



A3 Northbound Services
Liphook

TRANSPORT STATEMENT

On behalf of
Liphook A3 Services Ltd.

MT/5570/TS.3
July 2021

Experience and expertise working together



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1.0 INTRODUCTION

1.1 Bellamy Roberts LLP has been instructed by A3 Liphook Service Ltd to prepare a Transport Statement to consider the proposal to provide a drive-through lane at the existing Starbucks facility, and change of use of the former Travelodge Hotel to 6 self-contained office units at the A3 Northbound Services, Liphook.

1.2 The existing Starbucks facility has a floor area of 262m² and the Travelodge has a floor area of 1,119m². No changes are proposed to these floor areas. Access to the proposed drive-through facility will utilise the existing Starbucks access and a new access will be provided to serve the proposed offices. No alterations are proposed, or are necessary, to the on/off slip roads from the A3.

1.3 In considering the proposed scheme, this Transport Statement has considered level of traffic generated by the proposal; the access arrangement and the suitability of the local highway network to accommodate the expected demand; car parking provision with reference to the adopted LPA standards; and servicing of the site, including relevant swept path analyses.

1.4 The scheme has been assessed against the three key transport requirements as set out at paragraph 108 of the National Planning Policy Framework (NPPF), which states the following:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) Safe and suitable access to the site can be achieved for all users; and*
- c) Any significant impacts from the development on the transport network (in terms of capacity and congestion (or on highway safety) can be cost effectively mitigated to an acceptable degree.”*

Site Location

- 1.5 The site is located on the north-bound A3, approximately 1.5km north-west of the centre of Liphook. For clarity, a site location plan is attached at **Appendix 1**, and an extract is provided at Figure 1.



Figure 1: Site Location Plan

2.0 EXISTING SITE AND LOCAL HIGHWAY NETWORK

- 2.1 This section of the Transport Statement considers the existing site and the operation of the local highway network. It also includes a review of the collision record for the local highway network in the vicinity of the application site.

Existing Site

- 2.2 The application site forms a part of the northbound services and comprises a Starbucks and Travelodge. A petrol filling station is also present, albeit this does not form part of this planning application. Access to the service station complex is

achieved directly from the northbound A3, via dedicated entry/exit slip roads. No alterations are proposed to these slip roads in relation to this planning application.

2.3 The existing Starbucks facility has a floor area of 262m² and the Travelodge has a floor area of 1,119m², and provides 40 bedrooms. No changes are proposed to the existing floor areas at either building.

2.4 The Starbucks and Travelodge facilities are served from a separate access within the site. Both facilities share the same access and car parking area comprising approximately 66 parking spaces. Figure 2 shows the existing access arrangement (for reference the Starbucks is shaded red and the Travelodge is shaded yellow).



Figure 2: Existing Site

Local Highway Network

2.5 Access to the site is achieved from the northbound A3, via a dedicated off-slip that serves the northbound service station area. This section of the A3 is a dual-carriageway and is subject to the national speed limit of 70mph.

2.6 A similar service station for southbound traffic is located directly south of the application site, albeit is not accessible from the northbound services. The application site is located approximately 1.0km east of the A3/Longmoor Road

junction and approximately 1.5km west of the A3/London Road junction. Figure 3 shows the location of the application site in relation to the local highway network.

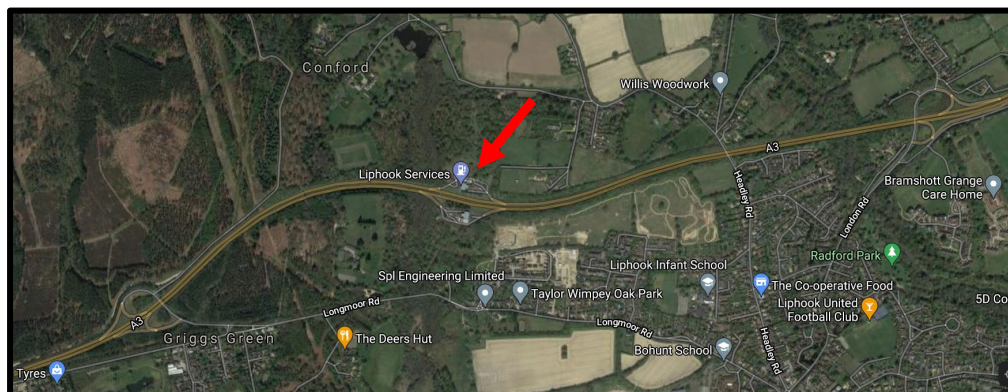


Figure 3: Local Highway Network

2.7 Traffic flow data for the A3 northbound has been obtained from the Department for Transport (DfT). The data is from a count location approximately 1.1km east of the site, undertaken in 2017. To determine the present day level of northbound traffic, TEMPro growth rates have been applied to the 2017 data to reflect likely 2021 flows. The full DfT data is provided at **Appendix 2** and is summarised in Table 1.

Table 1: Summary of DfT Traffic Count Data

Time Period	Northbound DfT Count Data (2017)	TEMPro Growth Factors (2017-2021)	Growthed Traffic Data (2021)
Morning Peak 0800-0900	1,867	1.0604	1,980
Evening Peak 1700-1800	1,241	1.0592	1,314
Daily Total 0700-1900	14,829	1.0631	15,765

2.8 Table 1 reveals 2021 northbound flows of 1,980 during the morning peak hour and 1,314 during the evening peak hour.

Collision Data

2.9 To determine whether there is an existing accident or safety problem with the local highway network, collision data has been obtained from CrashMap for the most recent 3 year period for the highway network in the vicinity of the application site.

2.10 The result of this assessment reveals one collision has occurred on the local highway network during the most recent three year period. A plan showing the location of each recorded collision is provided at Figure 4. The full CrashMap collision data is provided at **Appendix 3**.

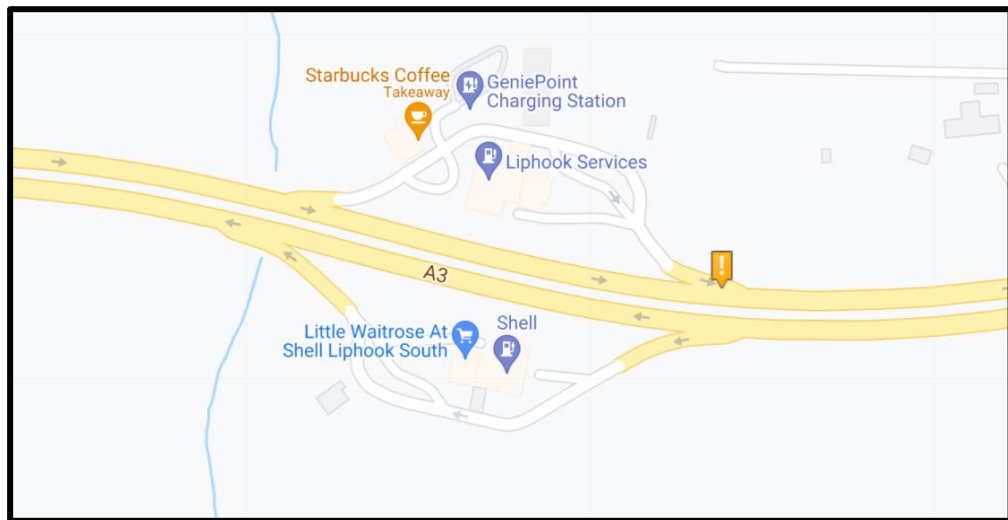


Figure 4: Summary of Collision Data

2.11 The single collision was recorded at the location of the on-slip from the service station onto the A3 and involved two cars. A review of the CrashMap data reveals one car was proceeding normally along the A3 while the other was joining the A3 from the service station.

2.12 The CrashMap data does not suggest there are no pre-existing highway safety concerns with the local highway network which would be exacerbated by the proposed development.

3.0 DEVELOPMENT PROPOSAL

3.1 This section of the Transport Statement details the development proposal including site access, car parking and servicing arrangements. The scheme will provide a drive-through lane at the existing Starbucks facility, and the change of use of the former Travelodge Hotel to 6 self-contained office units.

Access and Internal Layout

- 3.2 Vehicular access to the service station is achieved directly from the northbound A3, via dedicated entry/exit slip roads. Access to the existing Starbucks and Travelodge is achieved from the internal road network via a single access. The proposal will retain this access albeit to serve the Starbucks only. A new access is proposed to serve the proposed office units. An extract of the proposed site layout is provided at Figure 5.

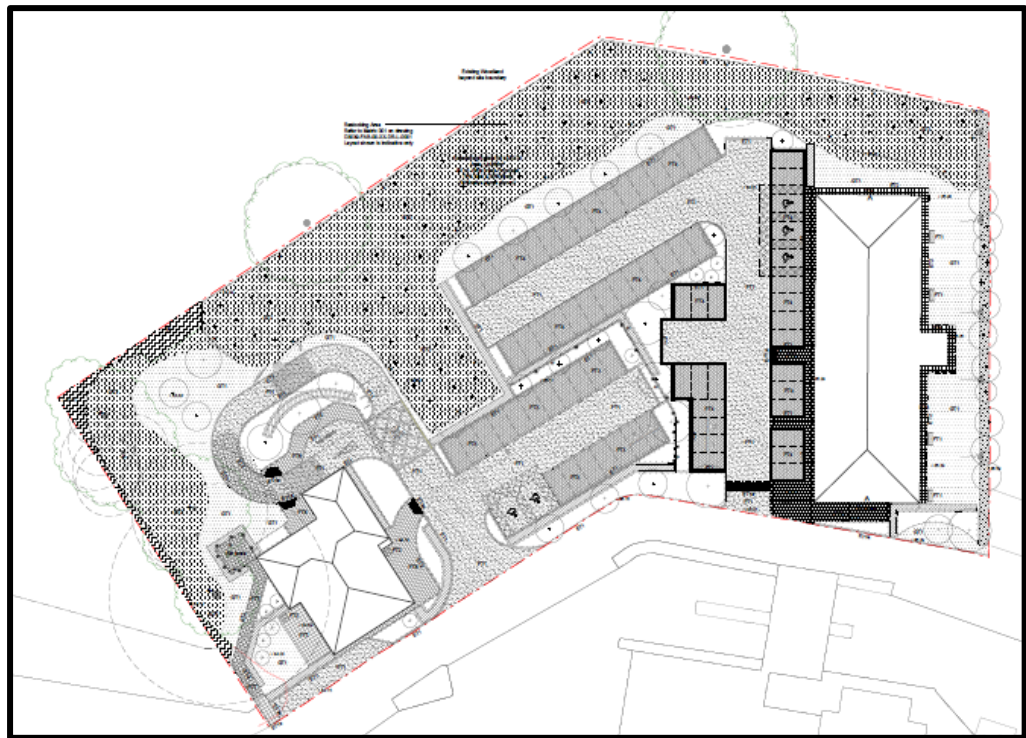


Figure 5: Proposed Site Layout Plan

- 3.3 The internal arrangement has been analysed by using the AutoCAD computer programme TRACK. This simulates the swept paths of various vehicles and establishes whether various layouts can accommodate different vehicles. The various swept path drawings are attached at **Appendix 4** and demonstrate that the access and parking layout of both facilities can accommodate the likely vehicles that are anticipated to visit the sites. The Site Layout plan demonstrates that there is sufficient parking and storage for queuing traffic within the drive through lane.

Traffic Generation

- 3.4 As set out previously, the Starbucks will retain its current floor area of 262m² and no increases are proposed. As such this element of the proposal will not add any additional movements onto the highway network.
- 3.5 With regards to the proposed change of use of the existing Travelodge hotel to office units, the TRICS (7.8.2) database has been reviewed to determine the traffic existing and proposed levels of traffic generation for this element of the scheme.
- 3.6 The existing site has been classified as a Hotel within the TRCIS database and the assessment has considered all sites within edge of town, suburban and neighbourhood centre locations, in England and Wales only. The calculated trip rate and traffic generation associated with the existing hotel is summarised in Table 2 and the full TRICS output is provided at **Appendix 5**.

Table 2: Summary of Existing Trip Rate and Traffic Generation (Hotel)

Time Period	Trip Rate (per bedroom)			Traffic Generation (40 bedrooms)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Morning Peak 0800-0900	0.110	0.258	0.368	5	10	15
Evening Peak 1700-1800	0.212	0.126	0.338	9	5	14
Daily (12hrs) 0700-1900	1.590	1.696	3.286	64	68	132

- 3.7 Table 2 reveals the existing hotel would likely generate in the region of 14-15 two-way trips during the peak hour periods and 132 two-way trips across the 12 hour day.
- 3.8 With regards to the proposed change of use to office units, the TRICS database has again been consulted. The calculated trip rate and traffic generation associated with the existing hotel is summarised in Table 3 and the full TRICS output is provided at **Appendix 6**.

Table 3: Summary of Proposed Trip Rate and Traffic Generation (Office)

Time Period	Trip Rate (per 100m ²)			Traffic Generation (1,119m ²)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Morning Peak 0800-0900	2.176	0.189	2.365	24	2	26
Evening Peak 1700-1800	0.118	2.082	2.200	1	23	24
Daily (12hrs) 0700-1900	6.825	6.882	13.707	76	77	153

3.9 A comparison between Tables 2 and 3 reveals the proposed change of use of the hotel to offices will result in a marginal increase in the number of traffic movements generated by this element of the site. During the morning and evening peak hour periods, this equates to approximately 10-11 additional two-way movements. Across the 12 hour day, the proposed change of use will increase two-way movements by approximately 20 vehicles.

3.10 Such an increase in traffic movements is marginal and would fall well within the daily fluctuations associated with the existing service station.

Car Parking

3.11 With regards to the proposed conversion of the Travelodge to office use, the LPA standards require a *minimum* of 1 car parking space per 30sq.m of floor area. Applying this to the floor area of 1,119sq.m gives a minimum of 38 car parking spaces. The scheme will provide 54 spaces to serve the proposed office floor space.

3.12 With regards to the Starbucks drive-through the LPA's parking standards contain 2 categories which this element of the proposal could fall into, these are as follows:

- A1 shops (food retail) - 1 parking space per 14 sq m of covered area; or
- Eating & drinking establishments - 1 space per 5sq.m dining/bar/dance area.

3.13 It is evident that the LPA parking standards refer to traditional eating and drinking establishments i.e., public houses and restaurants, and not 'drive-through' facilities. As such some pliancy should be given when considering the appropriate level of parking for such facilities. The turnover of table covers is quicker and

duration of stay per customer is less than a traditional restaurant or public house, and therefore the parking demand is likely to be less.

3.14 Typically, approximately 2/3 of the total floor area would be for customers with the remaining 1/3 used by staff and not open to the public. The required level of parking should therefore be based upon the floor area open to the public i.e., dining area. Based on a total floor area of 262sq.m, approximately 175sq.m will be open to the public and 87sq.m will be private.

3.15 Applying the LPA parking standards to the floor area open to the public, gives a minimum of 13-35 parking spaces to serve the drive-through. The proposal shows 19 parking spaces which is within the range stated above and should therefore be acceptable to the Highway Authority.

Disabled Provision

3.16 The LPA standards advise that disabled provision should be provided at a ratio of 5% of the total provision. The proposal will provide 5 disabled spaces which represents approximately 7% of the total provision and is therefore in excess of the standards.

Electric Vehicle Charging

3.17 With regards to Electric Vehicle (EV) charging, the LPA guidance advises that for B1a (office use) a minimum of 2 charging points should be provided for any car park providing 25-100 parking spaces. The proposed offices will be served by 54 spaces and two EV charging spaces are to be provided.

3.18 No specific guidance is provided for A1/eating and drinking establishments; however, the LPA guidance advises that EV provision is encouraged in accordance with the business use set out above. The Starbucks unit will be served by 19 car parking spaces and two EV charging spaces will be provided.

Refuse Collection

3.19 Refuse Collection will take place from a designated areas adjacent to the Starbucks and office building. Swept path analysis of an 11.2m long refuse vehicle has been undertaken, demonstrating that such a vehicle is able to serve the application site. See **Appendix 7**.

- 3.20 A Delivery/Waste Management Plan will be required to manage servicing of the site, albeit this will likely occur during the quieter operating hours when the car park would be underutilised.

4.0 TRAVEL PLAN STATEMENT

- 4.1 With reference to Hampshire County Council Travel Plan guidance, a Travel Plan is required for B1 uses with a floor area above 2,500m² and retail use above 1,000m². Whilst the scale of the development does not meet the threshold for requiring a full Travel Plan, the applicant is keen to implement a lift sharing scheme with the aim of reducing the level of single occupancy car travel associated with the change of use.
- 4.2 Given that Starbucks is an existing facility, it would not be appropriate for this user to be bound by any Travel Plan measures however the lift-sharing scheme will be made available for Starbucks employees.
- 4.3 Lift sharing is an ideal way of reducing single occupancy car use and as such will be promoted throughout the site. The benefits of car sharing are numerous and include a reduction in the cost of travelling, cuts to congestion and pollution and is a great way of networking and making new friends. The potential to provide preferential parking for car-sharers will be considered, and if demand requires dedicated spaces to be provided, this will be explored. The scheme will be promoted throughout the site by way of the staff notice board, which will detail how employees may participate in the scheme.
- 4.4 The liftshare.com service will be promoted throughout the site. This service allows groups to be set up for specific organisations and communities.

5.0 SUMMARY AND CONCLUSIONS

Summary

5.1 Bellamy Roberts LLP has been instructed by A3 Liphook Service Ltd to prepare a Transport Statement to consider the proposal to provide a drive-through lane at the existing Starbucks facility, and change of use of the former Travelodge Hotel to 6 self-contained office units at the A3 Northbound Services, Liphook.

5.2 Having undertaken a robust analysis of the site access and local highway network, it has been demonstrated that the development would not result in an unacceptable impact on highway safety, and the residual cumulative impacts on the road would not be severe.

5.3 An appropriate level of car parking will be provided, resulting in no overspill parking on the local highway network. Swept path analysis demonstrates that the site is suitable to accommodate the size and type of vehicles servicing the site.

Conclusion

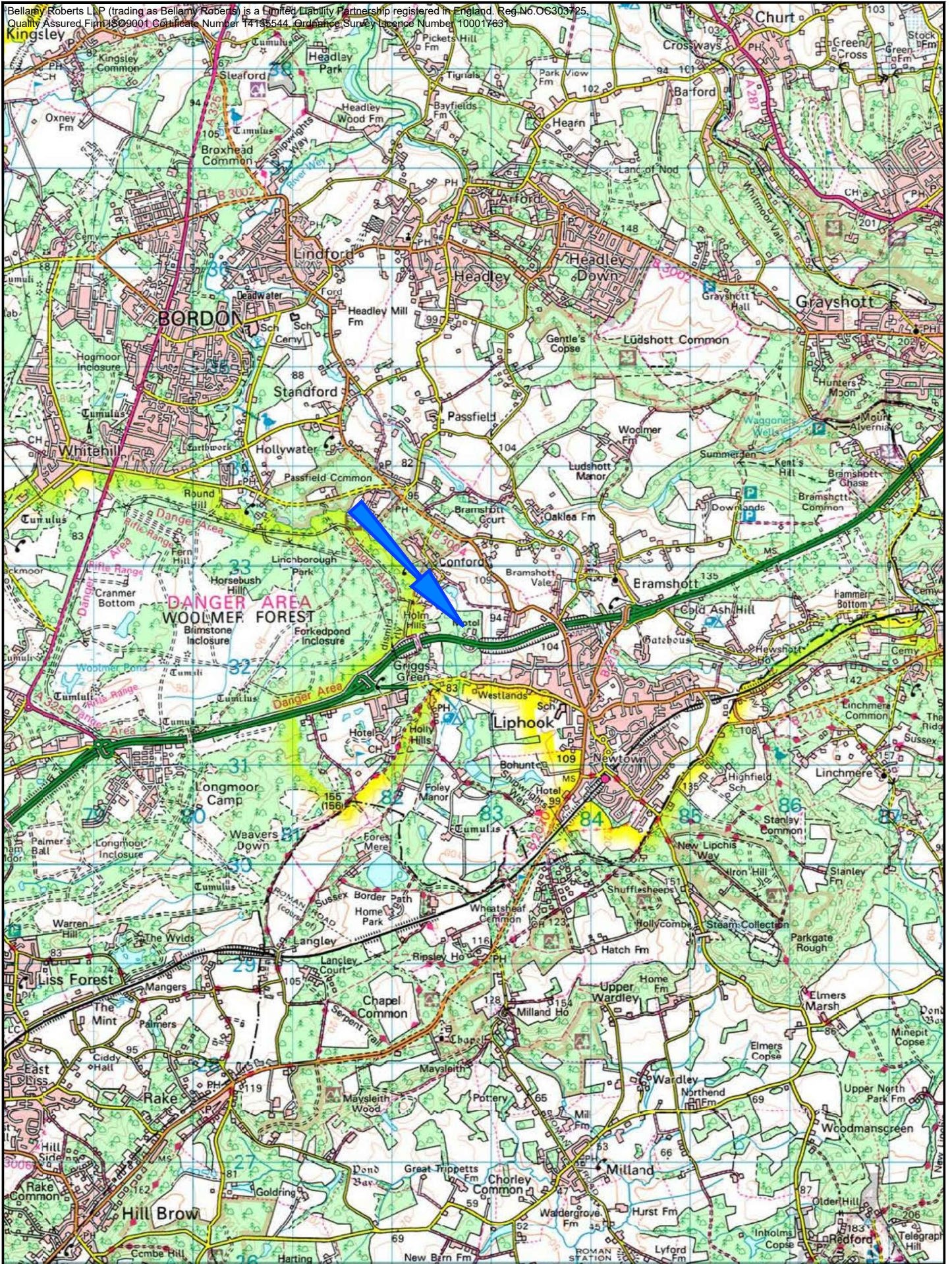
5.4 It has been demonstrated that:

- There are genuine opportunities for both current staff and future employees to travel to and from the application site using sustainable travel options, as set out in the Travel Plan Statement.
- The proposed site access and internal road layout would be safe and suitable to serve all users.
- The local highway network can accommodate the traffic generated by the site during peak periods without resulting in a severe residual cumulative impact on the network.


5.5 The scheme fully complies with relevant policies contained in the NPPF and is acceptable in transport and highway terms.

APPENDICES

APPENDIX 1



PROJECT	A3 Services Northbound Liphook
TITLE	Site Location Plan



Bellamy Roberts
 Clover House
 Western Lane
 Odiham
 Hampshire, RG29 1TU
 Tel: 01256 703355
 Email: info@bellamyroberts.co.uk

DATE	29/06/21	DRAWN BY	ARM
SCALE	1:50,000 @ A4	CHK BY	MT
CLIENT	A3 Liphook Services Ltd.		
DRAWING No.	5570 / 301		
REV No.			

APPENDIX 2

count_poi	direction	year	count	date	hour	region_id	region_nar	local_auth	local_auth	road_name	road_type	start_junct	end_junct	easting	northing	latitude	longitude	link_length	link_length	pedal_cycl	two_whee	cars_and_1_buses	and_gvgs	hgvs_2_rig	hgvs_3_rig	hgvs_4_or	hgvs_3_or	hgvs_5_ar	hgvs_6_ar	all_hgvs	all_motor_vehicles
99197	W	2005	#####	14	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	0	471	4	187	38	2	0	6	15	3	64	726
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99197	W	2005	#####	16	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	6	775	6	250	24	4	1	2	13	2	46	1083
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99197	W	2005	#####	18	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	12	891	3	101	5	0	0	1	12	11	29	1036
99197	E	2005	#####	7	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	10	759	1	212	28	2	2	1	14	1	48	1030
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99197	E	2005	#####	9	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	6	544	6	121	31	8	3	4	11	17	74	751
99197	E	2005	#####	10	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	0	454	0	92	22	3	4	3	12	9	53	599
99197	E	2005	#####	11	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	8	510	1	103	37	1	3	9	15	11	76	698
99197	E	2005	#####	12	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	1	513	2	103	29	2	0	5	29	11	76	695
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99197	E	2005	#####	15	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	5	622	6	112	33	1	0	2	10	6	52	797
99197	E	2005	#####	16	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	10	583	3	93	17	3	0	6	17	1	44	733
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99197	W	2005	#####	11	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	2	622	6	147	45	6	1	7	15	19	93	870
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99197	N	2006	#####	11	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	3	435	0	83	36	4	2	5	11	18	76	597
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99197	N	2006	#####	14	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	3	452	5	128	19	1	2	6	15	4	47	635
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99197	N	2006	#####	16	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	6	692	2	88	23	4	0	2	11	12	52	840
99197	N	2006	#####	17	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	5	627	3	69	16	0	0	1	6	8	31	735
99197	N	2006	#####	18	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	9	550	1	33	13	1	1	2	6	7	30	623
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99197	S	2006	#####	9	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	6	583	1	90	19	2	2	4	14	10	51	731
99197	S	2006	#####	10	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	3	494	9	104	33	2	4	0	9	16	64	674
99197	S	2006	#####	11	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	4	505	3	92	31	3	3	1	13	7	58	662
99197	S	2006	#####	12	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	4	374	1	89	27	2	2	3	14	4	52	520
99197	S	2006	#####	13	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	4	502	1	152	27	3	2	7	22	7	68	727
99197	S	2006	#####	14	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	7	507	3	148	22	5	1	4	14	12	58	723
99197	S	2006	#####	15	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	5	589	2	251	27	4	0	4	17	12	64	911
99197	S	2006	#####	16	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	7	534	5	190	10	2	1	3	11	0	27	763
99197	S	2006	#####	17	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	10	700	3	223	13	3	0	3	5	7	31	967
99197	S	2006	#####	18	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209	8.7	5.41	0	18	678	3	94	7	1	0	0	5	4	17	810
99197	E	2007	#####	7	9	South East	65	Hampshire	A3	Major	A325	LA Boun	484000	132460	51.08532	-0.80209															

count_poir	direction_c	year	count_date	hour	region_id	region_nar	local_auth	local_auth	road_nam	road_type	start_junct	end_junct	easting	northing	latitude	longitude	link_length	link_length	pedal_cycl	two_whee	cars_and_t	buses_and	lgvs	hgvs_2_rig	hgvs_3_rig	hgvs_4_or	hgvs_3_or	hgvs_5_art	hgvs_6_art	all_hgvs	all_motor_vehicles	Tempro	2021 DfT
99197	E	2017	25/04/2017	7	9	South East	65	Hampshire A3	Major	A325	LA Bounda	484000	132460	51.08532	-0.80209	8.7	5.41	0	10	1626	2	536	8	6	7	0	32	12	65	2239	1.0604	2374	
99197	E	2017	25/04/2017	8	9	South East	65	Hampshire A3	Major	A325	LA Bounda	484000	132460	51.08532	-0.80209	8.7	5.41	0	18	1400	8	340	24	4	9	1	38	25	101	1867	1.0604	1980	
99197	E	2017	25/04/2017	9	9	South East	65	Hampshire A3	Major	A325	LA Bounda	484000	132460	51.08532	-0.80209	8.7	5.41	0	7	985	4	257	32	10	13	2	36	13	106	1359			
99197	E	2017	25/04/2017	10	9	South East	65	Hampshire A3	Major	A325	LA Bounda	484000	132460	51.08532	-0.80209	8.7	5.41	0	3	769	2	202	31	5	12	0	37	20	105	1081			
99197	E	2017	25/04/2017	11	9	South East	65	Hampshire A3	Major	A325	LA Bounda	484000	132460	51.08532	-0.80209	8.7	5.41	0	6	690	1	176	33	9	9	4	37	12	104	977			
99197	E	2017	25/04/2017	12	9	South East	65	Hampshire A3	Major	A325	LA Bounda	484000	132460	51.08532	-0.80209	8.7	5.41	0	3	663	1	177	19	6	12	1	46	25	109	953	1.0627	1013	
99197	E	2017	25/04/2017	13	9	South East	65	Hampshire A3	Major	A325	LA Bounda	484000	132460	51.08532	-0.80209	8.7	5.41	0	5	630	1	175	37	9	3	2	32	12	95	906			
99197	E	2017	25/04/2017	14	9	South East	65	Hampshire A3	Major	A325	LA Bounda	484000	132460	51.08532	-0.80209	8.7	5.41	0	5	667	2	179	16	5	9	1	28	8	67	920			
99197	E	2017	25/04/2017	15	9	South East	65	Hampshire A3	Major	A325	LA Bounda	484000	132460	51.08532	-0.80209	8.7	5.41	0	9	894	5	202	26	6	4	1	25	9	71	1181			
99197	E	2017	25/04/2017	16	9	South East	65	Hampshire A3	Major	A325	LA Bounda	484000	132460	51.08532	-0.80209	8.7	5.41	0	3	910	6	171	10	6	6	1	24	4	51	1141			
99197	E	2017	25/04/2017	17	9	South East	65	Hampshire A3	Major	A325	LA Bounda	484000	132460	51.08532	-0.80209	8.7	5.41	0	5	1018	1	178	12	1	1	1	18	6	39	1241	1.0592	1314	
99197	E	2017	25/04/2017	18	9	South East	65	Hampshire A3	Major	A325	LA Bounda	484000	132460	51.08532	-0.80209	8.7	5.41	0	2	802	2	117	12	0	0	3	19	7	41	964	1.0592	1021	

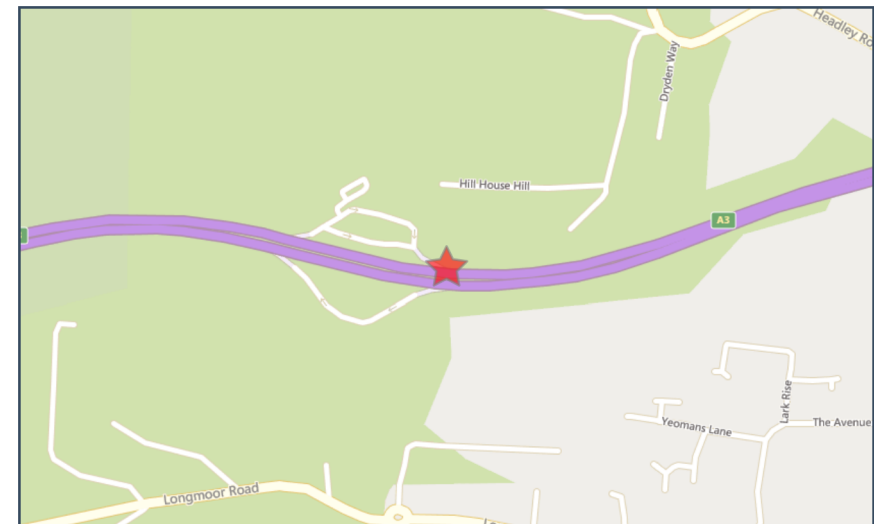
APPENDIX 3



No

Crash Date: Tuesday, June 11, 2019 **Time of Crash:** 8:00:00 AM **Crash Reference:** 2019440199880

Highest Injury Severity:	Slight	Road Number:	A3	Number of Casualties:	1
Highway Authority:	Hampshire			Number of Vehicles:	2
Local Authority:	East Hampshire District			OS Grid Reference:	482928 132216
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



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



No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		2 Male	21 - 25	Vehicle is in the act of turning left	Back	Commuting to/from work	None	Tree
2	Car (excluding private hire)		-1 Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

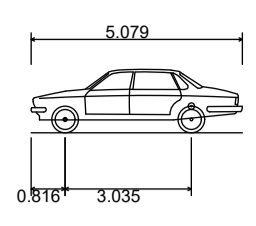
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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

APPENDIX 4



Notes



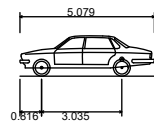
Large Car (2006)	5.079m
Overall Length	1.872m
Overall Width	1.525m
Overall Body Height	0.310m
Min Body Ground Clearance	1.831m
Max Track Width	4.00s
Lock to lock time	5.900m
Kerb to Kerb Turning Radius	

B	Site Layout Updated	ARM	ARM	MT
A	Site Layout Updated	ARM	ARM	MT
REVISION	AMENDMENT	DRN	DATE	CHK

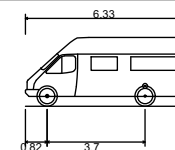


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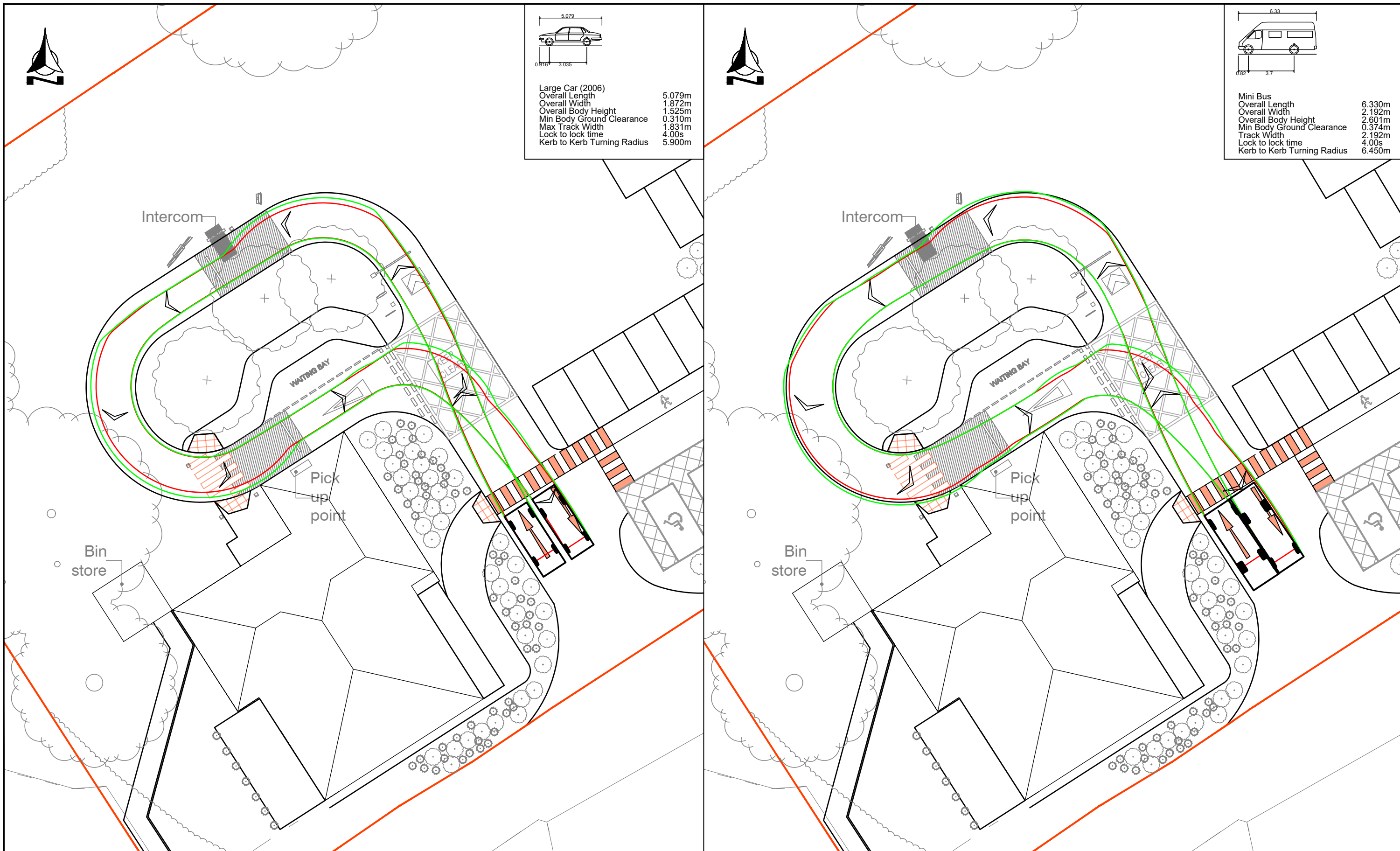
CLIENT	A3 Liphook Services Ltd.		
PROJECT	A3 Services Northbound Liphook		
TITLE	AutoTRACK Analysis Car Park		
DRAWN BY	ARM	DESIGN BY	-
DATE	25/05/21	CHK BY	MT
SCALE	1:250 @ A1	DRAWING No.	5570 / 201
		REV No.	B



Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m



Mini Bus
 Overall Length 6.330m
 Overall Width 2.192m
 Overall Body Height 2.601m
 Min Body Ground Clearance 0.374m
 Track Width 2.192m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 6.450m

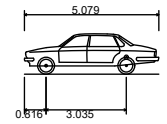


REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Site Layout Updated	ARM	27/05/21	MT
B	Site Layout Updated	ARM	27/05/21	MT
C	Site Layout Updated	ARM	27/05/21	MT
D	Site Layout Updated	ARM	22/06/21	MT

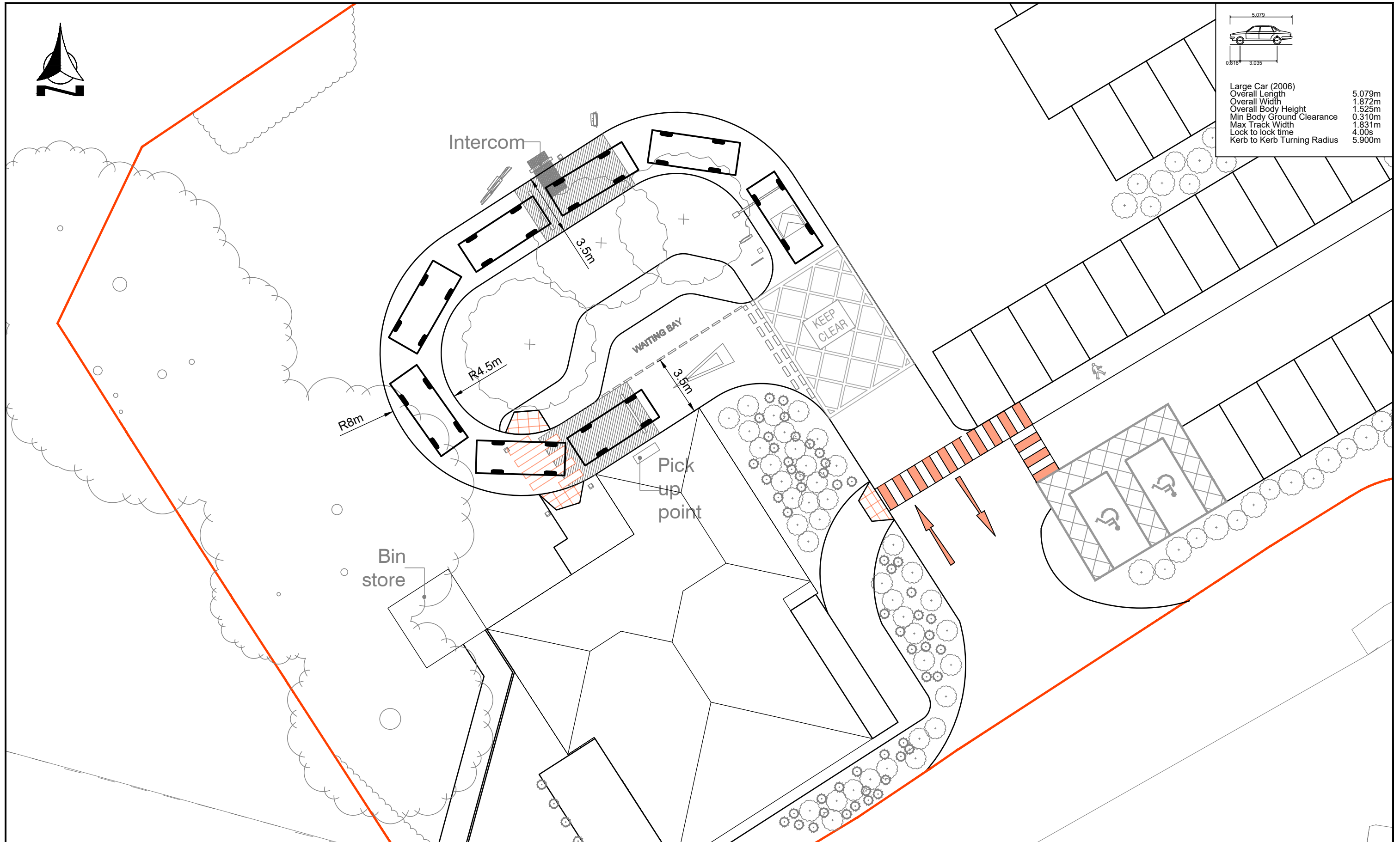


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CLIENT	A3 Liphook Services Ltd.	DATE	25/05/21
PROJECT	A3 Services Northbound Liphook	DESIGN BY	-
TITLE	AutoTRACK Analysis Drive Through	DRAWN BY	ARM
		CHECKED BY	MT
		SCALE	1:250 @ A3
DRAWING No.	5570 / 202	REV No.	D



Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m



REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Dimensions Added	ARM	25/05/21	MT
B	Site Layout Updated	ARM	27/05/21	MT
C	Site Layout Updated	ARM	27/05/21	MT
D	Site Layout Updated	ARM	27/05/21	MT
E	Site Layout Updated	ARM	22/06/21	MT



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CLIENT	A3 Liphook Services Ltd.	DATE	25/05/21
PROJECT	A3 Services Northbound Liphook	DESIGN BY	-
TITLE	AutoTRACK Analysis Drive Through Stacking Capacity	DRAWN BY	ARM
		CHECKED BY	MT
		SCALE	1:200 @ A3
DRAWING No.	5570 / 203	REV No.	E

APPENDIX 5

Calculation Reference: AUDIT-200601-210630-0636

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : A - HOTELS
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
	WL WILTSHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	SW SWANSEA	1 days

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

Primary Filtering selection:

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

Parameter: Number of bedrooms
 Actual Range: 56 to 99 (units:)
 Range Selected by User: 15 to 100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 25/11/19

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Thursday	1 days
Friday	1 days
Saturday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1

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:

Development Zone	2
Residential Zone	2
Village	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C1 6 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	2 days

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

Travel Plan:

No 6 days

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

PTAL Rating:

No PTAL Present 6 days

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

LIST OF SITES relevant to selection parameters

1	DS-06-A-03 ETWALL ROAD DERBY MICKLEOVER Edge of Town Residential Zone Total Number of bedrooms: <i>Survey date: SATURDAY</i>	MENZIES HOTEL 99 25/07/15	DERBYSHIRE <i>Survey Type: MANUAL</i>
2	GS-06-A-02 GLOUCESTER ROAD CHELTENHAM SPA SAINT MARKS Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of bedrooms: <i>Survey date: THURSDAY</i>	PREMIER INN 67 28/11/13	GLOUCESTERSHIRE <i>Survey Type: MANUAL</i>
3	SW-06-A-01 FABIAN WAY SWANSEA PORT TENNANT Edge of Town Development Zone Total Number of bedrooms: <i>Survey date: MONDAY</i>	IBIS 99 07/10/19	SWANSEA <i>Survey Type: MANUAL</i>
4	TW-06-A-02 CASPER WAY GATESHEAD SWALWELL Suburban Area (PPS6 Out of Centre) Development Zone Total Number of bedrooms: <i>Survey date: FRIDAY</i>	TRAVELODGE 60 13/11/15	TYNE & WEAR <i>Survey Type: MANUAL</i>
5	WL-06-A-03 LAWRENCE HILL WINCANTON Edge of Town No Sub Category Total Number of bedrooms: <i>Survey date: TUESDAY</i>	TRAVELODGE 57 18/09/18	WILTSHIRE <i>Survey Type: MANUAL</i>
6	WM-06-A-05 BIRMINGHAM ROAD BIRMINGHAM HOPWOOD Neighbourhood Centre (PPS6 Local Centre) Village Total Number of bedrooms: <i>Survey date: MONDAY</i>	HOTEL 56 09/11/15	WEST MIDLANDS <i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

TOTAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	73	0.078	6	73	0.178	6	73	0.256
08:00 - 09:00	6	73	0.110	6	73	0.258	6	73	0.368
09:00 - 10:00	6	73	0.130	6	73	0.185	6	73	0.315
10:00 - 11:00	6	73	0.089	6	73	0.110	6	73	0.199
11:00 - 12:00	6	73	0.112	6	73	0.151	6	73	0.263
12:00 - 13:00	6	73	0.112	6	73	0.094	6	73	0.206
13:00 - 14:00	6	73	0.098	6	73	0.084	6	73	0.182
14:00 - 15:00	6	73	0.105	6	73	0.123	6	73	0.228
15:00 - 16:00	6	73	0.123	6	73	0.100	6	73	0.223
16:00 - 17:00	6	73	0.174	6	73	0.155	6	73	0.329
17:00 - 18:00	6	73	0.212	6	73	0.126	6	73	0.338
18:00 - 19:00	6	73	0.247	6	73	0.132	6	73	0.379
19:00 - 20:00	6	73	0.164	6	73	0.123	6	73	0.287
20:00 - 21:00	6	73	0.126	6	73	0.116	6	73	0.242
21:00 - 22:00	6	73	0.064	6	73	0.062	6	73	0.126
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.944			1.997			3.941

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

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

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Parameter summary

Trip rate parameter range selected:	56 - 99 (units:)
Survey date range:	01/01/13 - 25/11/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

APPENDIX 6

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 186 to 4800 (units: sqm)
 Range Selected by User: 178 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 24/09/20

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:

Tuesday	5 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	5

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	2
Development Zone	1
Residential Zone	3
Built-Up Zone	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

Not Known 9 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	8 days

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

PTAL Rating:

No PTAL Present	9 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-02-A-06 LYNCH WOOD PETERBOROUGH	OFFICES	CAMBRI D G E S H I R E
	Edge of Town Commercial Zone Total Gross floor area: 4040 sqm <i>Survey date: WEDNESDAY 19/10/16</i>		<i>Survey Type: MANUAL</i>
2	DH-02-A-03 ALDERMAN BEST WAY DARLINGTON	ENGINEERING COMPANY	DURHAM
	Edge of Town No Sub Category Total Gross floor area: 3530 sqm <i>Survey date: THURSDAY 18/10/18</i>		<i>Survey Type: MANUAL</i>
3	ES-02-A-11 THE SIDINGS HASTINGS ORE VALLEY	HOUSING COMPANY	EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 186 sqm <i>Survey date: TUESDAY 17/11/15</i>		<i>Survey Type: MANUAL</i>
4	LC-02-A-09 FURTHERGATE BLACKBURN	OFFICES	LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 2600 sqm <i>Survey date: TUESDAY 04/06/13</i>		<i>Survey Type: MANUAL</i>
5	NF-02-A-04 WHITING ROAD NORWICH	BUILDING CONSULTANT	NORFOLK
	Edge of Town Commercial Zone Total Gross floor area: 500 sqm <i>Survey date: WEDNESDAY 13/11/19</i>		<i>Survey Type: MANUAL</i>
6	TW-02-A-08 BENTON PARK ROAD NEWCASTLE UPON TYNE LONGBENTON	HOUSING ASSOCIATION OFFICE	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 4800 sqm <i>Survey date: FRIDAY 19/10/18</i>		<i>Survey Type: MANUAL</i>
7	WL-02-A-01 THE CRESCENT AMESBURY SUNRISE WAY	PET INSURANCE COMPANY	WILTSHIRE
	Edge of Town Development Zone Total Gross floor area: 2500 sqm <i>Survey date: TUESDAY 18/09/18</i>		<i>Survey Type: MANUAL</i>
8	WM-02-A-04 BOURNVILLE LANE BIRMINGHAM	OFFICE	WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1800 sqm <i>Survey date: TUESDAY 10/11/15</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9 WY-02-A-05 OFFICES WEST YORKSHIRE
PIONEER WAY
CASTLEFORD
WHITWOOD
Edge of Town
No Sub Category
Total Gross floor area: 1230 sqm
Survey date: TUESDAY 23/05/17 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-02-A-03	Covid retrictions

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	2354	0.699	9	2354	0.085	9	2354	0.784
08:00 - 09:00	9	2354	2.176	9	2354	0.189	9	2354	2.365
09:00 - 10:00	9	2354	1.322	9	2354	0.274	9	2354	1.596
10:00 - 11:00	9	2354	0.349	9	2354	0.222	9	2354	0.571
11:00 - 12:00	9	2354	0.241	9	2354	0.227	9	2354	0.468
12:00 - 13:00	9	2354	0.467	9	2354	0.689	9	2354	1.156
13:00 - 14:00	9	2354	0.614	9	2354	0.486	9	2354	1.100
14:00 - 15:00	9	2354	0.321	9	2354	0.406	9	2354	0.727
15:00 - 16:00	9	2354	0.203	9	2354	0.486	9	2354	0.689
16:00 - 17:00	9	2354	0.260	9	2354	1.175	9	2354	1.435
17:00 - 18:00	9	2354	0.118	9	2354	2.082	9	2354	2.200
18:00 - 19:00	8	2495	0.055	8	2495	0.561	8	2495	0.616
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.825			6.882			13.707

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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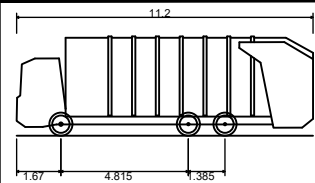
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Parameter summary

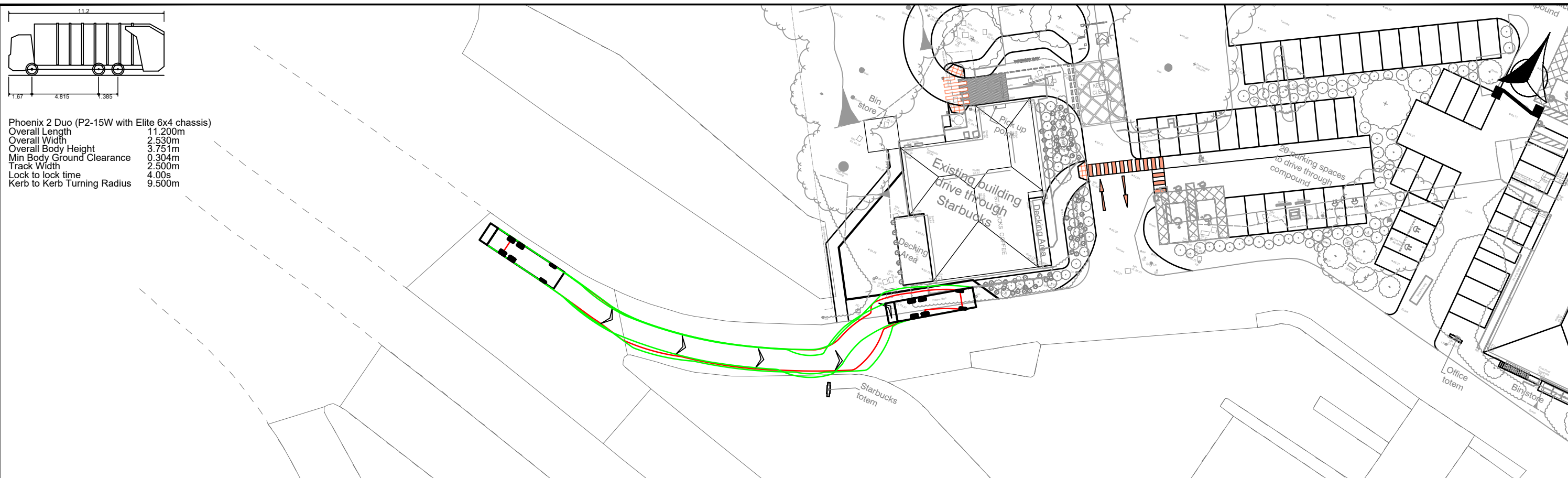
Trip rate parameter range selected:	186 - 4800 (units: sqm)
Survey date date range:	01/01/13 - 24/09/20
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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.

APPENDIX 7



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



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CLIENT	A3 Liphook Services Ltd.	DATE	30/06/21
PROJECT	A3 Services Northbound Liphook	DESIGN BY	-
TITLE	AutoTRACK Analysis Large Refuse Vehicle	DRAWN BY	ARM
		CHECKED BY	MT
		SCALE	1:500 @ A3
DRAWING No.	5570 / 205		
REV No.			



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