



# BRYANSTON ROAD, SOUTHAMPTON

## TRANSPORT STATEMENT

July 2023

Doswell Projects and Abri

RESIDENTIAL DEVELOPMENT  
BRYANSTON ROAD  
SOUTHAMPTON

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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**Revision Record**

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2	16.06.23	CD	Client's Comments	MS
3	03.07.23	CD	Updated Layout	MS

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RESIDENTIAL DEVELOPMENT  
BRYANSTON ROAD  
SOUTHAMPTON

TRANSPORT STATEMENT

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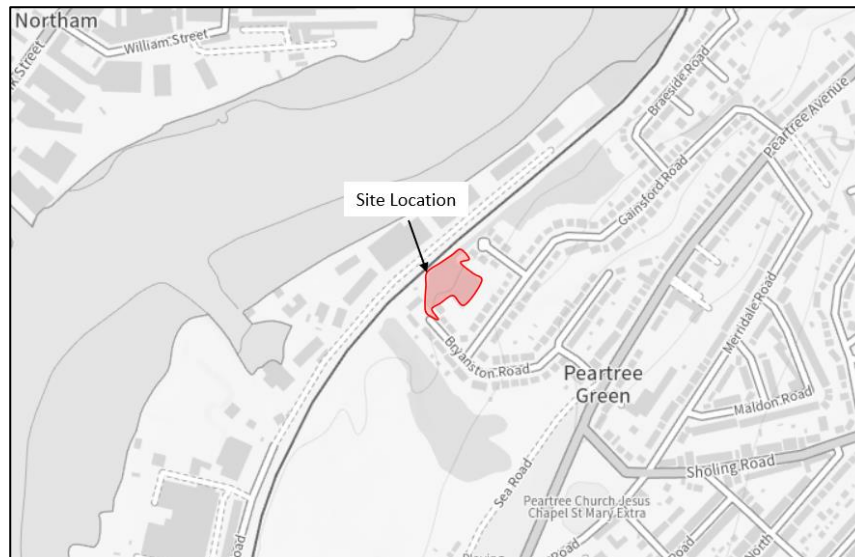
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## 1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Doswell Projects and Abri to support a full planning application for a residential development comprising of 8 units, associated parking and landscaping at Bryanston Road, Southampton.
- 1.2 The site is located on greenfield land adjacent to existing property no.47 Bryanston Road. The site is bound by residential properties to the east, south-west and south and to the north/ north-west the site is bordered by a railway line. Bryanston Road is a residential road in Southampton which is accessed from Gainsford Road and Osterley Road and is a cul-de-sac at in the location of the proposed development.
- 1.3 The site location is shown within **Figure 1** and the site layout is attached as **Appendix A**.



**Figure 1:** Site Location

- 1.4 In support of this application a site visit was conducted in May 2023 and relevant data for the report and access design have been obtained.
- 1.5 There have been no previous planning applications associated with the site.
- 1.6 The remainder of this report will summarise the sites existing conditions and accessibility, review relevant Personal Injury Accident (PIA) Data, detail the development proposals including access design and parking provision, provide details of the servicing arrangements and detail the proposed trip generation and highways impact.

## 2. EXISTING CONDITIONS AND ACCESSIBILITY

- 2.1 The development site is a section of greenfield land to the north-east of Bryanston Road, as shown within **Photograph 1**, and is surrounded by residential properties and a railway line along the north/north-western border.



**Photograph 1:** Existing Site Conditions

- 2.2 Bryanston Road is a cul-de-sac at the access to the greenfield land and as shown in **Photograph 1**, at present, vehicles park at the end of the cul-de-sac and on the pavement in front of the access to the site, making the substandard turning area at the end of the cul-de-sac unusable for the turning of delivery and service vehicles.

### Local Highways Network

- 2.3 As aforementioned, Bryanston Road takes access from Gainsford Road to the east and Osterley Road to the south. Bryanston Road is a single carriageway road with a relatively steep topography heading south/south-east. The road is flanked by footways on either side of the road and is subject to a 30mph speed limit.
- 2.4 Gainsford Road is a residential road which connects to Peartree Avenue at its eastern end and Osterley Road is a residential road (for c8 dwellings) which is approximately 80m in length and runs between Bryanston Road and Peartree Avenue.

- 2.5 Peartree Avenue is a main route between the A3024 and Bitterne to the north and Woolston and the A3025 to the south. The A3024 provides a connection to Bursledon, the A27 and the M27 Junction 8 to the southeast and provides a connection into Southampton City Centre to the west and the A3025 provides a connection to Southampton City Centre via the Itchen Bridge and provides a connection to Hamble in the east.
- 2.6 Therefore, the site is well connected to both the local and strategic highways network.

### **Site Accessibility**

- 2.7 The site is located in proximity to a number of local facilities which include Osterley Road Bus Stop (400m), Peartree Church Bus Stop (500m), One Stop (750m), Peartree Green Recreation Ground (750m), Woolston Railway Station (1.2km) Victoria Road in Woolston which has a range of facilities (1.4km), Bitterne C of E Primary School (1.5km), Bitterne Village (1.6km) and Bitterne Railway Station (2.1km).
- 2.8 CIHT's 'Planning for Walking' (April 2015) document identifies that the average length of pedestrian journeys is 1.37km (page 6). The majority of local facilities in proximity to the site come well within this threshold, providing a good opportunity to promote journeys by walking and other sustainable modes of travel, thus reducing the reliance on motorised vehicles.
- 2.9 In addition, MfS states that walking offers the greatest potential to replace short car trips, particularly those under 2km, however, journeys up to 5km away can be undertaken on foot or by bike. Therefore, the local facilities within 2.1km of the site all have the potential to be undertaken by sustainable travel modes, reducing the reliance on the private vehicle.

## Pedestrian and Cycle Infrastructure

- 2.10 Footways flank either side of Bryanston Road (**Photograph 2**) from the development heading towards Osterley Road, continuing to Peartree Avenue where footways also flank both sides of the carriageway. Footways are also present along Gainsford Road which continue to Peartree Avenue.



**Photograph 2:** Existing Footways along Bryanston Road

- 2.11 All local facilities are accessed from Peartree Avenue. Footways flank both sides of Peartree Avenue and provide a continuous route to Bitterne Village to the north and Woolston to the south of the site. Numerous pedestrian crossing points in the form of dropped kerbs with tactile paving (**Photograph 3** and **4**) and pedestrian refuge islands are present along Peartree Avenue, providing safe pedestrian connections to local facilities.



**Photograph 3:** Pedestrian Crossing along Peartree Avenue



**Photograph 4:** Dropped kerbs with tactile paving across junctions

2.12 In addition, the site is located in proximity to 'The Itchen Way' recreational route which provides a safe walking route between Itchen Valley Country Park and Southampton City Centre.

2.13 In terms of cycle infrastructure, Southampton Cycle Network route 9 runs along Peartree Avenue and provides a connection to Woolston Railway Station and Redbridge Railway Station as shown in **Figure 2**.



**Figure 2:** Extract from Southampton Cycle Route Map

2.14 As shown in **Figure 2**, several routes intersect at different points, providing a connection to Southampton City Centre. In addition, route 9 connects with route 2 (towards Hedge End and Romsey), route 5 (towards Hedge End, Hamble and Eastleigh) and route 1 (towards Netley and the New Forest) at Woolston.

2.15 Therefore, the site is well connected to local cycle routes which provide connections to key facilities and towns/villages further afield.

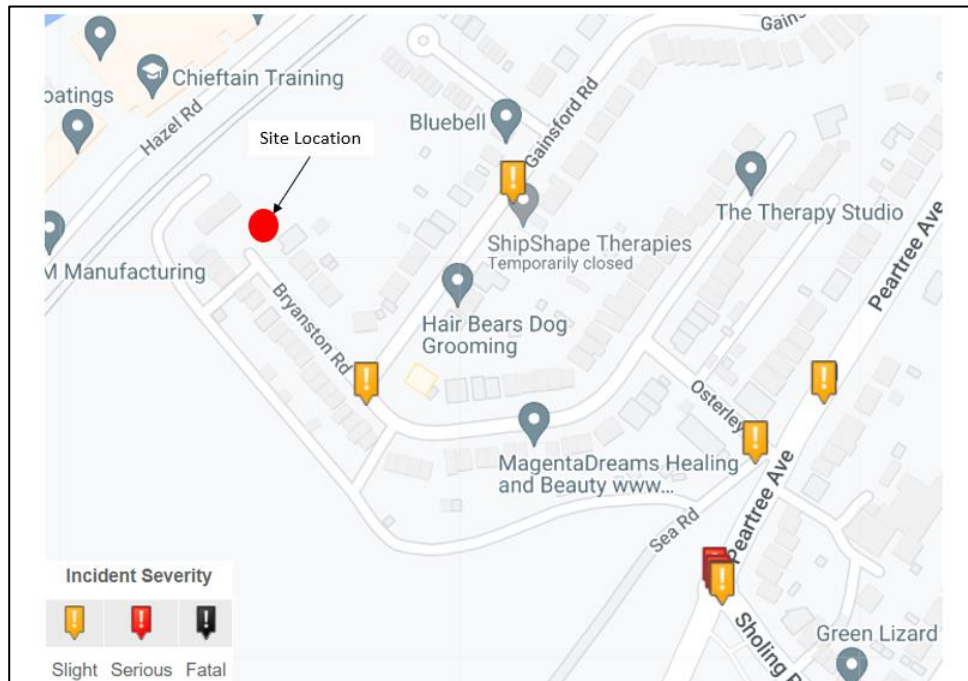


## Public Transport

- 2.16 Osterley Road Bus Stop and Peartree Church Bus Stop are the closest bus stops to the site. Osterley Road Bus Stop is a 5-minute walk/ 1 ½ minute cycle (400m) and is in the form of a single flagpole. Peartree Church Bus Stop is a 6-minute walk/ 2-minute cycle (500m) and has a sheltered seating area and flagpole.
- 2.17 Bluestar service 10 is available from these bus stops. It provides a connection between Southampton City Centre and Sholing on an hourly basis Monday-Saturday and also stops at Woolston Railway Station. From Southampton City Centre, a range of bus services can be accessed, providing connections to Thornhill, Southampton Airport, Fair Oak and Winchester.
- 2.18 Woolston Railway Station is located c1.2km south of the site (14 ½ minute walk or 4- minute cycle) and can be accessed on foot, by bike or via bus service 10. Bitterne Railway Station is located c2.1km north-west of the site (25-minute walk or 7-minute cycle) and can be accessed on foot or by bike. Hourly services are available between Portsmouth and Southsea and Southampton Central from both stations.
- 2.19 Therefore, the site is located in proximity to a range of public transport services which can be utilised for both commuter and leisure travel to/from the site.

### Personal Injury Accident (PIA) Data

2.20 To understand whether there are any existing concerns with the surrounding highways network, the Crashmap database has been examined for the latest available 5-year period (2017-2021) and is shown in **Figure 3**.



**Figure 3:** Personal Injury Accident Data (Crashmap)

2.21 As shown within **Figure 3**, there have been 5 accidents slight in severity and 2 accidents serious in severity in the vicinity of the site. All of these incidents occurred during different times/days/years and are therefore standalone incidents. Therefore, there is no reason to believe that there are any existing safety concerns with the surrounding highways network.

### Summary

2.22 In summary, the proposed development is in proximity to a range of local facilities which can all be accessed on foot or by bike. There is a good provision of pedestrian and cycle infrastructure in the area which connects to local facilities and public transport connections. An hourly bus service is available Monday-Saturday which provides a connection between Southampton City Centre and Sholing and provides access to Woolston Railway Station. Woolston Railway Station is located c1.2km south of the site (14 ½ minute walk or 4- minute cycle) and Bitterne Railway Station is located c2.1km north-west of the site (25-minute walk or 7-minute cycle). Both stations provide hourly services between Portsmouth and Southsea and Southampton Central. In addition, having reviewed the PIA data for the site, there is no reason to believe that there are any existing safety concerns with the surrounding highways network.

### 3. PROPOSED DEVELOPMENT

- 3.1 The development is proposing to provide 8 residential units with associated parking and landscaping, plus a new point of access at Bryanston Road, Southampton.
- 3.2 The development will comprise of a mix of 4 x 2-bed and 4 x 3-bed houses, with the accommodation schedule shown within **Appendix A**.

#### Site Access

- 3.3 The current access to the site is shown within **Photograph 1** and at present no formal vehicular access is provided. The site is located at the end of a cul-de-sac on Bryanston Road, as shown in **Photograph 1** and at present cars utilise the area in front of the site for parking.
- 3.4 The site access has been designed as a priority bellmouth junction which will measure c9.6m at the access to tie in with the end of Bryanston Road, reducing to c4.8m heading into the site. The access will be supported by a c11m radii on the southern side of the access road and a c2m radii on the northern side, tying in with the existing footway/turning head. The access design is shown within **Appendix B**.
- 3.5 The introduction of a new access should discourage cars from parking inappropriately within the existing turning head area, with alternative provision for 4 cars provided just within the site boundary. Should it be considered necessary to keep this area clear of vehicles once the development is operational (i.e. if cars still choose to park inappropriately in the turning head/access, it could be possible to secure funding for double yellow lining (via TRO) to be secured through the Section 106.
- 3.6 Furthermore, visibility in the primary direction is achievable at 2.4m x 43m in line with guidance from MfS for 30mph speed limits, as shown in **Appendix B**.

#### Parking

##### *Car parking*

- 3.7 Southampton City Council (SCC) Parking Standards SPD (2011) sets out the maximum parking standards for residential developments. The requirements suggest that 2-bed and 3-bed units should have a maximum of 2 spaces per unit.
- 3.8 The development proposes providing a total of 16 spaces for the 8 units, plus an additional 4 parking spaces along the access road which will accommodate the cars currently parked within the existing turning head on Bryanston Road.

- 3.9 Swept path analysis has been undertaken to ensure all spaces are accessible and is attached as **Appendix C**.

#### *Cycle Parking*

- 3.10 Southampton City Council (SCC) Parking Standards SPD (2011) sets out the minimum number of cycle parking spaces to be provided at the development which is 1 space per unit. The proposed development will provide 2 cycle spaces per unit, accommodated within private gardens.

#### **Servicing**

- 3.11 In terms of servicing, it has been ensured that a refuse vehicle can enter/exit and turn around on site, as well as get within the maximum walk/carry distance of 25m. Furthermore, it has been ensured that a fire tender can enter/exit and turn around on site, as well as get within 45m of each unit in line with building regulations. The supporting tracking drawings are attached as **Appendix D**. This arrangement offers significant benefit over the current situation where the substandard turning head (even when not parked with cars) cannot accommodate the turning of either refuse vehicles or fire tenders.

#### 4. HIGHWAY IMPACT

4.1 To understand the trip generation associated with the proposed development, trip rates have been derived from the TRICS (v7.10.1) database utilising the following parameters:

- Residential – Houses Privately Owned
- 10-73 units
- Suburban Areas
- Weekday Surveys
- Sites in England (excluding Greater London)

4.2 The results from the TRICS database are summarised within **Table 1**, with the full outputs attached as **Appendix E**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate (per unit)	0.136	0.399	0.313	0.167	4.620
Trip Generation (8 units)	1	3	3	1	37

**Table 1:** Proposed Development Trip Generation

4.3 As summarised within **Table 1**, the proposed development could be expected to produce up to 4 two-way trips in both the AM and PM peak periods and up to 37 vehicular trips over a 12-hour period.

4.4 Based on the above the proposed development could potentially add an additional 3-4 vehicular movements each hour, based on a 12-hour period, on average every 15-20 minutes.

4.5 Having regard to the above, it is shown that the proposed development will result in a very modest increase of vehicular traffic on the local road network and therefore certainly does not result in a “severe impact” to cross reference with terminology in paragraph 111 of the NPPF.

## 5. SUMMARY AND CONCLUSIONS

- 5.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Doswell Projects and Abri to support a full planning application for a residential development comprising of 8 dwellings (4 x 2bed and 4 x 3bed), associated parking and landscaping at Bryanston Road, Southampton.
- 5.2 The site is located on greenfield land adjacent to existing property no.47 Bryanston Road. The site is bound by residential properties to the east, south-west and south and to the north/ north-west the site is bordered by a railway line. Bryanston Road is a residential road in Southampton which is accessed from Gainsford Road and Osterley Road and is a cul-de-sac at in the location of the proposed development.
- 5.3 The proposed development is in proximity to a range of local facilities which can all be accessed on foot or by bike. There is a good provision of pedestrian and cycle infrastructure in the area which connects to local facilities and public transport connections. Access to public transport, including both bus and rail options is also readily achievable.
- 5.4 The site access has been designed as a priority bellmouth junction to tie into and extend from the existing substandard turning head at the end of Bryanston Road. The layout has been tracked to ensure a refuse vehicle can get within 25m of each unit and a fire tender can get within 45m of each unit in line with Building Regulations. This offers a benefit to the existing properties of Bryanston Road who currently do not benefit from turning facilities for larger delivery/refuse vehicles and fire tenders.
- 5.5 The development proposes providing a total of 16 car parking spaces with 2 cycle spaces for each of 8 units, plus an additional 4 car parking spaces along the access road which will accommodate the cars displaced from the existing turning head on Bryanston Road. The parking provision is in line with SCC parking standards.
- 5.6 The TRICS database was utilised to understand the potential trip generation associated with the propped development which indicated that the proposed development could be expected to produce up to 4 two-way trips in both the AM and PM peak periods and up to 37 vehicular trips over a 12-hour period. The results suggest that the proposed development will result in a very modest increase of vehicular traffic on the local road network and therefore certainly does not result in a “severe impact” to cross reference with terminology in paragraph 111 of the NPPF.

5.7 It has been demonstrated that the development is in a sustainable location, has been designed in line with guidance/standards and will not have a severe impact upon the local highways network. Therefore, we ask Southampton City to look favourably upon this development in terms of highways.





- Notes
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  3. All dimensions must be checked on site by the contractor prior to commencement of the works.

Client Approval					
X	A - Approved				
X	B - Approved with comments				
X	C - Do not use				
Rev.	Revision Note/Purpose of Issue	Drawn By	Date	Chk By	Date
A	Layout change		TM 090523		
B	Tree Removed		TM 100523		
C	Move parking row		TM 260523		

**SCHEDULE OF ACCOMMODATION**

UNIT	TYPE	Internal Area
Unit 1	2b 4p House	79.1 sq. m
Unit 2	3b 5p House	93.4 sq. m
Unit 3	3b 5p House	93.4 sq. m
Unit 4	2b 4p House	79.1 sq. m
Unit 5	2b 4p House	79.1 sq. m
Unit 6	2b 4p House	79.1 sq. m
Unit 7	3b 5p House	93.4 sq. m
Unit 8	3b 5p House	93.4 sq. m

Development Site	0.3819 Ha
Site Density	21 Units/Ha

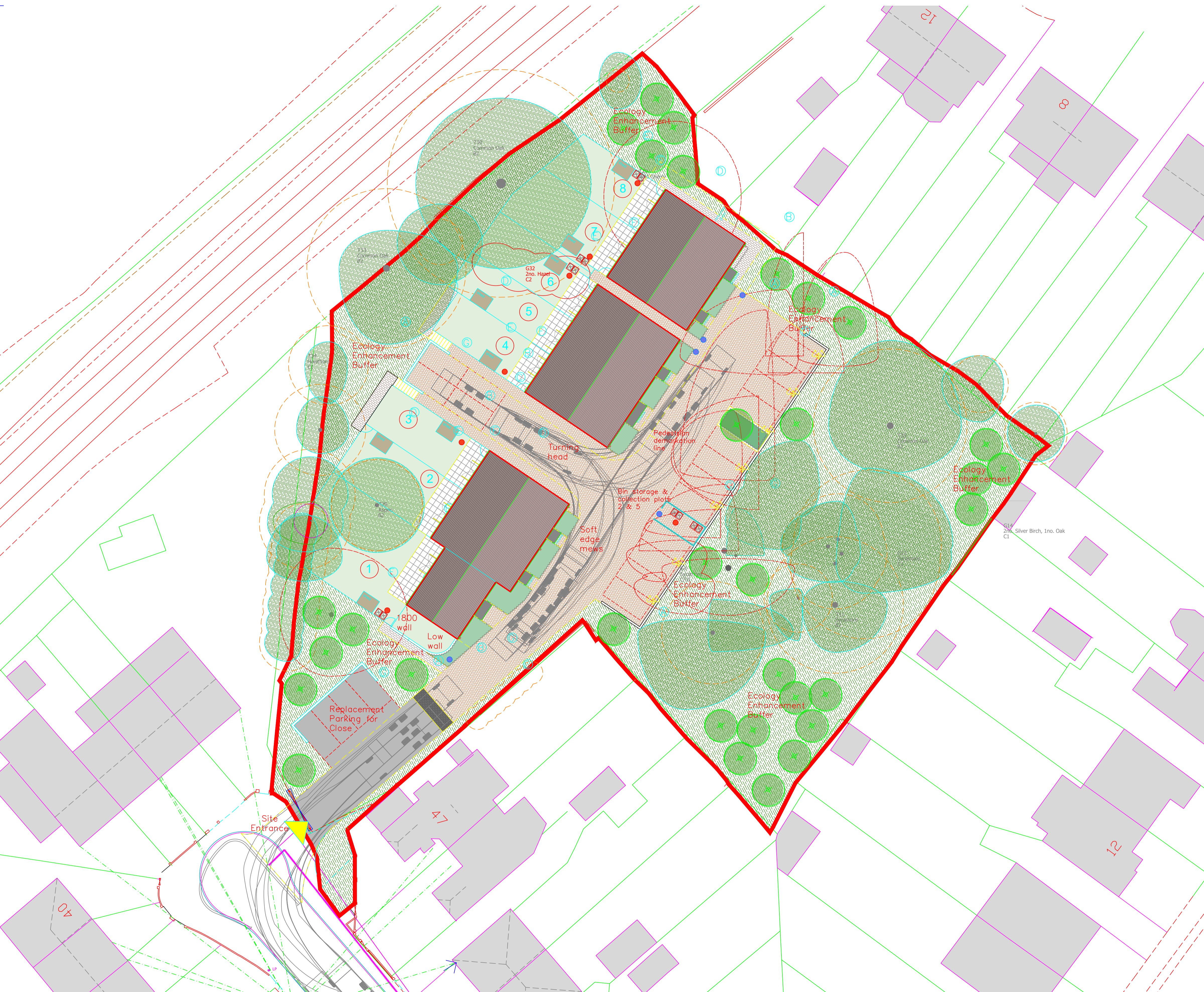
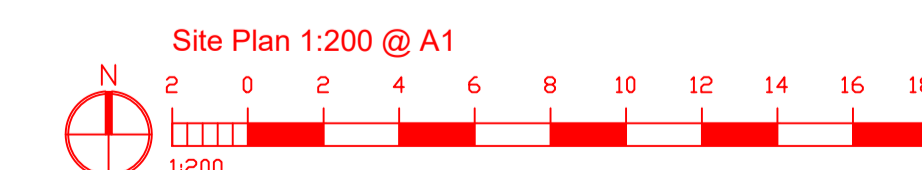
Car Parking	TOTAL = 20 spaces
	2 spaces per unit and 4 replacement spaces
	Bins and cycles in private gardens

Key:  Planning application boundary

**KEY:**

	EXISTING TREES		EXISTING TREE / PLANTING - TO BE REMOVED
	PROPOSED TREES		EXISTING SHRUB PLANTING - GREEN BUFFER
	TARMAC ROAD SURFACE		PROPOSED PLANTING / HEDGING
	RUMBLE STRIP		PROPOSED PRIVATE GARDEN
	PATIO SLABS 450 X 450mm		2.0 x 1.5m GARDEN SHED INCORP. CYCLE STORE
	BLOCK PAVING		BINS
	PRIVATE ACCESS PATH		APPLICATION BOUNDARY
			RETAINED LAND FOR SELF BUILD

- KEY:**
- A: Planting including shrubs, native species to encourage biodiversity.
  - B: Private paths & patios in light coloured paving.
  - C: Block paving of varying lengths to main pathways & parking spaces.
  - D: 1800 mm security gates to garden/ path entrances to suit Secured by design
  - E: Tall Close board fence 1800mm for privacy between gardens
  - F: Secure timber sheds for private gardens to houses and flats
  - G: Brick wall 900mm or retaining wall



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**BRYANSTON ROAD  
SOUTHAMPTON**

Drawing title: **PROPOSED SITE PLAN**

Drawn	Date	Checked	Date	Scale at A1
TM	28/04/23			1:200

Job No.	Pro.	Orig.	Zone	Level	Type	Role	No.	Rev.
23-018	BRS	MHA	ZZ	ZZ	DR	A	SK04	C

Purpose of Issue: **PRELIMINARY**

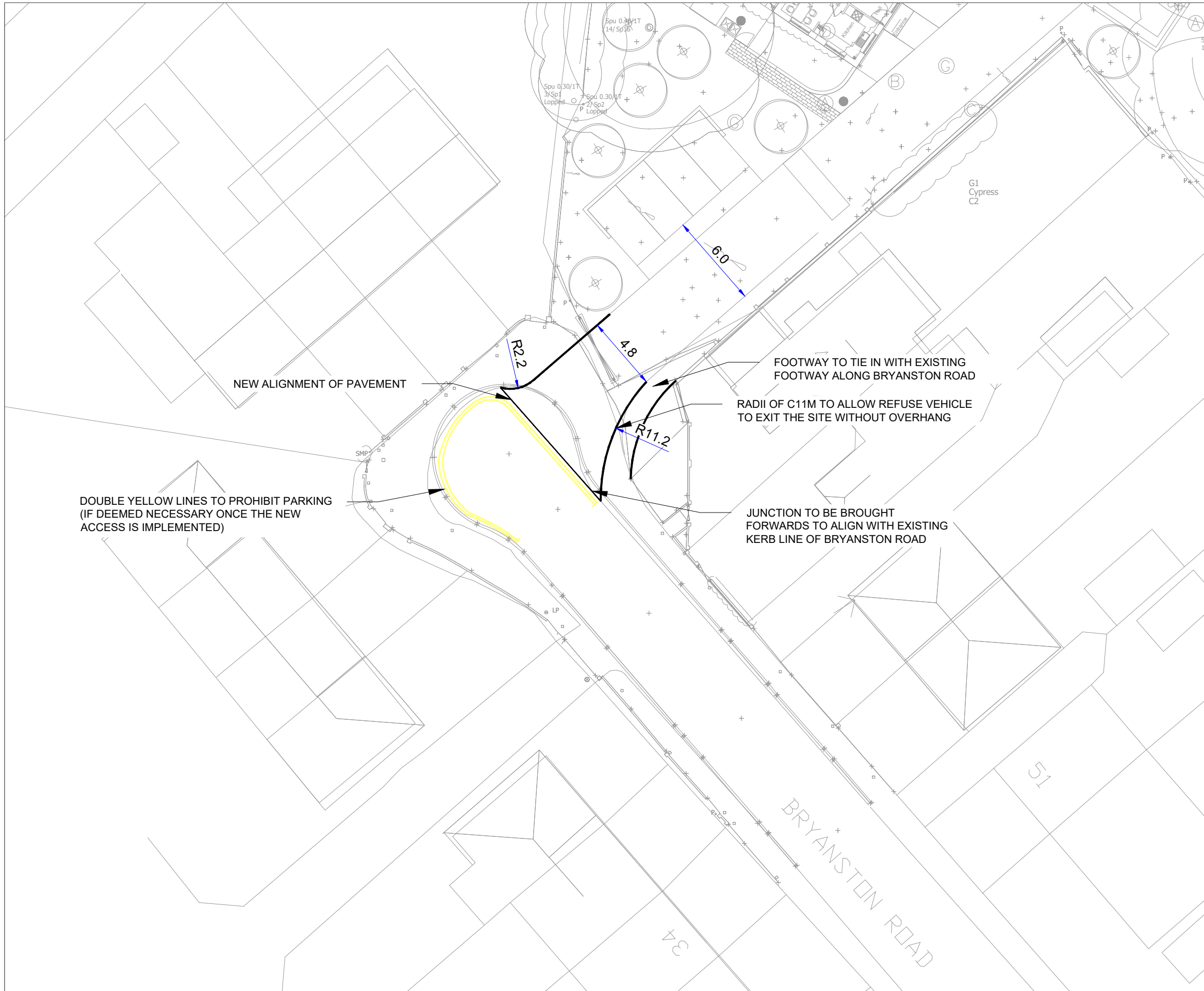
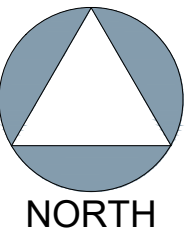
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6. VISIBILITY SPLAYS HAVE BEEN MEASURED IN ACCORDANCE WITH MFS GUIDANCE FOR 30MPH SPEED LIMITS.



**PRELIMINARY**  
DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'  
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P02	UPDATED LAYOUT	04.07.23	CID	MDS
P01	FIRST ISSUE	15.06.23	CID	MDS
Rev	Description	Date	By	App'd

**Project Name**  
BRYANSTON ROAD,  
SOUTHAMPTON

**Project Phase**  
PRELIMINARY

**Title**  
ACCESS DESIGN AND  
VISIBILITY SPLAYS

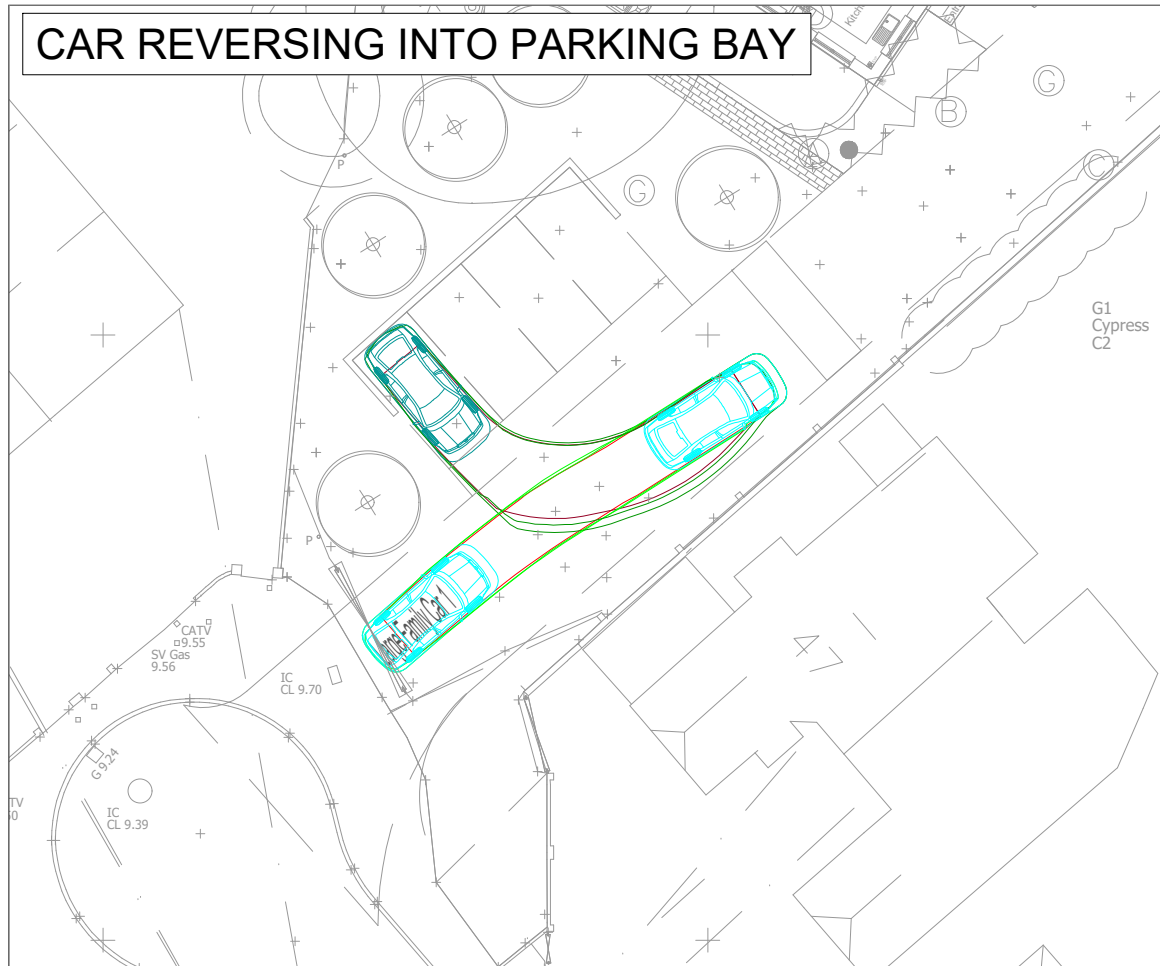
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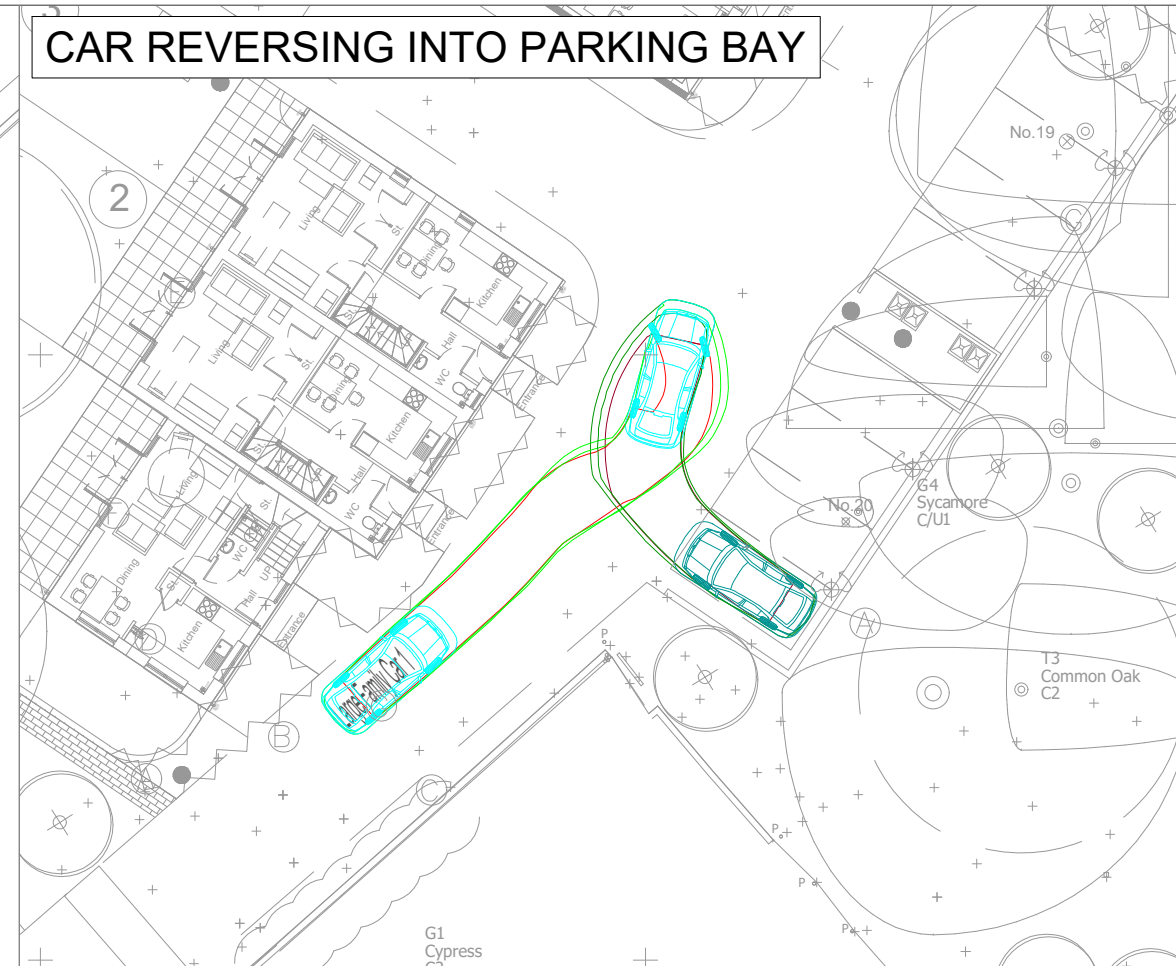
<b>Date Created</b> 15.06.23	<b>Drawn By</b> CID	<b>Approved By</b> MDS	<b>Suitability Code</b> -
<b>PBA Project Number</b> 187.0016		<b>Scale</b> 1:250	(AT A3)
<b>PBA Drawing No:</b> 187.0016-0001			<b>Revision</b> P02

## Appendix C

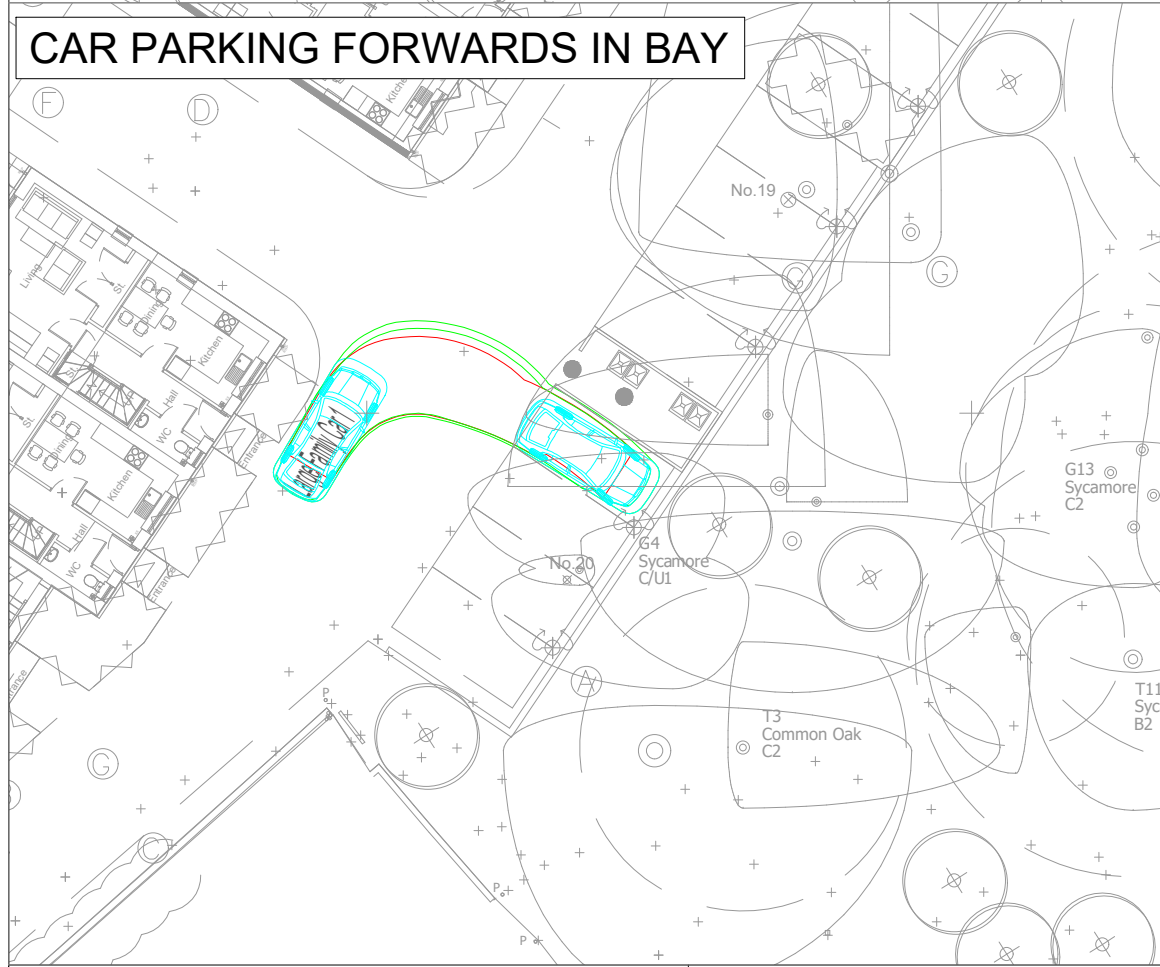
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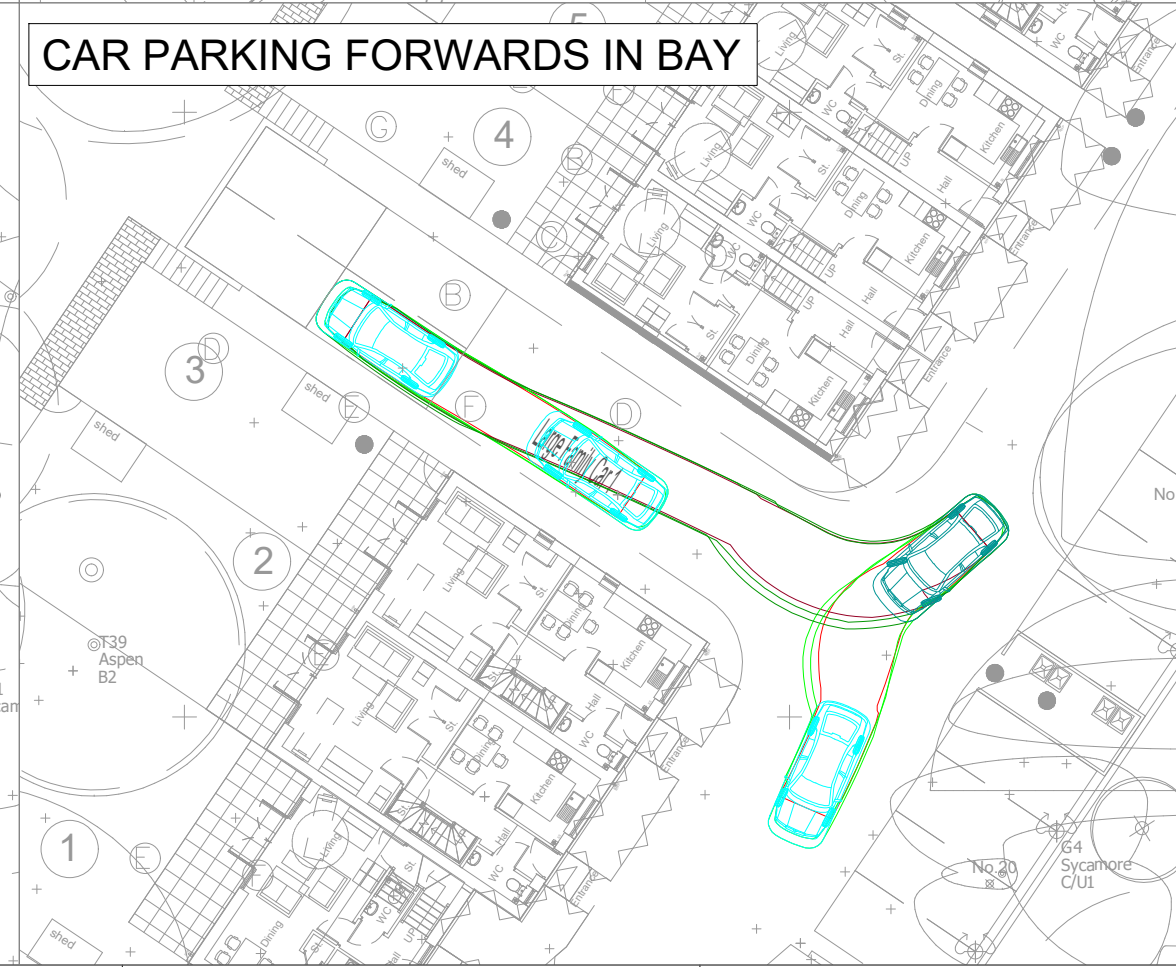
### CAR REVERSING INTO PARKING BAY



### CAR PARKING FORWARDS IN BAY



### CAR PARKING FORWARDS IN BAY

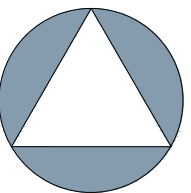
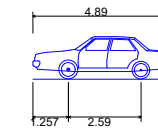


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#### VEHICLE PROFILE



NORTH

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

# PRELIMINARY

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

P02	UPDATED LAYOUT	04.07.23	CID	MDS
P01	FIRST ISSUE	15.06.23	CID	MDS
Rev	Description	Date	By	App'd

**Project Name**  
 BRYANSTON ROAD,  
 SOUTHAMPTON

**Project Phase**  
 PRELIMINARY

**Title**  
 CAR PARKING  
 SWEEP PATH ANALYSIS



**Client**  
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 AND ABRI

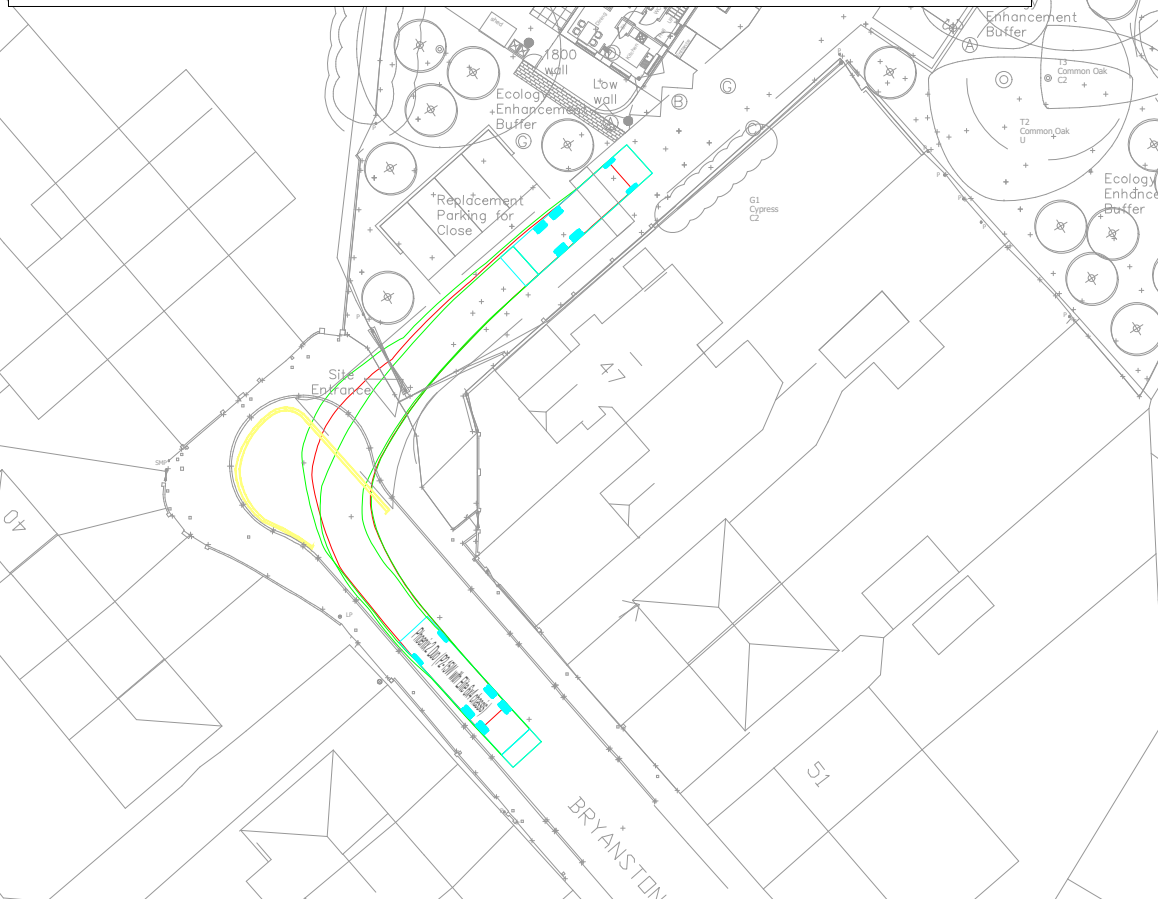
<b>Date Created</b> 12.06.23	<b>Drawn By</b> CID	<b>Approved By</b> MDS	<b>Suitability Code</b> -
<b>PBA Project Number</b> 187.0016		<b>Scale</b> 1:250	(AT A3)
<b>PBA Drawing No:</b> 187.0016-0001			<b>Revision</b> P02

## Appendix D

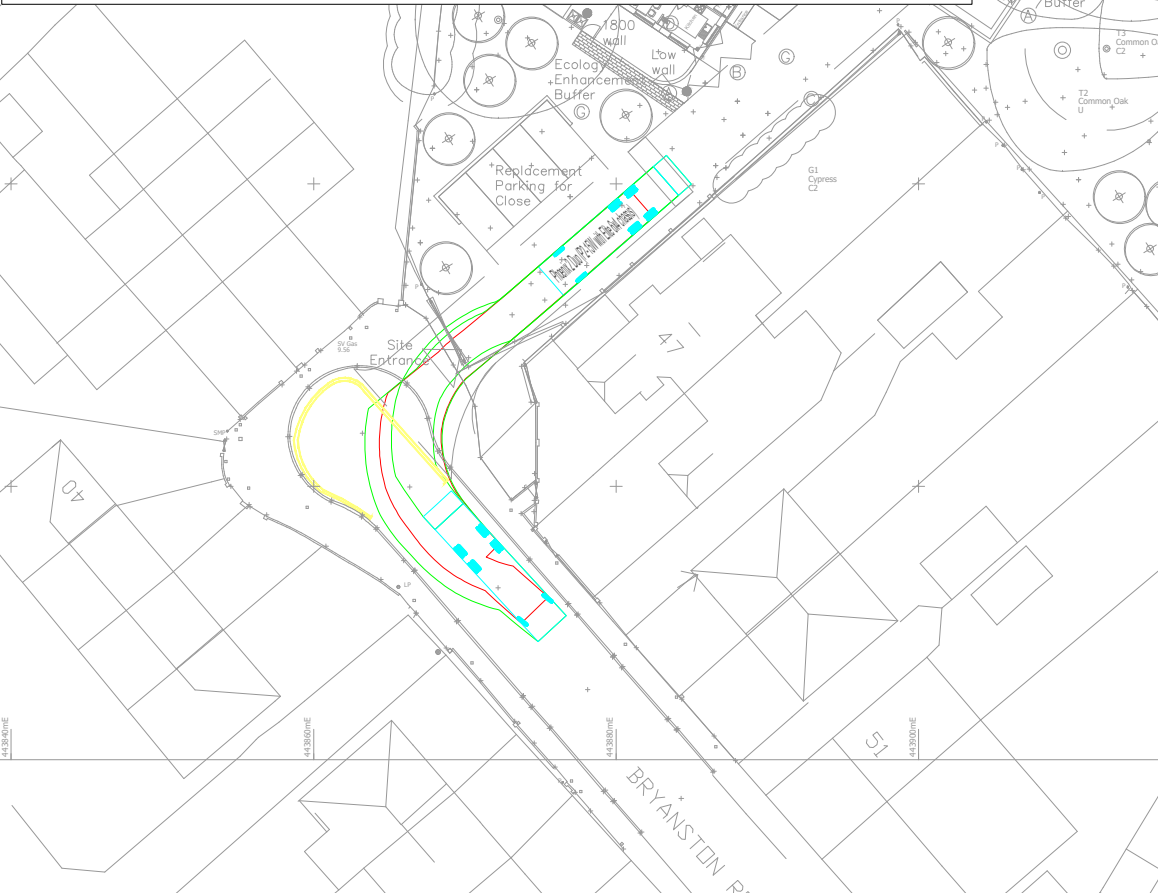
# REFUSE VEHICLE UTILISING TURNING HEAD - SCALE 1:250



# REFUSE VEHICLE ENTERING SITE - SCALE 1:500



# REFUSE VEHICLE EXITING SITE - SCALE 1:500

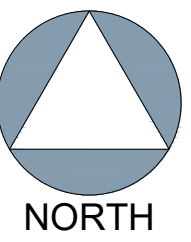
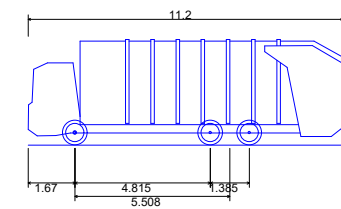


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### VEHICLE PROFILE



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

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

P02	UPDATED LAYOUT	03.07.23	CID	MDS
P01	FIRST ISSUE	15.06.23	CID	MDS
Rev	Description	Date	By	App'd

**Project Name**  
BRYANSTON ROAD,  
SOUTHAMPTON

**Project Phase**  
PRELIMINARY

**Title**  
REFUSE VEHICLE  
SWEPT PATH ANALYSIS

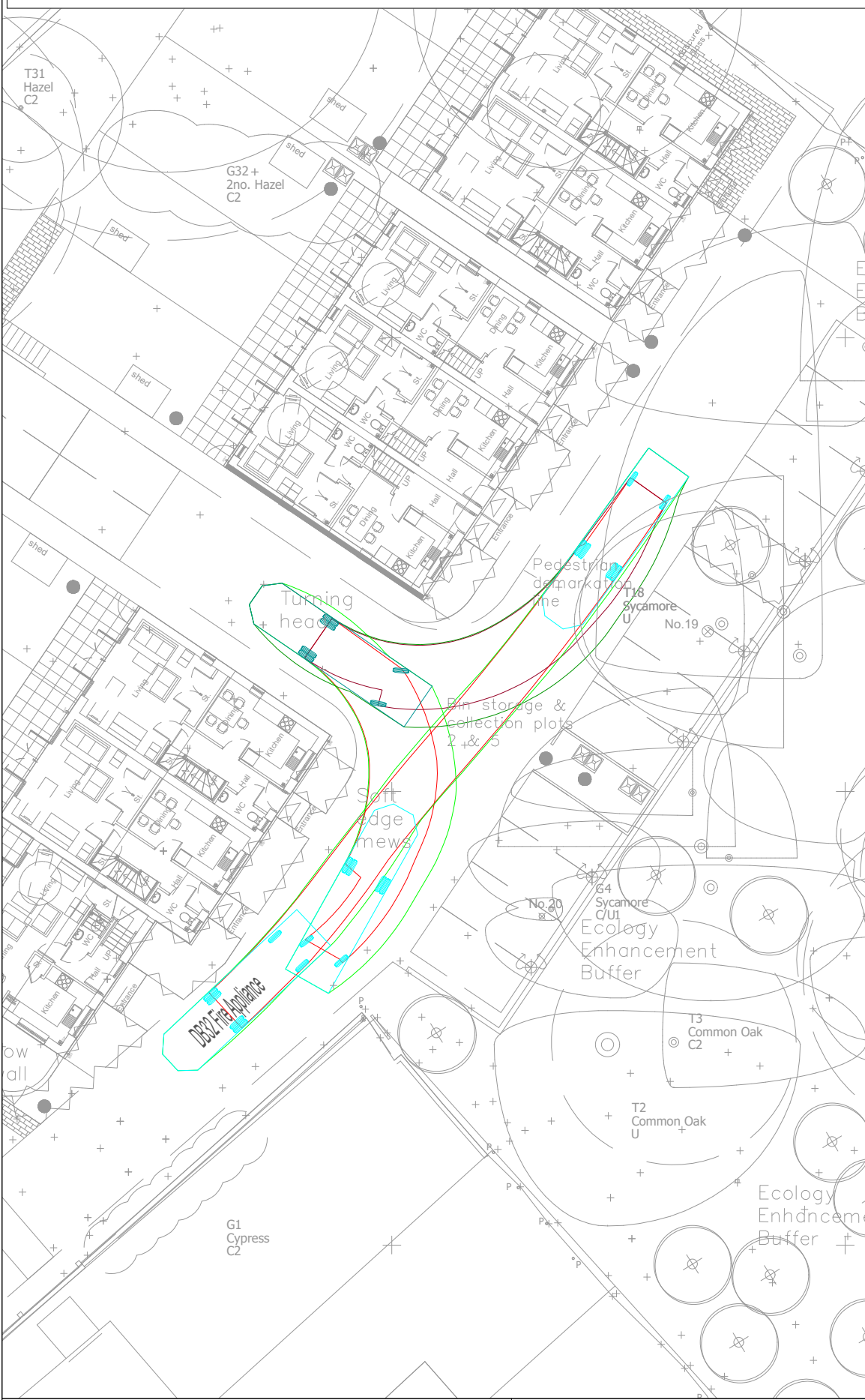
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associates

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**Client**  
DOSWELL PROJECTS  
AND ABRI

Date Created	12.06.23	Drawn By	CID	Approved By	MDS	Suitability Code	-
PBA Project Number	187.0016	Scale	AS SHOWN	(AT A3)			
PBA Drawing No:	187.0016-0002	Revision	P02				

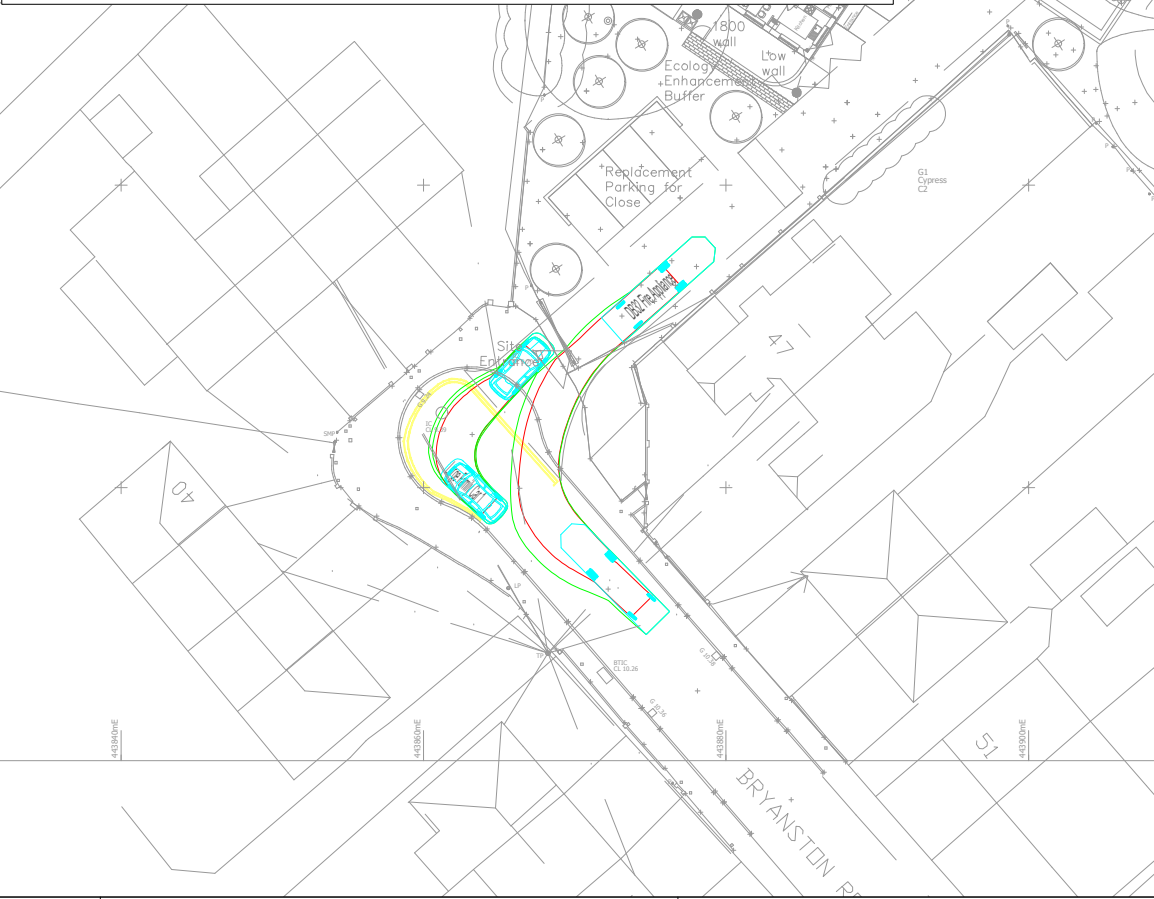
# FIRE TENDER UTILISING TURNING HEAD - SCALE 1:250



# FIRE TENDER ENTERING SITE - SCALE 1:500



# FIRE TENDER EXITING SITE - SCALE 1:500

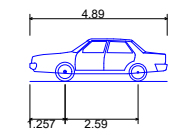


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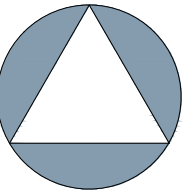
### GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
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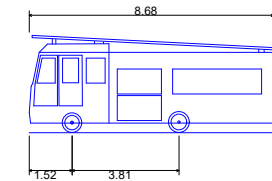
### VEHICLE PROFILE



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



**NORTH**



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

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'  
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P02	UPDATED LAYOUT	03.07.23	CID	
P01	FIRST ISSUE	15.06.23	CID	MDS
Rev	Description	Date	By	App'd

**Project Name**  
 BRYANSTON ROAD,  
 SOUTHAMPTON

**Project Phase**  
 PRELIMINARY

**Title**  
 FIRE TENDER  
 SWEPT PATH ANALYSIS

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**Client**  
 DOSWELL PROJECTS  
 AND ABRI

<b>Date Created</b> 12.06.23	<b>Drawn By</b> CID	<b>Approved By</b> MDS	<b>Suitability Code</b> -
<b>PBA Project Number</b> 187.0016		<b>Scale</b> AS SHOWN	<b>(AT A3)</b>
<b>PBA Drawing No:</b> 187.0016-0003			<b>Revision</b> P02



## Appendix E

Calculation Reference: AUDIT-247601-230523-0539

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	KC KENT	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	SD SWINDON	1 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	GM GREATER MANCHESTER	1 days
09	NORTH	
	DH DURHAM	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: No of Dwellings  
 Actual Range: 10 to 73 (units: )  
 Range Selected by User: 6 to 100 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 09/11/22

*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	4 days
Tuesday	3 days
Wednesday	4 days
Thursday	4 days

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

Selected survey types:

Manual count	15 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)

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

Selected Location Sub Categories:

Residential Zone 15

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 5 days - Selected  
Servicing vehicles Excluded 14 days - Selected

Secondary Filtering selection:

Use Class:

C3 15 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 5 days  
10,001 to 15,000 1 days  
15,001 to 20,000 2 days  
20,001 to 25,000 1 days  
25,001 to 50,000 5 days  
50,001 to 100,000 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  
50,001 to 75,000 2 days  
75,001 to 100,000 2 days  
125,001 to 250,000 6 days  
250,001 to 500,000 2 days  
500,001 or More 1 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 6 days  
1.1 to 1.5 9 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 12 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 15 days

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

LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 <i>Survey date: THURSDAY 06/06/19</i>	TOWN HOUSES	CHESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
2	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCLAND  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 <i>Survey date: TUESDAY 28/03/17</i>	SEMI DETACHED	DURHAM	<i>Survey Type: MANUAL</i>
3	DV-03-A-03 LOWER BRAND LANE HONITON  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 <i>Survey date: MONDAY 28/09/15</i>	TERRACED & SEMI DETACHED	DEVON	<i>Survey Type: MANUAL</i>
4	GM-03-A-11 RUSHFORD STREET MANCHESTER LEVENSHULME Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 37 <i>Survey date: MONDAY 26/09/16</i>	TERRACED & SEMI -DETACHED	GREATER MANCHESTER	<i>Survey Type: MANUAL</i>
5	HC-03-A-23 CANADA WAY LIPHOOK  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 <i>Survey date: TUESDAY 19/11/19</i>	HOUSES & FLATS	HAMPSHIRE	<i>Survey Type: MANUAL</i>
6	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 <i>Survey date: THURSDAY 14/07/16</i>	MIXED HOUSES & FLATS	KENT	<i>Survey Type: MANUAL</i>
7	NF-03-A-51 CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 34 <i>Survey date: TUESDAY 13/09/22</i>	SEMI -DETACHED	NORFOLK	<i>Survey Type: MANUAL</i>
8	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 10/05/17</i>	TERRACED HOUSES	NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES	PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 <i>Survey date: MONDAY 17/10/16</i>		<i>Survey Type: MANUAL</i>
10	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED	SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 <i>Survey date: THURSDAY 22/09/16</i>		<i>Survey Type: MANUAL</i>
11	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 73 <i>Survey date: THURSDAY 09/05/19</i>		<i>Survey Type: MANUAL</i>
12	TB-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES	TORBAY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 <i>Survey date: WEDNESDAY 30/09/15</i>		<i>Survey Type: MANUAL</i>
13	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE	DETACHED HOUSES	WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 <i>Survey date: WEDNESDAY 25/09/19</i>		<i>Survey Type: MANUAL</i>
14	WM-03-A-04 OSBORNE ROAD COVENTRY EARLSDON	TERRACED HOUSES	WEST MIDLANDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 39 <i>Survey date: MONDAY 21/11/16</i>		<i>Survey Type: MANUAL</i>
15	WY-03-A-01 SPRING VALLEY CRESCENT LEEDS BRAMLEY	MIXED HOUSING	WEST YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 46 <i>Survey date: WEDNESDAY 21/09/16</i>		<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 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	15	41	0.061	15	41	0.257	15	41	0.318
08:00 - 09:00	15	41	0.136	15	41	0.399	15	41	0.535
09:00 - 10:00	15	41	0.169	15	41	0.172	15	41	0.341
10:00 - 11:00	15	41	0.126	15	41	0.164	15	41	0.290
11:00 - 12:00	15	41	0.152	15	41	0.157	15	41	0.309
12:00 - 13:00	15	41	0.160	15	41	0.155	15	41	0.315
13:00 - 14:00	15	41	0.165	15	41	0.177	15	41	0.342
14:00 - 15:00	15	41	0.175	15	41	0.205	15	41	0.380
15:00 - 16:00	15	41	0.273	15	41	0.211	15	41	0.484
16:00 - 17:00	15	41	0.301	15	41	0.154	15	41	0.455
17:00 - 18:00	15	41	0.313	15	41	0.167	15	41	0.480
18:00 - 19:00	15	41	0.227	15	41	0.144	15	41	0.371
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.258			2.362			4.620

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

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

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#### Parameter summary

Trip rate parameter range selected:	10 - 73 (units: )
Survey date range:	01/01/15 - 09/11/22
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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