
17:00 - 18:00	3	220	1.515	3	220	1.515	3	220	3.030
18:00 - 19:00	3	220	1.818	3	220	1.364	3	220	3.182
19:00 - 20:00	3	220	1.212	3	220	0.909	3	220	2.121
20:00 - 21:00	2	205	0.000	2	205	0.000	2	205	0.000
21:00 - 22:00	2	205	0.000	2	205	0.000	2	205	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.352			11.142			23.494

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.

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD

Licence No: 219602

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	1	155	7.742	1	155	7.742	1	155	15.484
07:00 - 08:00	3	220	7.121	3	220	6.667	3	220	13.788
08:00 - 09:00	3	220	10.303	3	220	10.455	3	220	20.758
09:00 - 10:00	3	220	8.636	3	220	8.030	3	220	16.666
10:00 - 11:00	3	220	6.364	3	220	6.061	3	220	12.425
11:00 - 12:00	3	220	6.364	3	220	6.818	3	220	13.182
12:00 - 13:00	3	220	9.394	3	220	8.939	3	220	18.333
13:00 - 14:00	3	220	6.515	3	220	6.515	3	220	13.030
14:00 - 15:00	3	220	6.364	3	220	6.515	3	220	12.879
15:00 - 16:00	3	220	7.121	3	220	7.121	3	220	14.242
16:00 - 17:00	3	220	8.788	3	220	8.636	3	220	17.424
17:00 - 18:00	3	220	9.242	3	220	9.091	3	220	18.333
18:00 - 19:00	3	220	13.030	3	220	12.879	3	220	25.909
19:00 - 20:00	3	220	12.273	3	220	11.970	3	220	24.243
20:00 - 21:00	2	205	4.390	2	205	4.390	2	205	8.780
21:00 - 22:00	2	205	2.439	2	205	2.683	2	205	5.122
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			126.086			124.512			250.598

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.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	1	155	3.226	1	155	3.226	1	155	6.452
07:00 - 08:00	3	220	4.091	3	220	3.939	3	220	8.030
08:00 - 09:00	3	220	2.424	3	220	2.879	3	220	5.303
09:00 - 10:00	3	220	0.606	3	220	0.455	3	220	1.061
10:00 - 11:00	3	220	1.061	3	220	1.061	3	220	2.122
11:00 - 12:00	3	220	0.758	3	220	0.758	3	220	1.516
12:00 - 13:00	3	220	0.909	3	220	0.909	3	220	1.818
13:00 - 14:00	3	220	1.515	3	220	1.364	3	220	2.879
14:00 - 15:00	3	220	1.061	3	220	1.212	3	220	2.273
15:00 - 16:00	3	220	0.758	3	220	0.606	3	220	1.364
16:00 - 17:00	3	220	1.364	3	220	1.515	3	220	2.879
17:00 - 18:00	3	220	2.121	3	220	2.121	3	220	4.242
18:00 - 19:00	3	220	1.364	3	220	1.212	3	220	2.576
19:00 - 20:00	3	220	0.758	3	220	0.758	3	220	1.516
20:00 - 21:00	2	205	0.244	2	205	0.244	2	205	0.488
21:00 - 22:00	2	205	0.000	2	205	0.000	2	205	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			22.260			22.259			44.519

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.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	1	155	0.000	1	155	0.000	1	155	0.000
07:00 - 08:00	3	220	0.000	3	220	0.152	3	220	0.152
08:00 - 09:00	3	220	0.000	3	220	0.000	3	220	0.000
09:00 - 10:00	3	220	0.000	3	220	0.000	3	220	0.000
10:00 - 11:00	3	220	0.000	3	220	0.000	3	220	0.000
11:00 - 12:00	3	220	0.000	3	220	0.000	3	220	0.000
12:00 - 13:00	3	220	0.000	3	220	0.000	3	220	0.000
13:00 - 14:00	3	220	0.000	3	220	0.000	3	220	0.000
14:00 - 15:00	3	220	0.152	3	220	0.152	3	220	0.304
15:00 - 16:00	3	220	0.152	3	220	0.152	3	220	0.304
16:00 - 17:00	3	220	0.455	3	220	0.303	3	220	0.758
17:00 - 18:00	3	220	0.000	3	220	0.152	3	220	0.152
18:00 - 19:00	3	220	0.000	3	220	0.000	3	220	0.000
19:00 - 20:00	3	220	0.152	3	220	0.152	3	220	0.304
20:00 - 21:00	2	205	0.000	2	205	0.000	2	205	0.000
21:00 - 22:00	2	205	0.244	2	205	0.244	2	205	0.488
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.155			1.307			2.462

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.

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