



TOYNBEE ROAD, EASTLEIGH

TRANSPORT STATEMENT

June 2023

Churchill Retirement Living Ltd

RETIREMENT LIVING DEVELOPMENT
TOYNBEE ROAD
EASTLEIGH

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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<i>Prepared by:</i>	Luke Millar	December 2022
<i>Checked by:</i>	Izzie Diment	December 2022
<i>Approved by:</i>	Harry Cross	December 2022

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Churchill Retirement Living Ltd
Churchill House
Parkside
Ringwood
BH24 3SG

Paul Basham Associates Ltd
The Lambourn
Wyndyke Furlong
Abingdon
Oxfordshire
OX14 4UJ

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EASTLEIGH**

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Churchill Retirement Living Ltd to support the redevelopment of 8 residential dwellings at 2,3,4,5 Romsey Close and 2,4,6,8 Toynbee Road, Eastleigh, Hampshire to form 83no. Retirement apartments including communal facilities, access, car parking and landscaping.
- 1.2 The site location is demonstrated within **Figure 1** below, with the proposed site layout attached within **Appendix A**.



Figure 1: Site Location

- 1.3 Paul Basham Associates have also prepared a Full Travel Plan (TP) in conjunction with this application. This should be read alongside the ensuing Transport Statement (TS).
- 1.4 The remainder of this Transport Statement (TS) will follow the subsequent format:
- Existing Conditions and Site Accessibility;
 - Local Road Network;
 - Pedestrian Infrastructure;
 - Public Transport;
 - Accessibility to Local Amenities;
 - Personal Injury Accident (PIA) Data;
 - Proposed Development;
 - Access Arrangements;
 - Visibility;
 - Parking Provision;
 - Fire and Refuse Servicing;
 - Trip Generation;
 - Existing Trip Rate;
 - Proposed Trip Rate;
 - Net Traffic Impact; and
 - Summary and Conclusions.

2. EXISTING CONDITIONS AND SITE ACCESSIBILITY

- 2.1 The proposed site is currently occupied by 8 residential dwellings: 2,3,4,5 Romsey Close and 2,4,6,8 Toynbee Road, in Eastleigh. The site is bound to the north by a public footpath and Toynbee Close, to the east by Romsey Close and Charlotte Lodge, to the south by a care home and residential development, with the Care Home fully built whilst the latter remains under construction, and to the west by Toynbee Road and The Crescent Primary School. The existing conditions of the site are pictured in **Photographs 1 and 2**.



Photograph 1: Existing Residential Dwellings on Toynbee Road



Photograph 2: Existing Residential Dwellings on Romsey Close

- 2.2 The development to the south for an 80-bed Care Home, 4 close care apartments and 9 residential apartments (ref: F/19/85332) was permitted in August 2020.

Local Road Network

- 2.3 Toynbee Road is a single carriageway road measuring approximately 5.5m in width. The road is subject to a 30mph speed limit, however due to the residential nature of the road and the primary school, there are a number of traffic calming measures in place including chicanes and buildouts to narrow the road which in turn reduces vehicular speed along the road. The existing conditions along Toynbee Road and the aforementioned traffic calming measures are illustrated in **Photographs 3 and 4**.



Photograph 3: Existing Conditions along Toynbee Road



Photograph 4: Traffic Calming Measures along Toynbee Road

- 2.4 Toynbee Road is located within Controlled Parking Zone (CPZ) 1 in Eastleigh, which only allows permit holders to park in the designated on-street bays between the hours of 8am and 8pm Monday to Saturday (except Bank Holidays) with 2 hours no return on the eastern side. Outside of these hours the on-street parking bays can be used by anyone. There are also double-yellow lines in place throughout Toynbee Road to prevent any on-street parking from occurring outside of the designated bays. The controlled parking elements of Toynbee Road are displayed in **Photographs 5 and 6**. Toynbee Road is of an approximate north-south alignment and is accessed from Leigh Road (A335) via a priority junction approximately 100m south of the site. There are also several minor junctions along Toynbee Road providing access to residential roads.



Photograph 5: Controlled Parking Zone Sign



Photograph 6: Toynbee Road On-Street Parking and Double-Yellow Lines

- 2.5 Romsey Close is currently a private road for access only to the existing residential dwellings. The road measures approximately 4.5m wide and is accessed from Romsey Road (A335) via a priority junction. The existing conditions along Romsey Close are portrayed in **Photographs 7 and 8**.



Photograph 7: Romsey Close Access Sign



Photograph 8: Existing Access along Romsey Close

- 2.6 Leigh Road and Romsey Road both form part of the A335 which runs through the centre of Eastleigh providing access to the local amenities as well as linking onto the M3. Both roads are single carriageway and measure approximately 7.5/8m wide throughout and are subject to a 30mph speed limit. The two roads connect via a signalised junction situated 80m east of the Toynbee Road/Leigh Road junction and 60m southwest of the Romsey Close/Romsey Road junction. The conditions along both roads are shown in **Photographs 9** and **10** below.



Photograph 9: Existing Conditions along Romsey Road



Photograph 10: Existing Conditions along Leigh Road

Pedestrian Infrastructure

- 2.7 There is excellent pedestrian infrastructure in the local area which presents the opportunity to promote sustainable travel to/from the site in the future. There are continuous footways that flank both sides of Toynbee Road measuring approximately 2m wide, which are lit throughout. Importantly, the footways are continuous on both sides onto Leigh Road providing safe and convenient passage in line with the desired pedestrian routes. The footways are supported by multiple pedestrian crossing points along Toynbee Road across the buildouts and minor junctions in the form of dropped kerbs with tactile paving. Toynbee Road also benefits from a public footpath in the form of a hardstanding alleyway that connects to Romsey Close and continues onto Archers Road to the east. The pedestrian infrastructure along Toynbee Road is demonstrated in **Photographs 11** and **12**.



Photograph 11: Pedestrian Footway along Toynbee Road



Photograph 12: Pedestrian Crossing Infrastructure along Toynbee Road

- 2.8 Romsey Close also benefits from good pedestrian infrastructure with a 1.5m wide footway on the residential side of the road which is continuous towards the public footpath to the north. There is also a footway connection from Romsey Road onto Romsey Close, supporting pedestrian passage to the nearby amenities.
- 2.9 Additionally, there is excellent pedestrian infrastructure along both Leigh Road and Romsey Road with continuous and lit footways measuring approximately 2/2.5m wide flanking both sides of the roads. There are also multiple pedestrian crossing points along Leigh Road and Romsey Road, with dropped kerbs and tactile paving in place on the majority of the minor junctions. There are multiple formal pedestrian crossing points nearby to the site with the most notable being a signalised crossing composed of a central island with dropped kerbs, tactile paving, barriers and road markings located 80m east of the Toynbee Road/Leigh Road junction and 60m southwest of the Romsey Close/Romsey Road junction.
- 2.10 There are additional signalised crossings nearby formed of a simpler arrangement with just dropped kerbs, tactile paving and road markings, one of which is positioned on Leigh Road 45m west of the Toynbee Road/Leigh Road junction and another situated on Romsey Road 140m east of the Romsey Close/Romsey Road junction. There is also a zebra crossing nearby on Leigh Road located 170m west of the Toynbee Road junction. The pedestrian infrastructure along Leigh Road and Romsey Road is pictured in **Photographs 13** and **14**.



Photograph 13: Signalised Crossing along Leigh Road



Photograph 14: Signalised Crossing at the Leigh Road/Romsey Road Junction

Public Transport

- 2.11 The location of the site in proximity to the local public transport options further supports the capability to promote sustainable travel from the site in the future.
- 2.12 The nearest bus stop to the site is located 130m east (2-minute walk) along Romsey Road, supporting eastbound services only. The bus stop is simply formed of a flag attached to a lamppost and is served

by the X4 service between Eastleigh and Hedge End. The closest westbound stop is located on Leigh Road approximately 350m southwest of the site (5-minute walk) and is composed of sheltered seating with a flag, printed timetable and a raised kerb. This bus stop is also solely served by the X4 service.

- 2.13 Many additional bus services are available from Eastleigh Bus Station, which is located 450m east of the site (5-minute walk) as part of the Sainsbury's store. The bus station benefits from cycle parking, public toilets and real time updates. The bus station is formed of 6 bays and is served by a total 8 public buses, providing a service to destinations including Romsey, Winchester and Southampton City Centre. **Table 1** below summarises all the available bus services in the local area.

Service	Operator	Stop	Route	Approximate Frequency		
				Mon-Fri	Sat	Sun
2	Bluestar	Eastleigh Bus Station	Southampton – Eastleigh – Fair Oak	Every 15 Minutes	Every 20 Minutes	Every 30 Minutes
3	Bluestar	Eastleigh Bus Station	Southampton – Hedge End – Boorley Green – Fair Oak – Eastleigh	Hourly	Hourly	Every 2 Hours
5	Bluestar	Eastleigh Bus Station	Boyatt Wood – Eastleigh – Romsey	Every 30 Minutes	Every 30 Minutes	No Service
E1/E2	Stagecoach	Eastleigh Bus Station	Winchester – Eastleigh	Every 1-2 Hours	Every 1-2 Hours	No Service
X4	Xelabus	Eastleigh Bus Station Romsey Road Leigh Road	Eastleigh – West End – Hedge End	Hourly	Hourly	No Service
X9	Xelabus	Eastleigh Bus Station	Eastleigh – Bishops Waltham – Swanmore – Hedge End – Eastleigh	Every 2 Hours	No Service	No Service

Table 1: Summary of Local Bus Services

- 2.14 In addition to the abundance of bus services accessible in the local area, the site also benefits from being located in close proximity to Eastleigh railway station which is situated 600m east (8-minute walk) from the site. Eastleigh railway station is formed of 3 platforms located on the South Western Main Line and the Eastleigh – Romsey Line managed by South Western Railway. The station benefits from a large amount of cycle storage (130 spaces) and a staffed ticket office. Destinations directly served from Eastleigh railway station include Southampton Central (10-15 Minutes), Romsey (13 minutes), Basingstoke (30 minutes), Woking (45-50 minutes), Bournemouth (50-60 minutes) and London Waterloo (1 hour 20 minutes). This presents the opportunity for staff/visitors from further afield to travel to the site via train or allow residents to go on day trips freely.

- 2.15 Therefore, the excellent public transport links from the nearby bus stops, bus station and railway station present the opportunity to promote sustainable travel from the site in the future.

Accessibility to Local Amenities

- 2.16 The CIHT document 'Providing for journeys on foot' (2000, Table 3.2) identifies the 'desirable', 'acceptable' and 'preferred maximum' walking distances to destinations. **Table 2** outlines the different classifications and the associated distances.

	Town Centre (m)	Elsewhere (m)
Desirable	200	400
Acceptable	400	800
Preferred Maximum	800	1200

Table 2: CIHT guidance for 'Providing for journeys on foot' (2000)

- 2.17 The location of the site in proximity to the local amenities and services offers an excellent opportunity to create a sustainable development. A summary of the key facilities within the locality of the site is outlined in **Table 3** below, applying the average walking speed of 1.4m/s as classified in CIHT's document 'Providing for journeys on foot' (2000, Table 3.2).

Amenity	Approximate Distance	Approximate Walking Journey Time	Approximate Cycling Journey Time
Bus Stop	130m	2 Minutes	1 Minute
Public House (The Good Companions)	240m	3 Minutes	1 Minute
Convenience Store (Co-op Food)	280m	3 Minutes	1 Minute
Health Centre (Archers Practice)	300m	4 Minutes	1 Minute
Supermarket (Sainsbury's)	500m	6 Minutes	3 Minutes
Bus Station	500m	6 Minutes	3 Minutes
Bank (Barclays)	500m	6 Minutes	3 Minutes
Pharmacy (Boots)	550m	6 Minutes	3 Minutes
Café (Costa Coffee)	650m	8 Minutes	3 Minutes
Eastleigh Railway Station	700m	8 Minutes	4 Minutes

Table 3: Accessibility to Local Amenities

- 2.18 As outlined in **Table 3**, and referring to **Table 2**, there are several amenities within both a 'desirable' and 'acceptable' walking distance that would appeal to the demographic of the proposed development. The facilities identified within **Table 3** are only a select handful, with many more accessible within similar distances. Furthermore, all the amenities in **Table 3** are significantly shorter in duration in comparison to the average pedestrian journey time of 17 minutes stated in CIHT's 'Planning for Walking' (April 2015).
- 2.19 Additionally, the local public transport services provide quick and frequent journeys into Southampton city centre, where an abundance of amenities serving various needs are located. Therefore, the proposed site's proximity to the local amenities and services presents an excellent opportunity to create a sustainable site.

Personal Injury Accident (PIA) Data

- 2.20 In order to assess the safety conditions of the existing local road network, Personal Injury Accident (PIA) data from the latest five-year period between 2017 – 2021 has been obtained from Crashmap. **Figure 2** pinpoints all the incidents that have occurred within a 300m radius of the site within the specified 5-year period.



Figure 2: Personal Injury Accident (PIA) Data 2017 – 2021 (Source: Crashmap)

- 2.21 As displayed within **Figure 2**, 8 incidents have occurred within a 300m radius of the site over the most recent five-year period (2017 – 2021). Of these 8 incidents, only 1 took place in the immediate vicinity of the site. Additionally, 50% of the incidents occurred along the A335, which considering the arterial nature of the road, the frequency and distribution of the incidents is to be expected over a 5-year period. Moreover, 5 of the incidents were classified as ‘slight’ on the severity scale, with the remaining 3 deemed ‘serious’ – none were ‘fatal’. The one incident to have occurred within the immediate vicinity of the site was ‘serious’, therefore this incident has been investigated further. The full incident report from Crashmap is attached as **Appendix B**.
- 2.22 The incident took place on Toynbee Road on Tuesday 20th February 2018 at 15:39 during dry road conditions. The incident involved one van and a cyclist with the latter proceeding normally along the carriageway. Meanwhile, the van attempted to overtake another moving vehicle on its offside when it then collided into the back of the cyclist resulting in serious injuries to the cyclist. It is evident that the incident occurred as a result of driver error, with the van driver failing to notice that the vehicle in front was moving slowly due to the cyclist being in front leading to an attempted overtake that was unsafe and therefore the cause of the incident. With that in mind, it can be concluded that the incident was not a result of any operational issues on the local road network.

- 2.23 Overall, 8 incidents within a 5-year period considering the location of the site is not a cause of concern, with this equating to less than 2 incidents per year. Additionally, most of the incidents occurred in areas that have little relevance to the site, with only the one detailed above taking place in the immediate vicinity. Therefore, due to the location, frequency and severity of the incidents as well as the cause behind the detailed incident, it can be concluded that there is no accident history in the vicinity of the site which may impact the safety of future site users or be exacerbated by the proposed development.

3. PROPOSED DEVELOPMENT

- 3.1 The proposals consist of the redevelopment of 8 residential dwellings at 2,3,4,5 Romsey Close and 2,4,6,8 Toynbee Road, Eastleigh, Hampshire to form 83no. Retirement apartments including communal facilities, access, car parking and landscaping. The proposed site layout is attached within **Appendix A**, with the accommodation schedule provided in **Table 4** below.

Unit Type	Number of Units
One-Bedroom Apartments	52
Two-Bedroom Apartments	31
Total	83

Table 4: Accommodation Schedule

Access Arrangements

- 3.2 Each of the existing residential dwellings are accessed via private driveways, all of which will be stopped up as part of the proposed development with a new access formed on Toynbee Road at the north-western point of the site. The access will measure 6m wide including a 2m radii on the southern side, with two-way vehicular movement achievable at the access as demonstrated within **Appendix C**. The access drive will then narrow to 3.5m in width to create one-way working within the boundary of the site. There is sufficient room for a vehicle to wait either side of the access drive within the site boundary and allow a vehicle to pass as also demonstrated within **Appendix C**.
- 3.3 An access will also be provided at the north-eastern point of the site onto Romsey Close measuring 6m wide; however, this will be for emergency vehicles only.

Visibility

- 3.4 As previously stated, Toynbee Road is subject to a 30mph speed limit however speeds are expected to be below this due to the residential aspect of the road, the primary school opposite the site and the traffic calming measures in place. In order to confirm vehicle speeds along Toynbee Road, a snapshot survey was undertaken. The survey took place on Monday 25th April 2022 with radars positioned north and south of the site along Toynbee Road. A total of 200 vehicles were recorded during the survey period, with the full results attached within **Appendix D** and a summary provided in **Table 5**.

Radar Location	Direction	85 th Percentile Speeds (AM)	85 th Percentile Speeds (PM)
North	Northbound	29.4mph	29.4mph
	Southbound	27.3mph	27.4mph
South	Northbound	28.3mph	28.6mph
	Southbound	28.8mph	28.4mph

Table 5: Snapshot Speed Survey Results

- 3.5 As outlined within **Table 5**, the 85th percentile speeds along Toynbee Road are below the posted speed limit of 30mph in both directions. In order to establish that acceptable visibility is achievable at the proposed access, Hampshire County Council's Technical Guidance calculator has been utilised which determines that visibility splays measuring 2.4m x 35m in the primary direction and 2.4m x 38m in the secondary direction are required based on the results of the snapshot survey. As demonstrated in **Appendix E**, visibility splays measuring 2.4m x 38m have been sufficiently measured to both the kerb line and centreline due to the presence on on-street parking in the secondary direction. Whilst a visibility splay measuring 2.4m x 35m in the primary direction has been shown to be achievable with a 0.8m offset to avoid third party land directly to the north, as well as demonstrating that a visibility splay measuring 2m x 35m is achievable to the kerb line.
- 3.6 Considering the fact that on street parking limits traffic to a one way working in the northern direction, this minor offset is considered acceptable to apply in this instance. 2m splays are also appropriate in this instance, as per Manual for Streets guidance which suggests that reduced x-distances are applicable in low speed, low trafficked environments.

Parking Provision

- 3.7 In order to determine the appropriate level of parking to serve the development, consideration to Eastleigh Borough Council's Parking Standards (2009) has been given. While there are parking standards for Retirement Living developments, under 'Active elderly with warden control', as a close approximation, the standards for residential developments have also been provided as outlined in **Table 6**.

	Car Parking Standards		
Property Size	With 50% or more unallocated	With 50% or less unallocated	Individual/on plot
1 Bedroom	1.00	1.25	2
2 Bedrooms	1.50	1.75	2
Active Elderly with Warden Control	0.50	0.60	1

Table 6: Eastleigh Borough Council's Residential Car Parking Standards

- 3.8 Based on the standards outlined in **Table 6** and the proposed accommodation schedule of 52 x 1-bedroom apartments and 31 x 2-bedroom apartments set out in **Table 4**, the proposed scheme would be required to provide between 42 and 99 car parking spaces based on apartments 'with 50% or more unallocated' for 'Active Elderly with Warden Control' and Residential developments respectively.

- 3.9 Given that the proposed development is not standard residential, and that Churchill developments are not comparable to other retirement developments, independent research carried out by Churchill Retirement Living into the average parking demand at existing CRL sites has been consulted. The independent research states that there is an average parking demand of 0.28 spaces per apartment, which for the proposed 83 apartments would equate to a requirement for 23 parking spaces. The relevant research is attached as **Appendix F**.
- 3.10 It is important to note that this research is in the process of being updated, with new parking surveys to be undertaken at several Churchill Retirement Living developments, however progress has been delayed due to the impact of Covid-19 on travel patterns. Two 12-hour surveys were undertaken on two neutral days (Tuesday 21st January 2020 and Wednesday 22nd January 2020) prior to Covid-19 at two separate Churchill Retirement Living located within similar locations. The results of these surveys demonstrated that the average parking provision is 0.35 spaces per unit, whilst the average demand is 0.29 spaces per unit. The results of these surveys are summarised in **Table 7**, with the full databases attached within **Appendix G**.

Churchill Retirement Living Development	Parking Provision	Average Parking Demand (Spaces Occupied)
Saffron Lodge, Saffron Walden (31 Units)	11 spaces (0.35 spaces per unit)	10 spaces (0.32 spaces per unit)
Nicholls Lodge, Bishops Stortford (53 Units)	18 spaces (0.34 spaces per unit)	14 spaces (0.26 spaces per apartment)
Average (42 units)	14.5 spaces (0.35 spaces per apartment)	12 spaces (0.29 spaces per apartment)

Table 7: Recent Parking Survey Results

- 3.11 It is proposed that 30 car parking spaces will be provided for the 83 Retirement Living apartments, which equates to a provision of 0.36 spaces per apartment. This is above the average parking demand found at existing CRL sites based on the independent research (0.28 spaces per unit) and updated surveys (0.29 spaces per unit), which therefore demonstrates that the proposed level of parking is sufficient to accommodate the expected needs and no overspill is anticipated to occur onto the local road network. Additionally, parking in the vicinity of the site is controlled given that double yellow lines are in place intermittently along both sides of Toynbee Road and on-street parking is also intermittently provided along both sides.

- 3.12 It is noted that a CRL Retirement Living development located to the east of Romsey Close, Charlotte Lodge, has a parking provision of 17 spaces for 31 flats – equating to 0.55 space per unit. This is a higher provision in comparison to proposed development, 0.19 space per unit more, however the lower parking provision is deemed appropriate as the car park would be strictly managed to ensure no overspill occurs. Additionally, the independent research undertaken by CRL into the parking demand at existing sites was carried out more recently than when Charlotte Lodge was constructed and occupied, therefore provides an up-to-date and more representative assessment of the expected parking demand. The original research found an average parking demand of 0.28 space per unit, whilst the more recent surveys show an average parking demand of 0.29 space per unit. Therefore, the lower parking provision at the proposed development in comparison to Charlotte Lodge is both justifiable and appropriate.
- 3.13 All parking spaces will measure 2.4m x 5.0m with a 6m aisle width and as such will be provided in excess of Eastleigh Borough Council's guidance. In order to ensure that the parking layout is suitable, a vehicle tracking exercise has been undertaken using a large family car – above the size of a standard car. As demonstrated in **Appendix H**, the proposed parking layout allows for sufficient manoeuvrability.
- 3.14 A buggy store will also be provided at the site with room to store up to 12 buggies. The buggy store will be located to the southeast of the site, with a footpath measuring 1m wide connecting onto Romsey Close to provide access. Additionally, although cycling is not expected to be a highly utilised mode of travel considering the demographic of the proposed development, there will be sufficient room within the buggy store to support any uptake in cycle demand.

Fire and Refuse Servicing

- 3.15 A fire tender is required to access the internal areas of the site in order to get within 45m of all parts of the building in line with Building Regulations (Document B). As demonstrated within **Appendix I**, a fire tender is able to sufficiently enter the site via the dedicated emergency access and then exit via the main vehicular access in a forward gear.
- 3.16 It is proposed that refuse collection will take place on-street on Toynbee Road, with the refuse store situated to the southwest of the proposed building and within 10m of the carriageway to accommodate the standard Eurobin carry distance. This will be a continuation of the existing refuse collection arrangement for the existing residential dwellings along Toynbee Road.

4. TRIP GENERATION

- 4.1 This section will assess the impact that the proposed development would have on the local road network in relation to the expected trip generation level, through the undertaking of a net impact assessment. The TRICS database and CRL independent research has been interrogated to complete this assessment.

Existing Trip Rate

- 4.2 The existing site currently comprises 8 residential dwellings. In order to determine the existing trip rate associated with the 8 residential dwellings, a TRICS assessment has been undertaken. As part of this TRICS assessment the following parameters have been applied:

- Land Use: 'Residential', 'Houses Privately Owned';
- Sites in England and Wales (excluding Greater London);
- Weekday Surveys only;
- Sites in 'Edge of Town Centre' and 'Suburban Area' locations; and
- 6 – 100 Units.

- 4.3 The results of this TRICS assessment are outlined in **Table 8**, with the full outputs attached within **Appendix J**.

	AM Peak Period (0800 – 0900)			PM Peak Period (1700 – 1800)			Total Trip Generation (12 Hours)
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate: 'Houses Privately Owned' (per unit)	0.141	0.396	0.537	0.348	0.184	0.532	4.665
Trip Generation: 8 Houses	1	3	4	3	1	4	37

Table 8: Existing Trip Rate

- 4.4 As summarised in **Table 8**, the existing 8 residential dwellings currently generate 4 two-way vehicular trips in both the AM and PM peaks, and a daily total of 37 two-way vehicular trips. This equates to one trip every 15 minutes in the peak periods and an average of 3 trips per hour across a 12-hour period.

Proposed Trip Rate

- 4.5 The proposals seek to construct 83 Retirement Living apartments. In order to determine the expected trip rate generated by the development, the TRICS database has been consulted. The following parameters have been utilised as part of the TRICS assessment:

- Land Use: 'Residential', 'Retirement Flats';
- Sites in England and Wales (excluding Greater London);
- Weekday Surveys only;
- Sites in 'Edge of Town Centre' and 'Suburban Area' locations; and
- 17 – 88 Units.

4.6 The results of this TRICS assessment are outlined in **Table 9**, with the full outputs attached within **Appendix J**.

	AM Peak Period (0800 – 0900)			PM Peak Period (1700 – 1800)			Total Trip Generation (12 Hours)
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate: 'Retirement Flats' (per unit)	0.060	0.073	0.133	0.050	0.042	0.092	1.823
Trip Generation: 83 Apartments	5	6	11	4	3	7	151

Table 9: Proposed Trip Rate

4.7 As outlined in **Table 9**, the proposed development is expected to generate 11 two-way vehicular trips during the AM peak, 7 two-way vehicular trips in the PM peak and a daily total of 151 two-way vehicular trips. This equates to one trip every 5 minutes in the AM peak, one trip every 9 minutes during the PM peak and an average of 13 trips per hour across a 12-hour period.

4.8 Independent research undertaken by Churchill Retirement Living has also been consulted to estimate the number of trips that would be generated by the proposed development. The research states that for existing CRL developments, there are 0.74 arrivals per dwelling and 0.75 departures per dwelling, equalling 1.49 movements per dwelling across a 12-hour period. Based on the research, the proposed development is expected to generate 61 arrivals and 62 departures, which totals 122 two-way vehicular trips within a 12-hour period. **Table 10** summarises this below, with the research attached within **Appendix K**.

	Arrivals (12HR)	Departures (12HR)	Total (12HR)
CRL Trip Rate per Dwelling	0.74	0.75	1.49
Vehicle Trips (83 dwellings)	61	62	122

Table 10: Independent CRL Trip Generation Research

Net Traffic Impact

4.9 Lastly, a net traffic impact assessment has been undertaken to determine the overall impact of the proposed development in comparison to the existing site using the results of the TRICS assessment as a worst-case scenario. The net impact assessment is outlined in **Table 11**.

	AM Peak	PM Peak	Daily Total
Existing Privately Owned Houses (TRICS)	4	4	37
Proposed Retirement Development (TRICS)	11	7	151
Net Impact	+7	+3	+114

Table 11: Net Traffic Impact Assessment

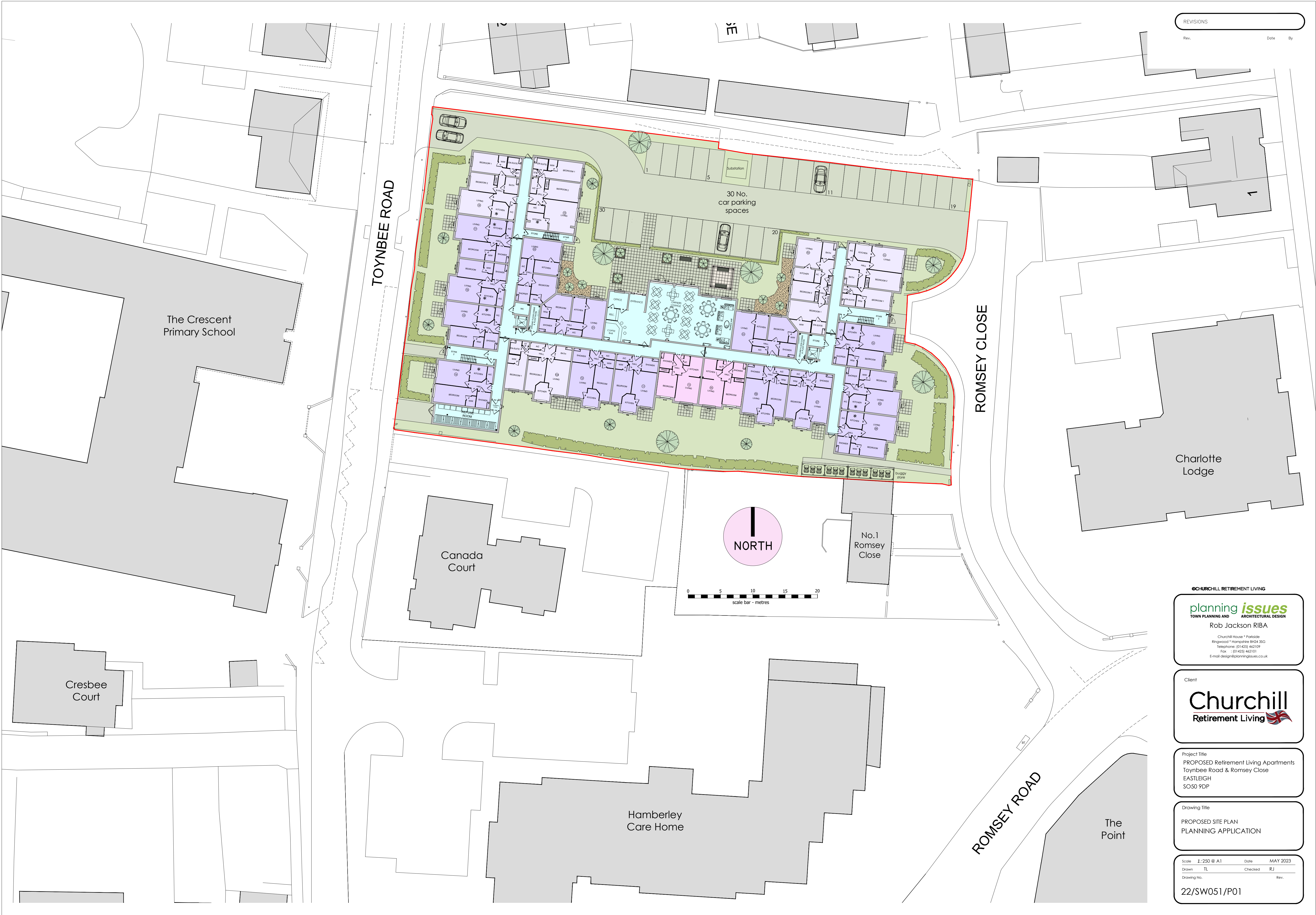
- 4.10 As demonstrated in **Table 11**, the proposed development is expected to result in an increase in 7 two-way vehicular trips in the AM peak, 3 two-way vehicular trips in the PM peak and 114 two-way vehicular trips in totals across a single day when assessing the TRICS data. Although this is an increase when compared to the existing houses, the increase in vehicular trips in the peak periods is minimal and not expected to impact the local road network. The overall increase of 114 two-way vehicular trips is only an increase of 10 trips per hour on average, which equates to one trip every 6 minutes each hour. This increase is not expected to have a significant impact on the local road network. Alternatively, when applying the CRL trip generation research instead, it is anticipated that there would be a smaller increase of 85 two-way vehicular trips across a single day. Therefore, the increase in vehicular trip is not expected to have a detrimental impact on the local road network.

5. SUMMARY AND CONCLUSIONS

- 5.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Churchill Retirement Living Ltd to support the redevelopment of 8 residential dwellings at 2,3,4,5 Romsey Close and 2,4,6,8 Toynbee Road, Eastleigh, Hampshire to form 83no. Retirement apartments including communal facilities, access, car parking and landscaping.
- 5.2 The proposed site location is highly sustainable with an array of key local amenities and services within walking distance – most notably a Sainsbury's supermarket and Eastleigh Bus Station. The public transport links are also excellent with several highly frequency bus services available from the nearby bus stops and Eastleigh Bus Station as well as having access to Eastleigh railway station.
- 5.3 The existing residential dwellings are all accessed via private driveways, which will all be stopped up as part of the scheme with a new access formed to the northwest of the site on Toynbee Road. The proposed access will measure 4.8m wide with a 3m radii on either side. An emergency vehicle access will also be provided to the northeast on Romsey Close measuring 6m wide.
- 5.4 Hampshire County Council's Technical Guidance calculator has been utilised to determine that visibility splays measuring 2.4m x 35m in the primary direction and 2.4m x 38m in the secondary direction are required based on the results of a snapshot survey. Visibility splays measuring 2.4m x 38m have been sufficiently measured to both the kerb line and centreline due to the presence on on-street parking in the secondary direction. Whilst a visibility splay measuring 2.4m x 35m in the primary direction has been shown to be achievable with a 0.6m offset to avoid third party land directly to the north, as well as demonstrating that a visibility splay measuring 2m x 35m is achievable to the kerb line.
- 5.5 It is proposed that 30 car parking spaces will be provided for the 83 Retirement Living apartments, which equates to a provision of 0.36 spaces per apartment. This is above the average parking demand found at existing CRL sites based on the independent research (0.28 spaces per unit) and updated surveys (0.29 spaces per unit), which therefore demonstrates that the proposed level of parking is sufficient to accommodate the expected needs and no overspill is anticipated to occur onto the local road network.
- 5.6 A fire tender is able to enter the site utilising the emergency vehicle access and exit via the main access whilst being able to get within 45m of all parts of the proposed building in line with Building Regulations (Document B). Whilst refuse collection will take place on street on Toynbee Road as per the existing arrangement with the refuse store located to the southwest of the site and within 10m of the carriageway to accommodate the Eurobin carry distance guidance.

- 5.7 The proposed development is expected to result in an increase in 7 two-way vehicular trips in the AM peak, 3 two-way vehicular trips in the PM peak and 114 two-way vehicular trips in totals across a single day. Although this is an increase when compared to the existing, the rise in vehicular trips in the peak periods is minimal and not expected to impact the local road network. The overall increase of 114 two-way vehicular trips is only an increase of 10 trips per hour on average, which equates to one trip every 6 minutes each hour. This increase is not expected to have a significant impact on the local road network. Alternatively, when applying the CRL trip generation research instead, it is anticipated that there would be a small increase of 86 two-way vehicular trips across a single day. Therefore, the increase in vehicular trips is not expected to have a significant impact on the local road network.
- 5.8 This Transport Statement (TS) has demonstrated that the proposed development will have a negligible impact on the operation of the local road network and that a safe and suitable is attainable. We would therefore encourage Hampshire County Council and Eastleigh Borough Council to look favourably upon this development in relation to highways.

Appendix A



REVISIONS		
Rev.	Date	By

©CHURCHILL RETIREMENT LIVING

planning issues
TOWN PLANNING AND ARCHITECTURAL DESIGN

Rob Jackson RIBA

Churchill House * Parkside
Ringwood * Hampshire BH24 3SG
Telephone: (01423) 462109
Fax: (01423) 462101
Email: design@planningissues.co.uk

Client

Churchill Retirement Living

Project Title

PROPOSED Retirement Living Apartments
Toynbee Road & Romsey Close
EASTLEIGH
SO50 9DP

Drawing Title

PROPOSED SITE PLAN
PLANNING APPLICATION

Scale	1:250 @ A1	Date	MAY 2023
Drawn	TL	Checked	RJ
Drawing No.	22/SW051/P01		

Appendix B

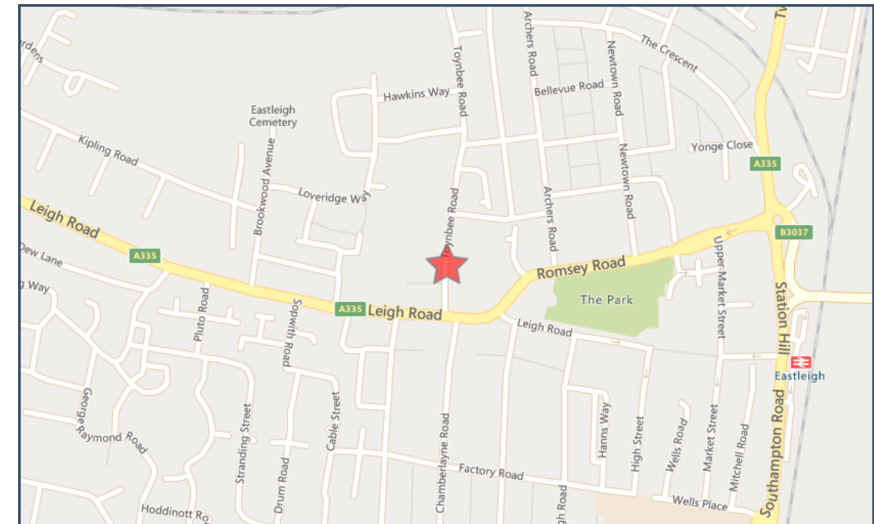


crashmap.co.uk

Validated Data

Crash Date: Tuesday, February 20, 2018 **Time of Crash:** 3:39:00 PM **Crash Reference:** 2018440067956

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Hampshire	Number of Vehicles:	2	OS Grid Reference:	445206 119205
Local Authority:	Eastleigh Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	-1	Unknown	Unknown	Vehicle is passing another moving vehicle on its offside	Front	Journey as part of work	None	None
2	Pedal cycle	-1	Female	11 - 15	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None

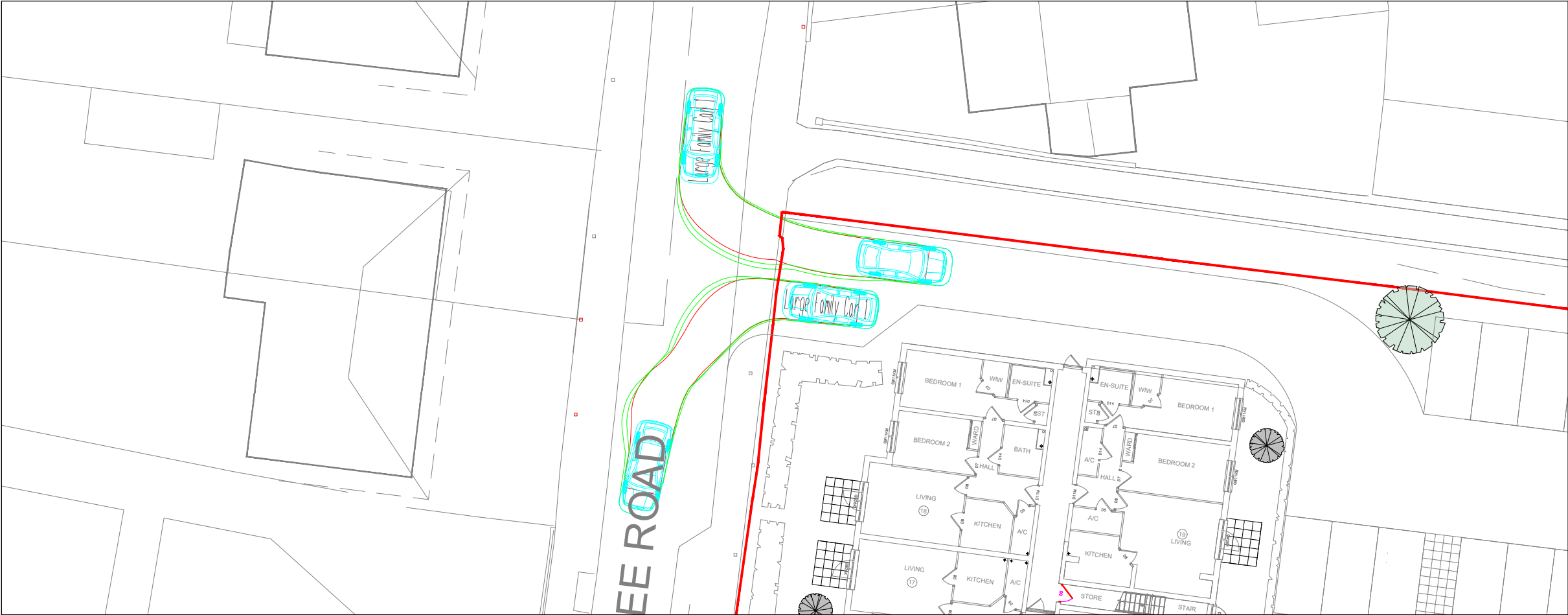
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Female	11 - 15	Unknown or other	Unknown or other

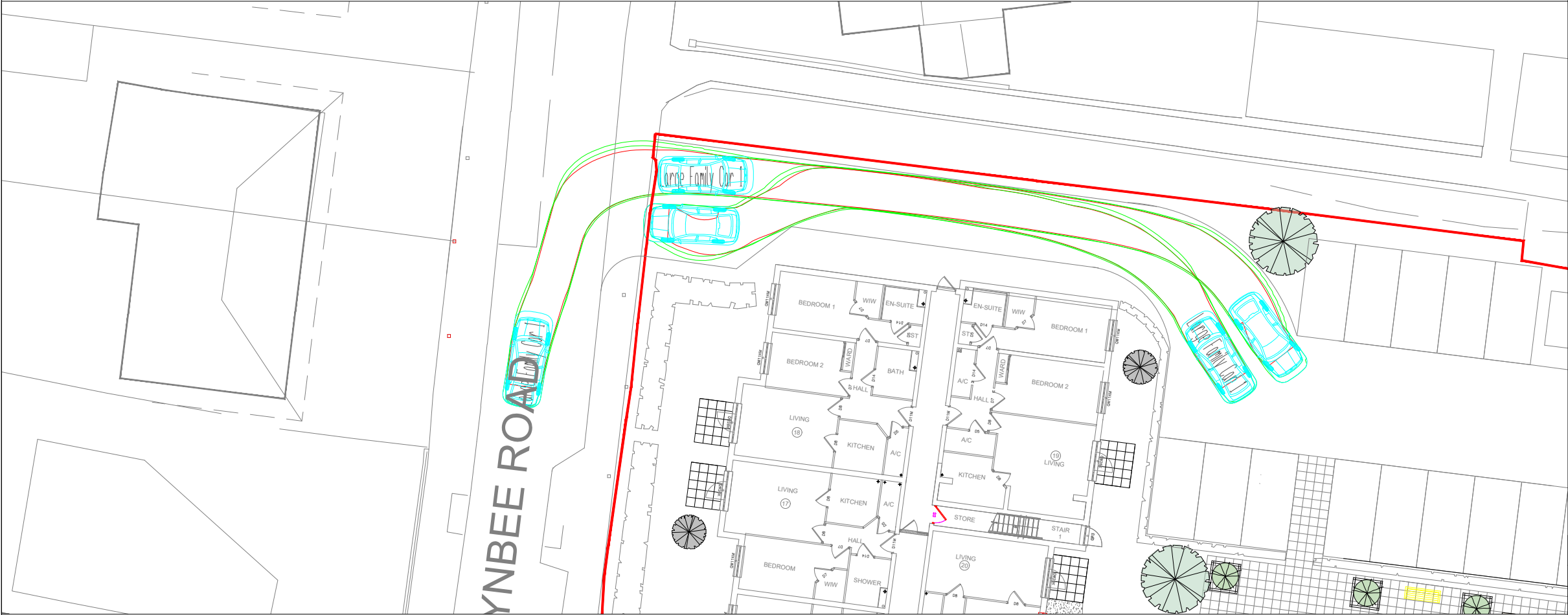
For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

Appendix C



TWO-WAY VEHICULAR ACCESS TRACKING LEFT IN RIGHT OUT

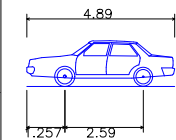


ONE-WAY WORKING ACCESS DRIVE TRACKING

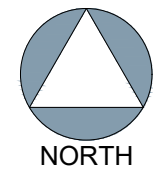
GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
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VEHICLE PROFILE



Large Family Car 1
Overall Length 4.890m
Overall Width 1.940m
Overall Body Height 1.512m
Min Body Ground Clearance 0.273m
Max Track Width 1.890m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m



C	UPDATED SITE LAYOUT	28.04.23	LM	HC
B	UPDATED SITE LAYOUT	13.12.22	LM	HC
A	UPDATED SITE LAYOUT	23.08.22	LM	HC
Rev	Description	Date	By	Chkd

Project Name TOYNBEE ROAD EASTLEIGH	Title VEHICULAR ACCESS TRACKING	 Paul Basham Associates Ltd Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park, Abingdon, OX14 1RG 01235 425460 info@paulbashamassociates.com www.paulbashamassociates.com	Client  Churchill Retirement Living	Checked By HC	Checked Date 27.04.22	Scale 1:250 (AT A3 SIZE)
Project Phase PRELIMINARY				Drawn By SB	Drawn Date 26.04.22	Client Drawing No. - PBA Drawing No. 536.0054.002 Revision C

Appendix D

Toynbee Road, Eastleigh - Radar Speed Survey: Location 1 NB



Speed Limit

30

Weather

Mon 25th April 2022

All speeds are recorded from free flowing vehicles

Dry/Warm

0930-1620

Northbound AM				Northbound PM			
	Speeds (mph)		Speeds (mph)		Speeds (mph)		Speeds (mph)
1	26	51	21	1	23	51	19
2	24	52	24	2	31	52	24
3	21	53	25	3	29	53	27
4	28	54	28	4	27	54	25
5	25	55	24	5	29	55	26
6	26	56	22	6	25	56	24
7	29	57	25	7	26	57	21
8	30	58	26	8	27	58	25
9	28	59	23	9	25	59	26
10	27	60	28	10	26	60	23
11	25	61	30	11	24	61	24
12	27	62	24	12	27	62	28
13	24	63	28	13	25	63	22
14	26	64	22	14	30	64	24
15	27	65	24	15	27	65	29
16	25	66	21	16	29	66	24
17	23	67	25	17	26	67	25
18	28	68	26	18	25	68	24
19	26	69	23	19	28	69	26
20	26	70	27	20	24	70	29
21	25	71	28	21	26	71	22
22	27	72	24	22	24	72	27
23	23	73	25	23	27	73	26
24	25	74	29	24	25	74	31
25	24	75	24	25	31	75	28
26	28	76	26	26	24	76	24
27	24	77	24	27	25	77	29
28	25	78	21	28	27	78	24
29	31	79	28	29	25	79	28
30	21	80	24	30	28	80	24
31	28	81	30	31	30	81	29
32	24	82	21	32	22	82	26
33	21	83	28	33	34	83	25
34	24	84	25	34	31	84	27
35	28	85	24	35	28	85	25
36	24	86	26	36	24	86	26
37	26	87	24	37	26	87	26
38	25	88	21	38	27	88	24
39	28	89	23	39	25	89	28
40	30	90	27	40	29	90	22
41	24	91	26	41	24	91	28
42	22	92	30	42	26	92	23
43	25	93	28	43	28	93	29
44	28	94	21	44	22	94	30
45	23	95	29	45	24	95	27
46	29	96	34	46	25	96	24
47	24	97	22	47	20	97	28
48	27	98	27	48	29	98	24
49	25	99	28	49	22	99	29
50	26	100	29	50	27	100	27

ROAD SURFACE - DRY



Average Northbound (mph)	25.6	Average Northbound (mph)	26.0
Standard Deviation (mph)	2.7	Standard Deviation (mph)	2.6
85th%ile Northbound (mph)	28.3	85th%ile Northbound (mph)	28.6
% > Speed Limit Northbound	1%	% > Speed Limit Northbound	4%

Toynbee Road, Eastleigh - Radar Speed Survey: Location 1 SB



Speed Limit

30

Weather

Mon 25th April 2022

All speeds are recorded from free flowing vehicles

Dry/Warm

0930-1620

Southbound AM				Southbound PM			
	Speeds (mph)		Speeds (mph)		Speeds (mph)		Speeds (mph)
1	23	51	21	1	26	51	28
2	27	52	24	2	24	52	29
3	21	53	25	3	29	53	24
4	25	54	28	4	31	54	27
5	25	55	24	5	24	55	26
6	24	56	22	6	28	56	27
7	29	57	25	7	24	57	24
8	24	58	26	8	26	58	28
9	28	59	23	9	24	59	24
10	30	60	28	10	25	60	29
11	24	61	32	11	27	61	25
12	29	62	24	12	29	62	26
13	34	63	28	13	20	63	28
14	26	64	22	14	28	64	24
15	28	65	24	15	24	65	27
16	31	66	21	16	26	66	26
17	25	67	25	17	23	67	28
18	29	68	26	18	25	68	24
19	24	69	23	19	27	69	29
20	28	70	27	20	24	70	25
21	27	71	28	21	25	71	25
22	26	72	24	22	29	72	21
23	29	73	25	23	27	73	29
24	30	74	29	24	24	74	27
25	24	75	24	25	29	75	24
26	28	76	26	26	24	76	28
27	27	77	24	27	26	77	27
28	27	78	21	28	25	78	24
29	25	79	28	29	27	79	26
30	25	80	24	30	24	80	29
31	26	81	30	31	29	81	24
32	21	82	21	32	23	82	28
33	27	83	28	33	28	83	25
34	24	84	25	34	24	84	26
35	29	85	24	35	28	85	24
36	24	86	26	36	29	86	27
37	26	87	24	37	25	87	24
38	23	88	21	38	30	88	28
39	28	89	23	39	24	89	23
40	22	90	27	40	29	90	28
41	27	91	26	41	31	91	23
42	30	92	30	42	27	92	29
43	25	93	28	43	24	93	25
44	26	94	21	44	28	94	28
45	24	95	29	45	26	95	23
46	27	96	34	46	28	96	28
47	28	97	22	47	24	97	29
48	22	98	27	48	29	98	24
49	29	99	28	49	27	99	28
50	29	100	29	50	26	100	27

ROAD SURFACE - DRY



Average Southbound (mph)	25.9	Average Southbound (mph)	26.2
Standard Deviation (mph)	2.9	Standard Deviation (mph)	2.2
85th%ile Southbound (mph)	28.8	85th%ile Southbound (mph)	28.4
% > Speed Limit Southbound	3%	% > Speed Limit Southbound	2%

Toynbee Road, Eastleigh - Radar Speed Survey: Location 2 NB



Speed Limit

30

Weather

Mon 25th April 2022

All speeds are recorded from free flowing vehicles

Dry/Warm

0930-1620

Northbound AM				Northbound PM			
	Speeds (mph)		Speeds (mph)		Speeds (mph)		Speeds (mph)
1	28	51	26	1	30	51	26
2	25	52	24	2	27	52	27
3	23	53	27	3	23	53	24
4	29	54	28	4	34	54	28
5	24	55	24	5	31	55	26
6	27	56	26	6	28	56	27
7	24	57	28	7	24	57	22
8	28	58	26	8	26	58	28
9	31	59	28	9	29	59	20
10	31	60	24	10	30	60	24
11	25	61	26	11	28	61	31
12	29	62	29	12	25	62	25
13	30	63	30	13	23	63	28
14	27	64	24	14	29	64	27
15	25	65	28	15	28	65	29
16	26	66	31	16	25	66	24
17	28	67	28	17	27	67	26
18	24	68	29	18	26	68	28
19	27	69	27	19	26	69	28
20	26	70	24	20	28	70	21
21	28	71	26	21	30	71	29
22	29	72	29	22	28	72	32
23	30	73	23	23	31	73	28
24	24	74	27	24	27	74	27
25	22	75	25	25	25	75	24
26	25	76	28	26	29	76	28
27	28	77	25	27	22	77	29
28	24	78	29	28	28	78	27
29	29	79	24	29	27	79	26
30	26	80	26	30	24	80	25
31	28	81	25	31	26	81	27
32	27	82	27	32	28	82	24
33	24	83	24	33	29	83	29
34	25	84	26	34	29	84	30
35	29	85	29	35	24	85	27
36	27	86	23	36	27	86	21
37	29	87	30	37	28	87	28
38	30	88	27	38	23	88	25
39	24	89	31	39	28	89	25
40	32	90	28	40	25	90	29
41	28	91	24	41	26	91	25
42	31	92	25	42	22	92	29
43	28	93	29	43	27	93	27
44	24	94	23	44	27	94	24
45	19	95	31	45	28	95	28
46	33	96	26	46	32	96	22
47	27	97	28	47	25	97	18
48	30	98	29	48	22	98	23
49	27	99	24	49	28	99	27
50	29	100	22	50	29	100	24

ROAD SURFACE - DRY



Average Northbound (mph)	26.8	Average Northbound (mph)	26.6
Standard Deviation (mph)	2.6	Standard Deviation (mph)	2.8
85th%ile Northbound (mph)	29.4	85th%ile Northbound (mph)	29.4
% > Speed Limit Northbound	1%	% > Speed Limit Northbound	4%

Toynbee Road, Eastleigh - Radar Speed Survey: Location 2 SB



Speed Limit

30

Weather

Mon 25th April 2022

All speeds are recorded from free flowing vehicles

Dry/Warm

0930-1620

Southbound AM				Southbound PM			
	Speeds (mph)		Speeds (mph)		Speeds (mph)		Speeds (mph)
1	25	51	20	1	24	51	20
2	29	52	24	2	28	52	24
3	27	53	24	3	24	53	28
4	25	54	23	4	21	54	24
5	27	55	28	5	29	55	28
6	24	56	22	6	31	56	21
7	23	57	24	7	27	57	26
8	25	58	21	8	24	58	28
9	26	59	25	9	25	59	24
10	28	60	26	10	26	60	24
11	24	61	21	11	27	61	27
12	25	62	25	12	24	62	26
13	22	63	29	13	21	63	27
14	27	64	24	14	28	64	24
15	25	65	24	15	21	65	29
16	26	66	29	16	26	66	23
17	25	67	18	17	17	67	24
18	28	68	27	18	20	68	25
19	24	69	21	19	28	69	23
20	25	70	25	20	24	70	25
21	23	71	23	21	26	71	26
22	26	72	28	22	25	72	28
23	25	73	20	23	24	73	22
24	24	74	28	24	25	74	26
25	23	75	23	25	26	75	29
26	26	76	28	26	21	76	24
27	28	77	24	27	28	77	23
28	25	78	21	28	23	78	25
29	27	79	20	29	24	79	28
30	24	80	28	30	26	80	28
31	21	81	24	31	24	81	24
32	18	82	26	32	25	82	22
33	27	83	24	33	26	83	26
34	25	84	25	34	24	84	27
35	26	85	26	35	20	85	21
36	24	86	24	36	28	86	26
37	23	87	25	37	24	87	22
38	28	88	21	38	29	88	25
39	21	89	28	39	24	89	23
40	25	90	26	40	21	90	28
41	28	91	26	41	25	91	24
42	24	92	28	42	26	92	25
43	29	93	24	43	23	93	21
44	22	94	22	44	22	94	23
45	29	95	24	45	27	95	29
46	21	96	28	46	25	96	27
47	19	97	24	47	25	97	21
48	22	98	29	48	22	98	25
49	27	99	23	49	29	99	20
50	22	100	26	50	24	100	24

ROAD SURFACE - DRY



Average Southbound (mph)	24.7	Average Southbound (mph)	24.8
Standard Deviation (mph)	2.6	Standard Deviation (mph)	2.6
85th%ile Southbound (mph)	27.3	85th%ile Southbound (mph)	27.4
% > Speed Limit Southbound	3%	% > Speed Limit Southbound	2%

Appendix E



GENERAL NOTES

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

1. VISIBILITY SPLAYS ARE BASED ON THE RECORDED 85%ILE SPEEDS OF 28.6MPH NORTHBOUND & 27.4MPH SOUTHBOUND ON TOYNBEE ROAD. THE RADAR LOCATIONS WERE LOCATED TO THE NORTH AND SOUTH OF THE PROPOSED SITE.



HIGHWAY BOUNDARY



C	UPDATED SITE LAYOUT	28.04.23	LM	HC
B	UPDATED SITE LAYOUT	13.12.22	LM	HC
A	UPDATED SITE LAYOUT	23.08.22	LM	HC
Rev	Description	Date	By	Chkd

Project Name
TOYNBEE ROAD
EASTLEIGH

Project Phase
PRELIMINARY

Title

VISIBILITY SPLAY ASSESSMENT



Checked By
HC

Checked Date
27.04.22

Drawn By
SB

Drawn Date
26.04.22

Scale
1:250

(AT A3 SIZE)

Client Drawing No.
-

PBA Drawing No.
536.0054.001

Revision
C

Appendix F

4 Summary

Between Wednesday 11th May and Thursday 19th May 2016 (in addition to the resurvey of the Romsey site on the Tuesday 22nd June), car park surveys were carried out at eight established CRL lodge sites. The counts were carried out on neutral days, and provided data on parking activity and the vehicle trip rates associated with each site. Vehicles parked in the immediate vicinity of each Lodge were also counted, recording if any vehicles associated with the Lodge were parking off-site.

A summary of the results is provided in **Table 4.1**.

Table 4.1: Summary of site information and parking rates

CRL site / location	Units	Parking Spaces Available	Parking Spaces Per Unit at the time of the survey	Recorded two-way trip rate
Hampton Lodge, Sutton	39	16	0.41	1.44
Lord Roseberry Lodge, Epsom	31	16	0.52	0.90
Churchill Lodge, Lilliput	51	22	0.43	1.78
Mitchell Lodge, Bitterne	36	12	0.33	1.31
Mulberry Lodge, Emsworth	30	14	0.47	2.00
Park View Lodge, Faversham	36	17	0.47	1.33
Mottisfont Lodge, Romsey	31	11	0.35	2.45
St Mary's Lodge, Birchington	31	11	0.35	0.68
CRL Site Average	36	15	0.42	1.49

In order to account for overall CRL parking demand, an average unit ratio for the eight sites has been calculated. The average parking demand for on-site parking is 0.27, with total parking (on-site and on-street) being 0.28. This ratio is below the current provision of 0.32 spaces per residential unit.

Based on the average parking rate developed from the survey results, the current parking provision could be considered adequate. During the parking surveys, parking was exceeded at one of the eight sites, but only for short periods of time.

Appendix G

Saffron Walden - Summary (11 Spaces)

Saffron Lodge - Tuesday																												
Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Parking Capacity	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
Parking Accumulation	10	10	10	11	10	7	8	9	7	9	8	9	9	11	11	9	8	8	8	8	8	8	9	9	9	8	8	8
Trips In		0	0	1	0	0	1	3	0	2	1	2	0	2	4	0	0	1	0	1	0	0	1	0	0	0	0	0
Trips Out	0	0	0	0	1	3	0	2	2	0	2	1	0	0	4	2	1	1	0	1	0	0	0	0	0	1	0	0

Saffron Lodge - Wednesday																												
Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Parking Capacity	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
Parking Accumulation	11	11	12	11	11	9	9	9	11	10	10	10	10	11	13	14	11	10	10	10	10	10	11	11	11	11	11	11
Trips In	11	0	1	0	1	1	1	1	2	1	0	1	0	2	3	2	0	0	0	0	0	0	0	1	0	0	0	0
Trips Out	0	0	0	1	1	3	1	1	0	2	0	1	0	1	1	1	3	1	0	0	0	0	0	0	0	0	0	0

Saffron Lodge - Combined																												
Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Parking Capacity	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
Parking Accumulation	10.5	10.5	11	11	10.5	8	8.5	9	9	9.5	9	9.5	9.5	11	12	11.5	9.5	9	9	9	9	9	10	10	10	9.5	9.5	9.5
Trips In	5.5	0	0.5	0.5	0.5	0.5	1	2	1	1.5	0.5	1.5	0	2	3.5	1	0	0.5	0	0.5	0	0	0.5	0.5	0	0	0	0
Trips Out	0	0	0	0.5	1	3	0.5	1.5	1	1	1	1	0	0.5	2.5	1.5	2	1	0	0.5	0	0	0	0	0	0.5	0	0

Saffron Lodge Parking Ratios																												
Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Average CRL Parking Ratio	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345
Parking Ratio	0.339	0.339	0.355	0.355	0.339	0.258	0.274	0.290	0.290	0.306	0.290	0.306	0.306	0.355	0.387	0.371	0.306	0.290	0.290	0.290	0.290	0.290	0.323	0.323	0.323	0.306	0.306	0.306

Bishops Stortford - Summary (18 Spaces)

Nicholls Lodge - Tuesday																												
Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Parking Capacity	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
Parking Accumulation	16	16	16	16	16	15	15	14	13	14	14	11	12	16	17	15	14	14	15	14	15	16	15	15	15	14	15	15
Trips In	0	0	0	0	0	1	0	0	2	1	2	0	3	4	1	0	0	1	2	1	2	1	0	1	0	0	2	0
Trips Out	0	0	0	0	0	2	0	1	3	0	2	3	2	0	0	2	1	1	1	2	1	0	1	1	1	0	1	1

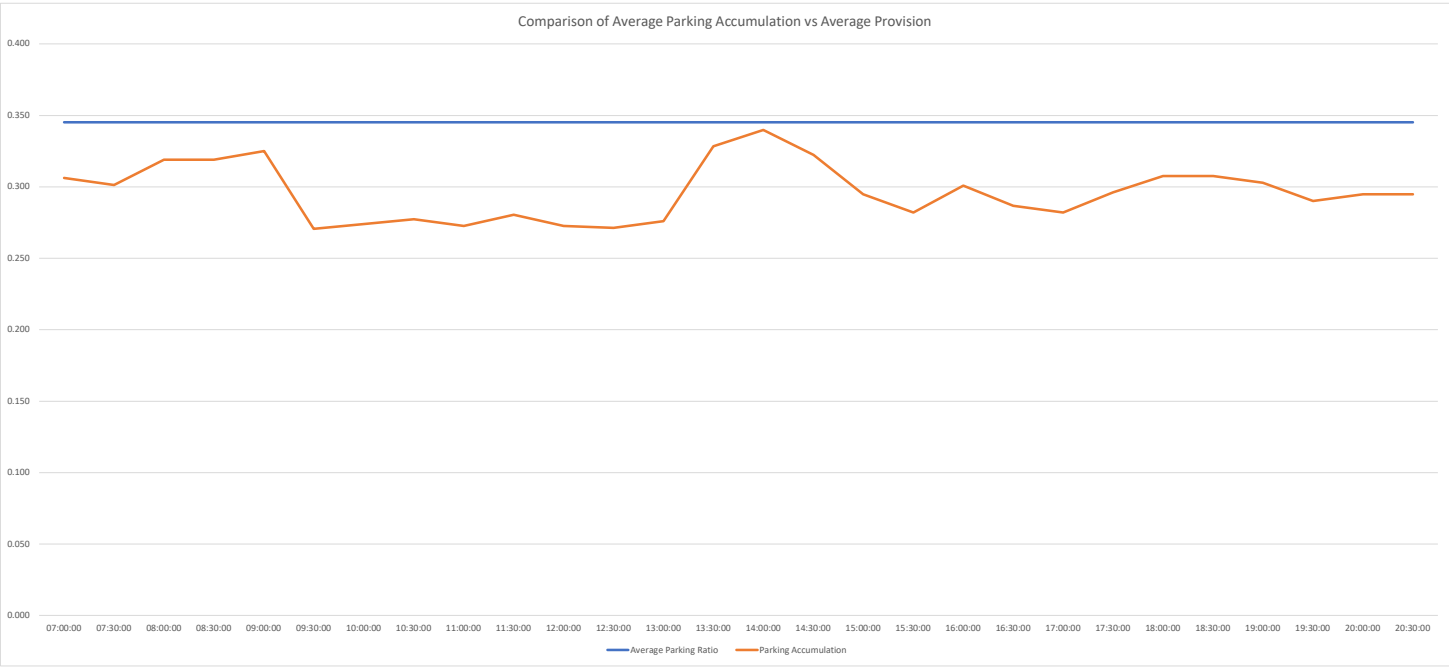
Nicholls Lodge - Wednesday																												
Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Parking Capacity	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
Parking Accumulation	13	12	14	14	17	15	14	14	14	13	13	14	14	16	14	14	16	15	18	16	14	16	16	16	15	15	15	15
Trips In	13	0	2	0	5	1	1	1	2	0	4	2	2	4	1	0	3	3	4	1	0	3	1	0	2	0	0	0
Trips Out	0	1	0	0	2	3	2	1	2	1	4	1	2	2	3	0	1	4	1	3	2	1	1	0	3	0	0	0

Nicholls Lodge - Combined																												
Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Parking Capacity	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
Parking Accumulation	14.5	14	15	15	16.5	15	14.5	14	13.5	13.5	13.5	12.5	13	16	15.5	14.5	15	14.5	16.5	15	14.5	16	15.5	15.5	15	14.5	15	15
Trips In	6.5	0	1	0	2.5	1	0.5	0.5	2	0.5	3	1	2.5	4	1	0	1.5	2	3	1	1	2	0.5	0.5	1	0	1	0
Trips Out	0	0.5	0	0	1	2.5	1	1	2.5	0.5	3	2	2	1	1.5	1	1	2.5	1	2.5	1.5	0.5	1	0.5	1.5	0.5	0.5	0

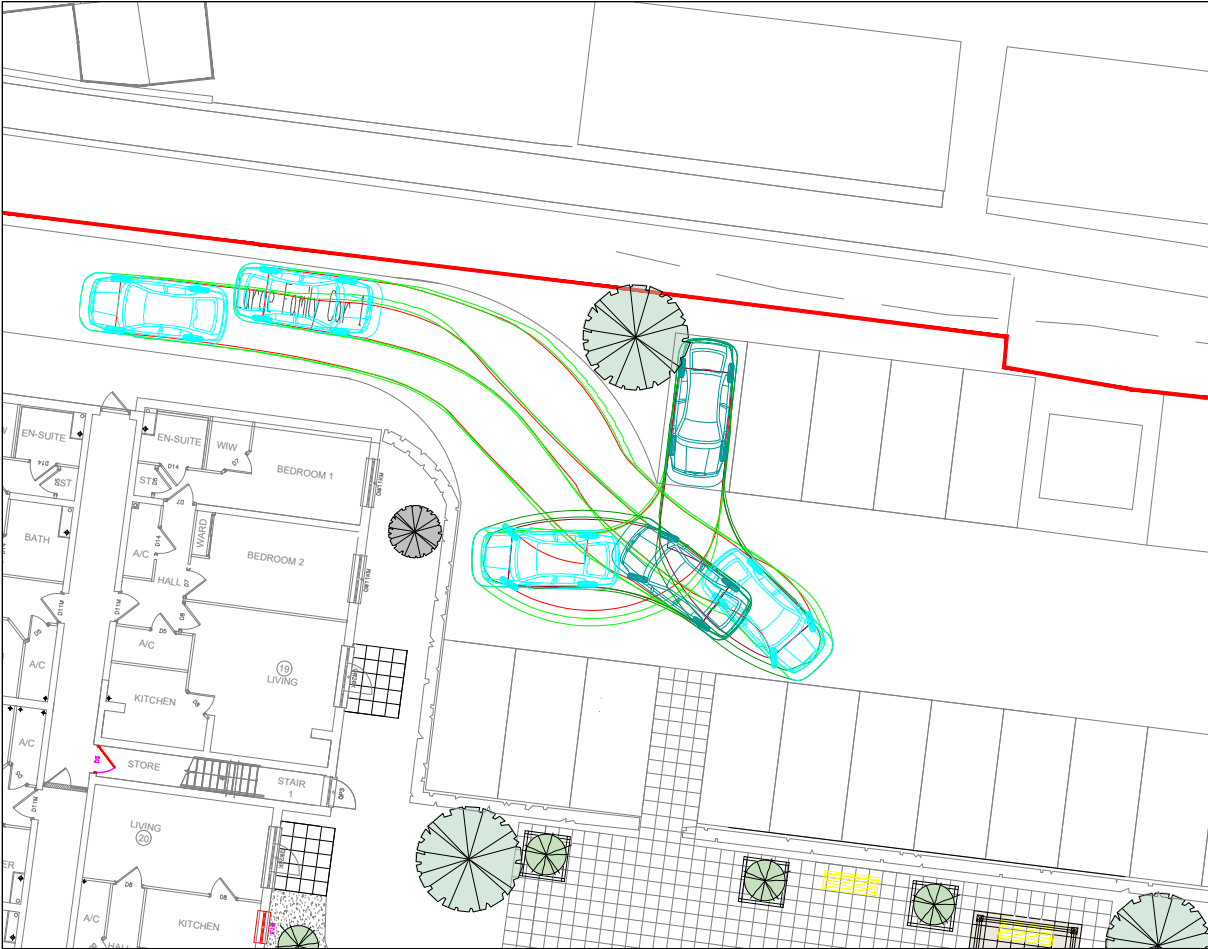
Nicholls Lodge Parking Ratios																												
Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Average CRL Parking Ratio	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345
Parking Ratio	0.273585	0.264151	0.283019	0.283019	0.311321	0.283019	0.273585	0.264151	0.254717	0.254717	0.254717	0.235849	0.245283	0.301887	0.292453	0.273585	0.283019	0.273585	0.311321	0.283019	0.273585	0.301887	0.292453	0.292453	0.283019	0.273585	0.283019	0.283019

Combined Parking Data

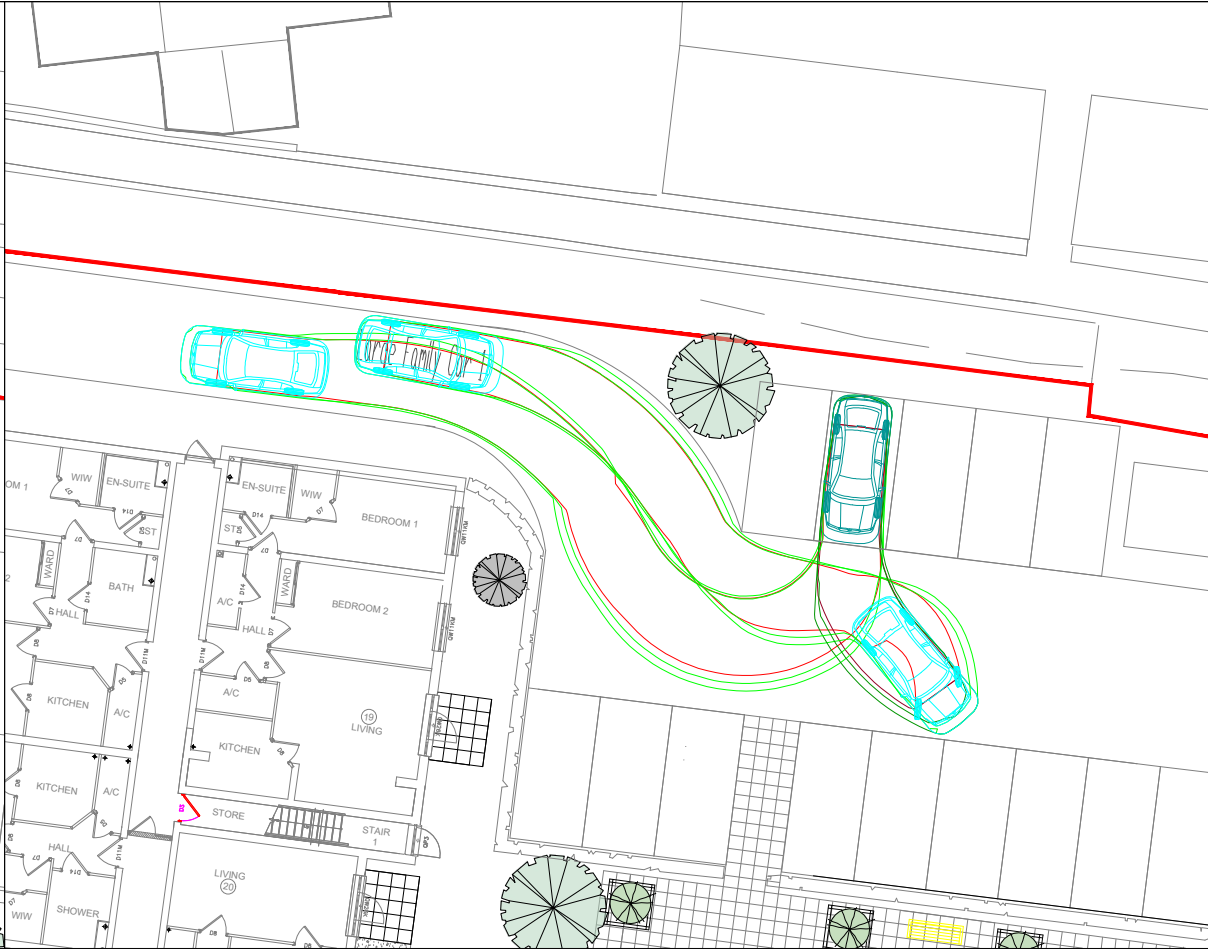
Combined Parking Ratios																												
Time	07:00:00	07:30:00	08:00:00	08:30:00	09:00:00	09:30:00	10:00:00	10:30:00	11:00:00	11:30:00	12:00:00	12:30:00	13:00:00	13:30:00	14:00:00	14:30:00	15:00:00	15:30:00	16:00:00	16:30:00	17:00:00	17:30:00	18:00:00	18:30:00	19:00:00	19:30:00	20:00:00	20:30:00
Average Parking Ratio	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345	0.345
Parking Accumulation	0.306	0.301	0.319	0.319	0.325	0.271	0.274	0.277	0.273	0.281	0.273	0.271	0.276	0.328	0.340	0.322	0.295	0.282	0.301	0.287	0.282	0.296	0.308	0.308	0.303	0.290	0.295	0.295



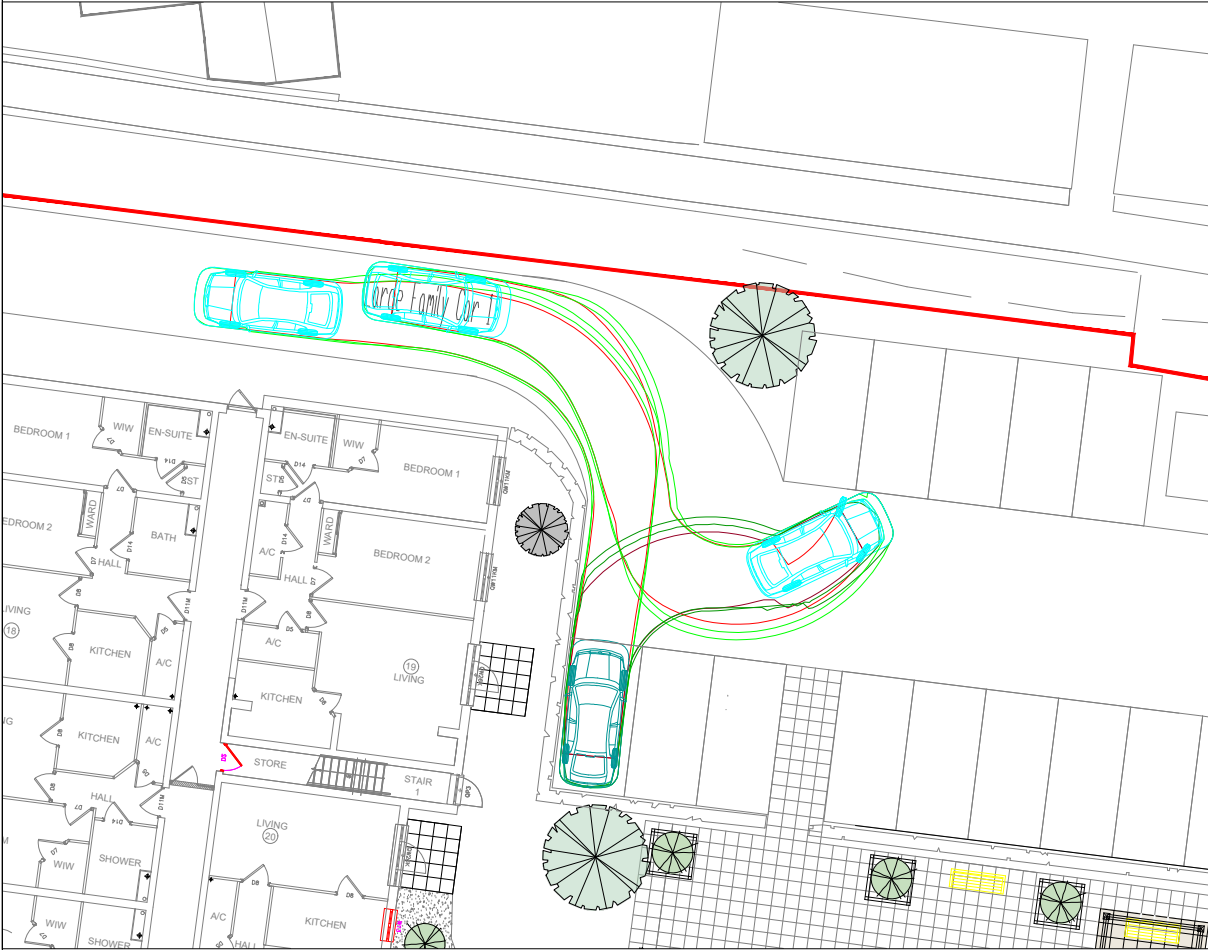
Appendix H



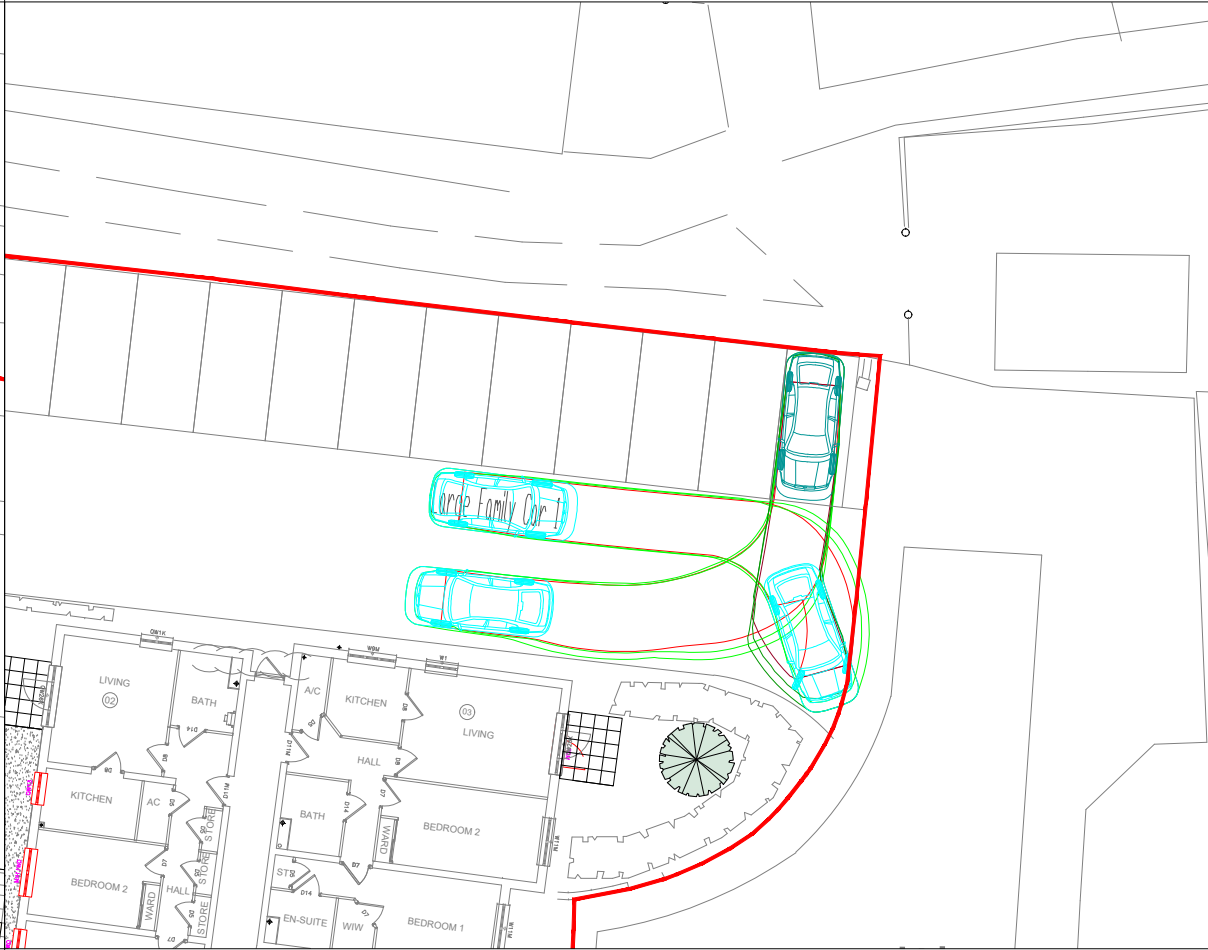
VEHICLE TRACKING SPACE 1



VEHICLE TRACKING SPACE 2



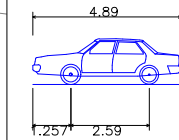
VEHICLE TRACKING SPACE 3



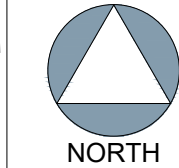
VEHICLE TRACKING SPACE 4

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

VEHICLE PROFILE



Large Family Car 1	
Overall Length	4.890m
Overall Width	1.940m
Overall Body Height	1.512m
Min Body Ground Clearance	0.273m
Max Track Width	1.890m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



B	UPDATED SITE LAYOUT	28.04.23	LM	HC
A	UPDATED SITE LAYOUT	13.12.22	LM	HC
Rev	Description	Date	By	Chkd

Project Name TOYNBEE ROAD EASTLEIGH	Title CAR PARK VEHICLE TRACKING	 Paul Basham Associates Ltd Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park, Abingdon, OX14 1RG 01235 425460 info@paulbashamassociates.com www.paulbashamassociates.com	Client Churchill Retirement Living	Checked By HC	Checked Date 25.08.22	Scale 1:250	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By LM	Drawn Date 23.08.22	Client Drawing No. -	PBA Drawing No. 536.0054.003	Revision B	

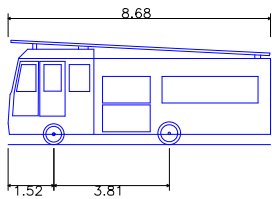
Appendix I



GENERAL NOTES

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

VEHICLE PROFILE



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



B	UPDATED SITE LAYOUT	28.04.23	LM	HC
A	UPDATED SITE LAYOUT	13.12.22	LM	HC
Rev	Description	Date	By	Chkd

Project Name TOYNBEE ROAD EASTLEIGH	Title FIRE TENDER TRACKING	 Paul Basham Associates Ltd Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park, Abingdon, OX14 1RG 01235 425460 info@paulbashamassociates.com www.paulbashamassociates.com
Project Phase PRELIMINARY		

Client 	Checked By HC	Checked Date 25.08.22	Scale 1:500	(AT A3 SIZE)	
	Drawn By LM	Drawn Date 23.08.22	Client Drawing No. -	PBA Drawing No. 536.0054.005	Revision B

Appendix J

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	KC KENT	1 days
03	SOUTH WEST	
	DV DEVON	2 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	1 days
10	WALES	
	PS POWYS	2 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: No of Dwellings
 Actual Range: 10 to 89 (units:)
 Range Selected by User: 6 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 19/11/21

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	6 days
Tuesday	4 days
Wednesday	3 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	18 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.

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	17
No Sub Category	1

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	18 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

Population within 1 mile:

5,001 to 10,000	6 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	6 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	5 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
125,001 to 250,000	5 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:

0.5 or Less	1 days
0.6 to 1.0	6 days
1.1 to 1.5	11 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:

Yes	3 days
No	15 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	18 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-05 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 17/10/16 Survey Type: MANUAL		
2	CB-03-A-05 MACADAM WAY PENRITH	DETACHED / TERRACED HOUSING	CUMBRIA
	Edge of Town Centre Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 21/06/16 Survey Type: MANUAL		
3	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH	TOWN HOUSES	CHESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19 Survey Type: MANUAL		
4	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17 Survey Type: MANUAL		
5	DV-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: WEDNESDAY 30/09/15 Survey Type: MANUAL		
6	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 Survey date: MONDAY 28/09/15 Survey Type: MANUAL		
7	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19 Survey Type: MANUAL		

LIST OF SITES relevant to selection parameters (Cont.)

8	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
9	LN-03-A-04 EGERTON ROAD LINCOLN Edge of Town Centre Residential Zone Total No of Dwellings: 30 Survey date: MONDAY 29/06/15	DETACHED & SEMI-DETACHED	LINCOLNSHIRE	Survey Type: MANUAL
10	NY-03-A-12 RACECOURSE LANE NORTHALLERTON Edge of Town Centre Residential Zone Total No of Dwellings: 47 Survey date: TUESDAY 27/09/16	TOWN HOUSES	NORTH YORKSHIRE	Survey Type: MANUAL
11	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 10/05/17	TERRACED HOUSES	NORTH YORKSHIRE	Survey Type: MANUAL
12	PS-03-A-01 BRYN GLAS WELSHPOOL Edge of Town Centre Residential Zone Total No of Dwellings: 16 Survey date: MONDAY 11/05/15	MIXED HOUSES	POWYS	Survey Type: MANUAL
13	PS-03-A-02 GUNROG ROAD WELSHPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 11/05/15	DETACHED / SEMI-DETACHED	POWYS	Survey Type: MANUAL
14	SF-03-A-07 FOXHALL ROAD IPSWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 73 Survey date: THURSDAY 09/05/19	MIXED HOUSES	SUFFOLK	Survey Type: MANUAL
15	ST-03-A-06 STANFORD ROAD WOLVERHAMPTON BLAKENHALL Edge of Town Centre No Sub Category Total No of Dwellings: 17 Survey date: FRIDAY 09/05/14	SEMI-DET. & TERRACED	STAFFORDSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE
	BRESE AVENUE		
	WARWICK		
	GUY'S CLIFFE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	23	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
17	WL-03-A-02	SEMI DETACHED	WILTSHIRE
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
18	WM-03-A-05	TERRACED & DETACHED	WEST MIDLANDS
	COUNDON ROAD		
	COVENTRY		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	89	
	Survey date: MONDAY	21/11/16	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

TOTAL 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	18	41	0.070	18	41	0.275	18	41	0.345
08:00 - 09:00	18	41	0.141	18	41	0.396	18	41	0.537
09:00 - 10:00	18	41	0.161	18	41	0.163	18	41	0.324
10:00 - 11:00	18	41	0.128	18	41	0.161	18	41	0.289
11:00 - 12:00	18	41	0.133	18	41	0.152	18	41	0.285
12:00 - 13:00	18	41	0.175	18	41	0.169	18	41	0.344
13:00 - 14:00	18	41	0.167	18	41	0.172	18	41	0.339
14:00 - 15:00	18	41	0.158	18	41	0.202	18	41	0.360
15:00 - 16:00	18	41	0.254	18	41	0.191	18	41	0.445
16:00 - 17:00	18	41	0.316	18	41	0.156	18	41	0.472
17:00 - 18:00	18	41	0.348	18	41	0.184	18	41	0.532
18:00 - 19:00	18	41	0.240	18	41	0.153	18	41	0.393
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.291			2.374			4.665

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:	10 - 89 (units:)
Survey date range:	01/01/14 - 19/11/21
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
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.

Appendix K

3 Parking trip rates

The car park surveys have allowed a trip rate for each CRL site to be calculated. The total 12 hour weekday flows (Tuesday, Wednesday or Thursday) recorded between 07:00 and 19:00 are presented in **Table 3.1**. These values represent total car parking activity associated with each site (including parking within the site and on-street parking).

Table 3.1: Total vehicle movements (on-site car park and on-street)

CRL site/location	Weekday 12 hr Arrivals	Weekday 12hr Departures	Weekday 12 hr Two Way
Hampton Lodge, Sutton	28	28	56
Lord Roseberry Lodge, Epsom	14	14	28
Churchill Lodge, Lilliput	44	47	91
Mitchell Lodge, Bitterne	23	24	47
Mulberry Lodge, Emsworth	30	30	60
Park View Lodge, Faversham	24	24	48
Mottisfont Lodge, Romsey	38	38	76
St Mary's Lodge, Birchington	11	10	21

Applying the 12 hour flows to the number of residential units, a rate per unit can be determined. The parking rate for each site is shown in **Table 3.2**.

Table 3.2: Total car parking trip rates (per unit)

CRL site/location	Weekday 12 hr Arrivals	Weekday 12hr Departures	Weekday 12 hr Two Way
Hampton Lodge, Sutton	0.72	0.72	1.44
Lord Roseberry Lodge, Epsom	0.45	0.45	0.90
Churchill Lodge, Lilliput	0.86	0.92	1.78
Mitchell Lodge, Bitterne	0.64	0.67	1.31
Mulberry Lodge, Emsworth	1.00	1.00	2.00
Park View Lodge, Faversham	0.67	0.67	1.33
Mottisfont Lodge, Romsey	1.23	1.23	2.45
St Mary's Lodge, Birchington	0.35	0.32	0.68
CRL Site Average	0.74	0.75	1.49

3.1 Parking trip rates

In order to determine whether the current parking provision is adequate for CRL developments, an average parking accumulation across all eight sites has been identified to highlight an overall trend. Both on-site only and total parking demand results are presented in **Figure 3.1** overleaf.