



MCCORMACK HOUSE, 56A EAST STREET,
HAVANT

TRANSPORT STATEMENT

November 2023

Outcomes First Group Ltd

EDUCATION DEVELOPMENT
MCCORMACK HOUSE, 56A EAST STREET
HAVANT

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

<i>Document No:</i>	143.0029/TS/3	
<i>Status:</i>	Original	
	<i>Name</i>	<i>Date</i>
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Revision Record

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Aprvd</i>
2	02.11.23	OSC	Client Comments	JAM
3	03.11.23	OSC	Client Comments	SSN

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EDUCATION DEVELOPMENT
MCCORMACK HOUSE, 56A EAST STREET
HAVANT

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Outcomes First Group Ltd to support an application to provide a special education school for 70 pupils at McCormack House, 56A East Street, Havant. The site is bound by East Street to the north, Town End Car Park to the east, and residential housing to the south and west. The immediate neighbour to the east is The Spring Arts and Heritage Centre, with a theatre, café, museum, and workshops supporting community events. The site location is identified within **Figure 1**.



Figure 1: Site Location

- 1.2 Paul Basham Associates have prepared a Full Travel Plan (TP) in conjunction with this application. The TP should be read alongside this TS.
- 1.3 This TS will cover the following elements:
- Site Accessibility
 - Review of Personal Injury Accident Data
 - Highway Impact – Trip Generation
 - Development Proposals
 - Access and parking arrangements including vehicle tracking

2. SITE LOCATION AND ACCESSIBILITY

- 2.1 The application site covers approximately 1.6 acres in total and is located approximately 300m southeast of Havant Town Centre.

Local Road Network

- 2.2 The existing site is accessed from East Street which facilitates travel for both eastbound and westbound directions with both sides flanked by a footway and a cycleway on the road. The road has a speed limit of 30mph and becomes Emsworth Road after travelling c. 100m east of the site entrance. At its western extent East Street becomes North Street at the junction between West Street and South Street. The access and existing conditions can be seen in **Photographs 1 - 3**.



Photograph 1: Existing access from East Street



Photograph 2: Existing conditions on East Street



Photograph 3: Existing conditions on East Street

2.3 East Street runs over Shipwrights Way via a bridge and has double yellow lines along its extent in order to prevent parking. The Spring Arts Centre bus stop sits on East Street with a lay by on the northern side of the road opposite the sites access for the bus to pull into. The Town End car park is accessed from East Street via the same access as the site.

2.4 Town Hall Road runs north/south along the western boundary of the site connecting East Street with Grove Road. The road is supported by a footway on both sides north of Footpath 57 where upon reaching the footpath, the footway only remains on the western side of the road. The road has double yellow lines along its extent to limit parking with a lay by near the junction with East Street. Existing conditions can be seen in **Photographs 4 and 5**.



Photograph 4: Existing conditions along Town Hall Road



Photograph 5: Existing conditions along Town Hall Road

2.5 Grove Road runs east/west partially along the southern boundary of the site and is flanked by a footway on both sides of the road. The road is residential in nature with a speed limit of 30 mph and has an abundance of on street parking which is mainly in use by residents. Existing conditions are shown in **Photographs 6 and 7**.



Photograph 6: Existing conditions along Grove Road



Photograph 7: Existing conditions along Grove Road

Pedestrian Network

- 2.6 The local footway network benefits from a gentle topography which makes it attractive for use by pedestrians. The site is also located near a number of Public Rights of Way (PRoW) routes which are shown in **Figure 2**.

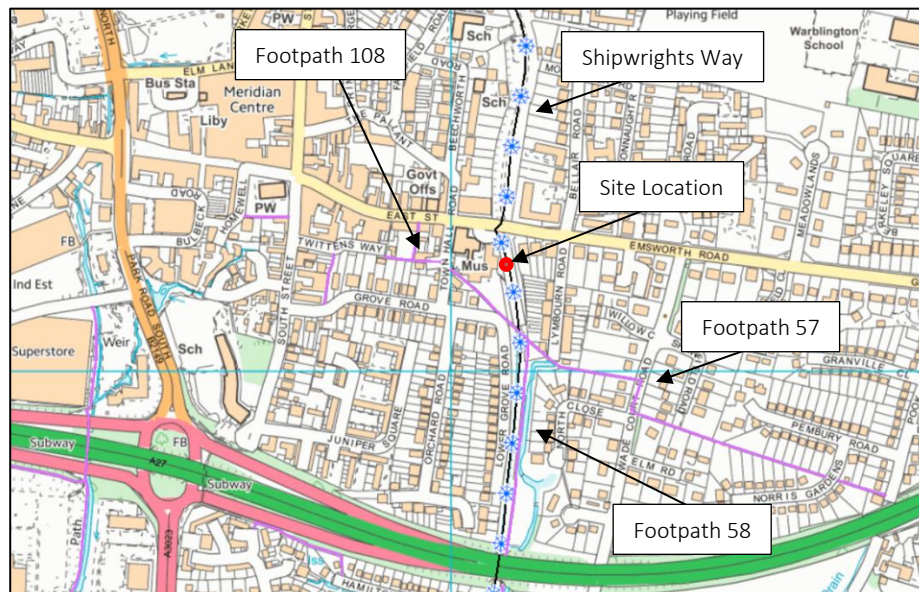


Figure 2: Public Rights of Way (PROW) in the vicinity of the site

- 2.7 Shipwrights Way runs along the eastern boundary of the site and is a 50-mile long distance path for walkers, cyclists, and horse-riders, linking the towns and villages of East Hampshire. The route runs from Alice Holt Forest southwards over the South Downs and all the way to the sea, finishing at Portsmouth Historic Dockyard. Within Havant, Shipwrights Way runs through the centre of the town providing easy access to the site from much of Havant by walking and cycling.
- 2.8 Footpath 108 connects Twittens Way, Town Hall Road and East Street. Footpath 57 connects Pook Lane with Town Hall Road and runs across the southwestern border of the site. Footpath 58 runs alongside Shipwrights Way and connects Footpath 57 with the Hayling Billy Trail. These footpaths connect the site to the residential areas surrounding the site and facilitate access to the local facilities in the town centre by giving access to more traffic free roads for safer walking.

Cycle Network

- 2.9 The gentle topography of the area also lends itself to cycling. National Cycle Route 2 and 22 both run in the vicinity of the site. National Cycle Route 2 runs through the car park adjacent to the site and also runs through the access onto East Street. The route runs along the south coast of England from Dover in the east to St. Austell in the west. National Cycle route 22 connects with Route 2 c. 350m north of the site and links London with Portsmouth and then Brockenhurst via the Isle of Wight. A map of the National Cycle Routes in relation to the site can be seen in **Figure 3**.

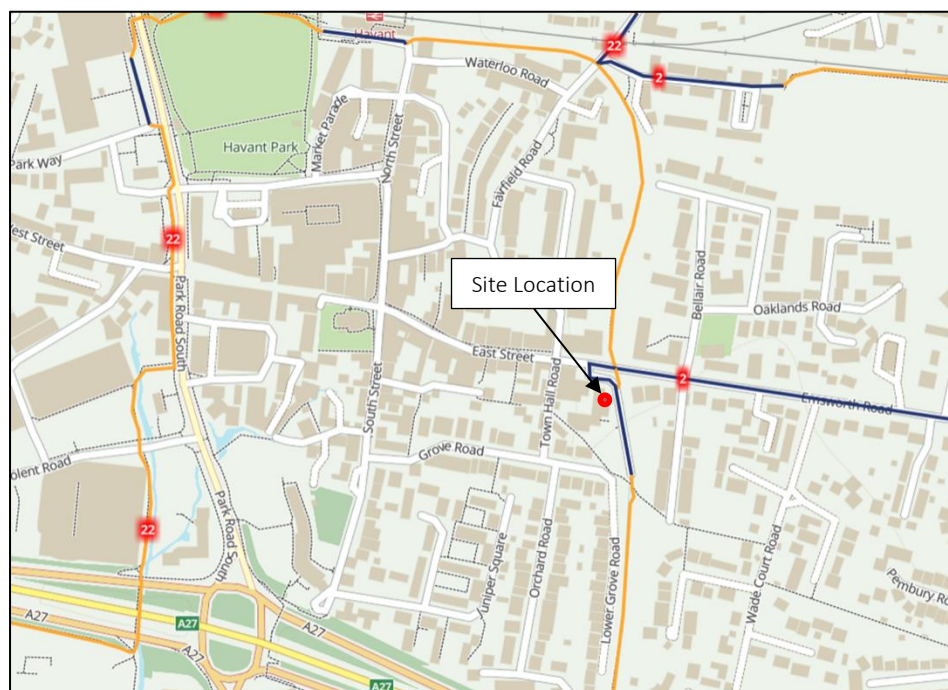


Figure 3: Cycle routes located within the vicinity of the site

- 2.10 In addition to the routes in **Figure 3** the Havant Borough Cycle Network runs east/west along East Street facilitating cycle travel around Havant. Once again, these cycle routes connect the site to the residential areas to the north, east and south facilitating travel to the site by cycle for staff and abled pupils. The Havant Borough Cycle Network also provides access west towards the town centre and further residential housing.
- 2.11 While it is not anticipated that pupils would be able to cycle independently, cycling would be an attractive mode for staff and site visitors.

Public Transport Provision

Bus Network

- 2.12 The closest pair of bus stops (Spring Arts Centre) are located immediately north of the site on East Street and are served by 2 services to aid sustainable travel to/from the site. Both stops are equipped with a flagpole and timetable with one stop having sheltered seating. The frequency of these services can be seen in **Table 1** with the bus stops shown in **Photographs 7** and **8**.



Photograph 7: Spring Arts Centre Bus Stop (westbound)



Photograph 8: Spring Arts Centre Bus Stop (eastbound)

Service	Operator	Route	Frequency		
			Mon-Fri	Sat	Sun
27	First Bus	Emsworth – Rowlands Castle	Every 2 hours 09:05 – 14:45	Not in Service	
700	Stagecoach	Portsmouth – Havant – Emsworth – Chichester	Every 20 mins 05:50 – 23:02	Every 20 mins 06:00 – 23:02	Every 30 mins 07:00 – 20:32

Table 1: Bus Services

- 2.13 The 700 Stagecoach route offers services every 20 minutes from 05:50 to 23:02 which caters for site users travelling by bus during the schools' peak periods (before 8:30 and after 16:30). Key destinations on the 700 service include Portsmouth (43 minutes), Emsworth (6 minutes) and Chichester (36 minutes). The 27 First Bus service offers services every 2 hours from 09:05 – 14:45 to key destinations such as Durrants (25 minutes) and Rowlands Castle (32 minutes). Whilst the 27 service does not provide a service during school opening and close times, the 700 service's frequency of every 20 minutes means that it operates services at school pick up/drop off providing access to the school for both staff and pupils via public transport.
- 2.14 Both Stagecoach and First Bus try to operate low floor buses on all available routes but reserve the right to substitute for a non-low floor bus if one is not available. Both operators run buses with wheelchair spaces with wheelchair users having priority in those spaces and service animals of all kinds are accepted on both services. Alternative information formats are available as well for those with any visual/hearing impairment.

Rail Network

- 2.15 The closest railway station to the site is Havant Station (HAV) which is c. 470m northwest of the site (6-minute walk or 2-minute cycle). The station is managed by South Western Railway and provides services to Southampton Central, London Waterloo, London Victoria, Portsmouth Harbour, Brighton and Littlehampton.
- 2.16 Havant Station has category B step-free access with level access to the main entrance and Platform 2 and a 12m long ramp with a gradient of 1:10 providing access to Platform 1. Access between platforms is via a footbridge with lifts which are only available when the station is staffed (until 22:00). The station has 92 cycle storage spaces in the form of compounds and racks which have shelter and CCTV. There are also accessible ticket machines, toilets, Wi-Fi, waiting rooms, wheelchairs and an induction loop at the station.
- 2.17 Again, whilst it is not anticipated that many pupils will be travelling to school via public transport, the public transport links to the school provide a great opportunity for sustainable travel for both staff and visitors.

Personal Injury Accident (PIA) Data

- 2.18 To assess the safety of the local highway network Personal Injury Accident (PIA) Data has been obtained from Hampshire Constabulary for the latest available 5-year period (1st June 2018 – 31st May 2023). The scope of the assessment includes East Street and Town Hall Road. The PIA investigation is demonstrated **Figure 4**, with the full data included in **Appendix B**.

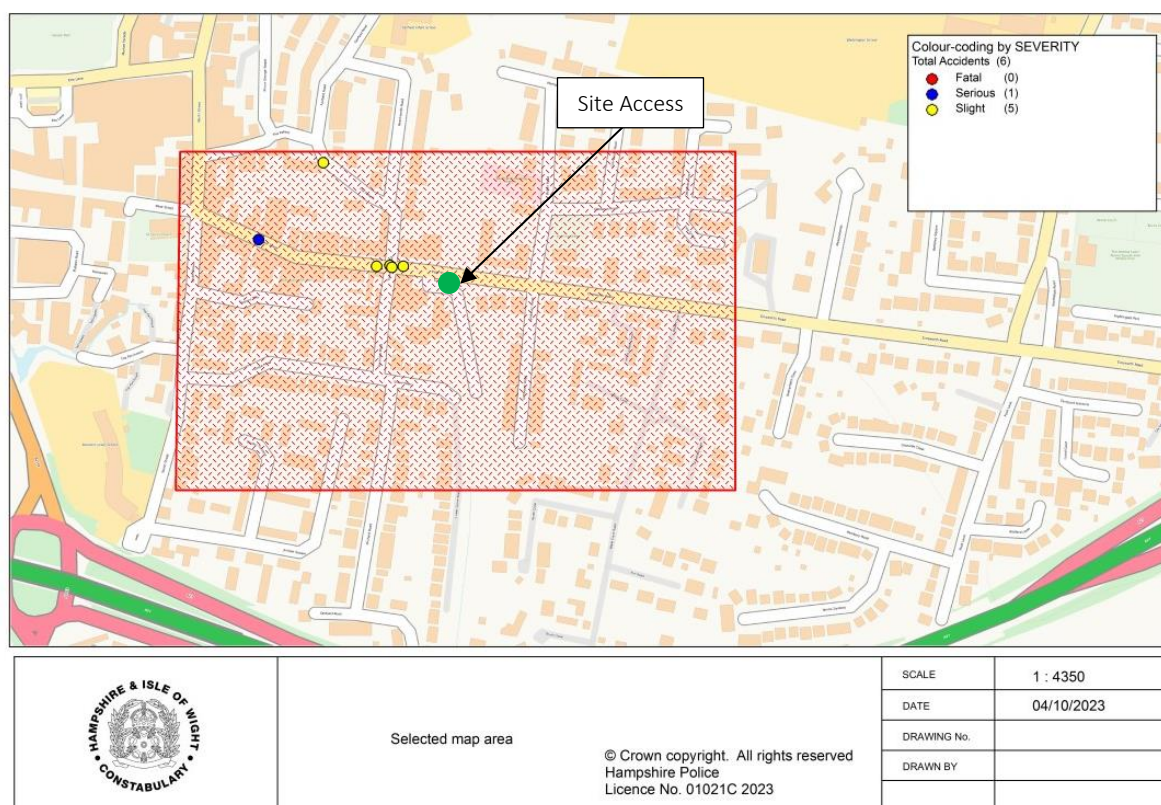


Figure 4: PIA Data

- 2.19 As seen in **Figure 4** there have been 6 incidents in the vicinity of the site from 2018 – 2023 with five recorded as slight and one recorded as serious (c.40m west of site access). No accidents have however occurred at the existing site access. One of the slight incidents involved an illegal direction of travel whilst two involved poor turns or manoeuvres and the final two involved a failure to look properly. The solitary serious accident was due to a poor turn or manoeuvre. East Street is one of the main routes into Havant Town Centre and therefore experiences high traffic volumes. Therefore, whilst regrettable, 6 incidents over 5 years equates to just over 1 incident a year. The PIA data does not suggest that there are any existing highway safety concerns that would be exacerbated by the proposed school particularly given the sites former use as an office building which would have generated a significant number of vehicle trips itself.

Summary

- 2.20 Overall, the site is considered highly accessible with a high level of pedestrian and cycle infrastructure within the vicinity of the site and nearby public transport services connecting the site to much of Havant and further destinations such as Portsmouth, Emsworth and Chichester. These facilitate sustainable commuting methods for staff and visitors of the school which are safe and easy to access.

3. PROPOSED DEVELOPMENT

- 3.1 The application proposes the change of use from office use (Class E) to education use (Class F1) and associated external alterations to the building and its curtilage, including provision of a multi-games area (MUGA) and new fencing. The application proposes a school for 70 children with complex needs between the ages of 11 and 18. The proposed site plan, provided by MH Architects, is provided in **Appendix A**.
- 3.2 The site would provide a 70-pupil school for children with behavioural, emotional, social or learning needs, or a combination of them. Given that the proposed school is special provision there is no catchment area.
- 3.3 To understand the operation of the proposed school, information has been obtained from the applicant. This information has been based on the applicant's knowledge from operating other Outcomes First Group facilities across the country. It is anticipated that the proposed school would have 30 full time staff and 10 part time staff (or approximately 4 Full Time Equivalent). Full time staff are anticipated to arrive on-site at 08:30 and leave at 16:30. Throughout the day the client has confirmed that 10 members of staff would be accompanying pupils in an activity off site in addition to catering staff who would be on-site between 11:30-14:00.
- 3.4 Given the nature of the school, the applicant has stated the majority of pupils (90%) will arrive to site in private vehicle or collectively via school minibus/taxi. While some pupils may be able to walk to the site/arrive by bus this will be the minority. It is not anticipated that any students would cycle given the nature of the school.

Car Parking

- 3.5 Havant Borough Council's Parking Supplementary Planning Document (SPD) (July 2016) car parking standards require 1 space per teaching member of staff plus 2 spaces per non-teaching member of staff for educational establishments.
- 3.6 The proposed development will have 42 parking spaces which should satisfy HBC's requirements for the proposed 40 staff, 10 of which are part time and so will not always be in. This arrangement ensures that sufficient parking space is provided to support all staff and visitors associated with the school and prevent overspill into the neighbouring public pay and display car park.

- 3.7 At present, the car park is monitored by CCTV with vehicles currently being required to display a pass and/or have a registration recorded at LiveLink offices, the existing users of the site. The existing car park monitoring system from will be maintained to prevent unauthorised use of the school car park.
- 3.8 It is proposed the existing car park surface would be maintained, with the spaces and proposed traffic circle demarcated. Signage would also be provided to prevent parking within the proposed turning area.
- 3.9 Tracking of the proposed car parking spaces is provided in **Appendix C**.

Cycle Parking

- 3.10 HBC's cycle parking standards require all new educational establishments or expansions of more than 50sqm to have a transport appraisal and school or college Travel Plan to determine cycle provision and facilities. The plan and transport appraisal or assessment is required to identify and justify any allocation of staff, students or community users. As such a TP has been developed alongside this TS to support the application.
- 3.11 Given the nature of school, it is not anticipated that school pupils would be able to cycle independently. Therefore, no cycle parking is provided for pupils.
- 3.12 Information from existing schools operated by the client confirms that 25% of staff typically travel via sustainable transport methods, with an assumption that approximately 8% of those would cycle. That equates to 3 staff travelling to work via cycle meaning the proposed cycle parking provides an adequate amount for the development's requirements. It is not anticipated that students will cycle to school due to the nature of the development and so no cycle provision for pupils is expected to be necessary. The provision of 6 spaces (provided by Sheffield Stands) is therefore sufficient to meet expected demand.

Access Arrangements

- 3.13 It is proposed that the site will retain the existing access on to East Street. The access is in the form of a bellmouth which facilitates travel onto East Street both eastbound and westbound.
- 3.14 Pedestrian access is expected to be retained as well with access from the vehicular access and the footpaths that lead into the Town End House Car Park offering pedestrians access to the site. In term of the vehicular access, pedestrians will approach the access via a footway which will then transition into a 'shared surface entrance' with bollards separating the pedestrians and any vehicles passing through.

- 3.15 A visibility assessment is not considered necessary due to the access operating safely at present when considering the PIA data and that there is not anticipated to be a significant increase in trips with the proposed development when compared to the existing use.

School Pickup/Dropoff Arrangements

- 3.16 School pickup/drop off will take the form of vehicles entering the development through the vehicle access and pulling into the existing disabled parking spaces at the front of the site to allow for pickup/drop off immediately in front of the school. The spaces will be re-branded for drop off/pick up only to deter any permanent parking in this area.
- 3.17 To assist in ensuring these methods are followed, members of site staff will help direct traffic in the correct direction for minimum disruption and ensure that no queuing occurs back onto the public highway.
- 3.18 Tracking of the proposed pick/up drop off arrangements is provided in **Appendix D**.

Servicing and Delivery Arrangements

- 3.19 A fire tender is able to enter and egress the site in a forward gear. Tracking has been undertaken of a fire tender and is shown in **Appendix E**.
- 3.20 In addition, a number of deliveries are anticipated to access the site. This includes a food delivery for school meals several times a week and an equipment and stationary delivery once a week (as a maximum). The pick up/drop off spaces would be used by the delivery van as it is expected the spaces will be vacant outside of pick up/drop off hours. Tracking of a 7.5t box van has been undertaken (see **Appendix F**), which confirms that this vehicle can access and egress the site in a forward gear.
- 3.21 It is proposed that refuse collection would remain as per the existing arrangement. The refuse vehicle would enter via the vehicular access and then turn around at the south of the car park in order to egress the site in a forward gear. Tracking of a refuse vehicle has been undertaken and is shown in **Appendix G**.

4. TRIP GENERATION AND HIGHWAY IMPACT

- 4.1 To understand the impact of the proposed development it is important to understand the trips generated by the former/consented use vs the proposed development. The TRICS database does not provide any sites of a similar nature to a special education school and therefore a first principles approach has been undertaken to inform this assessment.

Existing Office Trips

- 4.2 TRICS data has also been collected for the sites previous use as an office in order to compare the existing trip generation with the trip generation of the proposed site. The parameters are as follows with the data presented in **Table 2**. The full TRICS Data can be seen in **Appendix H**.

- Office developments
- Trip parameter range: 830 – 1800 (sqm)
- Date Range: 01/01/15 – 17/05/22
- Number of Weekdays (Monday-Friday)
- No weekend dates selected
- 1 survey removed from selection due to being taken during Covid-19
- Sites in England (excluding Greater London)

	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Trip Rate (per 100sqm)	2.476	0.289	2.765	0.234	1.5	1.734
Existing Office (1818.5sqm)	45	5	50	4	27	31

Table 2: Existing use trip generation

- 4.3 As seen in **Table 2** the existing use of an office is anticipated to generate 50 trips in the AM (0800-0900) peak and 31 trips in the PM (1700-1800) peak.

Proposed Development Trips

- 4.4 The school is expected to have 70 pupils and 40 staff (34 full time equivalent staff or 30 full time and 10 part time). To understand the travel habits of staff and pupils given the nature of the school the applicant has provided information on travel modes based on their experience of operating other sites.
- 4.5 For staff it is anticipated that 75% of journeys made to their developments are by car with the remaining 25% using sustainable transport methods (public transport, cycling and walking). On this basis it is anticipated that 26 site staff would travel by car (based on 34 FTE).

- 4.6 For pupils it is anticipated that 90% of pupils travel by shared taxi/minibus and 10% travel assisted by sustainable transport modes (walking or public transport). The taxis have a minimum capacity of 2 students with approximately half of them having the capacity for 3 or 4. Therefore, it has been assumed that each taxi has a capacity of 2.75 pupils, equating to 25 car trips at school drop off and pick up.
- 4.7 The proposed school would operate between the hours of 09:00-15:00 although it has been confirmed that pupils typically have a staggered departure from 14:30-16:00 with staff leaving around 16:00. Therefore, a network peak of 16:00-17:00 has been used to capture both staff and pupil trips in a worst-case scenario.
- 4.8 The data explained above sets out the expected trips to and from this development with trip generations shown in **Table 3**.

	AM Peak (0800 – 0900)			School PM Peak (1600-1700)			Traditional PM Peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Pupils	26	25	51	25	26	51	0	0	0
Staff	25	0	25	0	25	25	6	0	6
Total	51	25	76	25	51	76	6	0	6

Table 3: Proposed development trip generation

- 4.9 As illustrated in **Table 3** the proposed development will generate 76 trips in the AM (08:00-09:00) and school PM (1600-1700) peak. In the traditional PM (17:00-18:00) peak, it is suggested that there will be 6 trips in total, all made by staff who are arriving at the site for cleaning/facilities management who would depart after 18:00.

Net Impact Assessment and Highway Impact

- 4.10 The trip generation for the proposed development has been compared to the existing office and is detailed below in **Table 4**, assessing the two traditional network AM and PM peaks only.

	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Existing	45	5	50	4	27	31
	AM Peak (0800 – 0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Proposed	51	25	76	6	0	6
	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Net	+6	+20	+26	+2	-27	-25

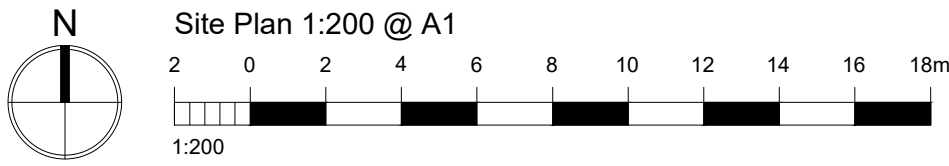
Table 4: Net Trip Generation

- 4.11 As illustrated in **Table 4**, the development will create an increase in trips of 26 in the AM peak however, there will also be a decrease in trips in the traditional PM peak of 25. This is because the nature of the site as a school means that students and the majority of staff will be leaving the site between the hours of 4pm and 5pm which lies outside of the conventional PM peak hours for regular commuters.
- 4.12 The development is therefore expected to result in the addition of a vehicle movement every 2 minutes in the AM peak which when considering the local area is not considered to result in a severe impact on the local highway.
- 4.13 Therefore, it is not considered that the proposed school would have a severe impact in the surrounding highway network when compared to the existing office use.

5. SUMMARY AND CONCLUSIONS

- 5.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Outcomes First Group Ltd to support an application for the development of a special education school for 70 pupils at McCormack House, 56A East Street, Havant.
- 5.2 The site will provide a 70 pupil Acorn education facility for children with behavioural, emotional, social, or learning needs, or a combination of them. Given that the site would provide a special educational needs school this has no associated catchment area. The school is anticipated to have 30 full time staff and 10 part time staff equating to 34 full time equivalent.
- 5.3 The site is located approximately 300m southeast of Havant Town Centre and is accessed via a bellmouth junction onto East Street. The site is considered to be in an accessible location with frequent public transport services located nearby and plenty of walking and cycling routes to facilitate travel without the need for a private car. It would therefore be attractive for staff and visitors of the proposed school to travel in a sustainable manner.
- 5.4 No changes are proposed to the existing access however changes are proposed to the front of the development and in the parking area to facilitate pickup/drop off. In the car park, it is proposed that a turning area will be allocated to allow for vehicles to easily turn around and help to facilitate the pickup and drop off for pupils. At the front of the development, it is proposed that the existing disabled parking bays will form the pick up/drop off points for pupils.
- 5.5 With Havant Borough Councils parking standards in mind the site will provide 42 car parking spaces and 6 cycle parking spaces. Given the nature of the development it is not anticipated that students will cycle independently and therefore no cycle parking is provided for student use.
- 5.6 A first principles approach has been used to confirm the number of trips generated by the proposals given the nature of the school. The method of travel to work data gathered from the client has guided the expected trip generation for the proposed development. This data has also been compared to TRICS data for the sites existing use as an office. The comparison shows that the proposed development would create a net increase in vehicle trips of 26 in the AM peak but will also create a net decrease in vehicle trips in the traditional PM peak of 25. It is therefore considered that the development will not have a severe impact on the local highway network when compared to the sites existing use as an office.
- 5.7 We would therefore recommend that Havant Borough Council and Hampshire County Council look favourably on this application with regard to highways.

Appendix A



SCHEDULE OF MATERIALS:

- 01. NEW 1.8-2.4m HIGH, CBF & GATES.
- 02. NEW 2.4m HIGH, METAL MESH FENCE & GATES.
- 03. NEW 3m HIGH, METAL MESH FENCES & GATES.
- 04. EXISTING FENCES & GATES TO BE RETAINED.
- 05. ALL WINDOWS TO BE REPLACED WITH DOUBLE GLAZED, LIKE FOR LIKE ALUMINUM WINDOWS

ALL OTHER MATERIALS TO REMAIN UN-CHANGED

Notes

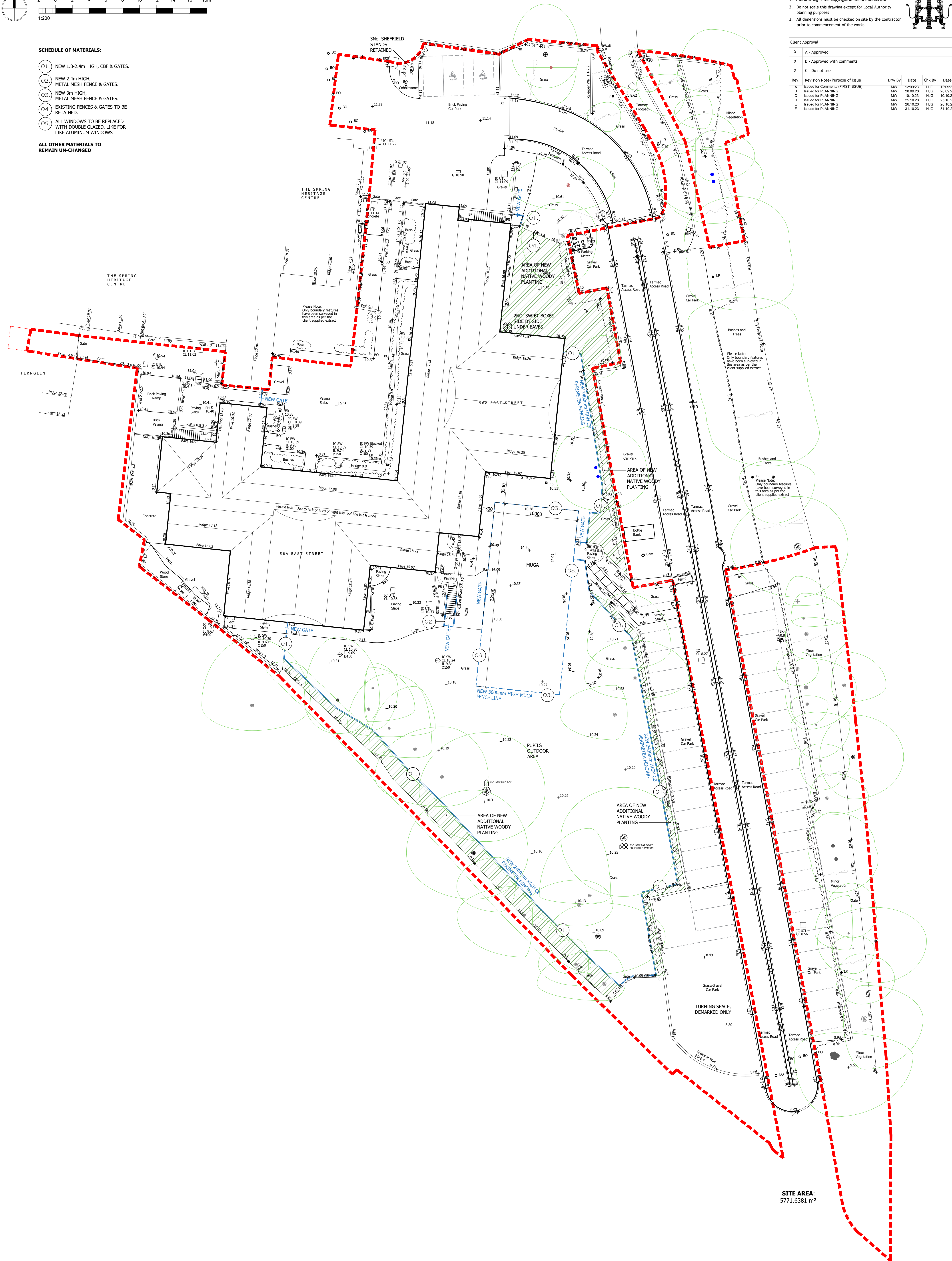
- This drawing is the copyright of MH Architects Ltd
- Do not scale this drawing except for Local Authority planning purposes
- All dimensions must be checked on site by the contractor prior to commencement of the works.



Client Approval

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

Rev.	Revision Note/Purpose of Issue	Drawn By	Date	Check By	Date
A	Issued for Comments (FIRST ISSUE)	MM	12.09.23	HJG	12.09.23
B	Issued for PLANNING	MM	28.09.23	HJG	28.09.23
C	Issued for PLANNING	MM	10.10.23	HJG	10.10.23
D	Issued for PLANNING	MM	25.10.23	HJG	25.10.23
E	Issued for PLANNING	MM	26.10.23	HJG	26.10.23
F	Issued for PLANNING	MM	31.10.23	HJG	31.10.23



SITE AREA:
5771.6381 m²

OUTCOMES FIRST GROUP
McCormac House
School
56a East Street, Havant

Drawing title

Site Plan
Proposed

Drawn	Date	Checked	Date	Scale at A1
MM	Sept.23	HJG	Sept.23	1:200
Job No.	Pro.	Org.	Zone	Level
23-086	MCH	MHA	ZZ	00
Purpose of Issue	DR	A	0020	F

PRELIMINARY

Ground Floor | Bicentennial Building
Southern Gate | Chichester
West Sussex | PO19 8EZ
t: 01243 774748
e: admin@mharchitects.co.uk
www.mharchitects.co.uk
Limited Company
Registered in England No. 0994333



Appendix B

Accidents between dates 01/06/2018 and 31/05/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Havant")

Notes:

Selected Polygon:CG Havant

44180369780 01/10/2018 Time 1218 Vehicles 2 Casualties 1 Slight
E:471929 N: 106309 First Road: U Road Type 2
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Illegal turn or direction of travel	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) PULLING OUT OF PRIVATE CAR PARK TO TURN LEFT ONTO THE PALLENT TO TRAVEL NW COLLIDES WITH VEH2 (MOBILITY SCOOTER) TRAVELLING SE ALONG THE PALLENT THE WRONG WAY IN A ONE-WAY STREET.

Occurred on THE PALLANT,AT JUNCTION WITH PRIVATE CAR PARK, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Turning left
Vehicle movement from S to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Mobility Scooter Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway Overturned
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 91 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 91 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/06/2018 and 31/05/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Havant")

Notes:

44190345309 27/09/2019 Time 1225 Vehicles 2 Casualties 1 Serious
E:471861 N: 106228 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Possible
2nd:	Swerved	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (GOODS VEH) TRAVELLING E ALONG EAST STREET OVERTAKES VEH 2 (P/CYCLE) TRAVELLING IN FRONT. AS VEH 1 MOVES BACK IN FRONT OF VEH 2 IT CLIPS THE FRONT WHEEL CAUSING RIDER TO FALL OFF.

Occurred on EAST STREET OUTSIDE BEAR HOTEL, HAVANT, HAMPSHIRE

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 to Overtaking moving vehicle O/S
Vehicle movement from NW to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NW to E No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 17 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/06/2018 and 31/05/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Havant")

Notes:

44200331376 28/08/2020 Time 1506 Vehicles 1 Casualties 1 Slight
E:471985 N: 106200 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Loss of control	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING W ALONG EAST STREET RIDER SLIDES OFF AT SLOW SPEED RESULTING IN MINOR INJURIES. NO OTHER VEHICLES INVOLVED.

Occurred on EAST STREET AT JUNCTION WITH TOWN HALL ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 45 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/06/2018 and 31/05/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CG
Havant")

Notes:

44210510075 21/12/2021 Time 1440 Vehicles 1 Casualties 1 Slight
E:472013 N: 106200 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Possible
2nd:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:	Loss of control	Vehicle 1	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING N ALONG TOWN HALL ROAD FAILED TO SLOW ON APPROACH TO THE
JUNCTION, TURNED RIGHT ONTO EAST STREET AT SPEED AND COLLIDED WITH ROAD SIDE FURNITURE.
Occurred on EAST STREET AT JUNCTION WITH TOWN HALL ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway Overturned
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: Oth perm objects
Nearside Age of Driver 71 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 71 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/06/2018 and 31/05/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Havant")

Notes:

44220237623 15/06/2022 Time 1520 Vehicles 2 Casualties 1 Slight
E:471999 N: 106201 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (M/CYCLE) TRAVELLING W ALONG EAST STREET HAS TURNED RIGHT INTO BEECHWORTH ROAD WITHOUT GIVING WAY TO VEH2 (CAR) TRAVELLING E ALONG EAST STREET.
Occurred on EAST STREET AT JUNCTION WITH BEECHWORTH ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Motorcycle - unknown cc Turning right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 29 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/06/2018 and 31/05/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Havant")

Notes:

44220248926 22/06/2022 Time 1909 Vehicles 2 Casualties 1 Slight
E:472001 N: 106199 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Stop sign Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAV E ON EAST STREET, SLOWED TO TURN RIGHT INTO TOWN HALL RD, PULLED ACROSS PATH OF VEH 2 (M/CYCLE) TRAV W ON EAST STREET CAUSING CAS 1 (RIDER) TO BE THROWN OVER VEH 1 AND LAND IN THE RD.

Occurred on EAST STREET, OUTSIDE NO. 56, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from W to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 26 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/06/2018 and 31/05/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Havant")

Notes:

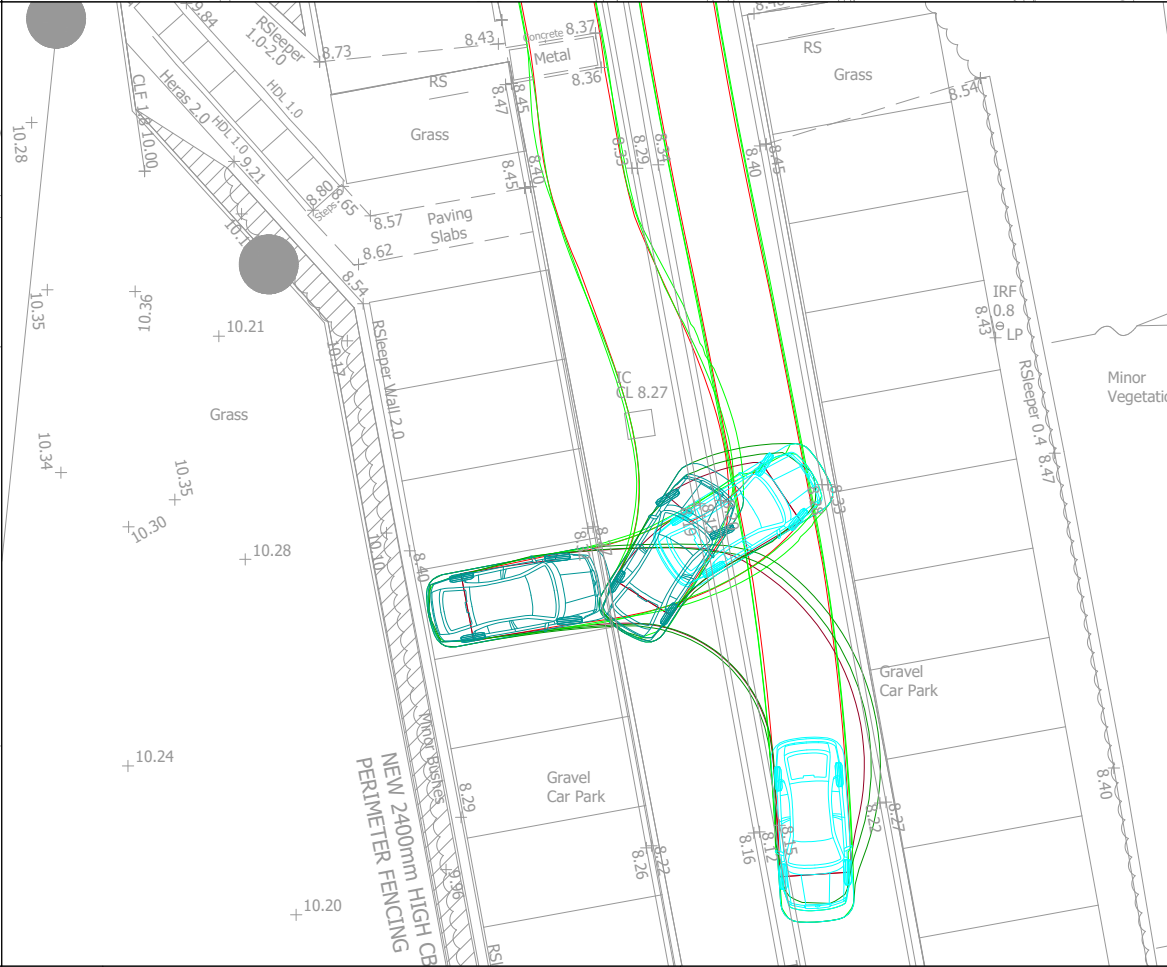
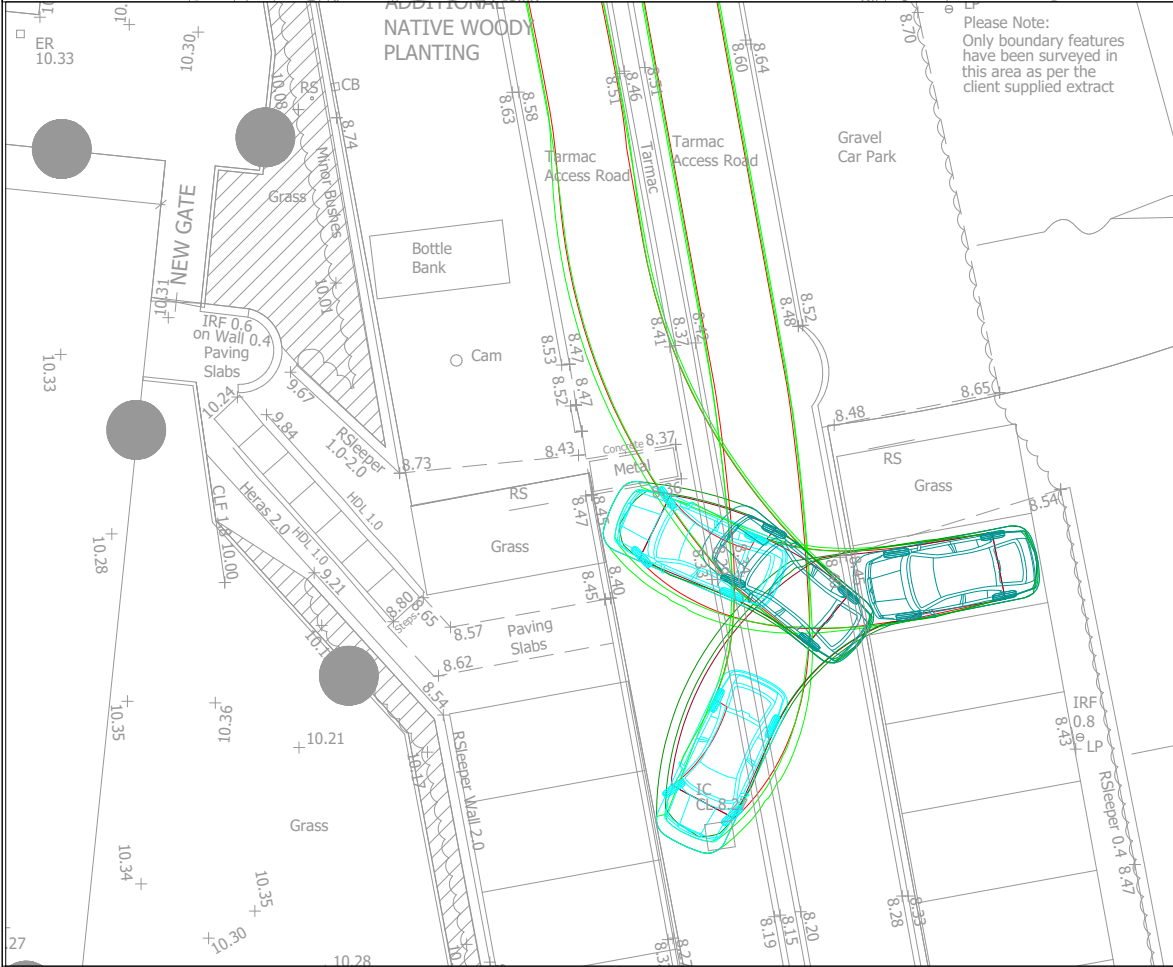
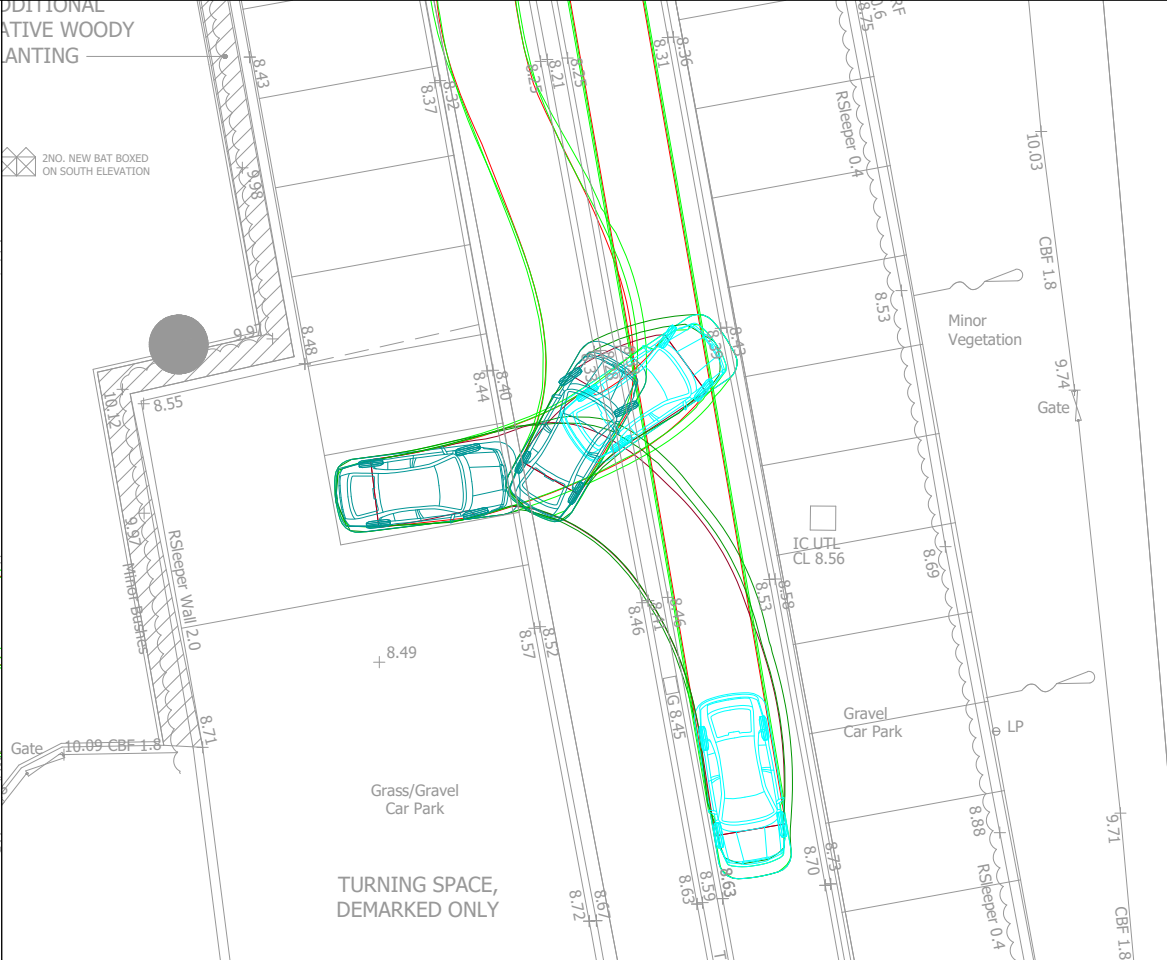
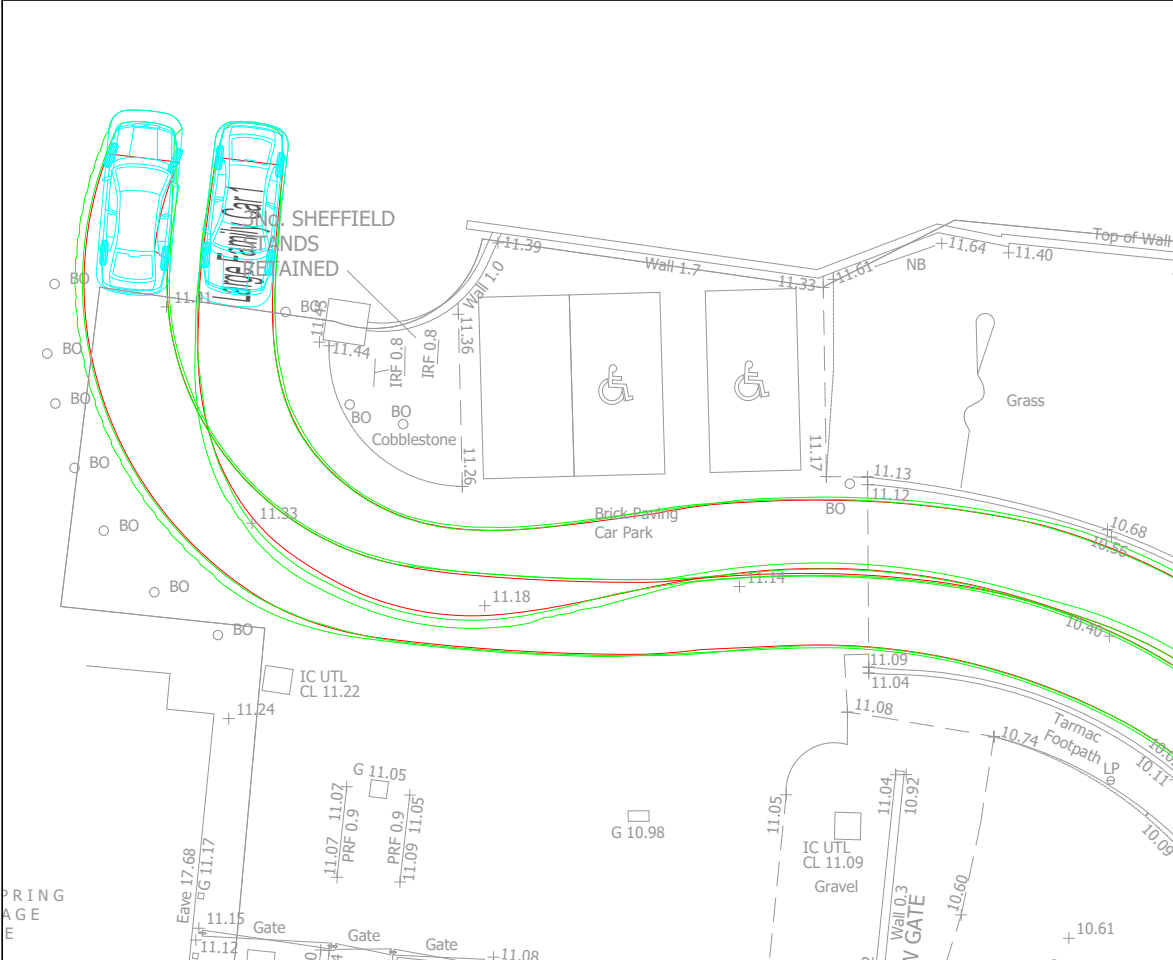
Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	0	3	3
Pedal cycles	0	1	0	1
Horses & other	0	0	1	1
Total	0	1	5	6

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	3	3
Passenger	0	0	0	0
Motorcycle rider	0	0	2	2
Cyclist	0	1	0	1
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	5	6

Appendix C

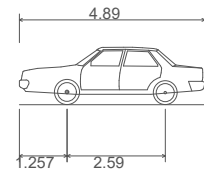


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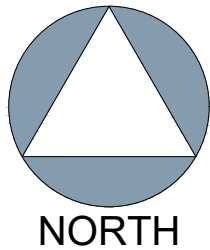
GENERAL NOTES

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6. VEHICLE TRACKED AT 10MPH.

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



PRELIMINARY

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

Project Name	MCCORMACK HOUSE, 56A EAST STREET, HAVANT
Project Phase	PRELIMINARY

Title	CAR PARK SWEEP PATH ANALYSIS
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Client



P02	CLIENT CHANGES	01.11.23	OSC	
P01	FIRST ISSUE	26.10.23	OSC	JAM
Rev	Description	Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code
	23.10.23	OSC	JAM	-
	PBA Project Number	Scale		(AT A3)
	143.0029	1:200		
	PBA Drawing No:		Revision	
	143.0029-0001		P02	

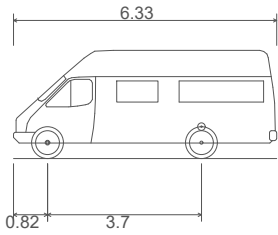
Appendix D

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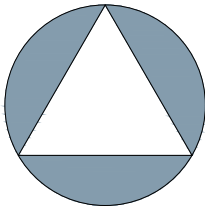
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- VEHICLE TRACKED AT 10MPH.

VEHICLE PROFILE



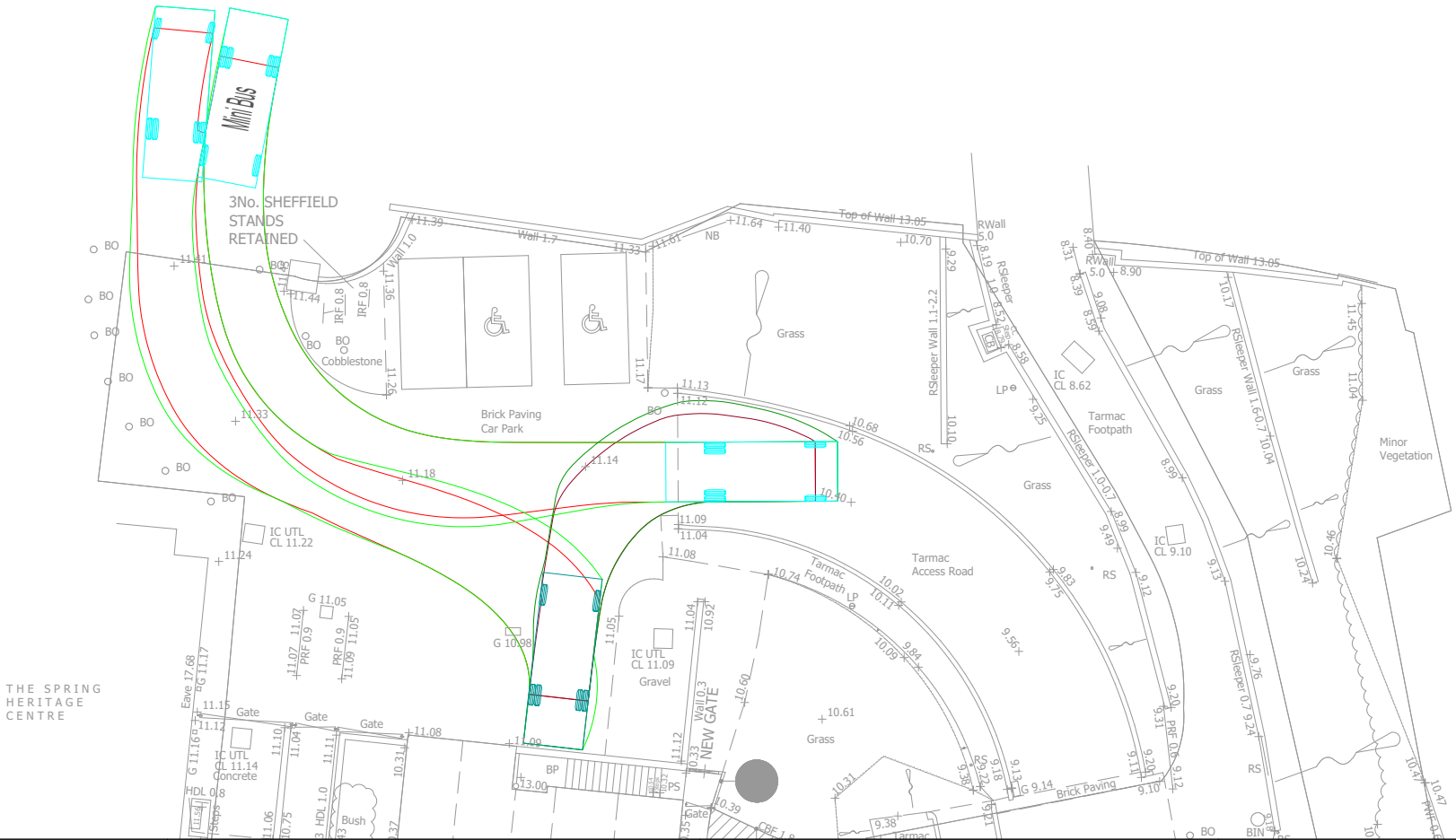
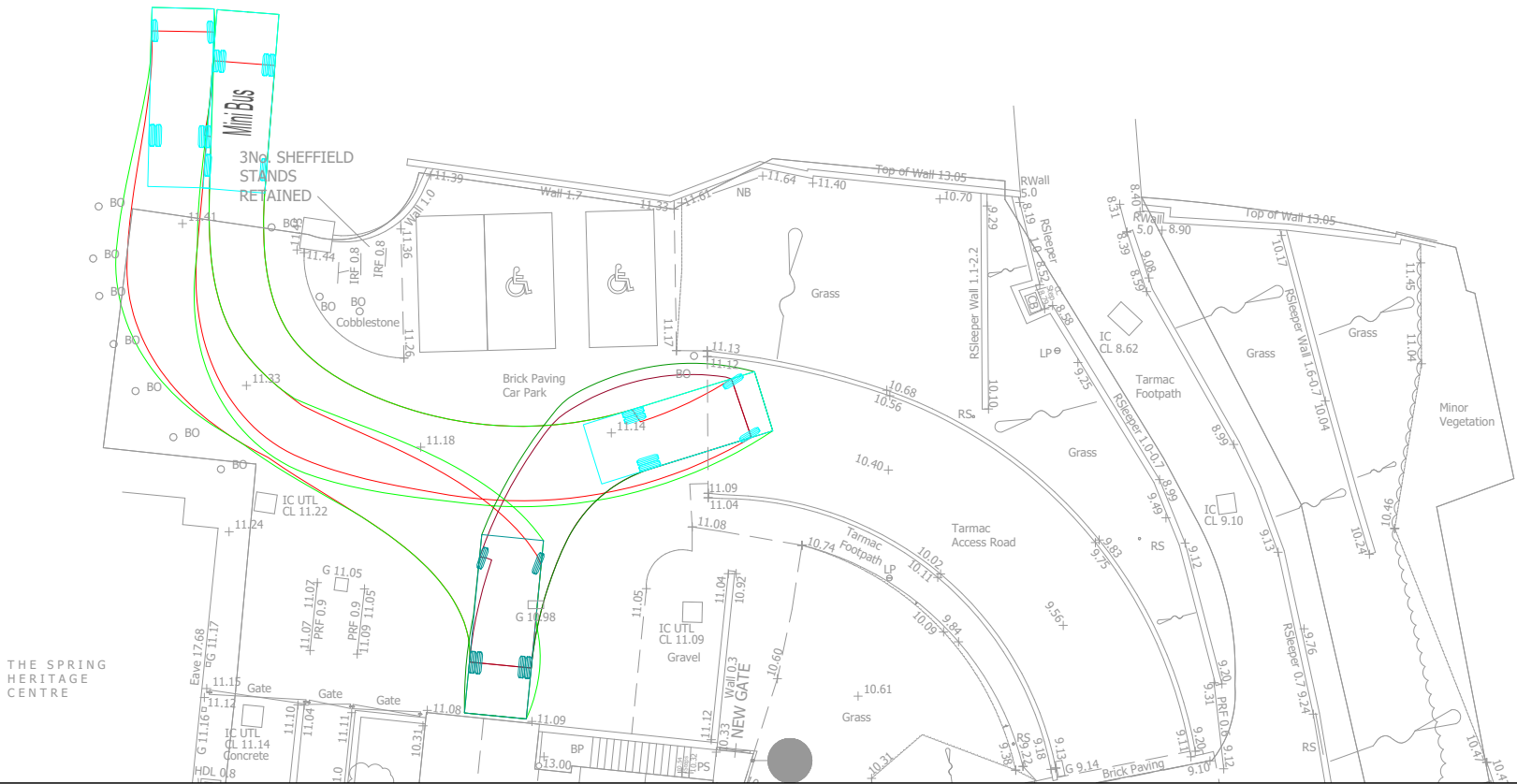
Mini Bus
Overall Length 6.330m
Overall Width 2.192m
Overall Body Height 2.601m
Min Body Ground Clearance 0.374m
Track Width 2.192m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.450m



PRELIMINARY

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

P02	CLIENT CHANGES	01.11.23	OSC	
P01	FIRST ISSUE	26.10.23	OSC	JAM
Rev	Description	Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code
	23.10.23	OSC	JAM	-
	PBA Project Number	Scale	(AT A3)	
	143.0029	1:250		
PBA Drawing No:			Revision	
143.0029-0002			P02	



Project Name	MCCORMACK HOUSE, 56A EAST STREET, HAVANT
Project Phase	PRELIMINARY

Title	PICK UP/ DROP OFF SWEEP PATH ANALYSIS
-------	---------------------------------------



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Client



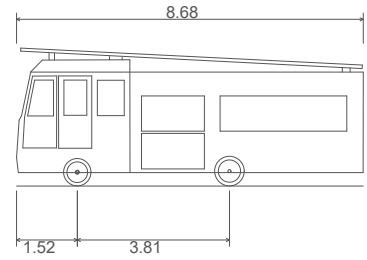
Appendix E

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GENERAL NOTES

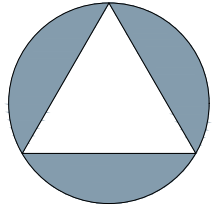
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- VEHICLE TRACKED AT 10MPH.

VEHICLE PROFILE



DB32 Fire Appliance
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

8.680m
2.180m
3.452m
0.337m
2.121m
6.00s
7.910m



NORTH

PRELIMINARY

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

P02	CLIENT CHANGES	01.11.23	OSC	
P01	FIRST ISSUE	26.10.23	OSC	JAM
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
23.10.23	OSC	JAM	-	
PBA Project Number		Scale	(AT A3)	
143.0029		1:250		
PBA Drawing No:			Revision	
143.0029-0003			P02	



Project Name	MCCORMACK HOUSE, 56A EAST STREET, HAVANT
Project Phase	PRELIMINARY

Title	FIRE TENDER SWEEP PATH ANALYSIS
-------	---------------------------------



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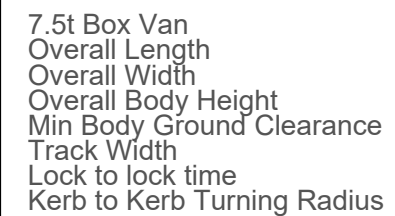
Client



Appendix F

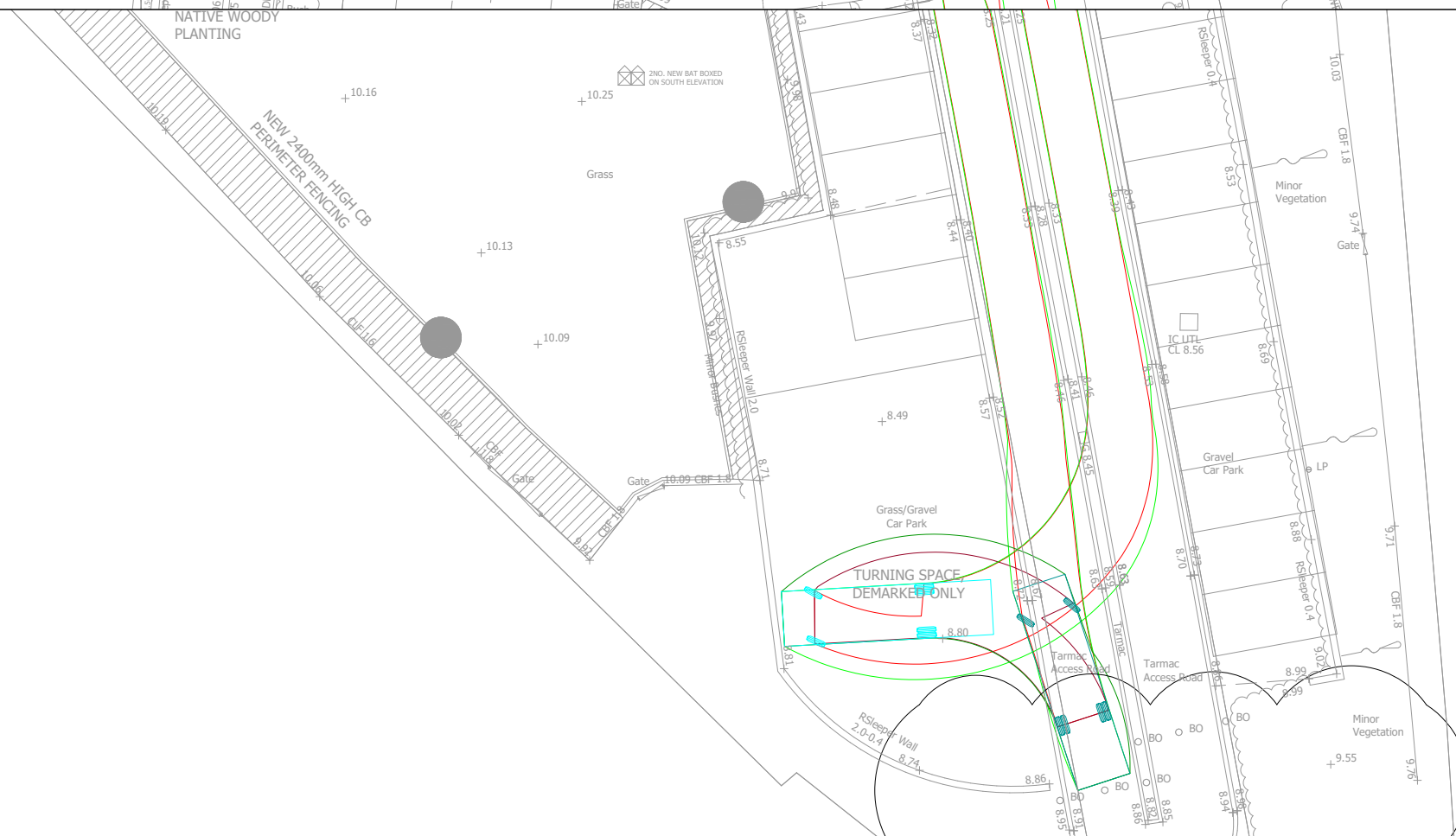
GENERAL NOTES

- ## VEHICLE PROFILE



PRELIMINARY

P02	CLIENT CHANGES	01.11.23	OSC	
P01	FIRST ISSUE	26.10.23	OSC	JAM
Rev	Description	Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code
	23.10.23	OSC	JAM	-
	PBA Project Number	Scale		
	143.0029	1:250	(AT A3)	
PBA Drawing No:				Revision
143.0029-0004				P02



Appendix G

GENERAL NOTES

- ## VEHICLE PROFILE



NORTH

PRELIMINARY

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

Appendix H

Calculation Reference: AUDIT-247601-230922-0906

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 830 to 1800 (units: sqm)
 Range Selected by User: 830 to 1800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 17/05/22

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	1 days
Tuesday	3 days
Friday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	1
Built-Up Zone	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

Not Known 6 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

25,001 to 50,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	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	5 days
1.1 to 1.5	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:

No 6 days

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

PTAL Rating:

No PTAL Present 6 days

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

LIST OF SITES relevant to selection parameters

1	AK-02-A-01 PIONEER WAY CASTLEFORD WHITWOOD Edge of Town No Sub Category Total Gross floor area: 1230 sqm Survey date: TUESDAY 23/05/17	OFFICES	WAKEFIELD	Survey Type: MANUAL
2	CU-02-A-02 PORT ROAD CARLISLE Edge of Town Centre Industrial Zone Total Gross floor area: 925 sqm Survey date: FRIDAY 24/06/16	OFFICE	CUMBERLAND	Survey Type: MANUAL
3	NF-02-A-02 NORTH QUAY GREAT YARMOUTH Edge of Town Centre Commercial Zone Total Gross floor area: 894 sqm Survey date: MONDAY 11/09/17	FINANCIAL PLANNERS	NORFOLK	Survey Type: MANUAL
4	NY-02-A-03 STATION ROAD RICHMOND Edge of Town Centre No Sub Category Total Gross floor area: 1590 sqm Survey date: FRIDAY 06/05/22	DISTRICT COUNCIL OFFICES	NORTH YORKSHIRE	Survey Type: MANUAL
5	WM-02-A-04 BOURNVILLE LANE BIRMINGHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 1800 sqm Survey date: TUESDAY 10/11/15	OFFICE	WEST MIDLANDS	Survey Type: MANUAL
6	WS-02-A-05 NORTH STREET WORTHING Edge of Town Centre Built-Up Zone Total Gross floor area: 830 sqm Survey date: TUESDAY 17/05/22	SOCIAL HOUSING COMPANY	WEST SUSSEX	Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
MS-02-A-03	20/04/21	Survey taken during COVID-19

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

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 1210 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	6	1212	0.660	7.990	6	1212	0.069	0.832	6	1212	0.729	8.822
08:00 - 09:00	6	1212	2.476	29.963	6	1212	0.289	3.496	6	1212	2.765	33.459
09:00 - 10:00	6	1212	0.757	9.155	6	1212	0.399	4.827	6	1212	1.156	13.982
10:00 - 11:00	6	1212	0.523	6.325	6	1212	0.330	3.995	6	1212	0.853	10.320
11:00 - 12:00	6	1212	0.289	3.496	6	1212	0.330	3.995	6	1212	0.619	7.491
12:00 - 13:00	6	1212	0.495	5.993	6	1212	1.004	12.152	6	1212	1.499	18.145
13:00 - 14:00	6	1212	0.935	11.319	6	1212	0.715	8.656	6	1212	1.650	19.975
14:00 - 15:00	6	1212	0.344	4.162	6	1212	0.385	4.661	6	1212	0.729	8.823
15:00 - 16:00	6	1212	0.303	3.662	6	1212	0.674	8.157	6	1212	0.977	11.819
16:00 - 17:00	6	1212	0.371	4.494	6	1212	1.417	17.145	6	1212	1.788	21.639
17:00 - 18:00	6	1212	0.234	2.830	6	1212	1.500	18.144	6	1212	1.734	20.974
18:00 - 19:00	5	1208	0.050	0.601	5	1208	0.381	4.608	5	1208	0.431	5.209
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			7.437	89.990			7.493	90.668			14.930	180.658

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:	830 - 1800 (units: sqm)
Survey date range:	01/01/15 - 17/05/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.