



VICTORIA ROAD

Transport Statement

November 2022

Private Client

RESIDENTIAL DEVELOPMENT
VICTORIA ROAD
WATERLOOVILLE

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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<i>Prepared by:</i>	Tom Purnell	November 2022
<i>Checked by:</i>	Shannon Betteridge	November 2022
<i>Approved by:</i>	Jessica Miller	November 2022

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Private Client

Paul Basham Associates Ltd
The Bothy
Cams Hall Estate
Fareham
PO16 8UT

**RESIDENTIAL DEVELOPMENT
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TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of a private client to support an outline planning application for a residential development comprising of 29no. residential units at Victoria Road, Waterloooville. The site location is demonstrated in **Figure 1**, with the proposed site layout attached as **Appendix A**.

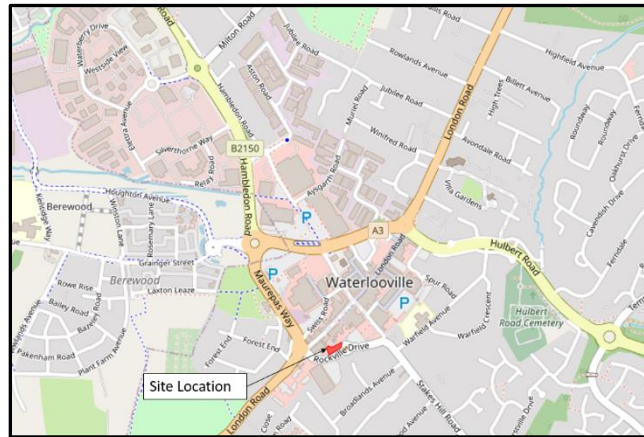


Figure 1: Site Location

- 1.2 The site is currently a mixed-use development comprising of several car related garages, including a dealership and a car wash service. There are also two properties that would be demolished as a result of the proposed development.

Planning History

- 1.3 The site was granted permission to provide garage workshops in June 1984 (reference: 17055/5). Since then, a series of Variation of Condition (VoC) applications have been submitted, as summarised subsequently.

APP/11/01505

- 1.4 A VoC application (APP/11/01505) was submitted in October 2011 to permit the use of plant and machinery, and the use of the open area for purposes in connection with the uses of units 1-4. This application was accepted, and permission was granted in June 2012.

APP/15/00030

- 1.5 A VoC application (APP/15/00030) was submitted in January 2015 to allow continued use of Unit D and associated parking spaces for car valeting. This application was accepted, and permission was granted in March 2015.

APP/17/00568

- 1.6 A VoC application (APP/17/00568) was submitted in May 2017 to allow car parking spaces 1 - 13 to be used for the purposes of car valeting in association with the existing car wash service at Units C and D; and also allowing the opening of the car valeting service from 0800 to 1900 Monday to Saturdays and 1000 to 1600 on Sundays. This application was accepted, and permission was granted in September 2017.
- 1.7 This report has been informed by accident data obtained from Hampshire Constabulary and a site visit to identify the opportunities and constraints of the site.
- 1.8 The remainder of this report will consider the existing site conditions and local accessibility, the development proposals including parking provisions and servicing arrangements, the likely impact of the proposed development on the operation of the local road network and the access arrangements for the site.

2. EXISTING SITE CONDITIONS

- 2.1 The existing site is situated at the southwestern extent of Waterlooville Town Centre. The site is bordered by a range of development, including residential/commercial to the north and Rockville Drive to the east, south and west. The existing site location within the context of Waterlooville is demonstrated within **Figure 2**.



Figure 2: Site Context

Local Road Network

Rockville Drive

- 2.2 The existing site is accessed via Rockville Drive. Rockville Drive connects Stakes Hill Road, to the east, to London Road and Maurepas Way (also known as the A3) to the west. Rockville Drive is subject to a 30mph speed limit, with a roundabout providing access towards the site. The existing conditions along Rockville Drive are shown in **Photograph 1**.



Photograph 1: Rockville Drive Conditions

- 2.3 Within the immediate vicinity of the site there are parking restrictions in the form of double yellow lines, restricting on-street parking. The existing conditions in the vicinity of the site are shown in **Photograph 2**.



Photograph 2: Existing Conditions

- 2.4 For access onto Stakes Hill Road, a signal-controlled junction is present approximately 100m east of the site. Stakes Hill Road provides a connection between Waterlooville Town Centre (in the vicinity of the site) and Purbrook Way to the south-east of the site. Purbrook Way provides access to the A3(M) southbound, as well as towards destinations such as Leigh Park, Havant and Bedhampton.

Strategic Road Network

- 2.5 The site is well located in relation to the A3, which is a major distributor route connecting Portsmouth to the City of London. Access onto the A3 is via a roundabout (known as the Forest End roundabout), circa 65m from the site. The roundabout splits two sections of the A3; London Road which is subject to a 30mph speed limit and Maurepas Way which is subject to a 40mph speed limit.
- 2.6 In addition, the site is located approximately 1km from the B2150 (Hulbert Road) which connects the A3 to the west to the A3(M) to the east. From the Hulbert Road/A3(M) interchange, both north and southbound movements on the A3(M) are achievable.

Personal Injury Accident Data

- 2.7 Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for the latest available 5-year period. The data available is provided between the 1st April 2017 to 31st March 2022. Whilst it is noted that this data is 8 months out of date, this is the latest available due to a delay within Hampshire Constabulary, and therefore outside of our client's control. The PIA investigation is demonstrated in **Figure 3**, with the full data included in **Appendix B**.

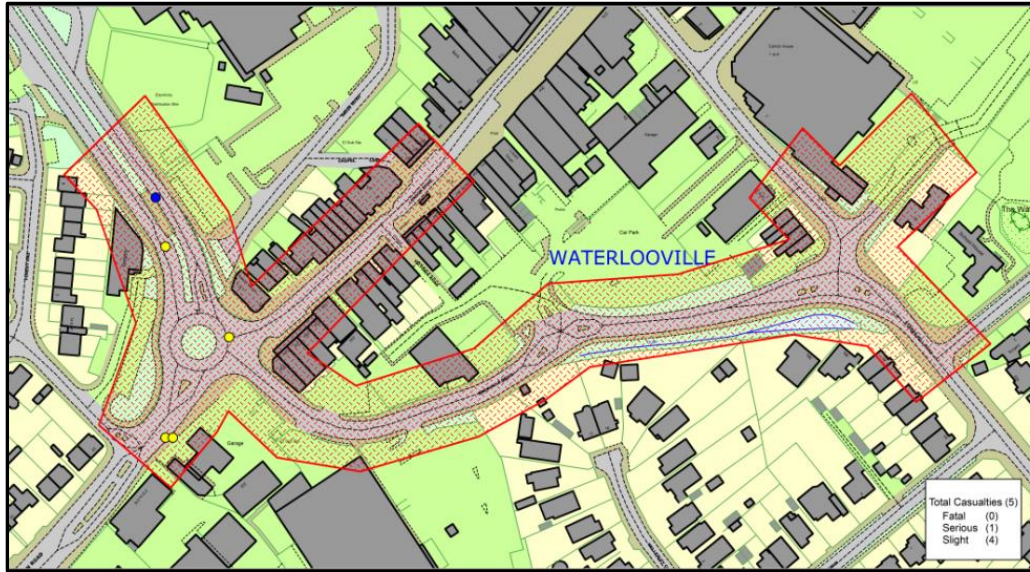


Figure 3: PIA Data (Source: Hampshire Constabulary)

- 2.8 The PIA data obtained demonstrates that there has been a total of 5 incidents recorded in the vicinity of the site, of which only 1 was classified as ‘serious’ in nature and the remaining classified as ‘slight’.
- 2.9 The ‘serious’ incident occurred on Maurepas Way and has been assessed further. The incident (which occurred on 3rd November 2021) was attributed to the wrong use of a pedestrian crossing facility by a cyclist.
- 2.10 The data represented in **Figure 3** are unrelated incidents. In addition, no incidents occurred directly on Rockville Drive or around the access of the proposed development. Therefore, **Figure 3** does not identify a highways concern that would worsen as a result of the proposed development or present a concern for future site users.

3. LOCAL ACCESSIBILITY

Local Facilities

- 3.1 As aforementioned, the site is well located in relation to the existing facilities and amenities present in and around Waterloooville Town Centre, given the sites location on the southwestern extent of the high street. The town centre provides a comprehensive range of facilities and amenities, including bus stops, a post office, pharmacy, takeaways, banks and convenience stores.
- 3.2 In addition, the site is located 650m (accessible via an 8-minute walk or 3-minute cycle) from the Wellington Retail Park, which provides amenities including a supermarket, superstores and a petrol station amongst others. A summary of the facilities in the site vicinity is presented in **Table 1**.

Amenity	Distance from Site Access (Metres)	Walking Time (80m per minute)	Cycle Time (250m per minute)
Waterloooville Highstreet	45	<1	<1
Pub / Restaurant (Number 73 Bar and Kitchen)	50	<1	<1
Bus Stop (Victoria Road)	70	<1	<1
Convenience Store	80	1	<1
Takeaway (Domino's Pizza)	80	1	<1
Bank and ATM (Barclays)	120	2	<1
Pharmacy	160	2	<1
Post Office	160	2	<1
Petrol Station (Shell)	160	2	<1
Enterprise Rent a Car	160	2	<1
Supermarket (ASDA)	240	3	<1
Place of Worship (St Georges Church)	300	4	1
Wellington Retail Park	650	8	3

Table 1: Local Amenities and Facilities

- 3.3 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (April 2015) document identifies that the average length of pedestrian journeys is now 1.37km (page 6). With all local amenities identified coming well within this threshold, it provides a good opportunity to promote journeys by walking and other sustainable modes of travel, thus reducing the reliance on motorised vehicles.

- 3.4 Manual for Streets (MfS) and CIHT also describe a 'Walkable Neighbourhood' as one which has a range of facilities which can be accessed within 10-minutes' walk time (800m). Therefore, the location of the site in relation to the local facilities fits the description of a 'Walkable Neighbourhood'.
- 3.5 The location of the site therefore presents an excellent opportunity to encourage local journeys by walking, cycling and public transport.

Pedestrian Network

Victoria Road

- 3.6 The gentle topography of the area makes it conducive for pedestrians. In the immediate vicinity of the site, pedestrian infrastructure is present along both sides of the Victoria Road carriageway, albeit these are relatively narrow in width.
- 3.7 This is not considered to be a constraint to development however, given the nature and characteristics of this part of Victoria Road. This section is for providing rear access to properties and access to the proposed development site only. Therefore, vehicle speeds and volumes were observed to be significantly low.
- 3.8 Victoria Road provides a link between the site to Waterloooville High Street, some 30m west of the site access. This link is restricted to pedestrian/cycle only access, by the presence of bollards. Dropped kerbs and tactile paving are present on London Road, where the carriageway becomes for 'buses only' through the remainder of the high street, this combination of existing infrastructure safely aids the movement of pedestrians in this area.
- 3.9 The pedestrian infrastructure in this area is demonstrated in **Photographs 3 and 4**.



Photograph 3: Victoria Road Pathway link to Highstreet



Photograph 4: Tactile Paving on Victoria Road

Rockville Drive

- 3.10 On both sides of the carriageway along Rockville Drive from the Forest End Roundabout there are 2m wide footpaths. The northern footway terminates at the Rockville Drive roundabout, with pedestrians required to cross onto the southern footway to continue their journeys. To facilitate this movement, a pedestrian refuge island complete with tactile paving is provided, enabling a safe and continuous road in the area for all non-motorised site users.
- 3.11 The High Street also benefits from a good pedestrian environment, with suitably wide footways flanking either side of the carriageway. Approximately 200m from the site, the High Street becomes fully pedestrianised, thus creating a safe environment for all non-motorised users.

Public Right of Way

- 3.12 The site is also located in proximity to several Public Rights of Way (PRoW) to the west of the site. The closest PRoW footpath route (Number: 108/11/1) is just 320m and a 4-minute walk from the site and provides a connection from Asda supermarket, through the Berewood development and onto the wider PRoW network. The local PRoW footway routes near the site are shown in **Figure 4**.

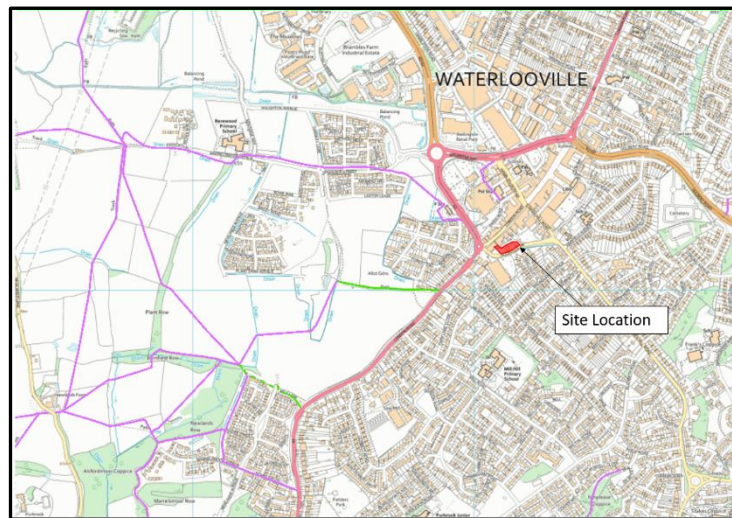


Figure 4: Public Rights of Way (Source: Hampshire County Council)

- 3.13 The site is therefore well located to benefit from the local PROW network.

Cycle Network

- 3.14 The gentle topography also makes the area attractive for cyclists. With many amenities within an accessible distance via cycling, the site location provides a good opportunity to encourage cycling as a preferred mode of transport. For journeys to the south of the site, the A3 provides segregated cycle infrastructure, with a bus and cycle lane present along both sides of the carriageway for its majority.

- 3.15 The site is also very well located in relation to the Havant Cycle Map, with a number of on-road, off road and cycle lanes present within the vicinity.
- 3.16 In addition, just 160m and less than a minute cycle from the site, National Cycle Network Route 222 is located. This route runs from Portsmouth to Petersfield. The NCN route in relation to the site is demonstrated in **Figure 5**.



Figure 5: National Cycle Routes (Source: Sustrans)

- 3.17 The site is therefore very well located to make use of the local and national cycle routes in proximity of the site.

Bus Services

- 3.18 The closest bus stop is situated approximately 70m north of the site on London Road/Victoria Road. Additional bus stops are present within the town centre, with additional stops also available on London Road to the west of the site. The bus stops in the locale predominantly comprise bus shelters with real time timetables, seating as well as traditional flagpoles with printed timetables.
- 3.19 The closest bus stop to the site is visually demonstrated in **Photograph 5**, whilst **Table 2** sets out the services available.



Photograph 5: Victoria Road Bus Stop (Stop E)

Bus Services	Bus Stop	Route	Frequency
8 (FirstBus)	Victoria Road (Stop E)	Clanfield – Horndean – Waterlooville – QA main entrance – Portsmouth International Port – The Hard	Every 20 minutes
39 (Stagecoach)	Victoria Road (Stop E)	Wecock Farm – Waterlooville – Crookhorn – ASDA Walmart – Havant Bus Station	Every 20 minutes
37 (Stagecoach)	Victoria Road (Stop E)	Petersfield – Clanfield – Horndean – Waterlooville – Crookhorn – Havant Bus Station	Every 40 minutes
7 (FirstBus)	Waterlooville Precinct (Stop A)	Wecock Farm – Waterlooville – Crookhorn – QA main entrance – North End Junction – City Centre	Every 20 Minutes
D1 (FirstBus)	Waterlooville Precinct (Stop C)	Waterlooville Precinct – Berewood – Denmead Green – Hambledon	Every Hour
D2 (FirstBus)	Waterlooville Precinct (Stop C)	Waterlooville Precinct – Berewood – Denmead Green	Every Hour

Table 2: Local Bus Routes

- 3.20 The frequency of services to destinations including Havant and Portsmouth, coupled with their journey times (25 minutes and 40 minutes respectively) provides the opportunity to encourage commuter journeys by bus. **Table 2** therefore demonstrates that the site is very well located in relation to a number of bus services, presenting an excellent opportunity to encourage bus travel to residents.

Rail Services

- 3.21 Bedhampton railway station is accessible via a 15-minute cycle. This station provides services to Littlehampton, Portsmouth and Southsea and London Waterloo. The location of the site in relation to the station presents an opportunity to encourage cycle-rail-cycle journeys.

Summary

- 3.22 The site is well located in relation to the existing facilities and amenities within Waterlooville, thus presenting an excellent opportunity to promote sustainable travel and create a sustainable development.

4. DEVELOPMENT PROPOSALS

Accommodation Schedule

- 4.1 The proposed development comprises 29no. flats across two blocks, with 8no. on site car parking spaces and 25no. cycle parking spaces. The proposed accommodation schedule is demonstrated in **Table 3**, with the site layout included in **Appendix A**.

No. of Bedrooms	No. Of Units
1 Bedroom	13
2 Bedrooms	16
Total	29

Table 3: Accommodation Schedule

Car Parking Provision

- 4.2 Car parking has been considered against the Havant Borough Council (HBC) Residential Car Parking standards (2016). Whilst the proposed development seeks outline permission (and subsequently car parking provision would be assessed fully through a Reserved Matters application), the required number of spaces has been provisionally assessed using the accommodation schedule provided within **Table 3**.
- 4.3 The vehicle parking standards are provided as maximum standards for Waterlooville Town Centre (for which the site falls within). The standards for both allocated and unallocated spaces are set out in **Table 4** below.

No. of Bedrooms	No. Of Units	Maximum Parking Provision (Allocated)	Parking Requirement (Allocated)	Maximum Parking Provision (Unallocated)	Parking Requirement (Unallocated)
1 Bedroom	13	1 space	13	0.6 spaces	8
2 Bedrooms	16	1 space	16	1 space	16
Visitor Parking	Additional 20% of unallocated parking				
Total	29	N/A	29	N/A	24

Table 4: Parking Standards and Requirements

- 4.4 **Table 4** demonstrates that the site would be required to provide between 24no. and 29no. spaces for unallocated and allocated parking respectively. Additional visitor parking would also be required.

- 4.5 The proposed development seeks to provide 8no. car parking spaces. Whilst this is short of the parking requirements, the standards are provided as maximum spaces. In addition, the site is very accessible with comprehensive bus services available 70m from the site which would be promoted as a primary mode of transport.
- 4.6 On-street parking would also not be achievable for residents, given that the area is subject to parking restrictions in the form of double yellow lines. Therefore, any overspill would not be at a detriment to the operation or safety of the local road network.
- 4.7 The site is also located adjacent to the Rockville Drive car park which provides 70no. spaces. The car park is a Pay and Display car park during the hours of 0800 – 1800 (Monday – Saturday) and therefore provides an opportunity for residents to park here overnight, should it be required. Similarly, visitor parking can be accommodated within this car park.
- 4.8 The location of the site also lends itself to the promotion of the Enterprise Rent a Car facility, which is located a 2-minute walk from the site. This provides a unique opportunity to utilise and promote this service as opposed to residents owning a vehicle.
- 4.9 It is therefore considered that the location of the site in relation to the existing facilities and amenities, on-street parking restrictions, high frequency bus services, availability of a nearby car park and Enterprise Car Club would be enough to ensure that 8no. parking spaces are suitable to serve the development site.
- 4.10 All parking spaces should measure a minimum 2.4m in width by 4.8m in length with a 6m aisle width provided where appropriate, in accordance with HBC guidance. Tracking of the proposed car parking spaces on site would be undertaken as part of a Reserved Matters application.

Electric Vehicle Charging

- 4.11 EV charging apparatus will be provided for all parking spaces on site. This will ensure that the development complies with Building Regulations Part S.

Cycle Parking Provision

- 4.12 The MfS (page 99) states that houses tend to have higher levels of bicycle ownership than flats, as well as explaining that convenient, safe and secure cycle parking in new developments promotes residents cycle use.
- 4.13 Consideration to HBC's cycle parking standards has been given to determine the likely number of cycle storage facilities required to serve the site. The cycle parking standards are set out in **Table 5** below.

No. of Bedrooms	No. Of Units	Cycle Parking Standard (Long Stay)	Cycle Parking Requirement (Long Stay)	Cycle Parking Requirement (Short Stay)
1 Bedroom	13	1 space per unit	13	20% of long stay standard
2 Bedrooms	16	2 spaces per unit	32	
Total	29	N/A	45	

Table 5: Cycle Parking Standards

- 4.14 **Table 5** demonstrates that the site would be required to provide 45no. long stay cycle parking spaces, with additional space for short stay parking.
- 4.15 The SPD states that all properties should be provided with long stay, secure and overnight cycle storage facilities, and communal bicycle storage should allow the frame and both wheels to be locked to the fixture. Demonstrated on the site layout in **Appendix A**, the proposed development will provide 25no. bicycle parking spaces in a safe and secure communal area, with an additional 2no. spaces provided per one bedroom flat within the entrance hallways. This therefore gives a total of 51no. cycle spaces within the site.
- 4.16 Sheffield cycle hoops are available on London Road, adjacent to the bus stop demonstrated in Photograph 5. These hoops provide cycle parking for 10no. cycles and are therefore suitable to accommodate visitor parking associated with the site.

Access Arrangements

- 4.17 The proposed development would be served via a continuation of the existing carriageway, as per the existing arrangements on site. Victoria Road in this area measures approximately 5.5m in width which is sufficient to accommodate two cars passing simultaneously.
- 4.18 It was observed whilst on site that there is a loading bay outside the site frontage, and therefore consideration has been given through an access tracking exercise that a vehicle can safely enter or exit the site should a vehicle be parked in this bay. This is included in **Appendix C**.
- 4.19 Visibility has not been assessed given that the site will be served via a continuation of the existing carriageway. Should a vehicle be parked in the loading bay, the straight alignment of the carriageway ensures that oncoming vehicles have sufficient visibility to enable vehicles to pass safely.

Refuse and Servicing

- 4.20 It is envisaged that refuse collection will be via the Victoria Road carriageway, as per the existing arrangement on site. A bin store will be located in a suitable location to ensure the site conforms to MfS design guidance. This will be confirmed through the RM application.
- 4.21 A fire tender would also be able to get within 45m of all properties, in accordance with building regulations. Again, this will be confirmed through the RM application.

5. TRAFFIC IMPACT ASSESSMENT

- 5.1 This section of the report assesses the likely vehicular impact of the proposed development on the operation of the local road network.

Existing Site Uses

- 5.2 The site is currently a mixed-use development comprising a car dealership garage, a car wash service, a car tyres mechanical garage and a car repairs garage. There are also two properties that would be demolished as a result of the proposed development.
- 5.3 For the purposes of this assessment, it has been considered that the dealership garage equates to half the total floor area available on site (total area being circa 400sqm), and the remaining uses (aside from the houses) equating to the other half (200sqm).
- 5.4 To determine the likely trip generation associated with the existing site uses, consideration has been given to the national TRICS database, as well as observations whilst on site.

Car Show Room Dealership Garage

- 5.5 The western side of the existing site is currently served as a car dealership garage. The courtyard to the front of the building has space for approximately 24 cars at any one time. For this assessment consideration has been given to the dealership occupying 200sqm of floorspace.
- 5.6 The TRICS database has been consulted to determine the likely vehicle trip generation associated with this element of the site. The following parameters have been applied:
- TRICS (v.7.9.3)
 - Car Show Rooms
 - Sites in England and Wales (Excluding Greater London)
 - Weekday Surveys only
 - Edge of Town Centre Locations only
 - Sites with No Travel Plans
- 5.7 The resultant trip generation is set out within **Table 6**, with the full outputs included in **Appendix D**.

	AM Peak Period (0800-0900)		PM Peak Period (1700-18000)		Total (12 Hour)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate per 100sqm	0.675	0.096	0.096	0.386	8.780
Trip Generation (200sqm)	1	0	0	1	18

Table 6: Car Show Room Trips Generation

- 5.8 **Table 6** demonstrates that the car show room on the existing site is anticipated to generate 1 vehicle movement in each of the AM and PM peak periods and 18 vehicle movements across a 12-hour day.

Car Wash Service

- 5.9 The existing site currently benefits from a small hand car wash service. This was observed to occupy about a quarter of the existing site. The courtyard to the front of the car wash is provided with parking space for circa 10 vehicles.
- 5.10 Given the location and nature of the unit, a TRICS assessment has not been considered suitable given the limited comparable sites on the national database, but rather consideration to the parking provision has been made.
- 5.11 For robustness, it is not considered that any vehicle would be utilising the car wash during the AM or PM peak periods, however, it is possible that this is the case. In this event, the AM and PM peak generation is considered to be 0, with a 12-hour flow set at 20 vehicle movements.
- 5.12 It should be noted that this is considered to be an under-representation of the existing traffic movements associated with this part of the site, as it is highly likely (and observed whilst on site) that there are more than 10 customers per day.

Car Garage/Repairs Centre

- 5.13 Adjacent to the car wash service, there is a car tyre garage/repair centre. The courtyard space adjacent to the centre has enough parking to accommodate circa 6 cars at one time. Similarly, to the car wash, given the location and nature of the unit, a TRICS assessment has not been considered suitable given the limited comparable sites on the national database, but rather consideration to the parking provision has been made.

- 5.14 For robustness, it is not considered that any vehicle would be utilising the garage during the AM or PM peak periods. It is more likely that AM and PM movements would occur with this element of the site than the car wash, for those leaving/collecting the vehicle before or after work (which would be during the peak periods).
- 5.15 However, in a similar approach taken to the car wash facility, for robustness the AM and PM peak generation is considered to be 0, with a 12-hour flow set at 12 vehicle movements. Again, it was observed whilst on site that it is likely that more than 6 customers utilise the site each day and so this assessment is providing an under-representation of the existing traffic movements.

Residential Properties

- 5.16 The site also comprises two residential properties that would be demolished as a result of the proposed development. To calculate the likely vehicle trips associated with this element of the site, the following TRICS parameters have been set out below:
- TRICS (v.7.9.3)
 - 'Residential' – 'Houses Privately Owned' Use Class
 - Sites in England and Wales – Excluding Greater London
 - 16 – 180 dwellings
 - Weekday surveys only
 - Edge of Town Centre Locations
 - Sites with No Travel Plan

- 5.17 The resultant trip generation is set out within **Table 7**, with the full outputs included in **Appendix E**.

	AM Peak Period (0800-0900)		PM Peak Period (1700-18000)		Total (12 Hour)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate per dwelling	0.147	0.294	0.233	0.184	3.518
Trip Generation (2 Dwellings)	0	1	0	0	7

Table 7: Existing Residential Trip Generation

- 5.18 **Table 7** demonstrates that the existing properties are anticipated to generate 1 vehicle movement in the AM peak period and 0 vehicle movements in the PM peak period, with 7 anticipated across a 12-hour period.
- 5.19 The total trip generation anticipated to be associated with the existing site uses is demonstrated in **Table 8**.

	AM Peak	PM Peak	Total (12 Hour)
Car Dealership	1	1	18
Car Wash Service	0	0	20
Car Garage/Repairs Centre	0	0	12
Houses	1	0	7
Total	2	1	57

Table 8: Existing Site Trip Generation

Proposed Site

5.20 To calculate the number of trips likely to be associated with the proposed development, a TRICS assessment has been undertaken. The parameters used for the TRICS assessment are summarised below.

- TRICS (v.7.9.3)
- 'Residential' – 'Flats Privately Owned' Use Class
- Sites in England and Wales (Excluding Greater London)
- 24 - 85 Units
- Weekday Surveys only
- Edge of Town Centre Locations only
- Sites with No Travel Plans

5.21 The results of the TRICS assessment are demonstrated in **Table 9**, with the full outputs in **Appendix F**.

	AM Peak Period (0800-0900)		PM Peak Period (1700-1800)		Total (12 Hour)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate per Unit	0.068	0.237	0.178	0.102	2.723
Trip Rate per 29 Units	2	7	5	3	79

Table 9: Flats Trip Generation

5.22 **Table 9** demonstrates that for a 29no. flatted development, it is anticipated that it would generate 9 vehicle trips in the AM peak period, 8 vehicle trips in the PM peak period and 79 vehicle trips across a 12-hour period.

Net Impact Assessment

5.23 A net impact assessment has been undertaken to determine the likely impact of the proposed development in comparison to the existing site uses. The net impact assessment is provided in **Table 10**.

	AM Peak	PM Peak	Total (12 Hour)
Existing Site	2	1	57
Proposed Site	9	8	79
Net Impact	+7	+7	+22

Table 10: Net Impact Assessment

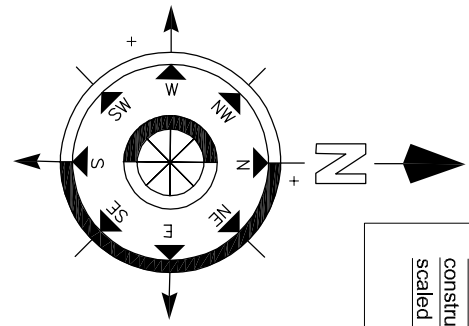
- 5.24 **Table 10** demonstrates that the proposed development would result in 7 additional vehicle movements in each the AM and PM peak periods. The proposed site could generate an additional 22 vehicle movements across a 12-hour period. When considered over a 12-hour period, this equates to circa 2 vehicle movements an hour, i.e., one every 30-minutes. The local road network is considered sufficient to accommodate this minimal increase in vehicle traffic.
- 5.25 It should also be noted that the quantum of existing site trips is anticipated to be significantly higher than that set out within this chapter, particularly during the peak periods, but for robustness, the results presented provide an under-representation.
- 5.26 Even if HCC do not accept the existing site assessment (and were to consider the existing to be greenfield as a worst-case for example), the results presented in this section indicate that the proposed development would be anticipated to generate 9 AM and 8 PM traffic movements, which equates to one movement every 6 or 7 minutes onto the local road network, which is negligible.

6. SUMMARY AND CONCLUSION

- 6.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of a private client to support an outline planning application for a residential development comprising 29no. dwellings at Victoria Road, WaterlooVille.
- 6.2 The site is well located in relation to the existing facilities and amenities within WaterlooVille Town Centre, thus presenting an excellent opportunity to promote sustainable travel and create a sustainable development.
- 6.3 The proposed development comprises of no.29 privately owned residential flats. Car parking has been considered against HBC's maximum standards, with the suitability of such parking considered against the local opportunities and constraints. Cycle parking will be provided in accordance with HBC's standards, with a dedicated cycle store located on the western side of the building, and space within individual flats. Car and cycle parking will be further detailed in the supporting RM application.
- 6.4 Access to the site will be via a continuation of the existing carriageway. It has been demonstrated that there is sufficient space to enable two cars to pass simultaneously, or if a vehicle is in the loading bay, another vehicle can pass. The straight alignment of the carriageway in this location doesn't make visibility a constraint to development.
- 6.5 The existing site has been considered to be generating 2 vehicle movements in the AM peak period, 1 vehicle movements in the PM peak period and 57 vehicle movements across a 12-hour period, which has been argued to be an under-representation of the existing traffic movements. The proposed site is anticipated to generate 9 vehicle trips in the AM peak period, 8 vehicle trips in the PM peak period and 79 vehicle trips across a 12-hour period. A net impact assessment has been undertaken which demonstrates an additional 7 vehicle trips in the AM and PM peak periods and an additional 22 vehicle movements over a 12-hour period. Even if the site was considered to be placing all new traffic movements onto the local road network, this would be 9 AM and 8 PM movements which is negligible.
- 6.6 This Transport Statement has demonstrated that the proposed development would have a negligible impact on the operation of the local road network. We would therefore encourage HCC to look favourably on this development in relation to highways.

Appendix A

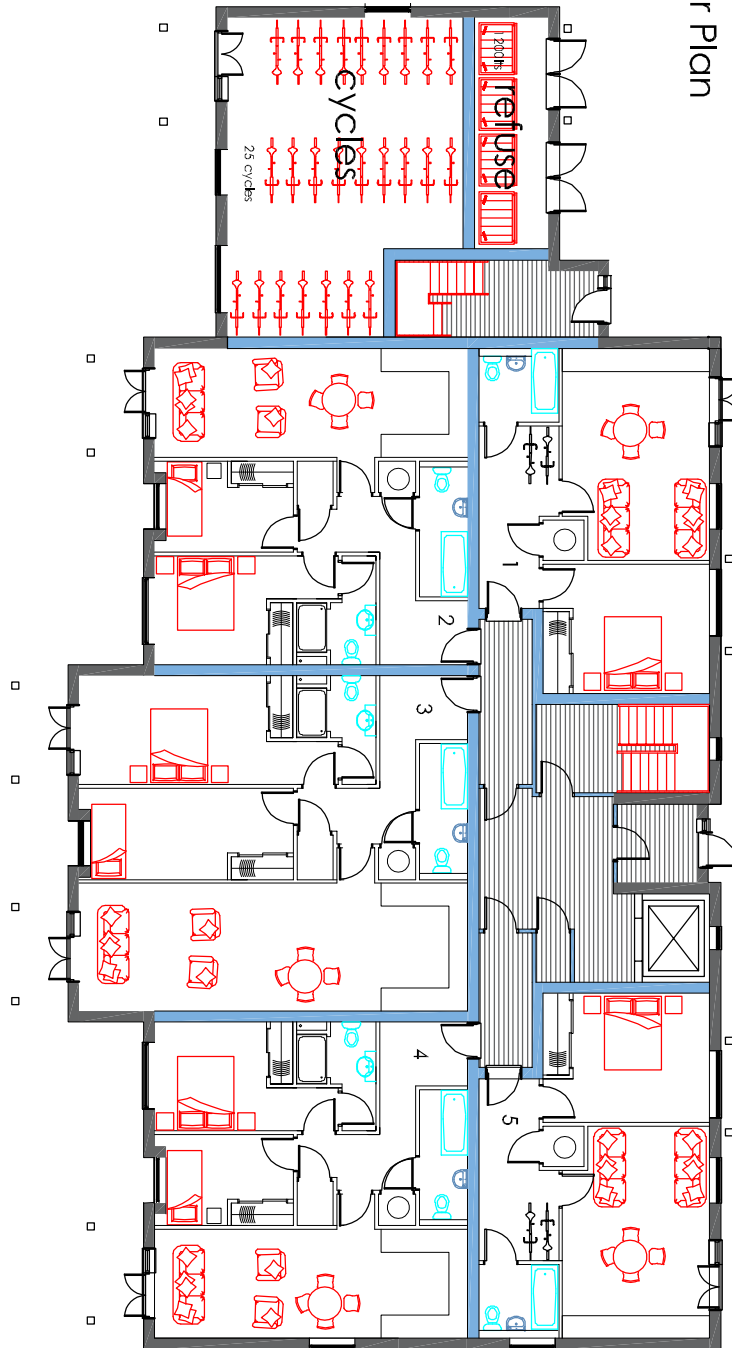
All dimensions to be checked on site prior to commencement of any construction works. Plotted dimensions are to be used in preference to scaled dimensions.



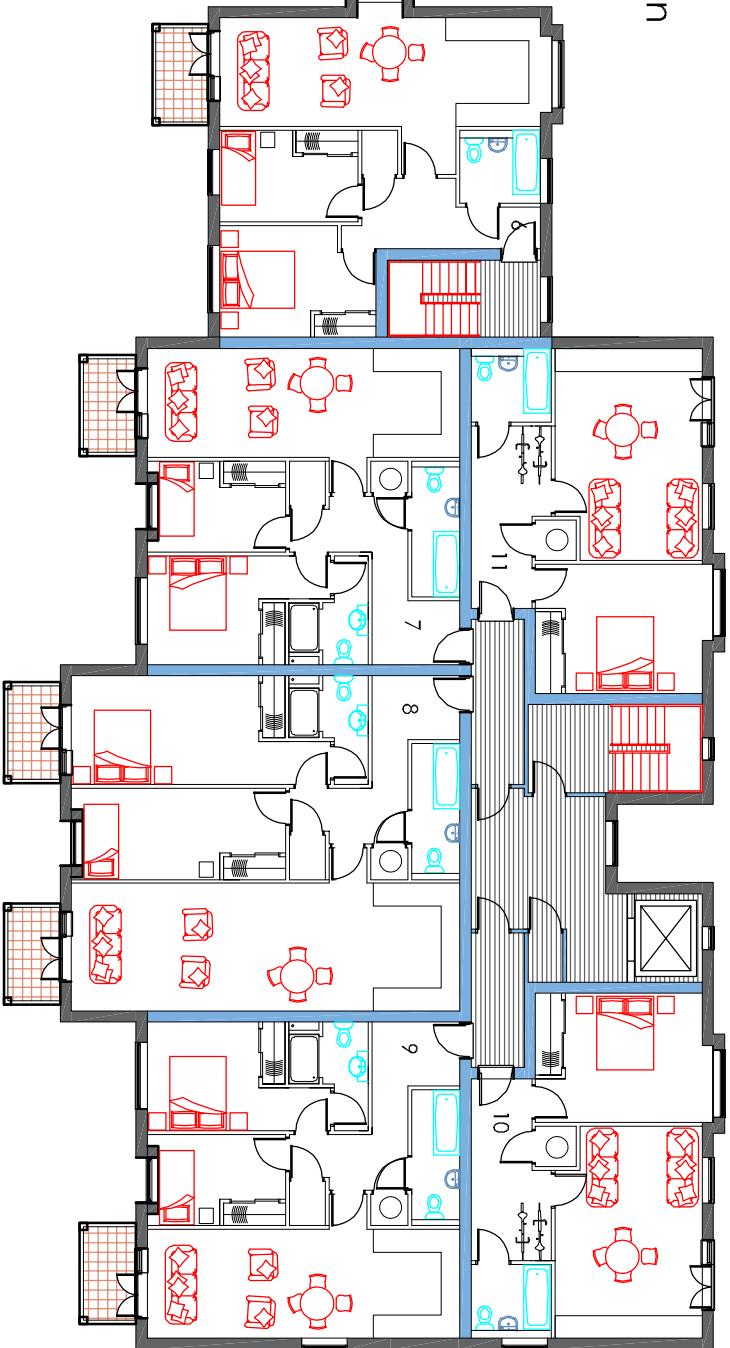
- Block A
 - 9 x 1 Bedroom
 - 16 x 2 Bedrooms
- Block B
 - 4 x 1 Bedrooms
- 8 Parking Spaces
- 51 Cycle Spaces



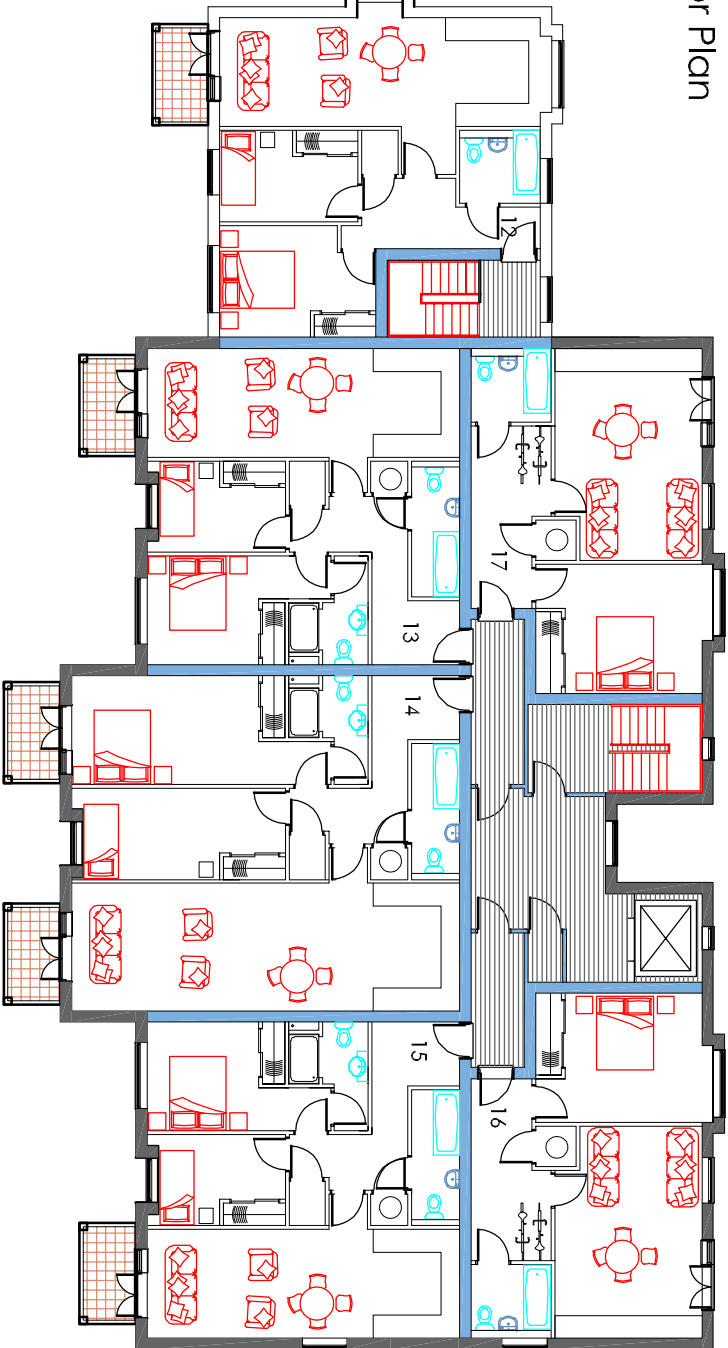
Ground Floor Plan



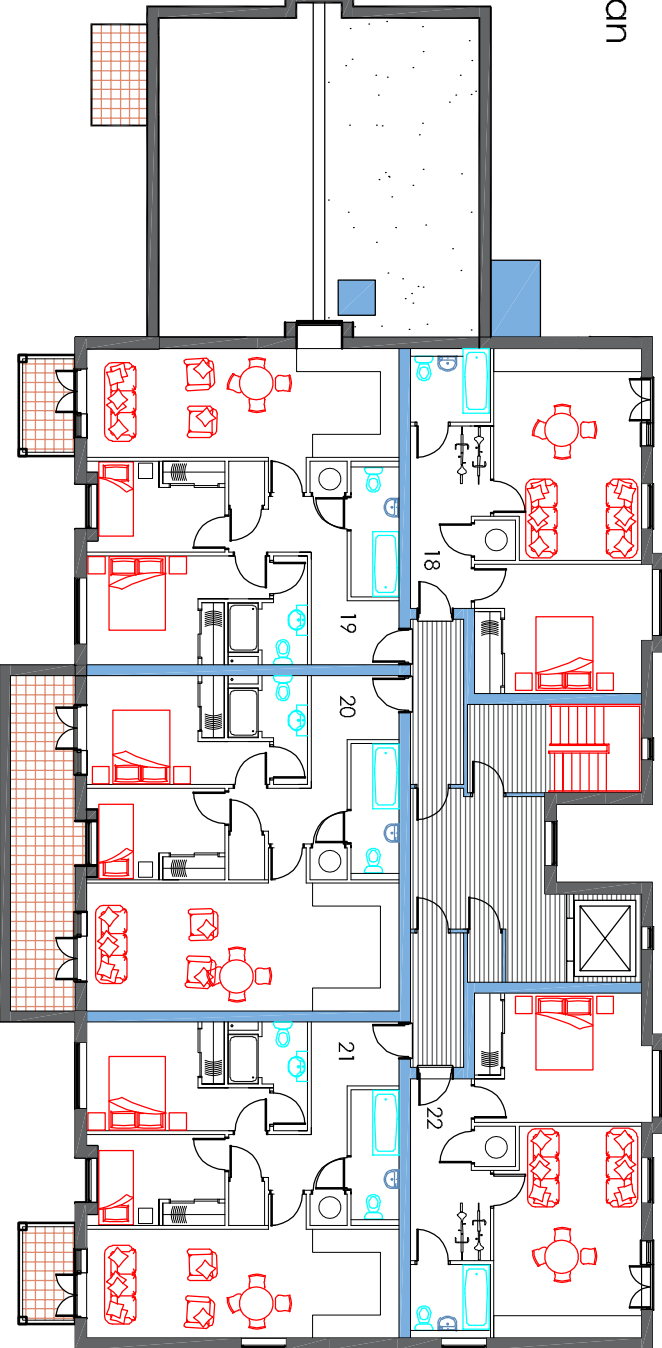
First Floor Plan



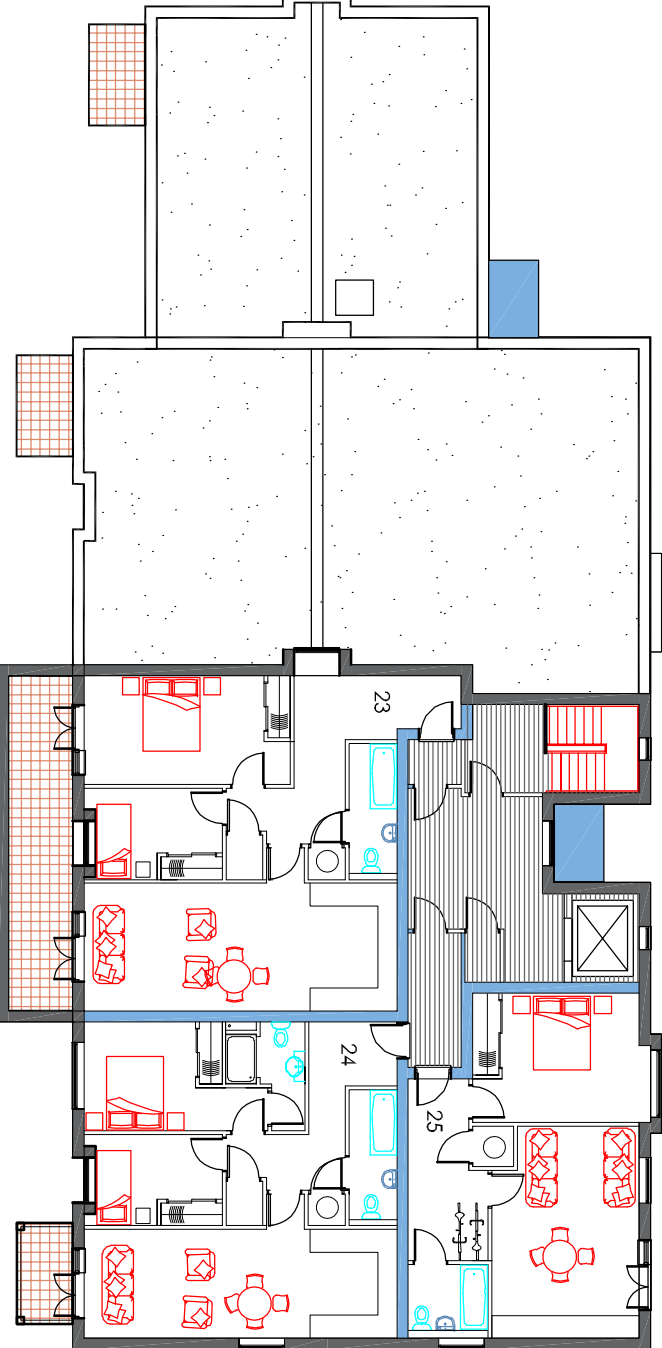
Second Floor Plan



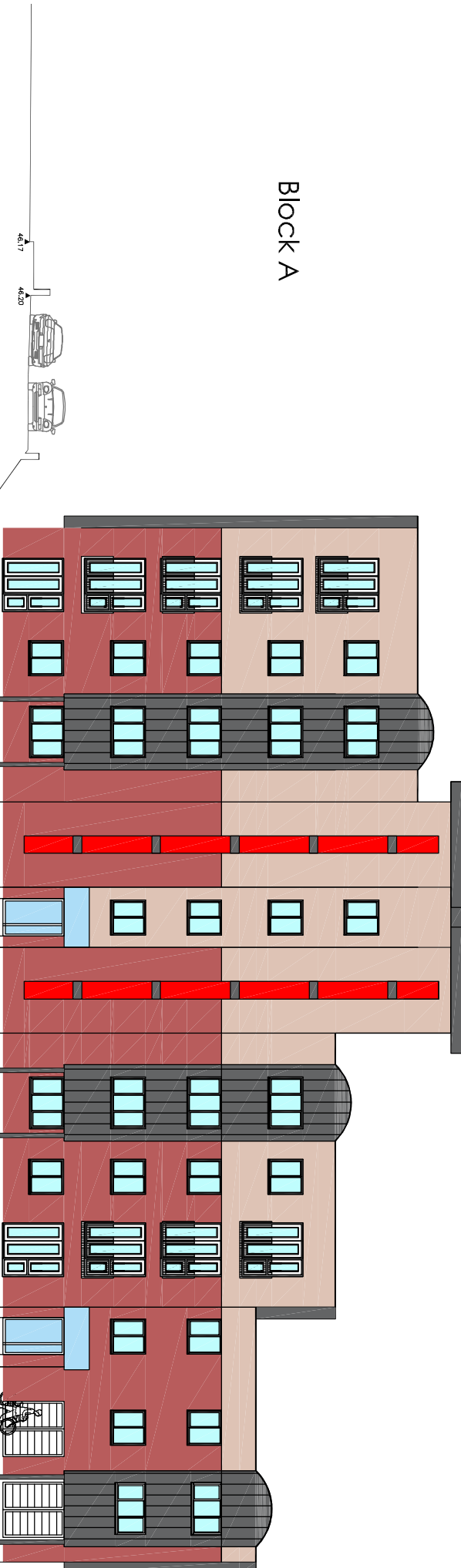
Third Floor Plan



Fourth Floor Plan

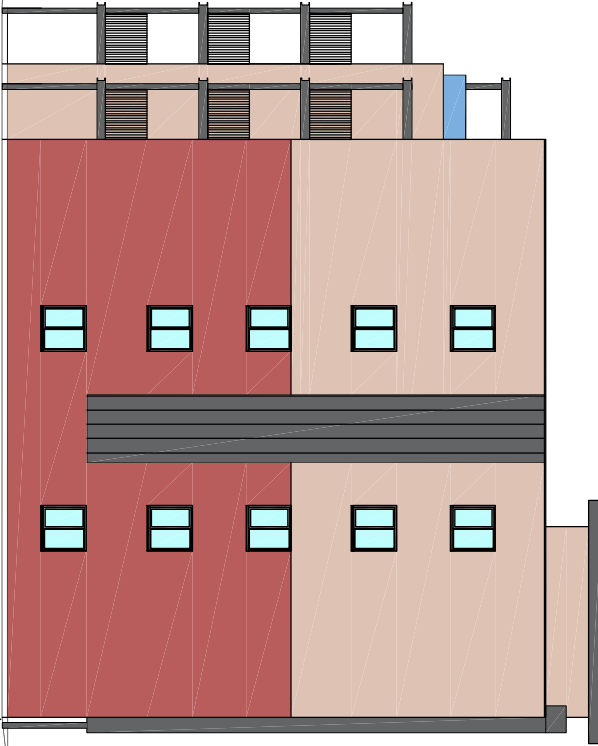


Block A



SECTION A-A

Block A



SECTION B-B

DATUM = 40.000m

Roof Plan



Chris Flint Associates Ltd

CHARTERED SURVEYORS - PROJECT MANAGERS

DEVELOPMENT CONSULTANTS

Drawn By

CF

01/08/22

A1

Approved By

Sheet Size

A1

Approved By

Drawn By

CFA

FULL

01

Revised

1-100

PLANNING

2 Emerald Close Waterlooville, Hants PO7 6NZ

tel: 023 92 43244 fax: 023 92 33854

Email: chrisflint@chrisflint.co.uk

Appendix B

Accidents between dates 01/04/2017 and 31/03/2022 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
ROCKVILLE DRIVE WATERLOOVILLE
BACS/SR1122/142")

Selected Polygon:AW ROCKVILLE DRIVE WATERLOOVILLE BACS/SR

44180179759 15/05/2018 Time 1437 Vehicles 2 Casualties 1 Slight
E:468005 N: 109118 First Road: A 3 Road Type Single carriageway
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: Failed to look properly	Vehicle 1	Possible
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH1 (CAR) TRAVELLING NW OUT OF SHELL GARAGE FORECOURT AND ONTO A3 LONDON ROAD
COLLIDES WITH VEH2 (P/CYCLE) TRAVELLING NE ALONG THE PAVEMENT OF A3 LONDON ROAD.
Occurred on A3 LONDON ROAD, AT JUNCTION WITH FOREST END, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Car Turning left
Vehicle movement from SE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Male
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SW to NE 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 Offside 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 Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 22 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/04/2017 and 31/03/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
ROCKVILLE DRIVE WATERLOOVILLE
BACS/SR1122/142")

Notes:

44190280525 08/08/2019 Time 1700 Vehicles 2 Casualties 1 Slight
E:468005 N: 109196 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Pelican, puffin, toucan etc. 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	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH2 (P/CYCLE) TRAVELLING NE CROSSES A3 MAUREPAS WAY ON THE PEDESTRIAN CROSSING WHILE THE LIGHT WAS ON AMBER. VEH1 (CAR) TRAVELLING NW ALONG A3 MAUREPAS WAY CONTRAVENED AMBER LIGHT AND COLLIDED WITH VEH2.

Occurred on A3 MAUREPAS WAY, 27 METERS N OF FOREST END ROUNDABOUT, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW 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 Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SW to NE 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 Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 33 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/04/2017 and 31/03/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW ROCKVILLE DRIVE WATERLOOVILLE BACS/SR1122/142")

Notes:

44200016829 14/01/2020 Time 1751 Vehicles 2 Casualties 1 Slight
E:468031 N: 109159 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Wet/Damp
Darkness: street lights present and lit Raining with 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	Very Likely	
2nd: Rain, sleet, snow, or fog	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S ALONG A3 MAUREPAS WAY HAS ENTERED RBT AND FAILED TO NOTICE VEH 2 (P/CYCLE) TRAVELLING SW ON ROUNDABOUT AND COLLIDED WITH THEIR REAR.

Occurred on A3 MAUREPAS WAY AT THE RBT JUNCTION WITH LONDON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from N to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Turning left
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 58 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/04/2017 and 31/03/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
ROCKVILLE DRIVE WATERLOOVILLE
BACS/SR1122/142")

Notes:

44210443464 03/11/2021 Time 2119 Vehicles 2 Casualties 1 Serious
E:468001 N: 109216 First Road: A 3 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit 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: Disobeyed pedestrian crossing facility	Vehicle 001	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) TRAVELLING SW ALONG THE PEDESTRIAN CROSSING, IN CONTRAVENTION TO THE PEDESTRIAN SIGNAL, AND INTO THE PATH OF V2 (CAR) TRAVELLING SE ALONG A3 MAUREPAS WAY
Occurred on A3 MAUREPAS WAY 46.5 METERS NW OF JUNCTION WITH FOREST END ROUNDABOUT, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from NE to SW 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 Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Not applicable
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 41 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE 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 Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/04/2017 and 31/03/2022 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
ROCKVILLE DRIVE WATERLOOVILLE
BACS/SR1122/142")

44220026343 18/01/2022 Time 1645 Vehicles 1 Casualties 1 Slight
E:468008 N: 109118 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH 1 (CAR) TRAVELLING NW EXITS FILLING STATION AND COLLIDES WITH CAS 2 (PEDESTRIAN)
TRAVELLING NE ALONG THE PAVEMENT OF LONDON ROAD A3
Occurred on FILLING STATION 222 LONDON ROAD WATERLOOVILLE

Vehicle Reference 1 Car Starting
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 61 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 11 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr elsewhere NE bound
Driver's nearside

Accidents between dates **01/04/2017 and 31/03/2022** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW ROCKVILLE DRIVE WATERLOOVILLE BACS/SR1122/142")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	1	3	4
Horses & other	0	0	0	0
Total	0	1	4	5

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	0	0
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	1	3	4
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	0	1	4	5

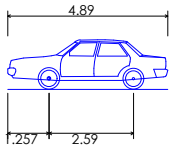
Appendix C



GENERAL NOTES

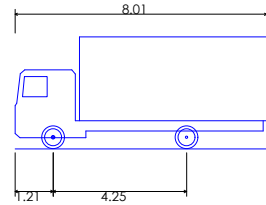
- 1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
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- 6. VEHICLE TRACKING HAS BEEN UNDERTAKEN WITH A 5MPH DESIGN SPEED.

CAR 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

DELIVERY VEHICLE PROFILE



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m



Project Name VICTORIA ROAD WATERLOOVILLE	Title ACCESS TRACKING	 Paul Basham Associates Ltd The Botly, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client PRIVATE CLIENT	Checked By JM	Checked Date 23.11.22	Scale 1:200 (AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By SB	Drawn Date 23.11.22	Client Drawing No. -	PBA Drawing No. 020.0802.001	Revision -

Appendix D

Calculation Reference: AUDIT-247601-221114-1137

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
 Category : A - CAR SHOW ROOMS
TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	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: 45 to 2028 (units: sqm)
 Range Selected by User: 45 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 28/06/19

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

Selected survey days:

Wednesday 2 days

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

Selected survey types:

Manual count	2 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 2

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
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

Sui Generis 2 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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:

125,001 to 250,000 1 days

250,001 to 500,000 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

0.5 or Less 1 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 2 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 2 days

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

LIST OF SITES relevant to selection parameters

1	LN-14-A-02	CAR SHOWROOM	LINCOLNSHIRE
	GT NORTHERN TERRACE		
	LINCOLN		
	Edge of Town Centre		
	Industrial Zone		
	Total Gross floor area:	45 sqm	
	Survey date: WEDNESDAY	04/10/17	Survey Type: MANUAL
2	WM-14-A-05	EVANS HALSHAW	WEST MIDLANDS
	HAGLEY ROAD		
	STOURBRIDGE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2028 sqm	
	Survey date: WEDNESDAY	29/11/17	Survey Type: MANUAL

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

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1037	0.000	2	1037	0.000	2	1037	0.000
08:00 - 09:00	2	1037	0.675	2	1037	0.096	2	1037	0.771
09:00 - 10:00	2	1037	0.338	2	1037	0.434	2	1037	0.772
10:00 - 11:00	2	1037	0.482	2	1037	0.434	2	1037	0.916
11:00 - 12:00	2	1037	0.531	2	1037	0.820	2	1037	1.351
12:00 - 13:00	2	1037	0.724	2	1037	0.772	2	1037	1.496
13:00 - 14:00	2	1037	0.338	2	1037	0.145	2	1037	0.483
14:00 - 15:00	2	1037	0.482	2	1037	0.289	2	1037	0.771
15:00 - 16:00	2	1037	0.241	2	1037	0.096	2	1037	0.337
16:00 - 17:00	2	1037	0.482	2	1037	0.772	2	1037	1.254
17:00 - 18:00	2	1037	0.096	2	1037	0.386	2	1037	0.482
18:00 - 19:00	2	1037	0.000	2	1037	0.048	2	1037	0.048
19:00 - 20:00	1	2028	0.000	1	2028	0.099	1	2028	0.099
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.389			4.391			8.780

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:	45 - 2028 (units: sqm)
Survey date range:	01/01/14 - 28/06/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix E

Calculation Reference: AUDIT-247601-221114-1105

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	PS POWYS	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: 16 to 180 (units:)
 Range Selected by User: 6 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 30/06/22

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	3 days
Tuesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	7 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	7
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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	6
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village,

Secondary Filtering selection:

Use Class:

C3 7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

5,001 to 25,000	4 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	3 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 7 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 7 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-A-05 MACADAM WAY PENRITH	DETACHED / TERRACED HOUSING	CUMBRIA
	Edge of Town Centre Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 21/06/16		Survey Type: MANUAL
2	LN-03-A-04 EGERTON ROAD LINCOLN	DETACHED & SEMI-DETACHED	LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings: 30 Survey date: MONDAY 29/06/15		Survey Type: MANUAL
3	NE-03-A-03 STATION ROAD SCUNTHORPE	PRIVATE HOUSES	NORTH EAST LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings: 180 Survey date: TUESDAY 20/05/14		Survey Type: MANUAL
4	NY-03-A-12 RACECOURSE LANE NORTHALLERTON	TOWN HOUSES	NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings: 47 Survey date: TUESDAY 27/09/16		Survey Type: MANUAL
5	PS-03-A-01 BRYN GLAS WELSHPOOL	MIXED HOUSES	POWYS
	Edge of Town Centre Residential Zone Total No of Dwellings: 16 Survey date: MONDAY 11/05/15		Survey Type: MANUAL
6	ST-03-A-06 STANFORD ROAD WOLVERHAMPTON BLAKENHALL	SEMI-DET. & TERRACED	STAFFORDSHIRE
	Edge of Town Centre No Sub Category Total No of Dwellings: 17 Survey date: FRIDAY 09/05/14		Survey Type: MANUAL
7	WM-03-A-05 COUNDON ROAD COVENTRY	TERRACED & DETACHED	WEST MIDLANDS
	Edge of Town Centre Residential Zone Total No of Dwellings: 89 Survey date: MONDAY 21/11/16		Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	61	0.051	7	61	0.186	7	61	0.237
08:00 - 09:00	7	61	0.147	7	61	0.294	7	61	0.441
09:00 - 10:00	7	61	0.142	7	61	0.103	7	61	0.245
10:00 - 11:00	7	61	0.100	7	61	0.110	7	61	0.210
11:00 - 12:00	7	61	0.114	7	61	0.112	7	61	0.226
12:00 - 13:00	7	61	0.119	7	61	0.138	7	61	0.257
13:00 - 14:00	7	61	0.124	7	61	0.128	7	61	0.252
14:00 - 15:00	7	61	0.107	7	61	0.147	7	61	0.254
15:00 - 16:00	7	61	0.182	7	61	0.152	7	61	0.334
16:00 - 17:00	7	61	0.210	7	61	0.131	7	61	0.341
17:00 - 18:00	7	61	0.233	7	61	0.184	7	61	0.417
18:00 - 19:00	7	61	0.152	7	61	0.152	7	61	0.304
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.681			1.837			3.518

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:	16 - 180 (units:)
Survey date range:	01/01/14 - 30/06/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Appendix F

Calculation Reference: AUDIT-247601-221114-1141

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
10	WALES	
	CO CONWY	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: 24 to 85 (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: 01/01/14 to 15/10/21

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

Selected survey days:

Monday	3 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	8 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	8
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Residential Zone	4

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

Secondary Filtering selection:

Use Class:

C3 8 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

50,001 to 75,000	4 days
125,001 to 250,000	3 days
250,001 to 500,000	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	3 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

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

Travel Plan:

No 8 days

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

PTAL Rating:

No PTAL Present 8 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	CO-03-C-01 MOSTYN BROADWAY LLANDUDNO	BLOCKS OF FLATS	CONWY
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	37	
	Survey date: MONDAY	26/03/18	Survey Type: MANUAL
2	CT-03-C-02 STANBRIDGE ROAD LEIGHTON BUZZARD	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	DV-03-C-01 BONHAY ROAD EXETER	BLOCK OF FLATS	DEVON
	Edge of Town Centre Residential Zone Total No of Dwellings:	27	
	Survey date: MONDAY	10/07/17	Survey Type: MANUAL
4	MS-03-C-04 HOY DRIVE NEWTON-LE-WILLOWS EARLESTOWN	BLOCK OF FLATS	MERSEYSIDE
	Edge of Town Centre Residential Zone Total No of Dwellings:	24	
	Survey date: MONDAY	12/04/21	Survey Type: MANUAL
5	NF-03-C-01 PAGE STAIR LANE KING'S LYNN	BLOCKS OF FLATS	NORFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	51	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
6	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS	SUFFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	85	
	Survey date: THURSDAY	18/12/14	Survey Type: MANUAL
7	SF-03-C-05 FORE STREET IPSWICH IPSWICH WATERFRONT	BLOCKS OF FLATS	SUFFOLK
	Edge of Town Centre Development Zone Total No of Dwellings:	69	
	Survey date: WEDNESDAY	23/06/21	Survey Type: MANUAL
8	WM-03-C-04 GILLQUART WAY COVENTRY PARKSIDE	BLOCKS OF FLATS	WEST MIDLANDS
	Edge of Town Centre Residential Zone Total No of Dwellings:	55	
	Survey date: FRIDAY	11/11/16	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	8	51	0.049	8	51	0.161	8	51	0.210
08:00 - 09:00	8	51	0.068	8	51	0.237	8	51	0.305
09:00 - 10:00	8	51	0.078	8	51	0.088	8	51	0.166
10:00 - 11:00	8	51	0.093	8	51	0.112	8	51	0.205
11:00 - 12:00	8	51	0.115	8	51	0.095	8	51	0.210
12:00 - 13:00	8	51	0.120	8	51	0.093	8	51	0.213
13:00 - 14:00	8	51	0.076	8	51	0.100	8	51	0.176
14:00 - 15:00	8	51	0.068	8	51	0.098	8	51	0.166
15:00 - 16:00	8	51	0.115	8	51	0.085	8	51	0.200
16:00 - 17:00	8	51	0.154	8	51	0.085	8	51	0.239
17:00 - 18:00	8	51	0.178	8	51	0.102	8	51	0.280
18:00 - 19:00	8	51	0.224	8	51	0.129	8	51	0.353
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.338			1.385			2.723

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: 24 - 85 (units:)
 Survey date range: 01/01/14 - 15/10/21
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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