

PROPOSED RESIDENTIAL DEVELOPMENT

LAND NORTH OF THE HOLLIES
CALMORE, TOTTON, HAMPSHIRE

TRANSPORT STATEMENT

June 2022

Proposed Residential Development

**Land North of the Hollies,
Calmore, Totton, Hampshire**

TRANSPORT STATEMENT

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1.0 INTRODUCTION

1.1 Context

1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Osman Homes in relation to the proposed residential development at land north of The Hollies in Calmore, Hampshire.

1.2 Site Location and Description

1.2.1 The proposed residential development site is an area of agricultural land to the north of the Hollies in the village of Calmore, north of Totton in Hampshire.

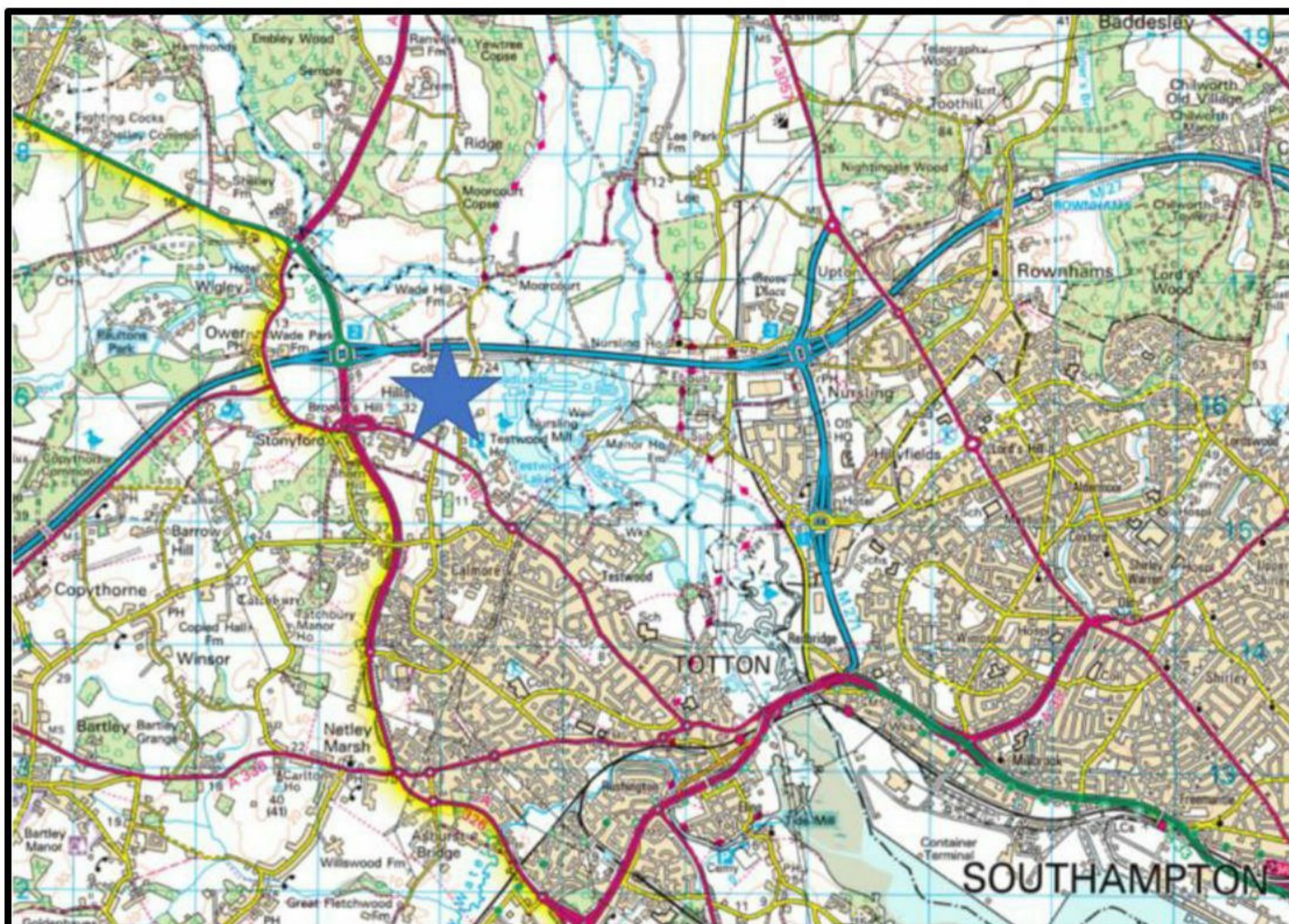
1.2.2 The site is part of the of the 'Land north of Totton' strategic site allocation in the New Forest District Council Local Plan 2016-2036.

1.2.3 The proposal site lies on the west side of Hill Street which leads south to the A36 Salisbury Road. Along the site's south boundary runs Green Lane which also connects the site with the A36 Salisbury Road. The A36 connects west to the A326 and the M27 and south connections to Totton.

1.2.4 The Local Planning Authority is New Forest District Council (NFDC), the Local Highway Authority is Hampshire County Council (HCC).

1.2.5 Figure 1.1 below shows the proposal site in its wider context.

Figure 1.1 – Site location in strategic context



Map source: Ordnance Survey / Bing. N.B. The proposed site is denoted by a blue star.

1.2.6 Figure 1.2 below shows the context of the proposed site in relation to the local area.

Figure 1.2 – Site location in local context



Image source: Google Earth. N.B All Locations, Areas and Distances approximate.

1.3 Development Proposals

1.3.1 The proposed development includes the following:

- Nine residential homes with onsite parking;
- New site access road and junction with Hill Street.

1.3.2 The proposed site layout plan is provided at Appendix 1.

1.4 National Planning Policy

National Planning Policy Framework (NPPF), July 2021

1.4.1 The National Planning Policy Framework (NPPF) was first published on the 27th March 2012. A revised NPPF was published on 20th July 2021. It sets out the Government's planning policies for England and sets out a framework for local authorities to produce their own local plans.

1.4.2 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.

1.4.3 At its heart, the NPPF maintains its presumption in favour of sustainable development.

1.4.4 Chapter 9 *Promoting sustainable transport* sets out at paragraph 108 that,

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network,..."

1.4.5 Paragraph 110 addresses how development proposals are to be considered. It sets out that,

"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) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; 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."

1.4.6 Paragraph 111 states,

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

1.5 New Forest District Council Local Plan

1.5.1 The NFDC 'Local Plan 2016 – 2036 Part 1: Planning Strategy' was adopted in July 2020. The key policies pertaining to this Transport Statement are set out below.

Policy CCC2: Safe and sustainable travel

"New development will be required to:

i. Prioritise the provision of safe and convenient pedestrian access within developments, by linking to and enabling the provision of more extensive walking networks wherever possible, and where needed by providing new pedestrian connections to local facilities;

ii. Provide or contribute to the provision of dedicated cycle routes and cycle lanes, linking to and enabling the provision of more extensive cycle networks and providing safe cycle routes to local schools wherever possible;

iii. Consider and wherever possible minimise the impact of development on bridleways and horse riders;

iv. Provide sufficient car and cycle parking, including secure cycle parking in schools and colleges, work places, bus and rail stations, and in shopping areas in accordance with the adopted Parking Standards Supplementary Planning Document⁷⁸;

v. Incorporate infrastructure to support the use of electric vehicles; and

- vi. *Provide, or contribute proportionately to the provision of, any highways or public transport measures necessary to enable the development to be accommodated in a safe and sustainable manner, including the requirements identified in any applicable Strategic Site Allocation Policies."*

Strategic Site 1: Land to the north of Totton

1.5.2 The proposed development site forms part of Strategic Site 1 (SS1), Land to the north of Totton. The policy states:

"i) Land to the north of Totton, as shown on the Policies Map is allocated for residential-led mixed use development and open space and will comprise the following:

- At least 1,000 homes, dependent on the form, size and mix of housing provided.*
- A commercial core west of Pauletts Lane including around five hectares of land for business and employment uses.*
- A community focal point in a prominent location including ground floor premises suitable for community use.*
- Contributions to educational provision to include two hectares of land to be reserved for a primary school.*
- On-site provision of formal public open space.*

ii) The masterplanning objectives for the site as illustrated in the Concept Master Plan are to create a well-designed and integrated extension to Totton whilst maintaining the rural character of Hill Street and Pauletts Lane and a countryside edge to the New Forest National Park. Development will be required to:

- a. Create an integrated network of natural green spaces to frame development, using and enhancing important tree belts, hedgerows and woodland blocks (including Bog Plantation, Hatton's Plantation and Kilnyard Copse), and by making a positive feature of water courses, to connect new greenspace to existing footpaths and rights of way to Loperwood, Sharveshill Plantation, Wade Hill Drove and Testwood Lakes.*
- b. Set development behind the ridgeline on the northern and northwestern edges to maintain an open landscape and an appropriate westbound transition from urban Southampton to the countryside edge of the New Forest National Park.*
- c. Provide traffic calming and crossing points for the A36 (Salisbury Road) and creating a choice of vehicular routes including an alternative route west of Pauletts Lane between the A36 and Loperwood suitable for two-way traffic including buses, and an eastwest pedestrian and cycle route across Pauletts Lane.*

iii) Site-specific Considerations to be addressed include:

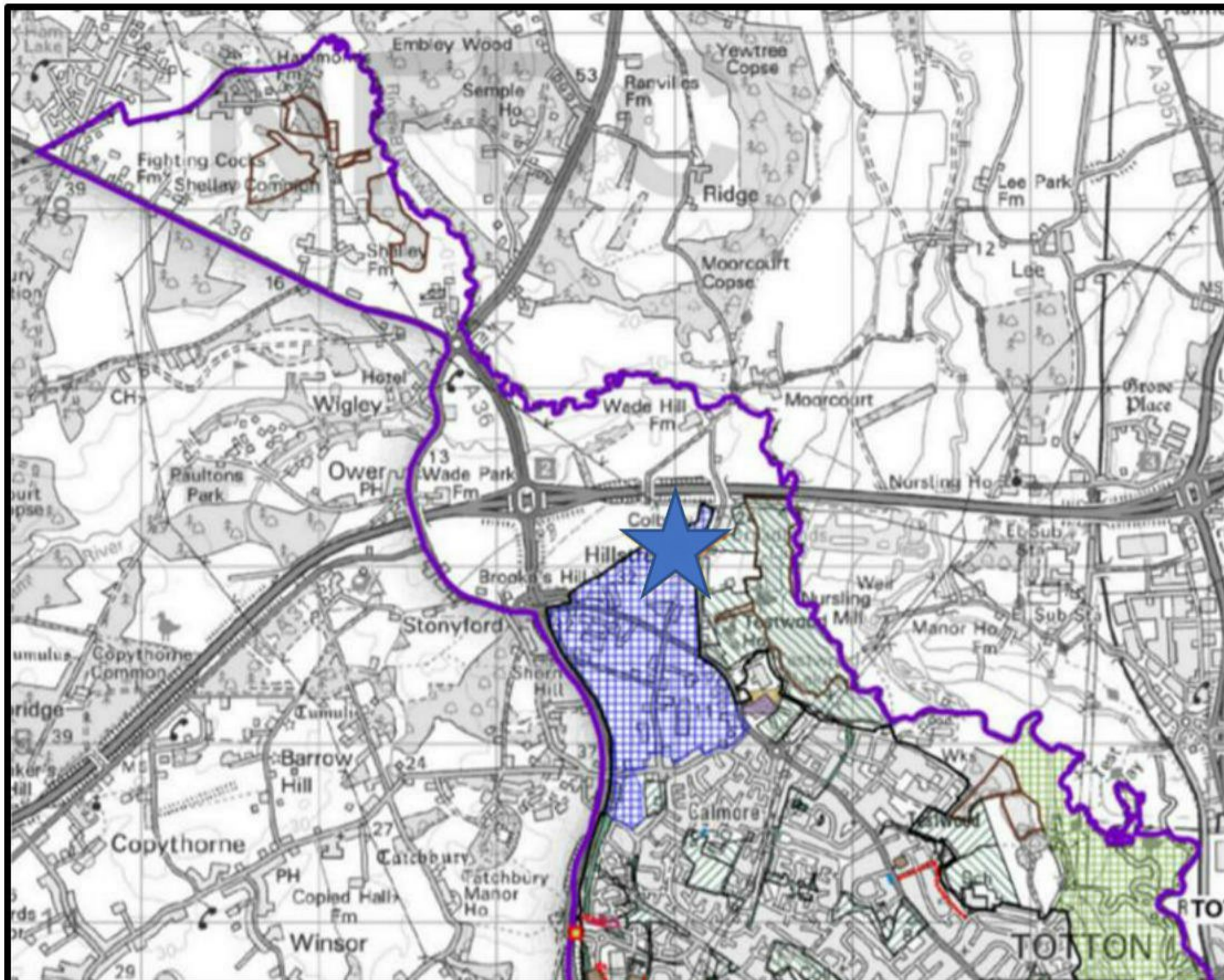
- a. The need for an agreed comprehensive development framework for the whole allocation to ensure the effective coordination between multiple*

land interests to deliver an integrated, whole-site approach to the provision of access, community facilities, open space and natural recreational greenspace for habitat mitigation.

- b. Design and other appropriate measures to mitigate potential noise and air quality impacts from the M27/A31, A36 and the A326.*
- c. To assess the need for, and to provide where necessary, enhancements to the A326 and A36 junctions to provide safe vehicular access for the development.*
- d. The Grade II listed building Broadmoor Cottage, Pauletts Lane should be retained within an appropriate setting so that its significance can be appreciated.*
- e. The preparation of a detailed site-specific Flood Risk Assessment (FRA) will be required which would demonstrate that there will be no inappropriate development within Flood Zone 3b."*

1.5.3 Figure 1.3 is an excerpt from the NFDC Local Plan showing the location of SS1, with the proposed development site location overlain.

Figure 1.3 – Strategic Site 1 in its wider context

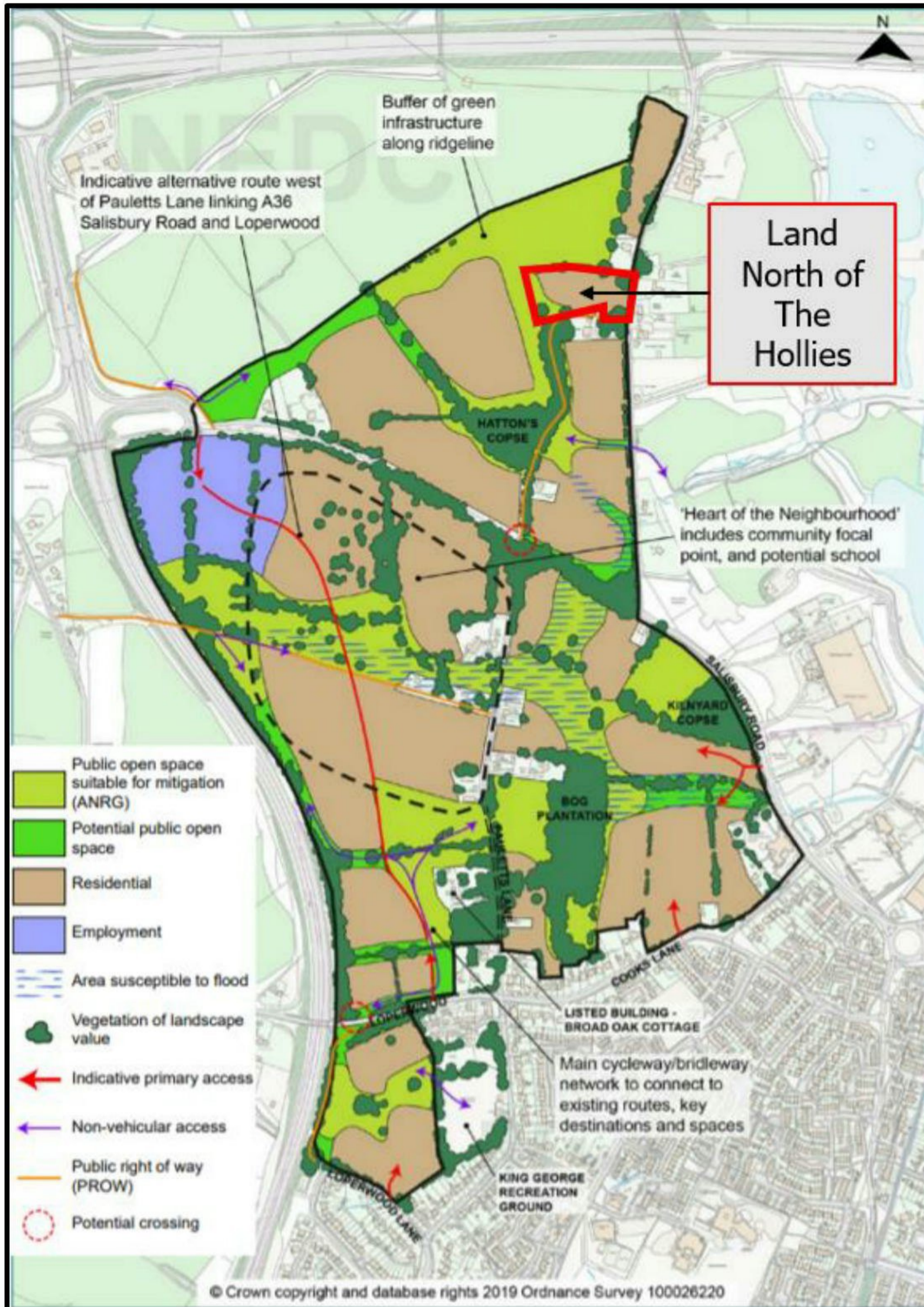


N.B. The proposal site is indicated by a blue star

Source: New Forest District Council Local Plan 2016-2036 Part One: Planning Strategy

1.5.4 Figure 1.4 shows the NFDC concept masterplan for SS1, which illustrates how the site might be developed. The approximate boundary of the Land North of The Hollies is overlain.

Figure 1.4 – NFDC Strategic Site 1 Conceptual Plan



Source: New Forest District Council Local Plan 2016-2036 Part One: Planning Strategy

- 1.5.5 Figure 1.4 shows the existing public right of way (PROW) along Green Lane, marked as a brown line on the masterplan. It connects the proposed development site to the A36 Salisbury Rd, where the location of a potential pedestrian crossing is identified, and onward to the proposed 'Heart of the Neighbourhood' community focal point.
- 1.5.6 The 'Heart of the Neighbourhood' will be approximately 500m from the proposed development site via the PROW.

1.6 Relevant Planning History

Replacement Field Access (NFDC reference number 21/11130)

- 1.6.1 NFDC granted planning permission on this development site on 27th September 2021 for a new field access, track and gate, and the closing-up of the existing access on Hill Street.
- 1.6.2 The access to the proposed residential development will be in the location of the approved replacement field access.

Land North of Salisbury Road (NFDC reference number 20/10997)

- 1.6.3 A planning application for up to 280 dwellings at Land North of Salisbury Road, including improvements to the local transport infrastructure, was submitted to NFDC on 9th September 2020. Its boundary includes land immediately west and north of Land North of The Hollies, and also forms part of SS1. The development proposal was recommended for approval in July 2021; at the time of writing, its formal decision is pending subject to Section 106 agreement.
- 1.6.4 The layout of the proposed development at Land North of Salisbury Road and its proximity to the proposed development site at Land North of the Hollies is shown in Figure 1.5 below.

Figure 1.5 – Layout of Proposed Development at Land North of Salisbury Road



Source: New Forest District Council Planning Application Number: 20/10997

1.7 Report Overview

1.7.1 The remainder of this report is divided into five further sections, which are as follows:

Section 2.0 Site Transport Context

This section of the report provides details of the site context, including its accessibility by all relevant transport modes and a review of local road safety statistics.

Section 3.0 Proposed Development

The various components of the development proposal, including the site access arrangements and parking provision, are described within this section of the report.

Section 4.0 Traffic Assessment

This report section provides an assessment of the vehicular attraction of the proposed development and its traffic effects.

Section 5.0 Summary and Conclusions

A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

2.1 Introduction

2.1.1 This section of the report considers the accessibility of the site in terms of a range of transport modes, as well as reviewing the road safety record of the existing roads local to the proposal site.

2.2 Local Facilities

2.2.1 There are a number of local facilities nearby to the proposed development site that are accessible via pedestrian routes, cycling or public transport.

2.2.2 Table 2.1 sets out some of the key local facilities and their approximate distances from the development site.

Table 2.1 – Local Facilities Summary

Destination	Walk distance from the proposal site boundary	Type
AFC Totton Football Club, Snows Stadium.	1.1km	Leisure
Testwood Lakes Nature Reserve	1.6km	Open Space
Testwood (Greene King Pub)	1.6km	Hospitality
Dual Fitness Training	1.6km	Leisure
South Hampshire Industrial Park	1.6km	Employment
Tesco Express	1.8km	Retail
Calmore Community Centre	1.8km	Leisure
Calmore Industrial Estate	1.9km	Employment
Calmore Infant and Junior School	1.9km	Education
Testwood Water Supply Works	2km	Employment
Morrisons Supermarket	2.7km	Retail
Testwood Secondary School	3km	Education
Totton College	3km	Education
Totton Health and Leisure Centre	3km	Leisure
Totton Retail Park	3.7km	Retail
Southampton General Hospital	7.9km	Healthcare

2.2.3 The locations of local facilities and their proximity to the proposal site are shown in below, with yellow outlined circles facilities being within 2km of the site, and orange outlined circles being between 2km and 4km from the site.

Figure 2.1 – Local Facilities



Source: Google Earth.

- 2.2.4 The Department for Transport (DfT) publish annual estimates of travel times from where people live to key local services including primary schools, secondary schools, GPs, hospitals, food stores, town centres and employment centres. These are known as the Journey Time Statistics (JTS) series, the latest set were recorded in 2019 and published in November 2021.
- 2.2.5 The statistics are published for the eight key local services presented above, and for the following three modes of transport; public transport / walking, cycle and car.
- 2.2.6 For the purposes of this analysis, the average distances to the key services have been derived from the JTS "cycle time", converted to distance using the assumption that average cycle speed is 16 km/h.
- 2.2.7 The distance values have been calculated by multiplying the average minimum cycle time (reported in minutes at Table JTS0101) by 16 (km/h) and dividing by 60 (1 hour).

Access to Employment

- 2.2.8 The JTS average distance to the nearest employment centre (providing 100-499 jobs) is 2.3km, based on Table JTS0101.
- 2.2.9 The key employment destinations close to the proposal site include the following:

- South Hampshire Industrial Park (approximately 1.6km from the site boundary)
- Calmore Industrial Estate (approximately 1.9km from the site boundary)
- Testwood Water Supply Works (approximately 2km from the site boundary)

2.2.10 The proposed employment site within SS1 (shaded purple in Figure 1.4) will be well within the 2.4km walking distance.

2.2.11 All of the above employment destinations are located closer than the JTS national average distance; therefore, future residents of the proposed development will benefit from being closer to their nearest employment centre than the average resident of England.

Access to Education

2.2.12 The statutory maximum walking distance for primary school pupils to their school is two miles (3.2km); for secondary school pupils, the statutory distance is three miles (4.8km).

2.2.13 Data from the National Travel Survey¹ (NTS) shows that the proportion of primary pupils who walk to school decreases sharply as trip lengths exceed one mile (1.6km). This is shown in Table 2.2, which is a summary of NTS Table 0614, "trips to school by main mode, trip length and age".

Table 2.2 – NTS 0614 Trips to School; Summary Table

Age Group	Mode \ Distance	<1 mile (%)	1-2 miles (%)	2-5 miles (%)	5+ miles (%)
5-10 years	Walk	80	19	1	0
	Bicycle	1	4	1	0
	Car/van	18	71	87	73
	Bus	1	5	9	18
	Other	0	1	1	9
11-16 years	Walk	95	53	6	0
	Bicycle	2	6	3	0
	Car/van	3	28	37	36
	Bus	1	11	50	54
	Other	0	1	5	11

¹ Table 0614 'trips to school by main mode, trip length and age', National Travel Survey, 2019. The 2019 dataset is the latest release with Table 0614 included.

- 2.2.14 The JTS average distance to the nearest primary school is 2.3km, and for the nearest secondary school, the JTS average distance is 3.8km.
- 2.2.15 The closest primary school to the proposal site is Calmore Infant and Junior School, approximately 1.9km walk distance from the proposal site boundary.
- 2.2.16 The closest secondary school is Testwood School. It is approximately 3km from the proposal site, which is within the statutory walking distance for secondary schools, and shorter than the JTS average distance. As shown in Table 2.2, for school journeys of one-to-two miles (equivalent category for the 3km distance to Testwood School) being undertaken by 11-16 year olds, 70% are undertaken using non-car modes.

2.3 Access by Foot

Pedestrian Access

- 2.3.1 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice:-
- "Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".*
- 2.3.2 Paragraph 6.3.1 of Manual for Streets identifies that a 20 minute walk time (equivalent to a 1.6km walk) is acceptable, subject to an attractive walking environment.
- 2.3.3 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.
- 2.3.4 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as terrain and the presence of facilities such as road crossings.
- 2.3.5 Figure 2.2 shows the approximate IHT walk distances as 800m and 2km radii measured from the centre of the site.

Figure 2.2 – 800m and 2km Walking Catchments



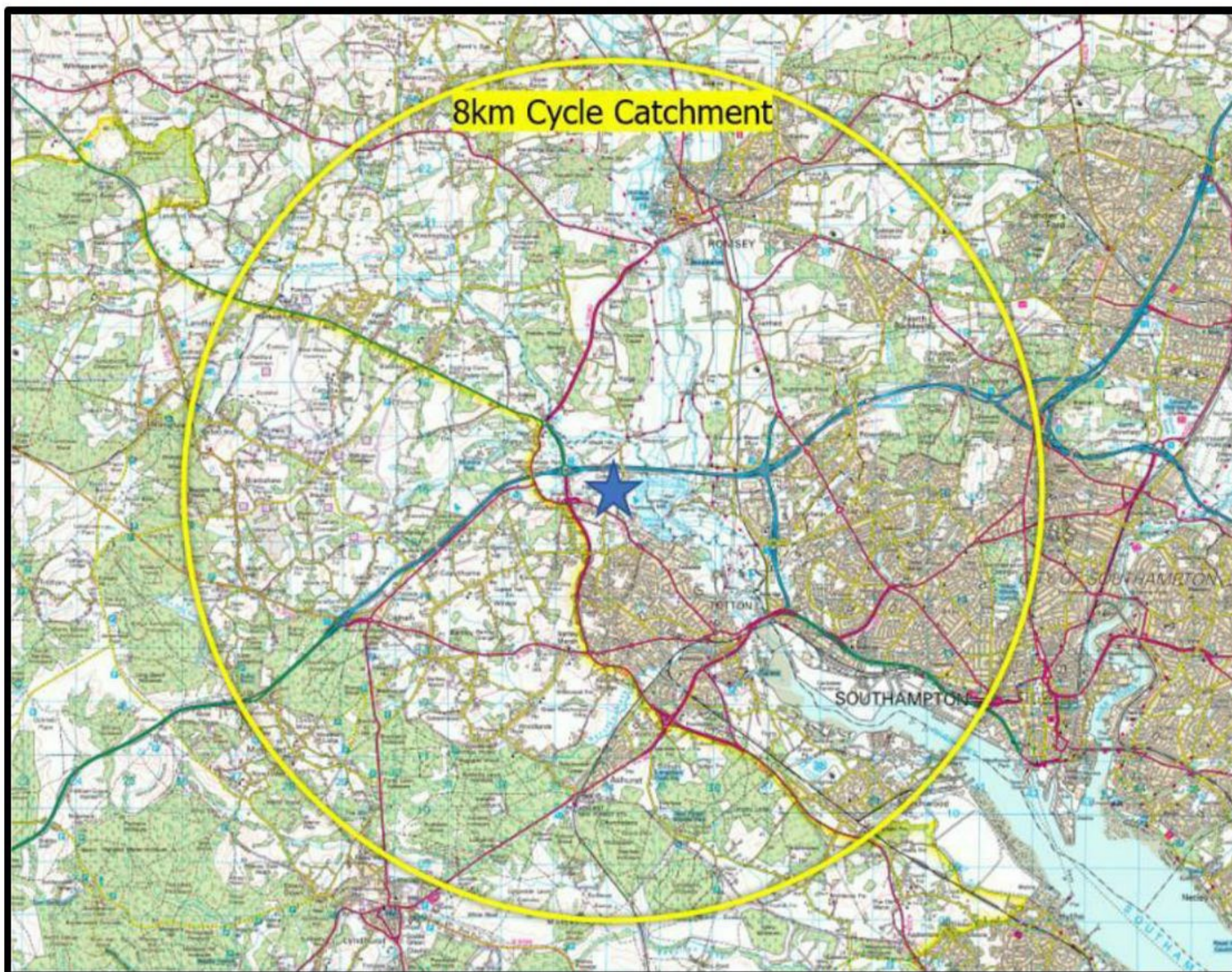
Source: Google Earth. N.B. The proposal site is indicated by a blue star.

- 2.3.6 Figure 2.2 shows that the majority of the Calmore and the north of Totton are within the 2km walk catchment.
- 2.3.7 To access Calmore and beyond from the proposal site, pedestrians can travel via the Green Lane PROW or via Hill Street to connect to the existing pedestrian footway on Salisbury Road.
- 2.3.8 The NFDC Local Plan identifies an aspiration for a pedestrian crossing on Salisbury Road at the junction of Green Lane and Pauletts Lane.
- 2.3.9 The illustrative masterplan for the proposed development at Land North of Salisbury Road (NFDC reference number 20/10997) includes a proposed new pedestrian crossing approximately 100m west of the Green Lane junction with the A36 Salisbury Road, adjacent to a proposed pair of new bus stops.
- 2.3.10 With the proximity of leisure, community and retail services, as well as employment opportunities within walking distance from the site, walking will be a realistic and viable travel choice for future residents of the proposed development. Planned and proposed improvements to the local pedestrian infrastructure will further enhance the attractiveness of walking as a travel mode.

2.4 Access by Cycle

- 2.4.1 The 2020 National Travel Survey table NTS0303 identifies average journey lengths, by cycle in England of c.6.6km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are less than five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of up to approximately 8km.
- 2.4.2 Based on a radius of 8km measured from the centre of the site, the cycle catchment area is shown in Figure 2.3 below.

Figure 2.3 – 8km Cycle Catchment



Map source: Google Earth. N.B. The proposal site is indicated by a blue star.

- 2.4.3 The 8km cycle catchment area includes Calmore, Totton, Marchwood, Romsey, and the western parts of Southampton, with relatively level topography conducive to cycling.
- 2.4.4 Overall, there are many local services, facilities and employment destinations within cycling distance of the proposed development, and cycling will be a realistic travel mode for future residents.

2.5 Access by Bus

- 2.5.1 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.
- 2.5.2 Figure 2.4 below shows the location of bus stops near to the application site.

Figure 2.4 – Bus stop locations near to the proposal site

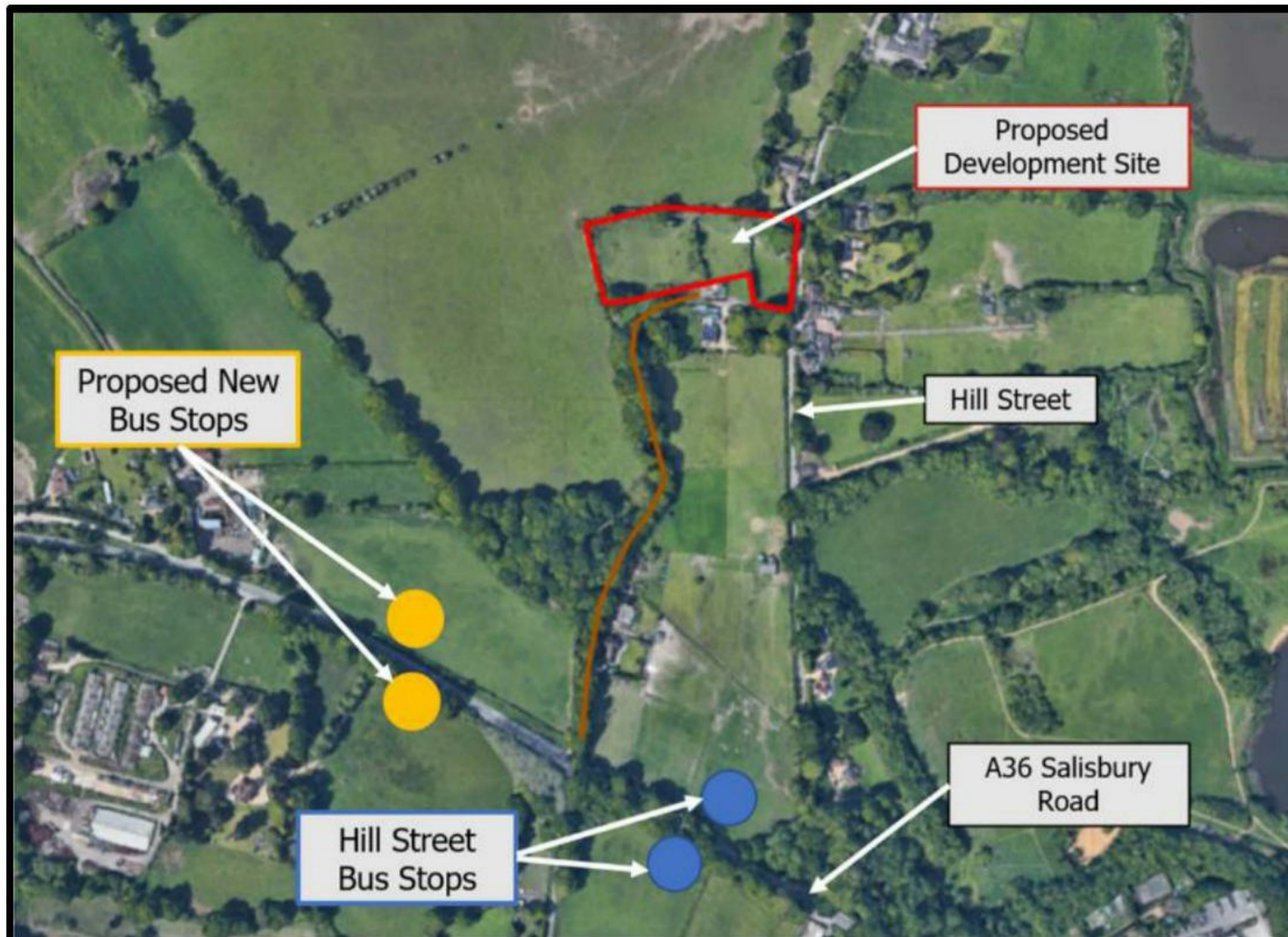


Image Source; Google Earth N.B. All Locations, Areas and Distances Approximate.

- 2.5.3 The nearest bus stops to the site are the northbound and southbound 'Hill Street' bus stops, which are located approximately 600m south of the site on the A36 Salisbury Rd.
- 2.5.4 The Hill Street bus stops serve the X7/X7R Salisbury to Southampton route which runs an hourly service Monday – Saturday.
- 2.5.5 The X7/XR7 bus connects the proposed development to prominent urban areas including Calmore, Totton, Southampton, and Salisbury.
- 2.5.6 Two new additional bus stops form part of the proposed development at Land North of Salisbury Road (NFDC reference number 20/10997), which will be located approximately 300m north west of the existing Hill Street bus stops. The proposed bus stops will have shelters, new footway connections, and a pedestrian crossing over the A36.
- 2.5.7 Residents of the proposed development will be able to access the bus stops via Hill Street or Green Lane.
- 2.5.8 Bus travel will therefore be a realistic and viable method of travel for future residents of the proposed development.

2.6 Access by Rail

- 2.6.1 The closest train station to the proposal site is Totton Station, approximately 4km south, on the eastern side of Totton.
- 2.6.2 Totton Station, operated by South Western Railways, has regular rail service to Southampton, Bournemouth, and beyond.

2.6.3 This provides future residents with the option of longer-distance travel by train, with the possibility of travelling by bus or cycle to Totton Station.

2.7 Highway Network

2.7.1 Vehicular access to the proposed development will be off Hill Street, which is rural in nature, single-lane-width for much of its length, with informal passing places.

2.7.2 Hill Street is subject to a 30mph speed limit, and serves a number of residential and agricultural properties.

2.7.3 The Hill Street / A36 Salisbury Road junction is approximately 500m south of the site.

2.7.4 The A36 provides a route south to Totton, with connections east to Southampton and south to the New Forest. To the west the A36 connects to the A326 with onwards links to Romsey and Salisbury, and to the M27 junction 2 approximately 2km by road from the proposed development.

2.8 Road Safety Review

2.8.1 A review of recent road traffic collisions in the vicinity of the proposed development site has been undertaken using data extracted from crashmap.co.uk, covering the most recent five years available, between 2017 - 2021.

2.8.2 The data includes collisions which resulted in a personal injury and which were reported to the police. The data does not include details of damage-only collisions or those which were not reported to the police.

2.8.3 Personal-injury collisions are classified by the police as one of either 'Slight', 'Serious' or 'Fatal'. Where more than one personal injury occurs, the classification is determined by the most serious. A description of each classification is provided in the DfT publication Instructions for the Completion of Road Accident Reports dated October 2004, summarised below:

Slight:

- Sprains, not necessarily requiring medical treatment
- Neck whiplash injury
- Bruises
- Slight cuts
- Slight shock requiring roadside attention.
- (Persons who are merely shaken and who have no other injury should not be included unless they receive or appear to need medical treatment).

Serious:

- Fracture
- Internal injury
- Severe cuts
- Crushing
- Burns (excluding friction burns)
- Concussion

- Severe general shock requiring hospital treatment
- Detention in hospital as an in-patient, either immediately or later
- Injuries to casualties who die 30 or more days after the accident from injuries sustained in that accident.

Fatal:

- 'Fatal' injury includes only those cases where death occurs in less than 30 days as a result of the accident. 'Fatal' does not include death from natural causes or suicide.

2.8.4 Figure 2.4 shows an extract from crashmap.co.uk showing the locations of the reported collisions within the vicinity of the proposed development site within the most recent five years.

Figure 2.4 – Road Safety Study Area



Source: CrashMaps. N.B. The proposal site is denoted by a yellow star.

2.8.5 The records show that there have been two serious collisions on the A36 Salisbury Rd:

- 11th October 2020 involving two vehicles and one casualty near the Hill Street junction;
- 5th September 2018 involving two vehicles and four casualties near the Pauletts Lane junction.

2.8.6 Four slight collisions have occurred in the vicinity of the A36 / A326 southbound slip roads between 5th September 2018 and 1st October 2020.

2.8.7 The collision data does not indicate the presence of a particular pattern or cluster site which would be exacerbated by the proposed development of nine houses.

2.9 Section Summary

2.9.1 The proposal site forms a small part of the NFDC strategic site allocation SS1 'Land to the north of Totton'.

2.9.2 It is accessible by non-car travel modes, facilitated by existing walking and cycling infrastructure within the surrounding area.

2.9.3 The site benefits from two nearby bus stops with hourly services to destinations between Southampton and Salisbury.

2.9.4 There are a range of services and facilities within walking and cycling distance, many of which are closer to the site than the national average distances.

2.9.5 Overall, non-car travel from the proposed development is a realistic and viable option for future residents.

2.9.6 Non-car travel will be enhanced by forthcoming plans to provide additional bus stops and improved pedestrian infrastructure as part of the wider strategic development site.

2.9.7 The proposal site lies in a prominent location relative to the local and strategic highway network.

2.9.8 Recent traffic collision data does not indicate the presence of a particular pattern or cluster site which would be exacerbated by the proposed development of nine houses.

3.0 PROPOSED DEVELOPMENT

3.1 Introduction

3.1.1 The proposed development comprises the following:

- Residential development of nine houses each with onsite car parking, comprising:
 - Two 2-bed houses
 - Three 3-bed houses
 - Four 4-bed houses
- Construction of a new access road and junction on the west side of Hill Street, in the location of the previously-approved new field access.

3.1.2 The proposed site layout plan, which includes the proposed new junction and internal road layout, is provided at Appendix 1.

3.2 Site Access Arrangements

3.2.1 Planning permission has already been granted for a new field access/gate to replace the existing access to the proposal site on Hill Street.

3.2.2 Since the principle of creating an access in this location has already been accepted, the proposal is to upgrade the approved replacement field access to create a new residential access road and priority-controlled (give-way) junction.

3.2.3 The proposed new junction will provide vehicle and non-vehicle access to the development.

3.2.4 It is intended that the site access road and junction will be offered for adoption by HCC.

3.2.5 Drawing 22010-010, provided at Appendix 2, shows the proposed new access junction and site road. It shows that visibility splays can be achieved to a distance of 43m measured from 2.4m behind the give-way line to the nearside edge of the road north and south.

3.2.6 This is in accordance with the guidance in Manual for Streets based on the 30mph speed limit on Hill Street.

3.2.7 The proposed site access road provides a 2m footway along its southern side, connecting to the PROW adjacent to the site's southern boundary.

3.3 Service Vehicles

3.3.1 Drawing 22010-TR001, provided at Appendix 2, shows swept-path tracking of an 11.2m refuse-collection truck accessing the site from Hill Street, and turning within the turning area at the western end of the site road.

3.3.2 The track plot demonstrates that the proposed site access road and junction can safely accommodate the largest vehicles that are expected to use them.

3.4 Road Safety Audit

3.4.1 A Stage 1 Road Safety Audit (RSA1) of the proposed new access junction has been undertaken by a qualified independent Safety Audit Team.

- 3.4.2 The audit was undertaken in April 2022 based on an initial proposed site plan which included gates at the site access. The audit concluded that there are no areas of concern with regard to road safety, however it made a recommendation that the gates are removed or relocated a sufficient distance from Hill Street to allow the largest vehicles to be clear of the highway while waiting for the gates to open.
- 3.4.3 The gates have subsequently been removed from the proposal.
- 3.4.4 The RSA1 Report is provided at Appendix 3.

3.5 Parking Provision

Local Car Parking Standards

- 3.5.1 The residential development car parking standards for NFDC are set out in the NFDC Supplementary Planning Document 'Parking Standards For Residential and Non-Residential Development', which was adopted on 6th April 2022. Table 1 of the SPD is replicated in Figure 3.1 below.

Figure 3.1 – New Forest District Council Residential Parking Standards

Dwelling size (bedrooms)	Recommended average provision (car spaces per dwelling)		
	Shared/Communal Parking	OR	On-plot parking
1	1.4		2.0
2	1.5		2.0
3	1.9		2.5
4 or more	2.1		3.0

Source: Parking Standards For Residential and Non-Residential Development - Supplementary Planning Document NFDC.

- 3.5.2 The NFDC Parking Standards SPD states that standard spaces should be 2.5m x 5.0m and that garages must have internal dimensions of at least 3.0m x 6.0m to be counted as a parking space.

Proposed Car Parking Provision

- 3.5.3 The proposed parking provision for each of the nine houses is set out below:

- Plot 1 (2-bedrooms): 2 spaces plus car port
- Plot 2 (2-bedrooms): 2 spaces plus car port
- Plot 3 (3-bedrooms): 1 space plus car port
- Plot 4 (3-bedrooms): 1 space plus car port
- Plot 5 (3-bedrooms): 1 space plus car port
- Plot 6 (4-bedrooms): 2 driveway spaces plus double car port
- Plot 7 (4-bedrooms): 2 driveway spaces plus double car port
- Plot 8 (4-bedrooms): 2 driveway spaces plus double car port
- Plot 9 (4-bedrooms): 2 driveway spaces plus double car port

Local Cycle Parking Standards

3.5.4 The residential development cycle parking standards are also set out in the NFDC Supplementary Planning Document 'Parking Standards For Residential and Non-Residential Development', which was adopted on 6th April 2022. Table 3 of the SPD is replicated in Figure 3.2 below.

Figure 3.2– New Forest District Council Cycle Parking Standards

Dwelling size (bedrooms)	Cycle Standard (minimum)	
	Long stay	Short stay
1	1 space per unit	1 loop/hoop per unit
2	2 spaces per unit	1 loop/hoop per unit
3	3 spaces per unit	
4 or more	4+ spaces per unit	1 loop/hoop per unit

Source: Parking Standards For Residential and Non-Residential Development - Supplementary Planning Document NFDC

Proposed Cycle Parking Provision

3.5.5 Each of the proposed houses includes a secure, covered cycle store for four cycles.

3.6 Section Conclusion

- 3.6.1 The proposed site access junction is in the location of the previously-approved field access.
- 3.6.2 The proposed access junction provides visibility splays in accordance with the guidance of Manual for Streets based on the 30mph speed limit of Hill Street.
- 3.6.3 Pedestrian access will be provided via a 2m footway along the site access road, connecting to the existing PROW adjacent to the site.
- 3.6.4 The proposed access junction and road have been subject to a Stage 1 Road Safety Audit which found no areas of concern with regard to road safety.
- 3.6.5 The proposed car and cycle parking is in accordance with the local standards.

4.0 TRAFFIC ASSESSMENT

4.1 Introduction

4.1.1 This section of the report sets out the analysis of the potential traffic effect of the proposed development on the local roads and junctions.

4.1.2 This assessment is based on the typical weekday AM and PM peak hours of:

- AM peak: 08:00 – 09:00
- PM peak: 17:00 – 18:00

4.2 Proposed Development Trip Generation

4.2.1 The vehicular trip generation of the proposed development has been calculated using the current version of the industry-standard TRICS database (version 7.9.1).

4.2.2 The TRICS database contains traffic survey data from a wide range of development types and sizes from across the country. It has been used to identify the typical traffic generation of residential developments with characteristics comparable with the proposed scheme.

4.2.3 TRICS version 7.9.1 has been interrogated, using the selection criteria as set out in Table 4.1. The full TRICS outputs are provided at Appendix 4.

Table 4.1 – TRICS Database Key Selection Criteria

Land use and trip rate selection	
Select Land Use By:	Full list Of Active Main/Sub Land Uses
Main Land Use:	03 - RESIDENTIAL
Sub Land Use:	A – HOUSES PRIVATELY OWNED
Calculation Options:	Vehicle Trip Rates
Regions:	All English regions excluding Greater London.
Primary filtering	
Trip Rate Parameters:	Number of Dwellings
Parameter Range	6 – 30 Dwellings
Selected Dates:	01/01/14 to 16/06/21
Week days to include:	Weekdays only
Location Types to include:	Suburban Area, Edge of Town, Neighbourhood Centre
Secondary filtering	
Population < 1 Mile:	<20,000
Population < 5 Miles:	<250,000

4.2.4 The TRICS trip rates are given per dwelling, so the vehicle trip numbers have been calculated by multiplying the trip rates by the proposed 9 houses. The trip rates and resultant vehicular trip numbers are shown in Table 4.2.

Table 4.2 – TRICS – Residential Vehicle Trip Rates

Peak Hour	Trip Rates (per dwelling)			Vehicular Trips (9 dwellings)		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
AM Peak (08:00-09:00)	0.168	0.351	0.519	2	3	5
PM Peak (17:00 - 18:00)	0.267	0.173	0.44	2	2	4
Daily	2.307	2.385	4.692	21	21	42

4.2.5 The TRICS data shows that the weekday peak-hour traffic generation of the proposed nine houses is small.

4.3 Section Summary

4.3.1 The industry-standard TRICS database has been used to identify the potential vehicle trip generation of the proposed nine houses, based on surveys of residential developments with characteristics comparable with the proposed scheme.

4.3.2 The TRICS data shows that the proposed development would be expected to generate four of five vehicle movements during the weekday AM and PM peak hours, and 42 across the whole day.

4.3.3 This will have a negligible effect on the operation and safety of the local road network.

5.0 SUMMARY AND CONCLUSIONS

5.1 Summary

- 5.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Osman Homes in relation to the proposed residential development at land north of The Hollies in Calmore, Hampshire.
- 5.1.2 The site is part of the of the SS1 'Land north of Totton' strategic site allocation in the New Forest District Council Local Plan 2016-2036.
- 5.1.3 The site benefits from existing walking and cycling infrastructure within the surrounding area and from two nearby bus stops with hourly services to destinations between Southampton and Salisbury.
- 5.1.4 There are a range of services and facilities within walking and cycling distance, many of which are closer to the site than the national average distances.
- 5.1.5 Overall, non-car travel from the proposed development is a realistic and viable option for future residents.
- 5.1.6 Non-car travel will be enhanced by forthcoming plans to provide additional bus stops and improved pedestrian infrastructure as part of the wider strategic development site.
- 5.1.7 The proposal site lies in a prominent location relative to the local and strategic highway network.
- 5.1.8 Recent traffic collision data does not indicate the presence of a particular pattern or cluster site which would be exacerbated by the proposed development of nine houses.
- 5.1.9 The proposed site access junction is in the location of the previously-approved field access and provides visibility splays in accordance with the guidance of Manual for Streets based on the 30mph speed limit of Hill Street.
- 5.1.10 Pedestrian access will be provided via a 2m footway along the site access road, connecting to the existing PROW adjacent to the site.
- 5.1.11 The proposed access junction and road have been subject to a Stage 1 Road Safety Audit which found no areas of concern with regard to road safety.
- 5.1.12 The proposed car and cycle parking is in accordance with the local standards.
- 5.1.13 The proposed development would be expected to generate four of five vehicle movements during the weekday AM and PM peak hours, and 42 across the whole day.
- 5.1.14 This will have a negligible effect on the operation and safety of the local road network.

5.2 Conclusions

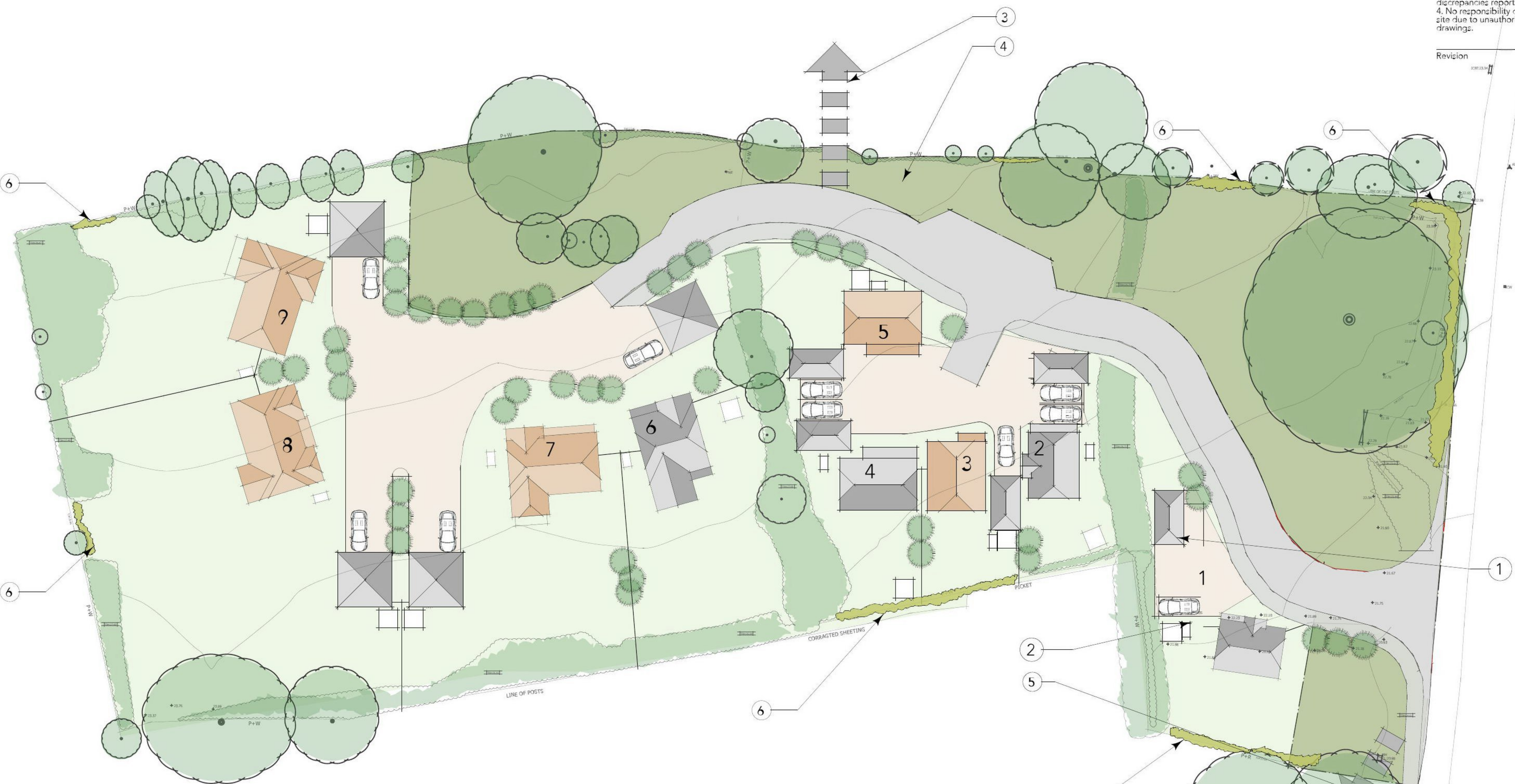
- 6.2.1 This Transport Statement demonstrates that the proposed development is acceptable from a transport perspective; there are no highway or transport reasons to refuse planning permission.

APPENDICES

APPENDIX 1 – PROPOSED SITE LAYOUT PLAN

BLOCK PLAN

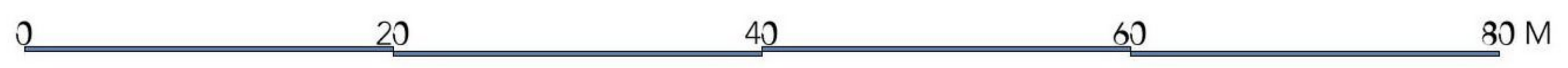
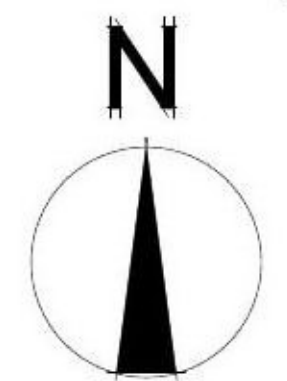
1. This drawing is the copyright of Hampshire Design Consultancy Ltd. and may not be reproduced without licence.
 2. The Contractor shall not scale off this drawing for construction purposes, only figured dimensions shall be worked from.
 3. All dimensions and levels are to be checked on site by the Contractor before the commencement of any work and any discrepancies reported to the Architect.
 4. No responsibility can be accepted for errors arising on site due to unauthorized variations from the Architects drawings.



SCHEME SCHEDULE:

PLOTS 1 & 2	(2 Beds)	70.68m ²
PLOTS 3	(3 Beds)	89.82m ²
PLOTS 4 & 5	(3 Beds)	70.16m ²
PLOT 6	(4 Beds)	134.70m ²
PLOT 7	(4 Beds)	144.40m ²
PLOT 8	(4 Beds)	152.90m ²
PLOT 9	(4 Beds)	156.10m ²

Overall site m² = 1000m².



Notes

1. Open sided car barns see drawing 119.
2. Lockable cycle store for 4 bikes bin store for land and recycling bins. See drawing 220.
3. Potential future link to wider allocation.
4. Alternative Natural Recreational Greenspace area indicated at .27ha. For further details to this area and all landscape details please see the latest information from the Landscape Architects - New Enclosure Landscape LED Design.
5. Link to an existing public footpath.
6. Potential to increase the existing boundary hedging with additional native hedging.

Revision	Date

LAND NORTH OF THE HOLLIES

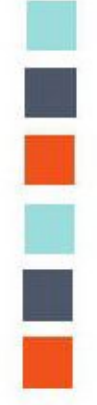
OSMAN HOMES LTD.
 Land North of The Hollies,
 Hill Street,
 Calmore. SO40 2RX

BLOCK PLAN

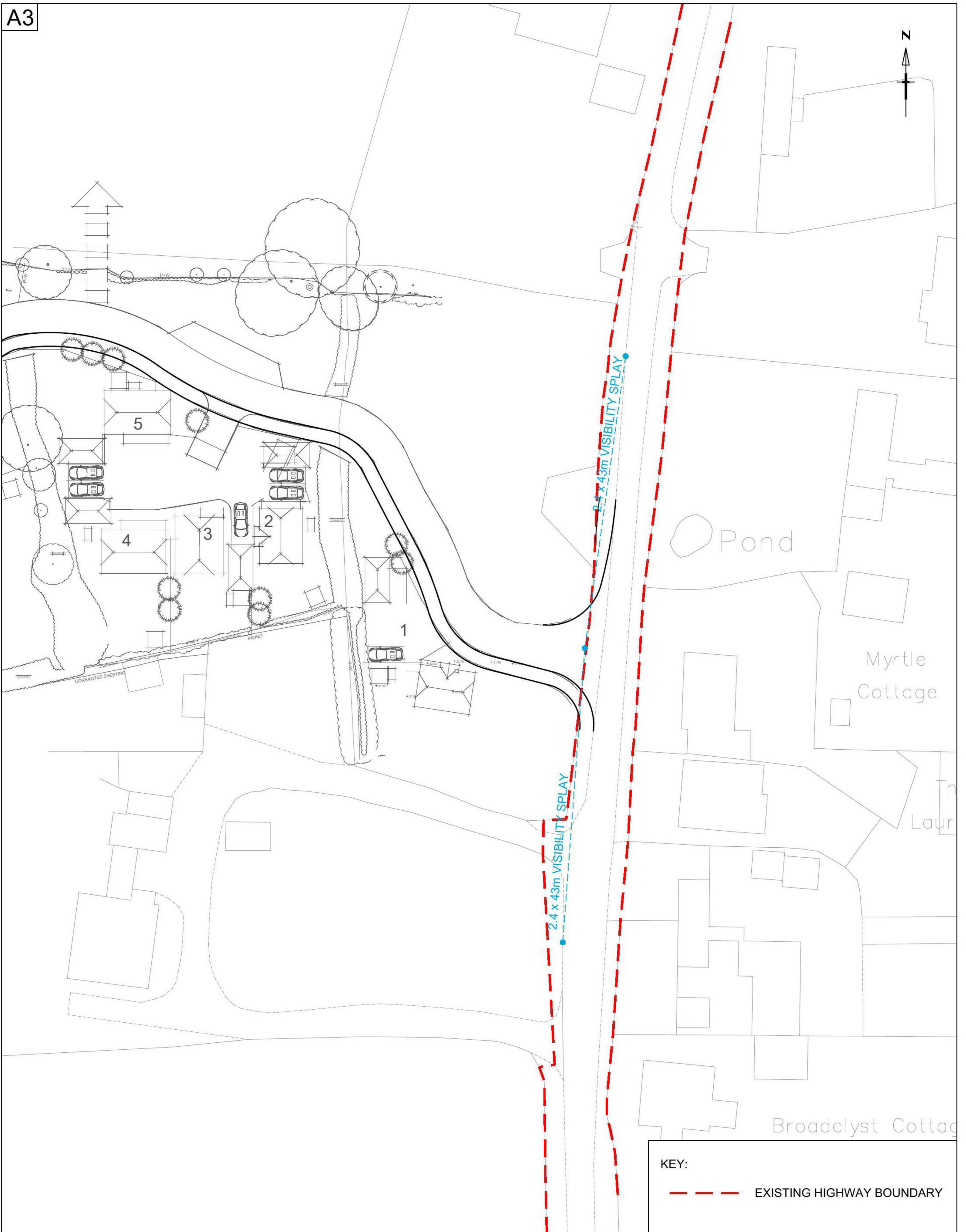
created by HDC Ltd drawing No 225/DP/200
 scale 1:500 stage planning

Revision Date
 Mar 22

www.hampshiredesign.co.uk



APPENDIX 2 – PROPOSED SITE ACCESS JUNCTION

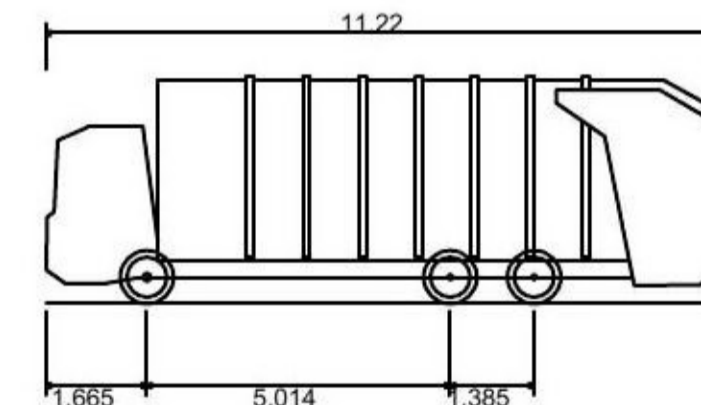
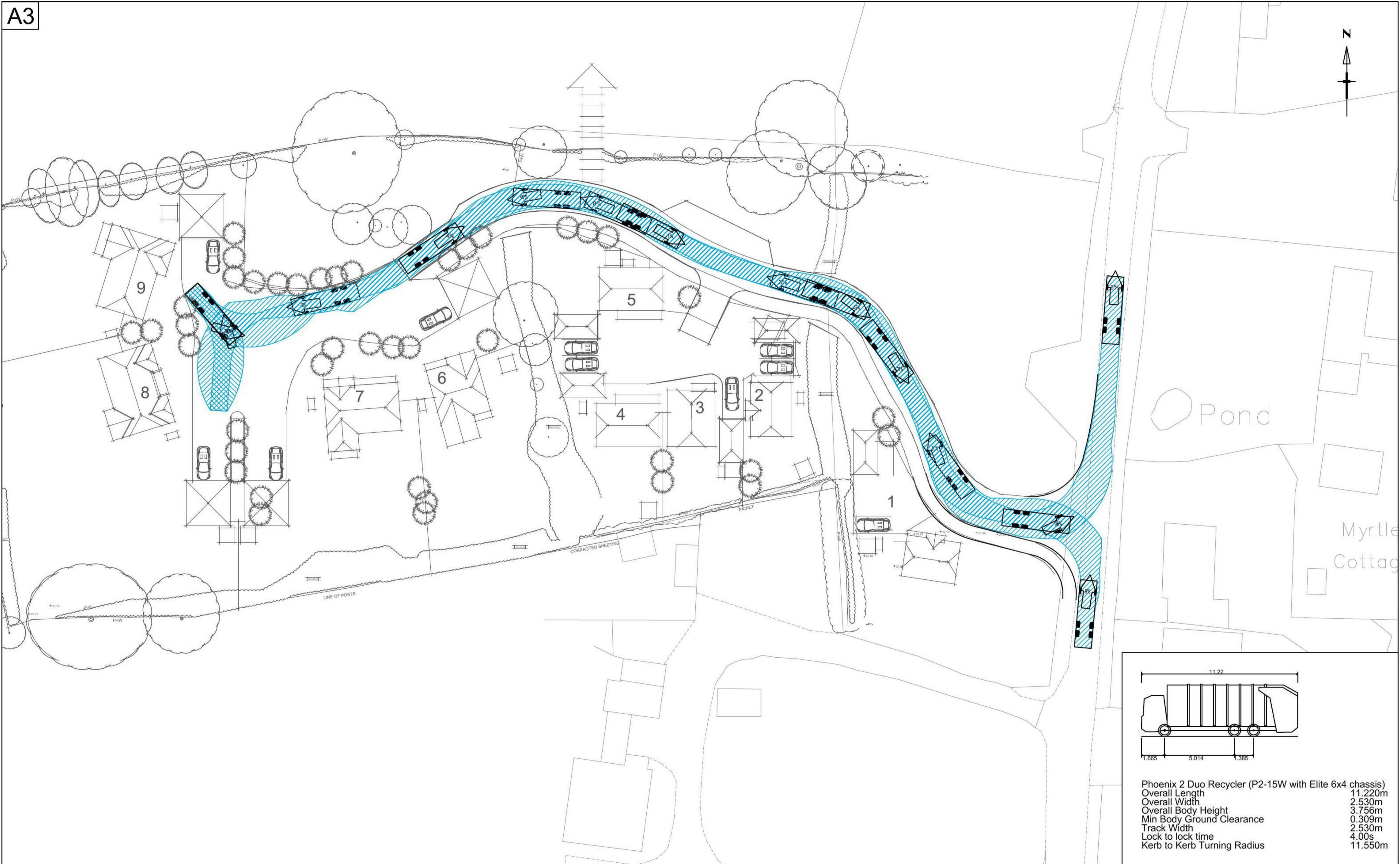


KEY:

- - - - -	EXISTING HIGHWAY BOUNDARY
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<p>CONNECT CONSULTANTS LTD, 78 BROAD STREET, CHIPPING SODBURY, BRISTOL. BS37 6AG Tel: 01454 320 220 Web: www.connect-consultants.com Fax: 01454 320 099 Email: bristol@connect-consultants.com</p>			client ATLAS PLANNING	scale 1:500	date JUNE 2022
			project PROPOSED DEVELOPMENT HILL STREET, CALMORE	drawn by T.A.S	checked by T.B
			title PROPOSED ACCESS VISION SPLAYS	drawing number 22010 - 010	
				status PLANNING	rev. -



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
 Overall Length 11.220m
 Overall Width 2.530m
 Overall Body Height 3.756m
 Min Body Ground Clearance 0.309m
 Track Width 2.530m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 11.550m

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client
ATLAS PLANNING
 project
**PROPOSED DEVELOPMENT
 LAND NORTH OF THE HOLLIES
 CALMORE, HILL STREET**

title
**SWEPT PATH ANALYSIS
 REFUSE VEHICLE**

date JUNE 2022	drawn by T.A.S	checked by T.B
scale 1:500	status PLANNING	
drawing number 22010-TR001	rev.	

APPENDIX 3 – STAGE 1 ROAD SAFETY AUDIT REPORT

Report Number: Connect/1326
Date: 25th April 2022
Prepared by: Julian Bartlett

JB Bartlett
Consulting Ltd
UK Company Number 8270647

PROPOSED RESIDENTIAL DEVELOPMENT, HILL STREET, CALMORE: HIGHWAY ACCESS

Road Safety Audit
Stage 1



Prepared For:
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Email: jbartlettconsult@btinternet.com

Job Number: 1326

Client: Connect Consultants

Highway Authority: Hampshire County Council

Project: Proposed Residential Development, Hill Street, Calmore; Highway Access

Report Title: Stage 1 Road Safety Audit

Date: 25th April 2022

Issue	Purpose / Status	Prepared By	Checked	Approved	Date
D1	DRAFT	Julian Bartlett	Lyn Jones	Julian Bartlett	May 2022

J Bartlett Consulting Ltd has prepared this report in accordance with the instructions of the above named Client for their sole and specific use. Any other persons who may use the information contained herein do so at their own risk.

CONTENTS

1 Introduction.....2
2 Issues Raised By The Stage 1 Road Safety Audit.....4
3 Issues Outside The Scope Of This Road Safety Audit.....5
4 Audit Team Statement.....6
5 Audit Location Plan7

1 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit undertaken by J Bartlett Consulting Limited following a request from Tim Britton of Connect Consultants. The Audit was carried out during April 2022. It should be noted that the effects of the coronavirus pandemic on traffic movements may still be evident however best advice is that traffic movements are returning to pre-covid levels.
- 1.2 This Safety Audit considers the of a traditional Give Way junction to serve a small residential development of nine properties off Hill Street, Calmore to the north of a property known as The Hollies.
- 1.3 The audit team comprised the following individuals:
- | | |
|--------------------------------------|-------------------------------|
| Julian Bartlett
BEng MCIHT FSoRSA | Road Safety Audit Team Leader |
| Lyn Jones
HNC MCIHT MSoRSA | Road Safety Audit Team Member |
- Both Julian Bartlett and Lyn Jones hold a National Highways Certificate of Competency in Road Safety Audit gained through the education route.
- 1.4 The following documents and drawings were made available to the Audit Team for this safety audit:

Drawings

Drawing Number	Rev	Title
295/DP/200	-	Block Plan

Documents

None Provided

Departures,

None Notified.

- 1.5 A site visit was undertaken by the Audit Team on 28th April 2022 between 14:30 and 15:15. It was fine and sunny and the road surface dry at the time of the site visit. Limited vehicle movements were observed with a single car travelling north and two travelling south. No pedestrians, equestrians, cyclists or motorcyclists were observed.

- 1.6 The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.7 The terms of reference for the audit are as described in the National Highways Design Manual for Roads and Bridges (DMRB), Volume 5, Section 2, GG119 (2020) 'Road Safety Audit'. The audit has also been undertaken in light of the philosophy outlined in the CIHT 'Road Safety Guidelines' 2020 Edition.
- 1.8 The Audit Team have referred to appropriate design documentation as required while undertaking this audit. Reference texts include but are not limited to the latest versions of
 - Design Manual For Roads And Bridges (DMRB);
 - Manual For Streets;
 - Manual For Streets 2;
 - Highway Construction Details;
 - Specification For Highway Works;
 - Traffic Signs Manual Chapter 6; and
 - Traffic Signs Regulations and General Directions (TSRDG).
- 1.9 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119 (2020), and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 1.10 If issues were identified that are strictly outside the scope of this Road Safety Audit, or could not be classified as likely to increase the risk of crashes occurring, these have been included as Section 3 for completeness. It is also recommended that these are brought to the attention of the highway authority for their consideration if deemed appropriate
- 1.11 As far as the audit team are aware no previous road safety audit have been undertaken on the proposals presented for this audit.

2 ISSUES RAISED BY THE STAGE 1 ROAD SAFETY AUDIT

2.1 Problems in this Audit will be identified linearly and by drawing number

Drg: 20169 010 Rev -

2.2 After due and careful consideration, the audit team have been unable to identify any areas of concern regarding highway road safety associated with the information provided on this drawing

3 ISSUES OUTSIDE THE SCOPE OF THIS ROAD SAFETY AUDIT

- 3.1 The drawings identified two gates to be provided at the access which would presumably indicate that the road network is to remain outside of the public highway network. While the audit team accept that these details will not have been addressed at this stage it is critical that sufficient space is available for vehicles to fully exit the through carriageway prior to stopping for the gates to be opened. It is also suggested that the proposed gate location is such that all classes of vehicle seeking to access the site can stop safely away from the entry radius and that driver forward visibility of the turning vehicle is maintained.
- 3.2 No swept path movements have been provided to the audit team, however from experience it would appear that appropriate manoeuvres can be accommodated within the available carriageway footprint. It would be beneficial to confirm this as part of the detailed design phase
- 3.3 Hill Street is bounded to both sides by agricultural hedges, while there is no indication on the drawings as to the proposed frontage treatment for the site; should the hedges be retained then there is the potential that they could have a detrimental impact on driver visibility to and from the proposed access. As part of the detailed design process this should be accounted for and the visibility envelop for the junction protected. It is also assumed that visibility distances suitable for a 30mph speed limit under the requirements of National Highways DMRB standard are to be provided.

4 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out adopting the principles contained in the Highways Agency standard GG 119 'Road Safety Audits' and in line with the philosophy outlined in the CIHT 'Road Safety Guidelines'.

Road Safety Audit Team Leader

Name: Julian Bartlett

Signed:



Position: Director

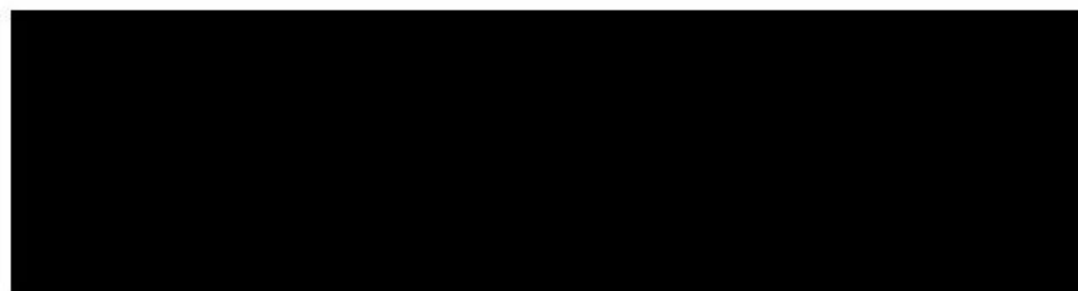
Organisation J Bartlett Consulting Ltd

Date: 10th May 2022

Road Safety Audit Team Member

Name: Lyn Jones

Signed:



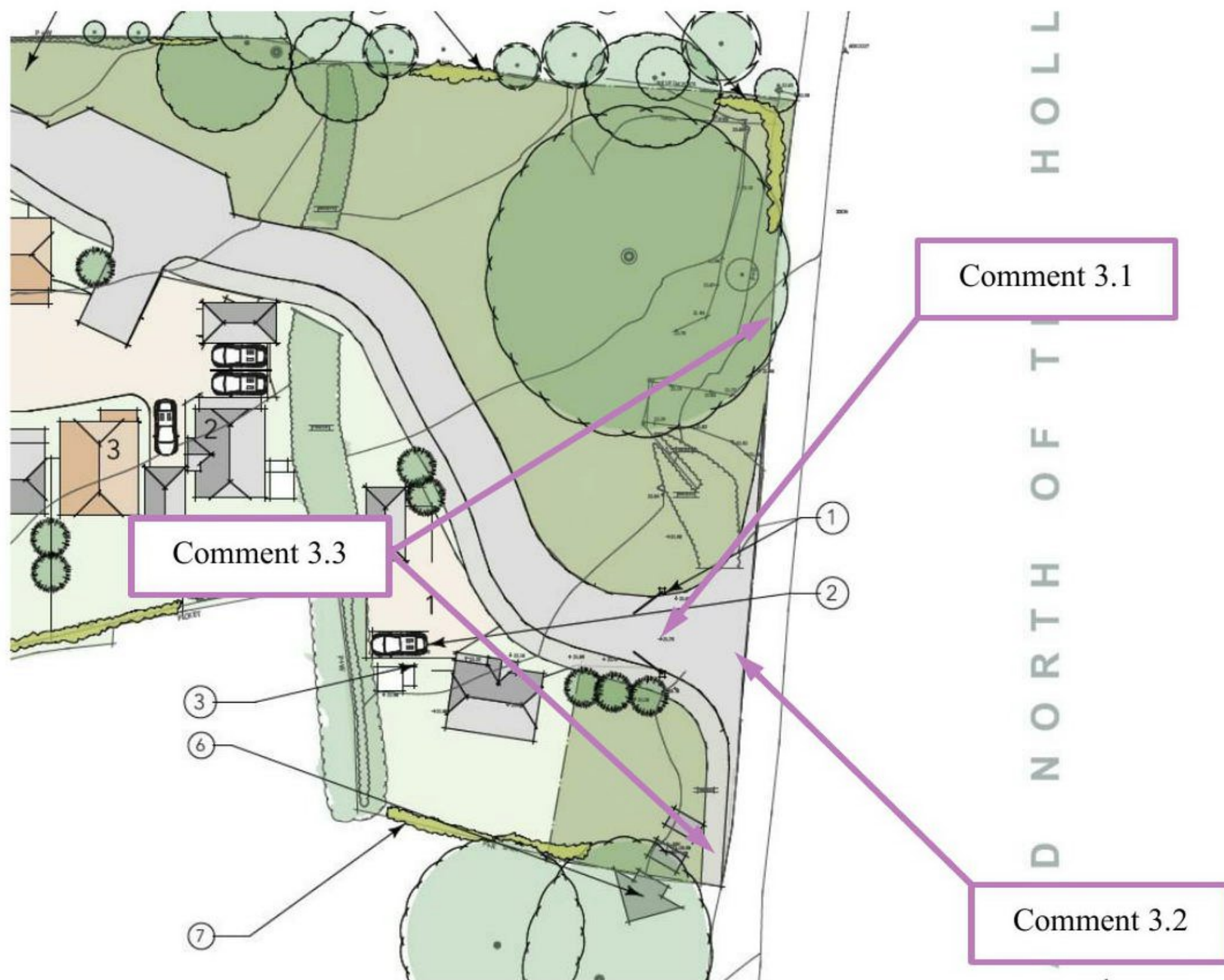
Position: Associate

Organisation J Bartlett Consulting Ltd

Date: 10th May 2022

Contact Details as per record sheet

5 AUDIT LOCATION PLAN



APPENDIX 4 – TRICS OUTPUT REPORT

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST		
BD	BEDFORDSHIRE	1 days
ES	EAST SUSSEX	1 days
KC	KENT	2 days
04 EAST ANGLIA		
NF	NORFOLK	2 days
SF	SUFFOLK	1 days
06 WEST MIDLANDS		
SH	SHROPSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
NY	NORTH YORKSHIRE	1 days
SY	SOUTH YORKSHIRE	1 days
08 NORTH WEST		
CH	CESHIRE	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 8 to 30 (units:)
 Range Selected by User: 6 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 16/06/21

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

Selected survey days:

Monday	1 days
Wednesday	7 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	1 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	7
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

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

Secondary Filtering selection:

Use Class:

C3 12 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	4 days
5,001 to 10,000	1 days
10,001 to 15,000	6 days
15,001 to 20,000	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	3 days
50,001 to 75,000	3 days
75,001 to 100,000	2 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	7 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	3 days
No	9 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 12 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BD-03-A-03	DETACHED HOUSES	BEDFORDSHIRE
	CARNOUSTIE DRIVE BEDFORD GREAT DENHAM Edge of Town Residential Zone Total No of Dwellings: 30 Survey date: THURSDAY 15/10/20		Survey Type: MANUAL
2	CH-03-A-09	TERRACED HOUSES	CHESHIRE
	GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total No of Dwellings: 24 Survey date: MONDAY 24/11/14		Survey Type: MANUAL
3	CH-03-A-11	TOWN HOUSES	CHESHIRE
	LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19		Survey Type: MANUAL
4	ES-03-A-06	MIXED HOUSES	EAST SUSSEX
	BISHOPS LANE RINGMER Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 12 Survey date: WEDNESDAY 16/06/21		Survey Type: MANUAL
5	KC-03-A-05	DETACHED & SEMI-DETACHED	KENT
	ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 Survey date: FRIDAY 22/09/17		Survey Type: MANUAL
6	KC-03-A-09	MIXED HOUSES & FLATS	KENT
	WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: 14 Survey date: WEDNESDAY 09/06/21		Survey Type: MANUAL
7	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY THETFORD Edge of Town Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 16/09/15		Survey Type: MANUAL
8	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Total No of Dwellings: 17 Survey date: WEDNESDAY 12/09/18		Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 10/05/17		Survey Type: MANUAL
10	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Total No of Dwellings: 18 Survey date: WEDNESDAY 09/09/15		Survey Type: MANUAL
11	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD SHREWSBURY Edge of Town Residential Zone Total No of Dwellings: 16 Survey date: THURSDAY 22/05/14		Survey Type: MANUAL
12	SY-03-A-03	BUNGALOWS & DETACHED	SOUTH YORKSHIRE
	CHURCH LANE NEAR BARNESLEY WORSBROUGH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 19 Survey date: WEDNESDAY 09/09/20		Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	17	0.109	12	17	0.287	12	17	0.396
08:00 - 09:00	12	17	0.168	12	17	0.351	12	17	0.519
09:00 - 10:00	12	17	0.124	12	17	0.188	12	17	0.312
10:00 - 11:00	12	17	0.183	12	17	0.188	12	17	0.371
11:00 - 12:00	12	17	0.153	12	17	0.129	12	17	0.282
12:00 - 13:00	12	17	0.228	12	17	0.173	12	17	0.401
13:00 - 14:00	12	17	0.183	12	17	0.218	12	17	0.401
14:00 - 15:00	12	17	0.193	12	17	0.198	12	17	0.391
15:00 - 16:00	12	17	0.228	12	17	0.178	12	17	0.406
16:00 - 17:00	12	17	0.223	12	17	0.178	12	17	0.401
17:00 - 18:00	12	17	0.267	12	17	0.173	12	17	0.440
18:00 - 19:00	12	17	0.248	12	17	0.124	12	17	0.372
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.307			2.385			4.692

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:	8 - 30 (units:)
Survey date date range:	01/01/14 - 16/06/21
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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