



Maple Place, Eastleigh

Transport Statement

March 2026

MH Architects



**RESIDENTIAL DEVELOPMENT
MAPLE PLACE
EASTLEIGH**

Transport Statement

CONTROLLED DOCUMENT

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RESIDENTIAL DEVELOPMENT MAPLE PLACE EASTLEIGH

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of MH Architects to support a planning application for a residential development comprising 9no. apartments and 3no. houses on Maple Place, Eastleigh.
- 1.2 The site, previously occupied by Samson's Gym and a former Crockery studio/shop, which has since been demolished, consists of brownfield land approximately 1,036sqm in area, and is located at the corner of Derby Road and Chamberlayne Road in Eastleigh. The site is c.1.2km southwest of Eastleigh Railway Station and c.800m southwest of Eastleigh Town Centre.
- 1.3 The site location is shown in **Figure 1**, with the proposed site plan attached as **Appendix A**.

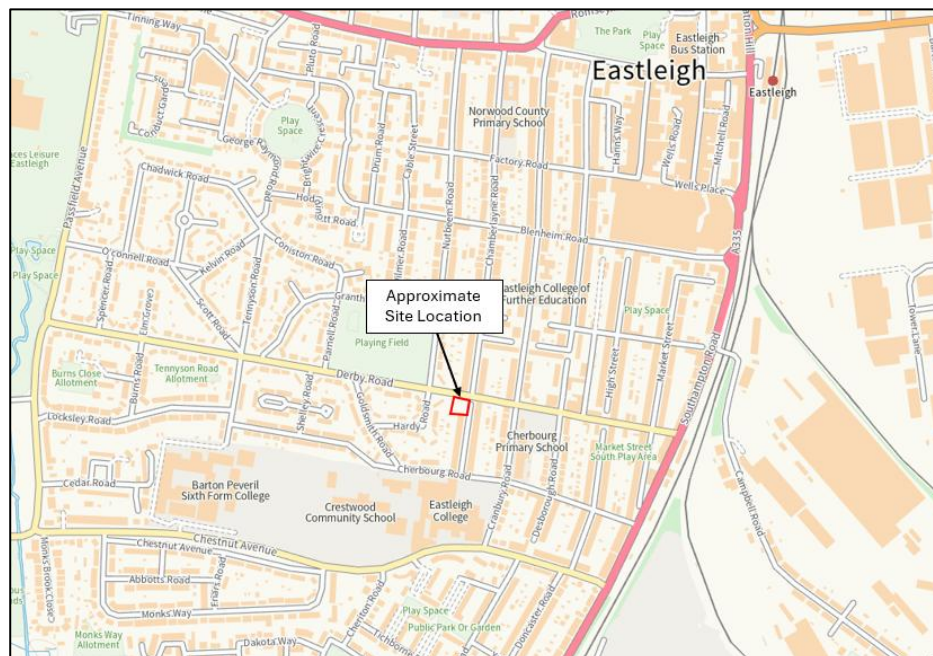


Figure 1: Approximate Site Location

Planning Policy

- 1.4 This TS has been prepared in accordance with a variety of national and local planning policy and guidance. This includes:
- National Planning Policy Framework (NPPF) (December 2024);
 - Hampshire County Council (HCC) Local Transport Plan (LTP) 4 (adopted March 2024
 - Eastleigh Borough Council's (EBC) Local Plan 2016-2031 (adopted April 2022);
 - EBC Parking Standards Supplementary Planning Document (SPD) (adopted September 2025);
 - CIHT's 'Planning for Walking' (March 2015);
 - Department for Transport (DfT) Cycle Infrastructure Design Local Transport Note (LTN) 1/20 (July 2020)

- 1.5 It should be noted that the NPPF had a minor update in February 2025 to resolve a cross-referencing point. This did not constitute a change to the policy and the NPPF continues to be dated December 2024. It is also important to recognise a consultation draft of a revised NPPF was published in December 2025, however, this is yet to be adopted and thus this TS will continue to refer to the adopted December 2024 version.

Planning History

- 1.6 In November 2020, an application for the demolition of the former Samson's Gym and the Crockery arts and workshop buildings was submitted (PN/20/89301). In January 2021, the decision was that prior approval of the Local Planning Authority (LPA) was needed, set out in several conditions. All conditions were discharged under application DC/21/91810 in January 2022, allowing the demolition of the existing buildings.
- 1.7 A further application (reference: F/23/95574) was previously submitted on this site in June 2023, for the same quantum of residential dwellings: 9no. apartments, and 3no. houses. Whilst this application was refused in October 2023, it should be noted that there was no objection from Hampshire County Council (HCC) on highways grounds, with the HCC Highways Response being attached in **Appendix B**. This updated application aims to simply address the reasons for refusal in the previous application which were primarily related to design.
- 1.8 This TS will therefore cover the following elements:
- A summary of local conditions and site accessibility
 - A review of Highway safety including Personal Injury Accident (PIA data)
 - Details of the proposed development, including access and parking provision
 - A review of the potential highway impacts of this development
 - A summary and conclusion.
- 1.9 In support of this TS a site visit was conducted in March 2026 and updated collision data was obtained from Hampshire Constabulary.

2. EXISTING SITE CONDITIONS AND ACCESSIBILITY

- 2.1 As aforementioned, the application site comprises an area of 1,036sqm located within an existing residential area in Eastleigh, some 1.2km southwest of Eastleigh Railway Station and some 800m southwest of Eastleigh Town Centre. The site is bound by Chamberlayne Road to the east, Derby Road to the north and existing terraced housing to the south. A service road providing rear access to these existing terraced houses also borders the site to the west (**Photograph 1**).



Photograph 1: Service Road to the West (development hoarding to the left)

- 2.2 The previous use of the site was for commercial use and was occupied by two businesses known as The Crockery and Samsons Gym, which consisted of buildings with GFA of 162 and 428sqm respectively. However, the site is now currently vacant with all previous buildings having been demolished in January 2022. Hoarding is currently provided shielding the site from Derby Road (**Photograph 2**)



Photograph 2: Site Hoarding on Derby Road

2.3 The existing site context is shown in **Figure 2**.



Figure 2: Site Context

2.4 The Crockery fronted onto Derby Road with access to the rear of the building accessible from a service road, and Samsons Gym fronted onto the corner of Derby Road and Chamberlayne Road, with parking available on an area of hardstanding accessed from Chamberlayne Road. This access off Chamberlayne Road is currently extant (**Photograph 3**), albeit will not be utilised as part of this development.



Photograph 3: Former Site Access on Chamberlayne Road

Local Highway Network

- 2.5 The existing site fronts on Derby Road, and the western side of the site takes access via the aforementioned service road.
- 2.6 Derby Road is a wide suburban road, measuring c.6.5m in width, running east to west between the A335 Southampton Road and Passfield Avenue. It is flanked with footways on both sides, measuring c.2m in width, and has a speed limit of 30mph. On the southern side of Derby Road, parking bays are provided, at regular intervals (including directly outside of the site), with these parking bays included within Controlled Parking Zone (CPZ) Z3. At locations where no parking bays exist, the footway is widened to the edge of the carriageway, measuring as wide as 4.5m in some cases. The general conditions of Derby Road can be seen in **Photograph 4** and **Photograph 5**.



Photograph 4: Derby Road Westbound



Photograph 5: Derby Road Eastbound

- 2.7 Chamberlayne Road runs north-south and is a residential road, flanked with 2m wide footways, residential dwellings and parking bays (**Photograph 6**). As aforementioned, Chamberlayne Road bounds the site to the east. Chamberlayne Road also continues north of Derby Road towards Leigh Road, but this is not a route available to through traffic, as the southern side of the road at the junction with Derby Road is blocked off by bollards, trees and paving, preventing vehicular traffic utilising the section of Chamberlayne Road south of Derby Road as a through route (**Photograph 7**).



Photograph 6: General Conditions of Chamberlayne Road



Photograph 7: Blocked Off Section of Chamberlayne Road

- 2.8 Both Derby Road and Chamberlayne Road are part of CPZ Z3. This limits parking to permit holders only between the hours of 8am and 8pm Monday to Saturday. Some of the parking bays on Derby Road also

allow for limited short stay (2 hours) parking (**Photograph 8**). It should be noted that future residents will not be permitted to obtain a parking permit.



Photograph 8: Parking Restrictions outside the Site

- 2.9 Access to the Strategic Road Network (SRN) is easily achieved from the site. Traffic can access the M3 Junction 13 by heading west along Derby Road and then north along Passfield Avenue to meet the A335 Leigh Road. The M27 Junction 5 is also accessible by heading east along Derby Road and then heading south along the A335 Southampton Road.

Personal Injury Accident Data

- 2.10 In order to assess the safety of the local highway network, Personal Injury Accident (PIA) data was obtained from Hampshire Constabulary for the most recent available 5-year period (01/08/2020 up to and including 31/07/2025). A summary of incidents that have occurred on the local highway network can be seen in **Figure 3**. The geographic study area chosen is broadly in line with the area examined as part of the previous planning application (reference: F/23/95574).

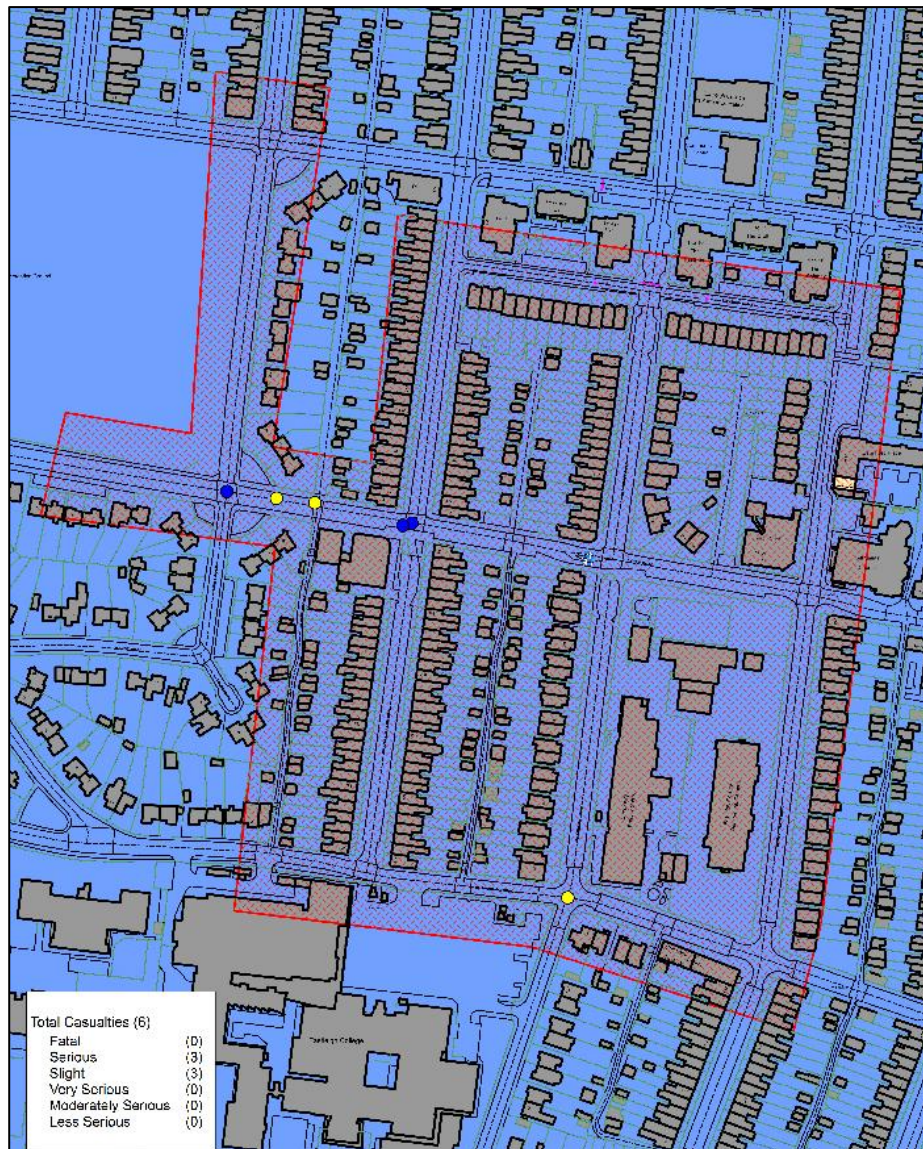


Figure 3: Personal Injury Accident Data (source: Hampshire Constabulary)

2.11 Further details of these incidents are summarised in **Table 1** , with the full data attached in **Appendix C**.

Location	Severity	Date/Time	Description
Near bus stop on Derby Road/junction with Chamberlayne Road	Serious	23/11/2021 08:13	Pedestrian travelling north after disembarking from a bus is struck by car travelling west to east on derby road
Cranbury Road/Cherbourg Road junction, Eastleigh	Slight	23/05/2022 17:30	Pedal cyclist travelling north across junction is struck by unknown car travelling west along Cherbourg Road
Derby Road, 39 meters SE of junction with Nutbeem Road, Eastleigh	Slight	24/02/2024 19:40	Pedestrian travelling s in and out of the carriageway on Derby Road, entered the carriageway into the path of car travelling SE along Derby Road, causing a collision
Derby Road, at junction with Chamberlayne Road, Eastleigh	Serious	23/07/2024 13:18	Car travelling E to W along Derby Road approaches junction with Chamberlayne Road where pedestrian steps out into the road and into the path of vehicle and is struck by causing serious injuries to the pedestrian
Derby Road, at crossroads with Nutbeem Road and Hardy Road, Eastleigh	Slight	03/10/2024 21:00	Car travelling E along Derby Road has driven past stationary bus on opposite side of the road when pedestrian travelling N across Derby Road has stepped

			from behind the bus into the path of car, causing car to collide with pedestrian
Crossroads of Derby Road, Hardy Road and Nutbeem Road, Eastleigh	Serious	06/05/2025 16:26	Car travelling W to E on Derby Road, approaching junction with Hardy Road on their right, with intention to turn right. Motorcycle travelling E to W on Derby Road approaching crossroads with intention of proceeding straight ahead. Car turns right into Hardy Road, crossing path of motorcycle. Car collides with offside of motorcycle.

Table 1: Summary of Personal Injury Accident Data

- 2.12 As shown in **Figure 3** and **Table 1** there have been 6 recorded incidents in this 5-year period, with 3 being serious and 3 being slight. Of these incidents, 5 occurred within the vicinity of Derby Road, with one taking place on the southern end of Chamberlayne Road.
- 2.13 However, whilst every incident is regrettable, these 6 incidents have occurred over a variety of different years (translating to just over one incident a year) and in a variety of different conditions, with no underlying accident trends present. It should also be noted that this accident data is broadly similar to the PIA data presented in the previous application (reference: F/23/9557), which was not considered a concern by HCC. Therefore, given the above, it can be argued that there are no underlying existing safety or PIA concerns on the local network that will be exacerbated by this development.

3. SITE ACCESSIBILITY

Local Amenities and Facilities

- 3.1 The site is located near to a range of amenities and facilities, with many of them being located in Eastleigh Town Centre c.800m to the north (a 9.5 minute walk or 2.5 minute cycle away). The Swan Centre (a local shopping centre), part of Eastleigh Town Centre, contains a further range of amenities including a pharmacy, a Tesco Express, banking facilities, and a cinema. Through the previous planning application the highly accessible nature of the site, being located in close proximity to the town centre was recognised with the site's ability to support sustainable travel movements.
- 3.2 A summary of the local amenities and facilities and the distances from the site to each respective amenity can be seen in **Table 2**.

Amenity	Distance (From the Site Access)	Walking Time (80m per minute)	Cycle Time (250m per minute)
Nutbeem Road Bus Stop Eastbound	10m	Less than a minute	Less than a minute
Nutbeem Road Bus Stop Westbound	10m	Less than a minute	Less than a minute
Beryl Bike Bay	10m	Less than a minute	Less than a minute
Grantham Green	80m	1 minute	Less than a minute
Eastleigh Parish Church	200m	3 minutes	1 minute
Cherbourg Primary School	250m	3 minutes	1 minute
Convenience Store	270m	3 minutes	1 minute
Crestwood Community School	350m	4 minutes	1 minute
Eastleigh College	450m	6 minutes	2 minutes
St Andrews Surgery (GP Practice)	650m	8 minutes	3 minutes
Barton Peveril College	800m	10 minutes	3 minutes
Eastleigh Swan Centre	800m	10 minutes	3 minutes
Lakeside Country Park	1km	13 minutes	4 minutes
Eastleigh Railway Station	1.2km	15 minutes	5 minutes
Places Leisure Centre	1.2km	15 minutes	5 minutes
Southampton Airport Parkway Railway Station	1.8km	23 minutes	7 minutes

Table 2: Local Amenities and Facilities

- 3.3 The CIHT's 'Planning for Walking' Document (2015) outlines the 'desirable', 'acceptable' and 'preferred maximum' walking distances to locations. These distances are outlined within **Table 3**.

	Town Centre (m)	Elsewhere (m)
Desirable	200	400
Acceptable	400	800
Preferred Maximum	800	1,200

Table 3: CIHT Suggested Walking Distances (based on 'Planning for Walking', 2015)

- 3.4 As shown, every amenity (bar one) is within this preferred maximum distance of 1.2km. Whilst

Southampton Airport Parkway Station is further than this 1.2km distance, alternative railway services are available from Eastleigh Railway Station which is within this 1.2km distance. Eastleigh Town Centre and the two railway stations are also linked by bus, further improving its accessibility.

Site Accessibility

Pedestrians

- 3.5 As aforementioned, the presence of 2m wide footways on all roads around the site provide ample opportunities for pedestrian connectivity, with multiple amenities within a reasonable walking distance from the site. A range of crossing points are also provided along Derby Road, with many equipped with dropped kerbs and tactile paving (**Photograph 9**). Multiple crossing points are also equipped with pedestrian refuge islands such as one shown in **Photograph 10**, c.100m east of the site.



Photograph 9: Example of Pedestrian Crossing on Derby Road



Photograph 10: Pedestrian Refuge Island Near to the Site

- 3.6 The footways along Derby Road connect to those provided along the A335, which provides a direct pedestrian route to Eastleigh Swan Centre and Eastleigh Railway Station. A signalised crossing point is provided along the A335 to provide a safe access to the Railway Station.
- 3.7 There are a number of PRoW footpaths within Eastleigh in close proximity to the site. The majority of these routes provide recreational routes along the River Itchen to the east of the site and Lakeside Country Park to the south of the site.

Cycling

- 3.8 The local cycle infrastructure lends itself favourably to promote cycling as a primary method of travel by future site users. Although Derby Road and Chamberlayne Road are not identified as having specific

cycling infrastructure, their quiet residential nature makes them conducive to cycling. Both roads (and the roads surrounding them) are classed as 'minor routes', as shown within **Figure 4**. **Figure 4** also shows that a range of different routes are available to the Town Centre and Eastleigh Station, with many of these routes utilising minor or lightly trafficked roads, or roads with specific cycle infrastructure. A signalised parallel crossing is also provided outside Eastleigh Railway Station, providing safe passage for cyclists across the busy Station Hill.



Figure 4: Cycling Options near to The Site (source: Eastleigh Borough Council)

- 3.9 The site also benefits from Beryl Bike Parking bays, directly outside the site (**Photograph 11**). With a range of corresponding Beryl Bike Parking Locations throughout Eastleigh, the presence of these bikes gives an option for future residents to hire bikes for local journeys.



Photograph 11: Beryl Bike Parking Bay Near to the Site

3.10 The site is also located near to two National Cycle Routes (NCR)s. NCR 23 runs north-south along Passfield Avenue and links to Winchester in the north, and Lakeside Country Park and Southampton to the south, with sections off off-road cycling available throughout the route. NCR 24 meets NCR 23 and runs west towards Chandlers Ford and Romsey and east along Leigh Road into Eastleigh Town Centre. Shows the proximity of the site to these NCRs.

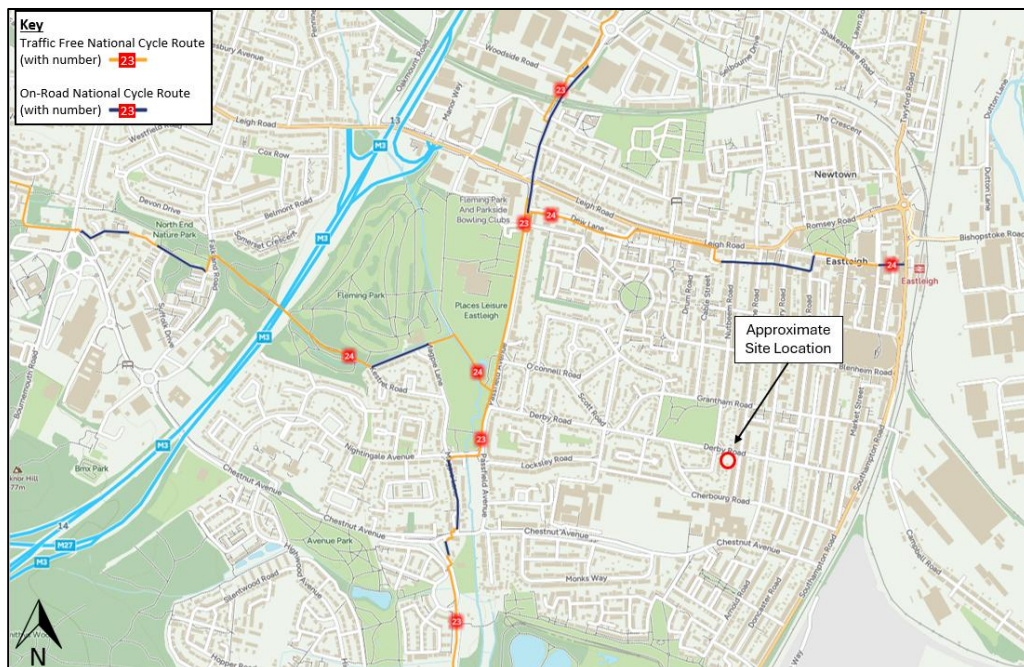


Figure 5: National Cycle Routes Near to the Site

Public Transport

3.11 The site is located almost immediately adjacent (c.10m from) to bus stops on Derby Road. These bus stops are called 'Nutbeam Road' and are located opposite (eastbound bus stop) and to the west

(westbound bus stop) of the site and serve buses in both directions. The westbound bus stop has sheltered seating, a flag and pole, and bus timetable information (**Photograph 12**), whilst the eastbound bus stop has similar provision, without the waiting shelter (**Photograph 13**). There is also a raised kerb at both bus stops making bus services more accessible to those with disabilities and prams.



Photograph 12: Nutbeem Road Westbound Bus Stop



Photograph 13: Nutbeem Road Eastbound Bus Stop

3.12 Nutbeem Road benefits from a range of bus services, including a regular service on Bluestar 2. A summary of services serving this bus stop is shown in **Table 4**.

Service	Route	Frequency		
		Weekdays	Saturdays	Sundays
Bluestar 2	Southampton-Portswood-Eastleigh-Fair Oak	Every 15 minutes First Bus: 04:59 Last Bus: 00:45	Every 15 minutes First Bus: 05:23 Last Bus: 00:45	Every 20 minutes First Bus: 05:46 Last Bus: 00:45
Bluestar 24	Hedge End-West End-Airport Parkway Station-Eastleigh	Hourly First Bus: 07:17 Last Bus: 17:48	Every 2 hours First Bus: 09:10 Last Bus: 17:48	No service
Bluestar 424	Hedge End-West End-Airport Parkway Station-Eastleigh	One Journey towards Eastleigh (Departs 08:10)	No service	No service
Bluestar 425	Boorley Green-Barton Peveril College-Eastleigh	One Journey towards Eastleigh (Departs 08:32)	No service	No service

Table 4: Summary of Bus Services

3.13 As previously shown in **Table 2**, the site is close to two railway stations. Eastleigh Railway Station is 1.2km to the northeast, and within the CIHT's preferred maximum walking distance. Eastleigh benefits from a range of facilities including a ticket office, a waiting room, 130 cycle spaces and is Category A Step Free Access station. As well as being within a reasonable walking distance, Eastleigh Station is also equipped with a Beryl Bike hire and docking bay, as well being directly linked to the site via Bluestar 2

bus service.

- 3.14 Eastleigh benefits from regular services to a range of destinations including London Waterloo, Winchester, Southampton, Portsmouth and Romsey.
- 3.15 Additional services are available from Southampton Airport Parkway Railway Station, which is 1.8km to the southeast. This includes services to Birmingham, Manchester, Bournemouth and Weymouth as well as faster services to London Waterloo (which do not call at Eastleigh). Southampton Airport Parkway also has a range of facilities, including 236 cycle parking spaces and similar Beryl Bike facilities as Eastleigh. It is also a Category A Step-Free Station.

Connectivity Tool

- 3.16 A review of the new Connectivity Tool provided by the Department for Transport (DfT) was also undertaken considering all transport modes other than travelling by car. When considering the site location using this tool, the site receives an overall score of 76 out of 100, as shown in **Figure 6**. However, when this is reviewed within the Local Authority banding, the site receives a banding rating of A, where A is the highest possible score and J is the lowest, as shown in **Figure 7**. This analysis is useful when considering the overall sustainability and connectivity of the site which demonstrates that not only is the site amongst the highest quarter for accessibility on a nationwide scale, and it is also considered amongst the most connected locations in the wider EBC local authority area. Therefore, it can be considered that the site is extremely well located to support sustainable travel.

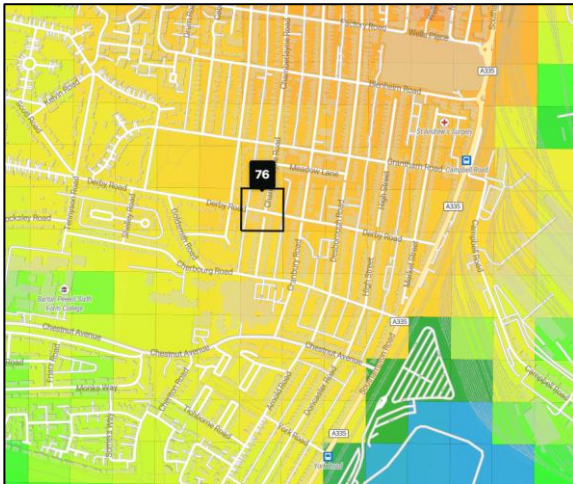


Figure 6: Connectivity Tool Overall Score

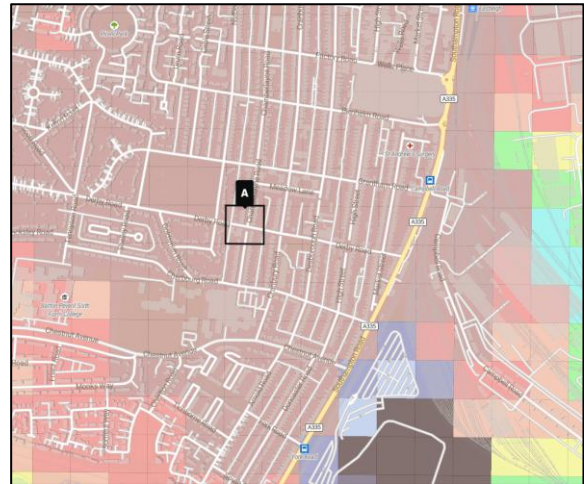


Figure 7: Connectivity Tool Local Authority Banding

- 3.17 It should also be noted that the previous planning application on the site (reference: 23/F/95574) raised no objections to the site's location and accepted that the site is highly accessible with excellent opportunities for future residents to utilise sustainable travel modes on a regular basis. Indeed, in their response to the previous application, which can be viewed in **Appendix B**, HCC acknowledge that

“opportunities for non-car travel are fully promoted and accessible from the site which helps assist with sustainable travel”.

4. PROPOSED DEVELOPMENT

- 4.1 The development consists of 12 new residential units, comprising 3 terraced houses fronting onto Chamberlayne Road and 6 apartments fronting onto Derby Road. The site plan can be found attached in **Appendix A**, and the detailed accommodation schedule can be seen in **Table 5**.

Accommodation Type	Number
1 Bedroom Apartment	5
2 Bedroom Apartment	4
3 Bedroom House	3

Table 5: Accommodation Schedule

- 4.2 The main change compared to the original 2023 application is the orientation of the flats and houses, with the houses being moved from Derby Road and onto Chamberlayne Road to be more in keeping with the local area and existing terraced housing on Chamberlayne Road.

Access Arrangements

Vehicular Access

- 4.3 The site will take vehicular access to the car park from the existing service road which borders the site to the west, an identical arrangement to the aforementioned previous planning application (reference F/23/95574) for a similar residential development on this site, which was deemed acceptable by HCC Highways. As with the previous application, whilst it would be desirable to widen the service road for 2-way movements, it is infeasible due to the lack of space surrounding the site. It should be noted however that there is HCC previously accepted this in the previous application stating that “there would also appear to be adequate space to allow for a vehicle exiting off Derby Road to wait offline of the main carriageway whilst another vehicle exited the rear service road”, with the full response being seen in **Appendix B**.
- 4.4 The existing service road is utilised for vehicular access for surrounding properties. The access to the parking area from the service road will be via a junction with a corner radius of c.4m on both sides of the access. However, the southern radii will not be in the form of a traditional bellmouth radii and will curve to the north (as shown within **Appendix A**) to ensure vehicles are only able to turn left into the development and right out of the development and so reduce the length of the service road along which development traffic may travel. Visibility when accessing and egressing the car park onto this car park is suitable for this level of development, with a visibility splay shown in **Appendix D**, demonstrating that cars exiting the car park have a visibility of 26m and 25m for vehicles waiting to turn left and right from Derby Road respectively.

- 4.5 Given the design of the car park access making a left in/right out arrangement self-enforceable, it is anticipated that a TRO would not be required. HCC did not raise the need for a TRO in their response to the previously approved application (reference F/23/95574).

Pedestrian Access

- 4.6 The 9-unit block of flats fronts onto Derby Road, and so pedestrians will simply be able to access the site utilising the existing pedestrian infrastructure previously described. Meanwhile, the three terraced residential dwellings will front onto Chamberlayne Road, utilising the existing pedestrian infrastructure.
- 4.7 An additional pedestrian access to the block of flats is available providing access to the car park and the bin store. Similarly, rear access to the car park is available for the housing fronting onto Chamberlayne Road.

Car Parking

- 4.8 Parking Standards for new developments in this location are taken from EBC's most recent Parking Standards SPD (adopted in June 2025). These parking standards are shown in **Table 6**.

Property Size	Car Parking Standards		
	Off-Plot Unallocated Spaces	Off-Plot Allocated Spaces	Individual 'on Plot' Allocated Spaces
1 bed	0.75	1	1
2 bed	1.50	1.75	2
3 bed	1.50	1.75	2
Visitors	+20%	+20%	+20%

Table 6: Eastleigh Borough Council Residential Car Parking Standards

- 4.9 It is proposed that parking for this development is unallocated, and so for a development consisting of 5 one-bedroom flats, 4 two-bedroom flats, and 3 three-bedroom houses, a total of 15 spaces would be required to accord with standards. When an additional 20% of spaces for visitors is also added, the total number of parking spaces required by this development to accord with standards is 18.
- 4.10 This development proposes 10 parking spaces. Whilst this represents a shortfall of 8 spaces compared to standard, EBC guidance also states that parking below the minimum standards set out will be supported in the town, district and local centres which have alternative modes of public transport available to serve the proposed development. Given the development is located in a highly accessible location with access to Eastleigh Town Centre, Eastleigh Railway Station, Southampton Airport Parkway Station and numerous bus stops, meaning it is highly likely not all residents will need to own a car in one of the most sustainable locations within the Borough. The main aim of providing parking below the standards is to discourage car ownership and encourage sustainable travel.
- 4.11 In addition, the roads surrounding the site are permit parking and double yellow lined to prohibit

parking in areas which are not designated. EBC are no longer providing new permits as they are over prescribed for the spaces available. Therefore, residents of the development will not be able to park in the roads surrounding the development and will only be able to utilise the spaces available at the development.

- 4.12 Additionally, it should be noted that the previous application on this site (reference F/23/95574) also had a shortfall of parking, albeit providing 11 spaces, and no objection was raised for this reduced parking quantum, recognising the site's highly sustainable location.
- 4.13 Therefore, the parking proposed is adequate for the development and is anticipated to accommodate all parking demand without overspill onto the local highway network. In their response to the previous application (reference F/23/95574), HCC agreed, stating that "In regard to highway impacts as a result of any parking shortfall, this would not be a concern given the level of parking restrictions within the local area preventing obstructive (physically and visually) [parking] from occurring". Their full response can be seen in **Appendix B**.
- 4.14 One parking space is also designated for disabled users, in line with Manual for Streets Guidance. This space has a 1.2m buffer to support disabled use. In line with building regulations, all parking spaces will have EV charging available.
- 4.15 The layout of the car park can be seen in **Appendix A**, with swept path analysis of a large family car accessing and egressing the car park, in accordance with HCC's TG2 guidance, via the aforementioned western service road in **Appendix E**. Additional swept path analysis showing a car can successfully utilise the more constrained parking spaces on the site is also attached in **Appendix E**. The furthest southeast parking space requires a slight body overhang to allow a car to enter the space, and so the kerb will be kept clear of any obstructions where this overhang occurs.

Cycle Parking

- 4.16 EBC also identifies the requirements for cycle parking in new developments in its 2025 Parking Standards SPD. These standards are shown in **Table 7**.

Property Size	Cycle Parking Standards	
	Long Term Secure Storage	Short Term Storage
1 bed	1 space	1 space
2 bed	2 spaces	1 space
3 bed	2 spaces	1 space
Visitors	+20%	+20%

Table 7: Eastleigh Borough Council Cycle Parking Standards

- 4.17 As shown on **Appendix A**, a secure cycle storage location will be provided within the block of flats, with

space for 10 bicycles. All remaining cycle storage including long and short term will be accommodated within the curtilage of buildings.

Delivery and Servicing

- 4.18 Deliveries will take place from either Derby Road or Chamberlayne Road, in similar manner to the existing dwellings on each road.

Refuse Collection

- 4.19 A bin store is provided in the southwestern corner of the car park for use by the apartments. The location of this bin store is seen in **Appendix A** and is directly accessible from the service road that runs along the site's western boundary. **Appendix F** confirms that this is already the current arrangement for the existing properties that back onto this road and thus the same arrangement is proposed. Similarly, the rear of the three houses on Chamberlayne Road front onto this car park, with the bins for these houses being collected from the rear of the properties via the service road and car park.

Fire Access

- 4.20 Fire Access will take place via Derby Road for the flatted development, as is existing for other properties nearby.
- 4.21 For the houses on Chamberlayne Road, the current existing bollards and paving that block off the northern end of Chamberlayne Road onto Derby Road adjacent to the site are proposed to be removed and replaced with removable bollards, that can be removed to allow a fire tender to egress Chamberlayne Road to the north onto Derby Road. It is proposed that Eastleigh Borough Council would take on the maintenance of such removable bollards. Swept path analysis is attached of this movement is shown in **Appendix G**, which shows a fire tender successfully undertaking the manoeuvre.
- 4.22 It is important to note that this arrangement would improve emergency servicing abilities for the existing properties on Chamberlayne Road which currently have insufficient room to allow for a fire tender to turn. Removing the existing bollards is therefore essential to allow a fire tender to reach within 45 m of all parts of the proposed houses, in accordance with building regulations.

5. HIGHWAY IMPACT

TRICS Analysis

- 5.1 To assess the impact of the proposed development on the local highway network, the TRICS database was utilised to generate both the current and future trip generation related to the site and the proposed development.
- 5.2 The TRICS analysis in this section is based on the criteria previously as used in the previous application (reference: F/23/95574), which resulted in trip generation figures that were deemed acceptable to HCC.

Existing Trip Generation

- 5.3 As aforementioned, the most recent use on the site was for the Samsons Gym and The Crockery.

Samsons Gym

- 5.4 The TRICS database was first used to derive the trip rates expected for the former gym use on site. TRICS v.8.25.12 utilised the following criteria based on the previous application:
- Use class 'Leisure' and subcategory 'Fitness Club (Private)
 - Gross floor area between 404 and 1500sqm
 - 'Edge of Town' locations only
 - Sites in England (excluding Greater London) – 5 surveys in total
 - Weekdays only
 - Surveys between 07:00 and 19:00 only
- 5.5 The results of this TRICS analysis are shown in **Table 8**, with full TRICS outputs attached in **Appendix H**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (07:00-19:00)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate (per 100sqm)	0.644	0.545	2.031	1.907	23.583
Trip Generation (428sqm)	3 trips	2 trips	9 trips	8 trips	101 trips

Table 8: Samsons Gym Predicted Trip Generation

- 5.6 As **Table 8** shows, Samsons Gym was predicted to generate 101 trips in an overall 12 hour period, with 5 trips in the AM peak (08:00-09:00) and 17 trips in the PM peak (17:00-18:00).

The Crockery

- 5.7 The TRICS database was then used to derive the trip rates expected for the crockery shop use on site. TRICS v.8.25.12 utilised the following criteria, which was accepted as part of the previous application:
- Use class 'Retail and subcategory 'Trade Shop'
 - Gross floor area between 275 and 970sqm

- 'Edge of Town' locations only. *Suburban Area was also included to increase sample size on this occasion*
- Sites in England (excluding Greater London) – 4 surveys in total
- Weekdays only
- Surveys between 07:00 and 19:00 only

5.8 The results of this TRICS analysis are shown in **Table 9**, with full TRICS outputs attached in **Appendix H**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (07:00-19:00)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate (per 100sqm)	3.057	2.501	1.853	2.177	77.303
Trip Generation (162sqm)	5 trips	4 trips	3 trips	4 trips	125 trips

Table 9: The Crockery Predicted Trip Generation

5.9 As **Table 9** shows, The Crockery was predicted to generate 125 trips in an overall 12 hour period, with 9 trips in the AM peak (08:00-09:00) and 7 trips in the PM peak (17:00-18:00). When combined with the results from Samsons Gym (as shown in **Table 8**), the previous (and most recent) use of the site would be expected to generate 226 trips over a 12 hour period (which relates to a trip just over every 3 minutes), with 14 trips in the AM and 24 trips in the PM peak.

Proposed Trip Generation

Proposed Houses

5.10 The TRICS database was then used to estimate the potential trips generated by the three houses in this proposed development. TRICS v.8.25.12 utilised the following criteria (which was deemed acceptable to HCC in the previous application):

- Use class 'Residential' and subcategory 'Houses Privately Owned'
- Between 6 and 50 units
- 'Edge of Town' Locations only;
- Sites in England (excluding Greater London) – 21 surveys in total
- Weekdays only
- Surveys between 07:00 and 19:00 only

5.11 The results of this TRICS analysis are shown in **Table 10** Error! Reference source not found., with full TRICS outputs attached in **Appendix H**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (07:00-19:00)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate (per dwelling)	0.169	0.370	0.330	0.181	4.761
Trip Generation (3 houses)	1 trip	1 trip	1 trip	1 trip	14 trips

Table 10: Proposed Houses Predicted Trip Generation

Proposed Flats

5.12 Finally, the TRICS database was used to estimate the potential trips generated by the nine flats in this proposed development. TRICS v.8.25.12 utilised the following criteria (which was deemed acceptable to HCC) in the previous application:

- Use class 'Residential' and subcategory 'Flats'
- Between 6 and 50 units
- 'Edge of Town' Locations only;
- Sites in England (excluding Greater London) – 5 surveys in total
- Weekdays only
- Surveys between 07:00 and 19:00 only

5.13 The results of this TRICS analysis are shown in **Table 11** with full TRICS outputs attached in **Appendix H**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (07:00-19:00)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate (per dwelling)	0.074	0.135	0.297	0.149	3.276
Trip Generation (9 flats)	1 trip	1 trip	3 trips	1 trip	29 trips

Table 11: Proposed Flats Predicted Trip Generation

5.14 As **Table 11** shows, the proposed 9 flats are predicted to generate 29 trips in an overall 12-hour period (which roughly equates to a vehicle trip every 24 minutes). In the AM peak, the proposed 9 flats are expected to generate 2 trips, and, in the PM peak, the proposed 9 flats are expected to generate 4 trips. When combined with the trips from the 3 houses (as shown in **Table 10**), the overall proposed development would be expected to generate 43 trips over a 12 hour period (which relates to a trip just over every 15 minutes), with 4 trips in the AM and 6 trips in the PM peak.

Net Impact Assessment

5.15 The net impact that this development is expected to have on trip rates and thus highway impact is shown in **Table 12**. This compares vehicle trips from the combined most recent use of the site (Samsons Gym and The Crockery) to the predicted trip rate generated by the overall proposed development of 3

houses and 6 apartments.

	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	Daily Total
Existing Commercial use (Samsons Gym and The Crockery)	14 trips	24 trips	226 trips
Proposed Residential use (12 dwellings)	4 trips	6 trips	43 trips
Net Difference	-10 trips	-18 trips	-183 trips

Table 12: Net Trip Generation

- 5.16 As shown in **Table 12** this development is expected to lead to significant decrease of trips in both the AM and PM peak periods, with a decrease of 10 and 18 trips respectively. Over a 12-hour period (07:00-19:00), there is expected to be a reduction in 183 trips.
- 5.17 It should be noted that the TRICS analysis on an older version of TRICS (v.7.9.1) as part of the previous application (reference: F/23/95574), which was accepted by HCC, projected a reduction of 174 vehicle trips, which is broadly in line with the TRICS analysis conducted as part of this TS.
- 5.18 Given that the number of vehicle trips generated by this development will decrease significantly compared to the sites extant use, when considering paragraph 116 of the NPPF, it is reasonable to assume that this development will not have a material impact on the local highway network.
- 5.19 When combined with the results from Samsons Gym (as shown in **Table 8**), the previous (and most recent) use of the site would be expected to generate 226 trips over a 12 hour period (which relates to a trip just over every 3 minutes), with 14 trips in the AM and 24 trips in the PM peak.
- 5.20 Even if the site's previous uses was not accounted for, the proposed development would only result in 4 vehicle trips in the AM peak, 6 in the PM and 43 across a 12-hour period. As a worst case this would result in 1 vehicle trip every 10 minutes in the PM peak which would be easily absorbed onto the existing road network and not constitute a severe impact on the operation of the highway in accordance with NPPF Para 116. This conclusion was found with the previous planning application with HCC raising no highways objection and we would therefore confirm that this position remains.

Road Safety Audit

- 5.21 As part of this TS, a Road Safety Audit (RSA) of the proposed layout and the car park was conducted by an independent road safety auditor. The results of this RSA will be submitted under separate cover.

6. SUMMARY AND CONCLUSIONS

- 6.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of MH Architects to support a planning application for a residential development comprising 9no. apartments and 3no. houses on Maple Place, Eastleigh.
- 6.2 The site, previously occupied by Samson's Gym and Former Crockery Studio/Shop, consists of brownfield land and is located at the Corner of Derby Road and Chamberlayne Road in Eastleigh, southwest Eastleigh Town Centre, in a broadly suburban area. The site was previously subject to a similar application for the same development quantum (reference: 23/F/95574). This application was refused, but not on Highways grounds, with Hampshire County Council (HCC) and Eastleigh Borough Council (EBC) having no concerns in relation to highways.
- 6.3 Derby Road runs east to west between Southampton Road (A335) and Passfield Avenue, being flanked with residences and footways, with a 30mph speed limit. Meanwhile, Chamberlayne Road runs north south, albeit the southern section of Chamberlayne Road is cut off from Derby Road for vehicles by paving and bollards. A service road also runs to the immediate west of the site, serving a range of existing residential dwellings. Collision data of the local area reveals that there were 6 recorded incidents in the most recent 5 year period, with 3 classed as slight and 3 classed as serious. Not only is this equal to just over one incident a year, but the collision data also reveals that there are no existing underlying accident trends that this development could exacerbate
- 6.4 The site is in an extremely accessible area, with good pedestrian connectivity, with a range of amenities within a reasonable walking distance along streets with continuous footway provision. The site is also located adjacent to bus stops served by a very regular bus service 7 days a week. The site scores 76 (out of 100) in the DfT's Connectivity Tool, and is within the most accessible sites in the EBC area.
- 6.5 The development proposes a block of 9no. apartments, fronting onto Derby Road, and 3no. terraced houses fronting onto Chamberlayne Road. Vehicular access to the site will be achieved via the aforementioned western service road, which leads to a car park. This car park is designed in such a way that left-in and right-out turns are encouraged. Whilst the car park has a shortfall of 8 spaces compared to local standards, the accessibility of the area as well as the presence of an existing Controlled Parking Zone (which residents will not have access to permits for), suggests that any parking overspill will not occur on the local highway network. It should be noted that the previous application which had no highways objections raised also had a shortfall of parking.
- 6.6 Deliveries will take place on Derby Road and Chamberlayne Road as is the case with the existing residences. Refuse collection will take place via a bin store in the car park, with refuse vehicles traversing

the service road as they already do. Fire access can be achieved via Derby Road or via Chamberlayne Road, as explained, to ensure that fire hose distances do not exceed 45m. To support fire access on Chamberlayne Road, the existing bollards and paving blocking access from this road onto Derby Road will be removed and replaced with removable bollards to use in an emergency.

- 6.7 TRICS analysis also suggests that the number of trips will fall significantly compared to the extant use of the site, with 10 less trips in the AM peak, 18 fewer trips in the PM peak, and 183 fewer trips in an overall 12-hour period. This is broadly in line with the previous analysis carried out as part of the previous application. A Road Safety Audit has also been undertaken, with the results of this being submitted to HCC under separate cover.
- 6.8 Given the previous application had no highways concerns, combined with the accessible nature of this site, the limited number of recorded accidents, and the fact that this development will result in a significant reduction in vehicle trips, and considering Paragraph 116 of the NPPF, we would encourage HCC to look favourably upon this application in regard to highways.

Appendix A



Notes

1. This drawing is the copyright of MH Architects Ltd
2. Do not scale this drawing except for Local Authority planning purposes
3. All dimensions must be checked on site by the contractor prior to commencement of the works.

Client Approval

X	A - Approved
X	B - Approved with comments
X	C - Do not use

Rev.	Revision Note/Purpose of Issue	Drw By	Date	Chk By	Date
------	--------------------------------	--------	------	--------	------

ACCOMMODATION

Apartments				
Ground floor				
01	2 BED 3 PERSON	62.4 sqm	1 car space	
02	1 BED 2 PERSON	50.4 sqm		
03	1 BED 2 PERSON	60.0 sqm	1 car space	
First floor				
04	2 BED 3 PERSON	62.4 sqm	1 car space	
05	1 BED 2 PERSON	50.4 sqm		
06	2 BED 4 PERSON	70.1 sqm	1 car space	
Second floor				
07	1 BED 2 PERSON	58.2 sqm		
08	1 BED 2 PERSON	50.4 sqm		
09	2 BED 4 PERSON	70.1sqm	1 car space	
Houses				
10	3 BED 5 PERSON	101.9 sqm	1 car space	
11	3 BED 5 PERSON	101.9 sqm	1 car space	
12	3 BED 5 PERSON	101.9 sqm	1 car space	

External refuse
Internal cycle store

Eastleigh Borough Council
Chamberlayne Road
Eastleigh
Residential proposals

Drawing title

SITE PLAN									
Drawn	Date	Checked	Date	Scale at A3					
JDM	13.10.25	HJG	13.10.25	1:200					
Job No.	Pro.	Org.	Zone	Level	Type	Role	No.	Rev.	
25-073	CRE	MHA	XX	XX	DR	AR	004	C02	
Purpose of Issue									
Planning									

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Building 1
Southern Gate Chichester
West Sussex PO19 8EZ
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e. admin@mharchitects.co.uk
www.mharchitects.co.uk
Limited Company
Registered in England No.1994233



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Hampshire 2050
The Castle
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Telephone: 0300 555 1375
Fax: 01962 847055

www.hants.gov.uk

Enquiries To Matt Grantham

My reference 050474

Direct Line

Your reference F/23/95574

Date 31 July 2023

Email eastleighdc@hants.gov.uk

Dear Ms Altman,

237 Chamberlayne Road and 5b Derby Road, Eastleigh, SO50 5HX

Construction of 12no. dwellings comprising of 9no. apartments and 3no. houses, with associated landscaping, parking, and access from Derby Road.

In regard to application F/23/95574, having reviewed the information contained within the application pack, there would be no objection to the proposals from a highways perspective, subject to conditions being applied as outlined below.

ACCESS:

Due to the layout of the access into the rear parking court, which only allows for right turn out and left turn in, vehicle access is from Derby Road, onto the rear service road running between Chamberlayne Road and Hardy Road, and then into the parking area.

This access is an existing highway access, and currently serves refuse collection movements, as well as access to the multiple rear garden parking areas and garages that serve the dwellings of the adjacent roads.

Given the minor increase in vehicle movements anticipated from the sites 12 units, along with these movements being directed to the north which will remove impact on the longer stretch of the rear service road, there would be no objection to this proposal.

Vehicles exiting the car park can hold and wait for a passing car heading south on the rear service road due to good visibility levels, particularly when considered against anticipated vehicle speeds at this point. Onwards, whilst tight, there would also appear

Director of Hampshire 2050
Garry Westbrook

to be adequate space to allow for a vehicle exiting off Derby Road to wait offline of the main carriageway whilst another vehicle exited the rear service road, should this situation arise.

In terms of pedestrian movement, the site will be directly linked to existing footways which safely link into the wider footway network heading to schools/colleges, retail and employment opportunities, as well as to bus stops and (within a reasonable walking distance) both Eastleigh and Southampton Airport Parkway train stations for destinations further afield.

Surrounding roads are also designated 'quieter streets' suitable for cycling, with links to formal cycle routes on both Southampton Road and Passfield Avenue which link into the wider cycle network.

As such, opportunities for non-car travel are fully promoted and accessible from the site which helps assist with sustainable travel.

INTERNAL LAYOUT AND PARKING:

Internally, the site is a simple design as anticipated for a development of this size. Internal footways link from the main entrances of the proposed dwellings onto the public footways, and a rear parking court allows for parking of both vehicles and cycles, as well as the positioning of a bin storage and collection point.

The parking layout has been reviewed, and is acceptable, with adequately sized parking bays (with additional step out strips when adjacent to landscaping or vertical obstruction), and a widened space that could be converted to disabled use if required. Additionally the aisle width is the required minimum of 6.0m which allows for on-site turning and forward gear access and egress.

In terms of the parking quantum, this is for EBC to review, in their role as Local Parking Authority. However, it is noted that the 11 spaces for the 12 units proposed is below that normally required by the EBC Parking Standards. The standards do however allow for a reduction in sustainable town centre locations such as this (the town centre is within a reasonable walking distance), so the Case Officer may wish to consider this.

In regard to highway impacts as a result of any parking shortfall, this would not be a concern given the level of parking restrictions within the local area preventing obstructive (physically and visually) from occurring. The applicants should however be made aware that as new development, future residents will not be permitted to join the CPZ and gain on-street parking permits. This is to prevent future over-subscription of the scheme, and future residents should be made fully aware of this prior to purchase or rental contracts being signed. They should also be made aware that parking is to be unallocated, as this could exacerbate any shortfall in parking should a resident choose to own and park multiple vehicles.

Director of Hampshire 2050
Gary Westbrook

TRIP RATES:

Given the existing / previous site use, it would be anticipated that a reduction in multimodal trips to and from the site would result if the development comes forward. As such, no mitigation or developer contributions are required.

CONDITIONS:**CLOSURE OF EXISTING ACCESS PROVISION**

Before use of the development is commenced the existing access(es) from the site to Chamberlayne Road shall be permanently stopped up and effectively closed with the footway provided or verge reinstated, in accordance with details which have been submitted to and approved by the Planning Authority.

Reason - In the interests of highway safety.

PARKING PROVISION

Before use of the development is commenced provision for parking shall have been made within the site in accordance with the approved plans and shall be retained thereafter.

Reason - To ensure adequate on-site car parking provision for the approved development.

CONSTRUCTION METHOD STATEMENT REQUIRED

No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:

- (a) A programme of and phasing of demolition (if any) and construction work;
- (b) The provision of long term facilities for contractor parking;
- (c) The arrangements for deliveries associated with all construction works;
- (d) Methods and phasing of construction works;
- (e) Access and egress for plant and machinery;
- (f) Protection of pedestrian routes during construction;
- (g) Location of temporary site buildings, compounds, construction material, and plant storage areas;
- (h) Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street lining (as and when required) should this be damaged during the process.

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality.

Yours sincerely,

Matt Grantham

Director of Hampshire 2050
Gary Westbrook

Appendix C



INTERMEDIATE COLLISION REPORT
Total collisions: 6

Run on: 20/03/2026 13:00:43

Collisions between dates: 01/08/2020 and 31/07/2025

Notes:

Selection: ; Refined using Collisions within selected Polygons -HC - RPU Statistics Request (AW DERBY ROAD EASTLEIGH BACS/SR/0326/033)

LAYOUT	Police Ref.	Date	Time	Day	Darkness / Light	VEHICLE / CASUALTY DETAILS			
	Severity	Weather	Rd cond	Grid Ref.		Veh No / Type	Manoeuvre	Direction	Casualty Info
POLICE OFFICERS ACCOUNT OF COLLISION									

Selected Polygon:AW DERBY ROAD, EASTLEIGH BACS/SR/0326/033

44210470163	23/11/2021	0813 hrs	Tue	Daylight					
Serious	Fine without high winds	Road Dry				Veh 1 Car	Going ahead	W - E	Casualty: Ped Serious 33
U	30 mph	E445155	N118446						
NEAR BUS STOP ON DERBY ROAD/JUNCTION WITH CHAMBERLAYNE ROAD									
CAS 1 (PEDESTRIAN) TRAVELLING N AFTER DISEMBARKING FROM A BUS IS STRUCK BY VEH 1 (CAR) TRAVELLING W TO E ON DERBY ROAD									

44220204892	23/05/2022	1730 hrs	Mon	Daylight					
Slight	Fine without high winds	Road Dry				Veh 1 Pedal cycle	Going ahead	S - N	Casualty: Dri Slight 11
U	30 mph	E445224	N118280						
CRANBURY ROAD/CHERBOURG ROAD JUNCTION, EASTLEIGH									
						Veh 2 Car	Going ahead	E - W	
VEH 1 (P/CYCLE) TRAVELLING NORTH ACROSS JUNCTION IS STRUCK BY UNKNOWN VEH 2 (CAR) TRAVELLING WEST ALONG CHERBOURG ROAD									

44240081527	24/02/2024	1940 hrs	Sat	Dark: street lights lit					
Slight	Raining without high winds	Road Wet/Damp				Veh 1 Car	Going ahead	NW - SE	Casualty: Ped Slight 53
U	30 mph	E445112	N118455						
DERBY ROAD, 39 METERS SE OF JUNCTION WITH NUTBEEM ROAD, EASTLEIGH, HAMPSHIRE									
CAS1 (PEDESTRIAN) TRAVELLING S IN AND OUT OF THE CARRIAGEWAY ON DERBY ROAD, ENTERED THE CARRIAGEWAY INTO THE PATH OF VEH1 (CAR) TRAVELLING SE ALONG DERBY ROAD, CAUSING A COLLISION									

44240312873	23/07/2024	1318 hrs	Tue	Daylight					
Serious	Fine without high winds	Road Dry				Veh 1 Car	Going ahead	E - W	Casualty: Ped Serious 50
U	30 mph	E445151	N118445						
DERBY ROAD, AT JUNCTION WITH CHAMBERLAYNE ROAD, EASTLEIGH, HAMPSHIRE									
VEH1 (CAR) TRAVELLING E TO W ALONG DERBY ROAD APPROACHES JUNCTION WITH CHAMBERLAYNE ROAD WHERE CAS1 (PEDESTRIAN) STEPS OUT INTO THE ROAD AND INTO THE PATH OF VEH2 AND IS STRUCK BY VEH2 CAUSING SERIOUS INJURIES TO THE PEDESTRIAN.									



INTERMEDIATE COLLISION REPORT
Total collisions: 6

Run on: 20/03/2026 13:00:43

Collisions between dates: 01/08/2020 and 31/07/2025

Notes:

Selection: ; Refined using Collisions within selected Polygons -HC - RPU Statistics Request (AW DERBY ROAD EASTLEIGH BACS/SR/0326/033)

LAYOUT	Police Ref.	Date	Time	Day	Darkness / Light	VEHICLE / CASUALTY DETAILS			
	Severity	Weather	Rd cond	Grid Ref.		Veh No / Type	Manoeuvre	Direction	Casualty Info
POLICE OFFICERS ACCOUNT OF COLLISION									

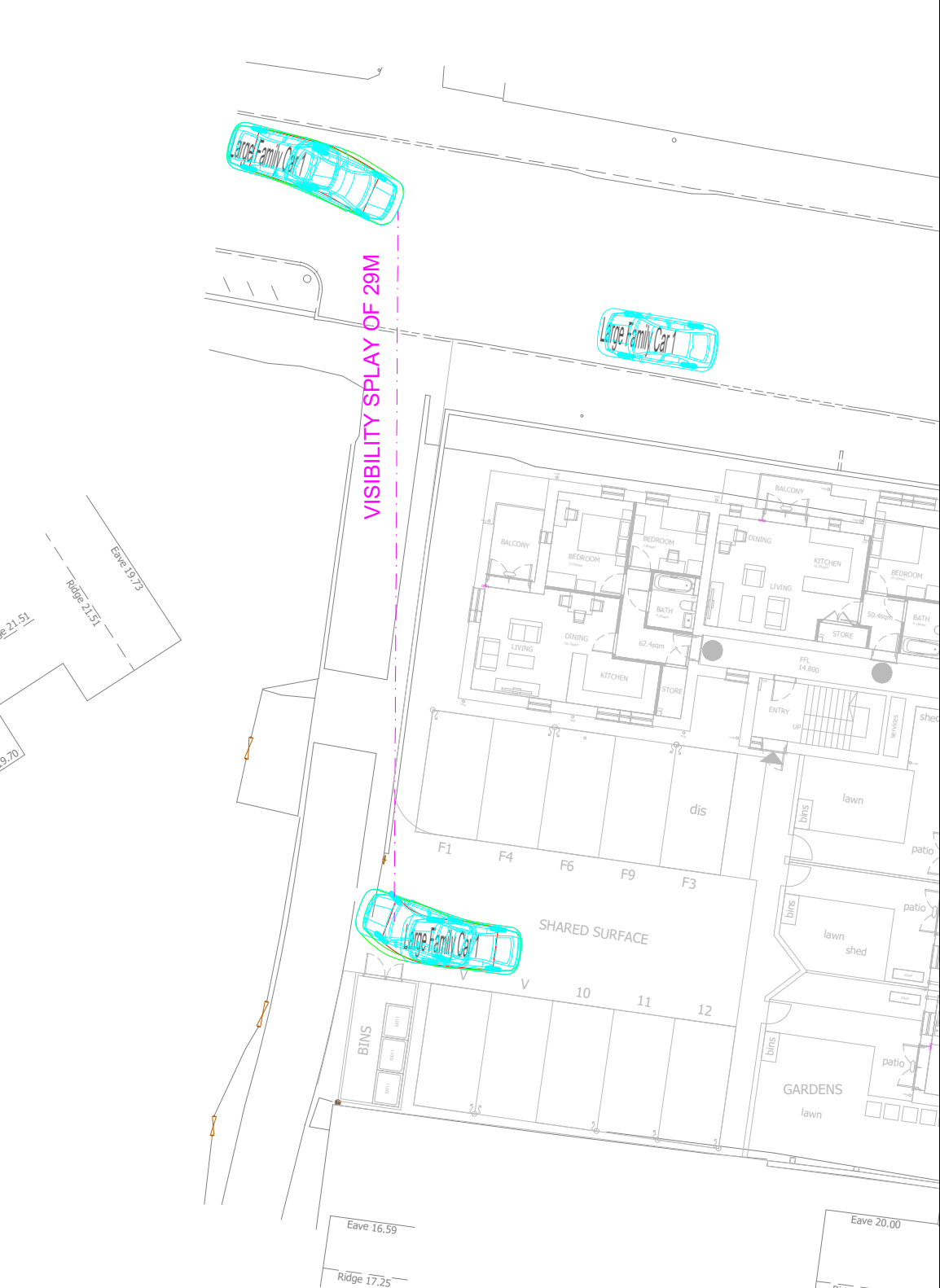
44240430128	03/10/2024	2100 hrs	Thu	Dark: street lights lit					
Slight	Fine without high winds	Road Dry				Veh 1 Car	Going ahead	W - E	Casualty: Ped Slight 54
U	30 mph	E445095	N118457						
DERBY ROAD, AT CROSSROADS WITH NUTBEEM ROAD AND HARDY ROAD, EASTLEIGH, HAMPSHIRE									
VEH1 (CAR) TRAVELLING E ALONG DERBY ROAD HAS DRIVEN PAST STATIONARY BUS ON OPPOSITE SIDE OF THE ROAD WHEN CAS1 (PEDESTRIAN) TRAVELLING N ACROSS DERBY ROAD HAS STEPPED FROM BEHIND THE BUS INTO THE PATH OF VEH1, CAUSING VEH1 TO COLLIDE WITH CAS1.									

44250197000	06/05/2025	1626 hrs	Tue	Daylight					
Serious	Fine without high winds	Road Dry				Veh 1 Car	Turning right	W - S	
U	30 mph	E445073	N118460						
CROSSROADS OF DERBY ROAD, HARDY ROAD AND NUTBEEM ROAD, EASTLEIGH SOUTHAMPTON HAMPSHIRE						Veh 2 M/C < 125 cc	Going ahead	E - W	Casualty: Dri Serious 30
VEH1 (CAR) TRAVELLING W TO E ON DERBY ROAD, APPROACHING JUNCTION WITH HARDY ROAD ON THEIR RIGHT, WITH INTENTION TO TURN RIGHT. VEH2 (M/CYCLE) TRAVELLING E TO W ON DERBY ROAD APPROACHING CROSSROADS WITH INTENTION OF PROCEEDING STRAIGHT AHEAD. VEH1 (CAR)URNS RIGHT INTO HARDY ROAD, CROSSING PATH OF VEH2 (M/CYCLE) VEH2 (CAR) COLLIDES WITH OFFSIDE OF VEH1 (M/CYCLE)									

VISIBILITY FROM CAR PARK ACCESS TO CAR WAITING TO TURN LEFT FROM DERBY ROAD



VISIBILITY FROM CAR PARK ACCESS TO CAR WAITING TO TURN RIGHT FROM DERBY ROAD

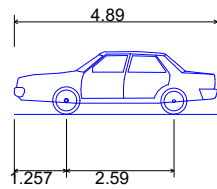


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- 2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
- 3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
- 4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY. THIRD PARTY PLANS ARE INCLUDED AS PER THE FOLLOWING:
 - 4.1. Topographical Survey
 - 4.2. Site Layout
- 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	4.890m
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

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

1:250		0m10m				
P01	FIRST ISSUE			24.03.26	SJR	JAM
Rev	Description			Date	By	App'd
Date Created		Drawn By		Approved By		Suitability Code
24.03.26		SJR		JAM		-
PBA Project Number				Scale		
143.0036				1:250 (AT A3)		
PBA Drawing No:					Revision	
143.0036-0003					P01	

Project Name	MAPLE PLACE, EASTLEIGH
Project Phase	PRELIMINARY

Title	VISIBILITY SPLAYS AT CAR PARK
-------	----------------------------------

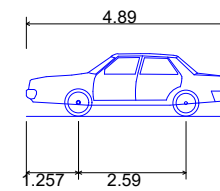
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client

Appendix E

General notes

- ### VEHICLE PROFILE



Large Family Car 1
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.890m
1.940m
1.512m
0.273m
1.890m
4.00s
5.100m

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE



P01	FIRST ISSUE	24.03.26	SJR	JAM
Rev	Description	Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code
	24.03.26	SJR	JAM	-
	PBA Project Number	Scale		
	143.0036	1:250		(AT A3)
	PBA Drawing No:		Revision	
	143.0036-0004		P01	



Project Name

MAPLE PLACE,
EASTLEIGH

Project Phase
PRELIMINARY

CAR PARK ACCESS AND INTERNAL TRACKING



Paul Basham Associates Ltd
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Client



Appendix F

From: Konecna, Jitka <Jitka.Konecna@eastleigh.gov.uk>
Sent: 03 April 2023 12:44
To: Davis, Graham <Graham.Davis@eastleigh.gov.uk>
Subject: RE: The Parlour - Former Samson's Gym and Crockery Building

Hello Graham,

Unfortunately, I am not available this Thursday at 10am.

I am free tomorrow, Wednesday morning or Thursday afternoon from 1pm onwards.

I hope any of these time slots suit you.

In the meanwhile, please can I have written confirmation that the service road opposite to Chamberlayne Road is being used as refuse collection route. I need this to include in my Transport Statement.

Thank you in advance

Kind Regards

Jitka



Jitka Konecna
Horton Heath - Design Coordinator
Strategy - One Horton Heath
Ext.: 8195
Mobile: 07775 541236

From: Davis, Graham <Graham.Davis@eastleigh.gov.uk>
Sent: 04 April 2023 07:31
To: Konecna, Jitka <Jitka.Konecna@eastleigh.gov.uk>
Cc: Smith, Gale <Gale.Smith@eastleigh.gov.uk>
Subject: RE: The Parlour - Former Samson's Gym and Crockery Building

Hi Jitka,

Thursday morning was my only availability this week. Would you like to let me know morning dates and times you are available next week? I am free most mornings next week (apart from Monday).

Unfortunately I am unable to put anything in writing until I have conducted a site visit.

Kind regards

Graham

From: Davis, Graham <Graham.Davis@eastleigh.gov.uk>
Sent: 19 April 2023 12:19
To: Konecna, Jitka <Jitka.Konecna@eastleigh.gov.uk>
Subject: RE: The Parlour - Former Samson's Gym and Crockery Building

Hi Jitka,

Having met and consulted with the waste collection crews of our larger 26t refuse vehicles, I can confirm that collections of the euro bins can be conducted from the service road opposite Chamberlayne Road.

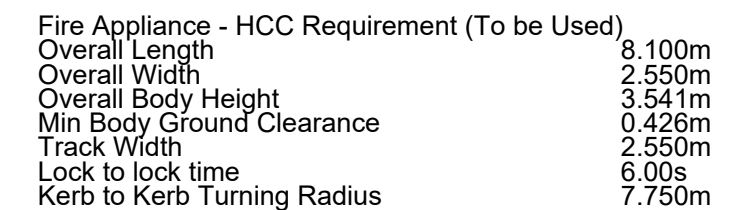
Kind regards

Graham

Graham Davis
Assistant Project Manager
Service Delivery - Direct Services - Waste & Recycling

General notes

- KEY



P01	FIRST ISSUE	24.03.26	SJR	JAM
Rev	Description	Date	By	App'd

Date Created	Drawn By	Approved By	Suitability Code
24.03.26	SJR	JAM	-

PBA Project Number	Scale
143.0036	1:200 (AT A3)

PBA Drawing No:	Revision
143.0036-0005	P01

EXISTING BOLLARDS TO BE
REPLACED BY RETRACTABLE
BOLLARDS AND PLANTER DESIGN
AMENDED TO ACCOMMODATE
FIRE TENDER

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Project Phase
PRELIMINARY



paulbasham
associates

Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com



Audit Code: ca79479d-6d96-42dc-97a6-f9b046ea4ed1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE
Category: K - FITNESS CLUB (PRIVATE)
Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 day
04	EAST ANGLIA		
	PB	PETERBOROUGH	1 day
05	EAST MIDLANDS		
	NM	WEST NORTHAMPTONSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
09	NORTH		
	FU	WESTMORLAND & FURNESS	1 day

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

Audit Code: ca79479d-6d96-42dc-97a6-f9b046ea4ed1

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:	GFA
Actual Range:	404 to 1450 (units:sqm)
Range Selected by User:	404 to 1500 (units:sqm)
Parking Spaces Range:	0 - 315

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	25/07/95 to 26/06/25

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
Tuesday	2 days
Wednesday	2 days

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

Selected survey types:

Manual count	5
Direction ATC Count	0

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:

Edge of Town	5 days
--------------	--------

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:

Commercial Zone	1 days
Industrial Zone	1 days
No Sub Category	1 days
Retail Zone	2 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Unknown	4 days

Audit Code: ca79479d-6d96-42dc-97a6-f9b046ea4ed1

Secondary Filtering Selection:

Use Class:

E(d)	5 surveys
------	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

260 - 964

Population within 1 mile:

20,001 to 25,000	1 surveys
5,001 to 10,000	4 surveys

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

Population within 5 miles:

125,001 to 250,000	3 surveys
5,001 to 25,000	2 surveys

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	4 surveys
1.1 to 1.5	1 surveys

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.

Audit Code: ca79479d-6d96-42dc-97a6-f9b046ea4ed1

Petrol filling station:

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 5 surveys

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 5 surveys

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.

COVID-19 Restrictions:

No

Audit Code: ca79479d-6d96-42dc-97a6-f9b046ea4ed1

1	FU-07-K-01	FITNESS CLUB	WESTMORLAND & FURNESS
COWPER ROAD PENRITH GILWILLY IND. ESTATE Edge of Town Industrial Zone Gross floor area: 650.00 sqm Survey date: Tuesday 10/06/2014			
			Survey Type: Manual
2	HF-07-K-01	LEANERLIFE FITNESS	HERTFORDSHIRE
LONDON ROAD STEVENAGE Edge of Town Retail Zone Gross floor area: 766.00 sqm Survey date: Monday 13/11/2023			
			Survey Type: Manual
3	NM-07-K-01	PUMP GYM	WEST NORTHAMPTONSHIRE
GLADSTONE ROAD NORTHAMPTON KINGSFIELD BUS. CENTRE Edge of Town Commercial Zone Gross floor area: 1333.00 sqm Survey date: Wednesday 23/11/2016			
			Survey Type: Manual
4	NY-07-K-01	FITNESS CLUB	NORTH YORKSHIRE
RIVER VIEW ROAD RIPON Edge of Town No Sub Category Gross floor area: 404.00 sqm Survey date: Tuesday 27/09/2016			
			Survey Type: Manual
5	PB-07-K-03	ABLE FITNESS	PETERBOROUGH
EYE ROAD PETERBOROUGH Edge of Town Retail Zone Gross floor area: 884.00 sqm Survey date: Wednesday 30/04/2025			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
PS-07-K-01 11-05-2015	11-05-2015	Location

Audit Code: ca79479d-6d96-42dc-97a6-f9b046ea4ed1

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Period	Trips per 100 sqm GFA		
	Inbound	Outbound	Total
08:00-09:00	0.644	0.545	1.189
17:00-18:00	2.031	1.907	3.938
07:00-19:00	12.039	11.544	23.583

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	825	0.121	0.000	0.121
06:00-07:00	5	807	1.585	0.099	1.684
07:00-08:00	5	807	0.892	1.189	2.081
08:00-09:00	5	807	0.644	0.545	1.189
09:00-10:00	5	807	1.139	0.694	1.833
10:00-11:00	5	807	0.991	1.139	2.130
11:00-12:00	5	807	0.644	0.644	1.288
12:00-13:00	5	807	0.694	0.694	1.388
13:00-14:00	5	807	0.817	0.718	1.535
14:00-15:00	5	807	0.793	0.892	1.685
15:00-16:00	5	807	0.941	0.471	1.412
16:00-17:00	5	807	1.016	0.892	1.908
17:00-18:00	5	807	2.031	1.907	3.938
18:00-19:00	5	807	1.437	1.759	3.196
19:00-20:00	5	807	1.610	1.907	3.517
20:00-21:00	5	807	0.892	1.214	2.106
21:00-22:00	4	788	0.603	1.459	2.062
22:00-23:00	2	585	0.085	2.137	2.222
23:00-00:00					
Total Rates:			16.935	18.360	35.295

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: ca79479d-6d96-42dc-97a6-f9b046ea4ed1

Parameter Summary:

Trip rate parameter range selected:	404 - 1500 (units: sqm)
Survey date date range:	10/06/2014 - 30/04/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 51342b55-4098-4681-8c33-9b6307f8c0bf

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL
Category: R - TRADE SHOP
Selected Vehicle Type: Total Vehicles

Selected regions and areas:			
02	SOUTH EAST		
	KC	KENT	1 day
	SC	SURREY	1 day
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day

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

Audit Code: 51342b55-4098-4681-8c33-9b6307f8c0bf

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:	GFA
Actual Range:	275 to 900 (units:sqm)
Range Selected by User:	275 to 970 (units:sqm)
Parking Spaces Range:	6 - 33

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	27/09/12 to 08/11/23

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:

Friday	1 days
Tuesday	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	4
Direction ATC Count	0

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:

Edge of Town	1 days
Suburban Area	3 days

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:

Industrial Zone	4 days
-----------------	--------

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	4 days
----------------------------	--------

Audit Code: 51342b55-4098-4681-8c33-9b6307f8c0bf

Secondary Filtering Selection:

Use Class:

E(a)	4 surveys
------	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

120 - 3100

Population within 1 mile:

15,001 to 20,000	2 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
25,001 to 50,000	1 surveys
500,001 or More	1 surveys
75,001 to 100,000	1 surveys

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	1 surveys
1.1 to 1.5	3 surveys

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.

Audit Code: 51342b55-4098-4681-8c33-9b6307f8c0bf

Petrol filling station:

PFS is present at the site but is excluded from the count 4 surveys

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 4 surveys

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 4 surveys

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.

COVID-19 Restrictions:

No



Audit Code: 51342b55-4098-4681-8c33-9b6307f8c0bf

1 MILL WAY SITTINGBOURNE Suburban Area Industrial Zone Gross floor area: 970.00 sqm Survey date: Wednesday 08/11/2023	KC-01-R-01	SCREWFIX	KENT	Survey Type: Unknown
2 OAKNEY WOOD ROAD SELBY Edge of Town Industrial Zone Gross floor area: 275.00 sqm Survey date: Tuesday 10/05/2022	NY-01-R-01	TOOLSTATION	NORTH YORKSHIRE	Survey Type: Unknown
3 PRAETORIAN PLACE REDHILL Suburban Area Industrial Zone Gross floor area: 414.00 sqm Survey date: Tuesday 10/05/2022	SC-01-R-01	TOOLSTATION	SURREY	Survey Type: Unknown
4 ALDRIDGE ROAD BIRMINGHAM PERRY BAR Suburban Area Industrial Zone Gross floor area: 500.00 sqm Survey date: Friday 19/11/2021	WM-01-R-01	TOOLSTATION	WEST MIDLANDS	Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BP-01-R-01 19-04-2021	19-04-2021	covid
CL-01-R-01 12-10-2022	12-10-2022	Location
FI-01-R-01 21-04-2023	21-04-2023	Location

Audit Code: 51342b55-4098-4681-8c33-9b6307f8c0bf

TRIP RATE for Land Use 01 - RETAIL/R - TRADE SHOP

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Period	Trips per 100 sqm GFA		
	Inbound	Outbound	Total
08:00-09:00	3.057	2.501	5.558
17:00-18:00	1.853	2.177	4.030

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
Data before 07:00 deselected by time slice					
07:00-08:00	4	540	2.872	2.686	5.558
08:00-09:00	4	540	3.057	2.501	5.558
09:00-10:00	4	540	3.566	3.520	7.086
10:00-11:00	4	540	3.752	3.983	7.735
11:00-12:00	4	540	3.520	3.289	6.809
12:00-13:00	4	540	4.122	3.891	8.013
13:00-14:00	4	540	3.937	4.308	8.245
14:00-15:00	4	540	3.798	3.798	7.596
15:00-16:00	4	540	3.196	3.520	6.716
16:00-17:00	4	540	2.964	2.964	5.928
17:00-18:00	4	540	1.853	2.177	4.030
18:00-19:00	4	540	1.945	2.084	4.029
Data after 19:00 deselected by time slice					
Total Rates:			38.582	38.721	77.303

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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Audit Code: 51342b55-4098-4681-8c33-9b6307f8c0bf

Parameter Summary:

Trip rate parameter range selected:	275 - 970 (units: sqm)
Survey date date range:	19/11/2021 - 08/11/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 4c6054a9-5b67-4460-8eea-b468df234d39

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 day
	ES	EAST SUSSEX	3 days
	HC	HAMPSHIRE	4 days
	HF	HERTFORDSHIRE	1 day
	MW	MEDWAY	1 day
	SC	SURREY	1 day
03	SOUTH WEST		
	DC	DORSET	2 days
04	EAST ANGLIA		
	NF	NORFOLK	3 days
	SF	SUFFOLK	1 day
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 day
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 day
	WK	WARWICKSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
08	NORTH WEST		
	LC	LANCASHIRE	1 day

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

Audit Code: 4c6054a9-5b67-4460-8eea-b468df234d39

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:	DWELLS
Actual Range:	6 to 50 (units:DWELLS)
Range Selected by User:	6 to 50 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	05/05/16 to 30/06/25

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:	
Friday	4 days
Monday	5 days
Thursday	1 days
Tuesday	2 days
Wednesday	10 days

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

Selected survey types:	
Manual count	21
Direction ATC Count	1

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:	
Edge of Town	22 days

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:	
No Sub Category	1 days
Residential Zone	21 days

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.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	1 days
Servicing vehicles Included	5 days
Servicing vehicles Unknown	16 days



Audit Code: 4c6054a9-5b67-4460-8eea-b468df234d39

Secondary Filtering Selection:

Use Class:

C3	22 surveys
----	------------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

500 - 3500

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	8 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	2 surveys
5,001 to 10,000	8 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	9 surveys
25,001 to 50,000	5 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	3 surveys
50,001 to 75,000	2 surveys
75,001 to 100,000	1 surveys

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	7 surveys
1.1 to 1.5	14 surveys
1.6 to 2.0	1 surveys

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.

Audit Code: 4c6054a9-5b67-4460-8eea-b468df234d39

Petrol filling station:

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	9 surveys
Yes	13 surveys

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

PTAL Rating:

No PTAL Present	22 surveys
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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.

COVID-19 Restrictions:

No

Audit Code: 4c6054a9-5b67-4460-8eea-b468df234d39

1	CT-03-A-01	MIXED HOUSES	CENTRAL BEDFORDSHIRE
ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Number of dwellings: 46.00 DWELLS Survey date: Wednesday 22/06/2022			
			Survey Type: Manual
2	DC-03-A-09	MIXED HOUSES	DORSET
A350 SHAFTESBURY Edge of Town No Sub Category Number of dwellings: 50.00 DWELLS Survey date: Friday 19/11/2021			
			Survey Type: Manual
3	DC-03-A-10	MIXED HOUSES	DORSET
ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Number of dwellings: 26.00 DWELLS Survey date: Wednesday 09/11/2022			
			Survey Type: Manual
4	ES-03-A-09	DETACHED & SEMI-DETACHED	EAST SUSSEX
THE FAIRWAY NEWHAVEN Edge of Town Residential Zone Number of dwellings: 47.00 DWELLS Survey date:			
			Survey Type: Manual
5	ES-03-A-13	DETACHED HOUSES	EAST SUSSEX
A265 HEATHFIELD Edge of Town Residential Zone Number of dwellings: 36.00 DWELLS Survey date:			
			Survey Type: Manual
6	ES-03-A-20	DETACHED & SEMI-DETACHED	EAST SUSSEX
NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Number of dwellings: 13.00 DWELLS Survey date: Wednesday 06/11/2024			
			Survey Type: Manual
7	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS Edge of Town Residential Zone Number of dwellings: 39.00 DWELLS Survey date: Tuesday 13/11/2018			
			Survey Type: Manual
8	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town			



Audit Code: 4c6054a9-5b67-4460-8eea-b468df234d39

Residential Zone

Number of dwellings: 40.00 DWELLS

Survey date: Wednesday 31/10/2018

Survey Type: Manual

9 KILN ROAD LIPHOOK Edge of Town Residential Zone Number of dwellings: 44.00 DWELLS Survey date: Friday 07/10/2022	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: Manual
10 REDFIELDS LANE FLEET CHURCH CROOKHAM Edge of Town Residential Zone Number of dwellings: 50.00 DWELLS Survey date: Wednesday 27/03/2024	HC-03-A-37	MIXED HOUSES	HAMPSHIRE	Survey Type: Manual
11 HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Number of dwellings: 8.00 DWELLS Survey date:	HF-03-A-05	TERRACED HOUSES	HERTFORDSHIRE	Survey Type: Manual
12 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Number of dwellings: 32.00 DWELLS Survey date: Friday 17/11/2017	LC-03-A-31	DETACHED HOUSES	LANCASHIRE	Survey Type: Manual
13 OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Number of dwellings: 19.00 DWELLS Survey date:	MW-03-A-02	MIXED HOUSES	MEDWAY	Survey Type: Manual
14 HEATH DRIVE HOLT Edge of Town Residential Zone Number of dwellings: 40.00 DWELLS Survey date: Thursday 19/09/2019	NF-03-A-05	MIXED HOUSES	NORFOLK	Survey Type: Manual
15 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Number of dwellings: 17.00 DWELLS Survey date: Wednesday 12/09/2018	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual



Audit Code: 4c6054a9-5b67-4460-8eea-b468df234d39

16 GREENFIELDS ROAD DEREHAM Edge of Town Residential Zone Number of dwellings: 44.00 DWELLS Survey date: Tuesday 27/09/2022	NF-03-A-37	MIXED HOUSES	NORFOLK	Survey Type: Manual
17 WIGHAY ROAD HUCKNALL Edge of Town Residential Zone Number of dwellings: 36.00 DWELLS Survey date:	NT-03-A-08	DETACHED HOUSES	NOTTINGHAMSHIRE	Survey Type: Manual
18 PALACE ROAD RIPON Edge of Town Residential Zone Number of dwellings: 45.00 DWELLS Survey date: Wednesday 18/05/2022	NY-03-A-14	DETACHED & BUNGALOWS	NORTH YORKSHIRE	Survey Type: Manual
19 FOLLY HILL FARNHAM Edge of Town Residential Zone Number of dwellings: 41.00 DWELLS Survey date: Wednesday 11/05/2022	SC-03-A-07	MIXED HOUSES	SURREY	Survey Type: Manual
20 WHITTON CHURCH LANE IPSWICH WHITTON Edge of Town Residential Zone Number of dwellings: 44.00 DWELLS Survey date: Wednesday 06/11/2024	SF-03-A-11	BUNGALOWS	SUFFOLK	Survey Type: Manual
21 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Number of dwellings: 26.00 DWELLS Survey date: Wednesday 22/11/2017	ST-03-A-08	DETACHED HOUSES	STAFFORDSHIRE	Survey Type: Manual
22 DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Number of dwellings: 49.00 DWELLS Survey date: Friday 27/09/2019	WK-03-A-04	DETACHED HOUSES	WARWICKSHIRE	Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BO-03-A-01 15-10-2020	15-10-2020	COVID

Audit Code: 4c6054a9-5b67-4460-8eea-b468df234d39

Site Ref	Survey Date	Reason for Deselection
CC-03-A-01 25-05-2016	25-05-2016	Location
CV-03-A-03 22-05-2017	22-05-2017	Location
DE-03-A-04 19-05-2022	19-05-2022	Location
DN-03-A-06 10-10-2018	10-10-2018	Location
EN-03-A-01 24-11-2021	24-11-2021	Location
EN-03-A-02 14-09-2022	14-09-2022	Location
IM-03-A-05 21-05-2024	21-05-2024	Location
KC-03-A-09 09-06-2021	09-06-2021	COVID
ME-03-A-01 30-10-2024	30-10-2024	Location
VG-03-A-01 08-05-2017	08-05-2017	Location
WC-03-A-01 28-05-2018	28-05-2018	Location
WO-03-A-07 01-10-2020	01-10-2020	covid

Audit Code: 4c6054a9-5b67-4460-8eea-b468df234d39

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	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	22	36	0.085	0.275	0.360
08:00-09:00	22	36	0.169	0.370	0.539
09:00-10:00	22	36	0.164	0.208	0.372
10:00-11:00	22	36	0.134	0.160	0.294
11:00-12:00	22	36	0.163	0.168	0.331
12:00-13:00	22	36	0.188	0.197	0.385
13:00-14:00	22	36	0.178	0.145	0.323
14:00-15:00	22	36	0.162	0.203	0.365
15:00-16:00	22	36	0.275	0.186	0.461
16:00-17:00	22	36	0.282	0.163	0.445
17:00-18:00	22	36	0.330	0.181	0.511
18:00-19:00	22	36	0.241	0.134	0.375
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.371	2.390	4.761

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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Audit Code: 4c6054a9-5b67-4460-8eea-b468df234d39

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	17/11/2017 - 06/11/2024
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	14
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 965704aa-2c07-4e09-9b0a-b454160530a4

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	RI	EAST RIDING OF YORKSHIRE	1 day
09	NORTH		
	FU	WESTMORLAND & FURNESS	1 day
	TW	TYNE & WEAR	1 day

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

Audit Code: 965704aa-2c07-4e09-9b0a-b454160530a4

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:	DWELLS
Actual Range:	6 to 48 (units:DWELLS)
Range Selected by User:	6 to 50 (units:DWELLS)
Parking Spaces Range:	0 - 550

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	19/07/91 to 24/06/25

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:	
Friday	1 days
Thursday	1 days
Tuesday	2 days
Wednesday	1 days

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

Selected survey types:	
Manual count	5
Direction ATC Count	0

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:	
Edge of Town	5 days

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:	
No Sub Category	1 days
Residential Zone	4 days

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.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Included	3 days
Servicing vehicles Unknown	2 days



Audit Code: 965704aa-2c07-4e09-9b0a-b454160530a4

Secondary Filtering Selection:

Use Class:

C3	5 surveys
----	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

1450 - 5867

Population within 1 mile:

10,001 to 15,000	2 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	3 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	1 surveys

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	3 surveys
1.1 to 1.5	2 surveys

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.

Audit Code: 965704aa-2c07-4e09-9b0a-b454160530a4

Petrol filling station:

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 surveys
Yes	2 surveys

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	5 surveys
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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.

COVID-19 Restrictions:

No

Audit Code: 965704aa-2c07-4e09-9b0a-b454160530a4

1	FU-03-C-01	BLOCK OF FLATS	WESTMORLAND & FURNESS
BRIDGE LANE PENRITH Edge of Town No Sub Category Number of dwellings: 35.00 DWELLS Survey date: Wednesday 11/06/2014			
			Survey Type: Manual
2	HF-03-C-06	BLOCKS OF FLATS	HERTFORDSHIRE
FERNDOWN ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Number of dwellings: 26.00 DWELLS Survey date: Thursday 08/06/2023			
			Survey Type: Manual
3	HF-03-C-08	BLOCKS OF FLATS	HERTFORDSHIRE
HAYLING ROAD WATFORD SOUTH OXHEY Edge of Town Residential Zone Number of dwellings: 22.00 DWELLS Survey date: Tuesday 06/06/2023			
			Survey Type: Manual
4	RI-03-C-01	FLATS	EAST RIDING OF YORKSHIRE
465 PRIORY ROAD HULL Edge of Town Residential Zone Number of dwellings: 20.00 DWELLS Survey date: Tuesday 13/05/2014			
			Survey Type: Manual
5	TW-03-C-01	BLOCKS OF FLATS	TYNE & WEAR
CAULDWELL AVENUE WHITLEY BAY MONKESEATON Edge of Town Residential Zone Number of dwellings: 45.00 DWELLS Survey date: Friday 15/10/2021			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-03-C-02 28-11-2014	28-11-2014	Location
HF-03-C-01 09-06-2021	09-06-2021	COVID
HF-03-C-05 07-06-2021	07-06-2021	COVID
HO-03-C-05 06-03-2020	06-03-2020	Location

Audit Code: 965704aa-2c07-4e09-9b0a-b454160530a4

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	5	30	0.034	0.223	0.257
08:00-09:00	5	30	0.074	0.135	0.209
09:00-10:00	5	30	0.135	0.122	0.257
10:00-11:00	5	30	0.101	0.142	0.243
11:00-12:00	5	30	0.101	0.128	0.229
12:00-13:00	5	30	0.155	0.128	0.283
13:00-14:00	5	30	0.155	0.182	0.337
14:00-15:00	5	30	0.095	0.101	0.196
15:00-16:00	5	30	0.169	0.115	0.284
16:00-17:00	5	30	0.149	0.115	0.264
17:00-18:00	5	30	0.297	0.149	0.446
18:00-19:00	5	30	0.149	0.122	0.271
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.614	1.662	3.276

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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Audit Code: 965704aa-2c07-4e09-9b0a-b454160530a4

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	13/05/2014 - 08/06/2023
Number of weekdays (Monday-Friday):	5
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.