



Warblington Road
Emsworth

TRANSPORT STATEMENT

On behalf of
Mr Charles Glanville

ITR/MT/5042/TS.4
April 2020

Experience and expertise working together



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1.0 INTRODUCTION

- 1.1 Bellamy Roberts LLP has been instructed by Mr. C. Glanville to prepare a Transport Statement to accompany a planning application for the redevelopment of 46 Warblington Road, Emsworth, to provide 9 residential units. The site is located on land to the south of Warblington Road, and currently comprises a single residential unit (number 46). The existing dwelling, known as Fowley Cottage, will be retained.
- 1.2 Access to the site will be achieved from Warblington Road and Curlew Close. The scheme will utilise Curlew Close to serve 7 of the proposed units, the existing vehicular access currently serving Fowley Cottage will be relocated to serve the existing unit and one proposed unit and a new access is proposed towards the eastern boundary of the site to serve one proposed unit.
- 1.3 This Transport Statement has been prepared to assess the impact of the proposed scheme on the highway network and in this regard will consider traffic generation, vehicular/pedestrian access, car and cycle parking, sustainability and servicing.
- 1.4 A planning application for 7 residential units on this site was submitted in June 2019 (APP/19/00623). The Highway Authority were consulted and raised no objection to the proposal.

2.0 SITE LOCATION AND LOCAL HIGHWAY NETWORK

- 2.1 The application site is located on land to the south of Warblington Road, approximately 500m south-west of its junction with the A259 Havant Road. For clarity, the location of the site is shown on the plan at **Appendix 1**.
- 2.2 The site currently comprises a single large residential unit, and is served directly from Warblington Road via a vehicle crossover access which serves the existing property only. Along its northern boundary the site has a 56m frontage onto Warblington Road.

- 2.3 Curlew Close borders the western boundary of the application site and provides access to three residential properties, and these do not form part of this application. Curlew Close is approximately 3.8m wide for the majority of its length, albeit a passing area is located close to its junction with Warblington Road, thus enabling an entering car to wait clear of the public highway.
- 2.4 Pedestrian ingress/egress to the existing dwelling is currently achieved via the site access from Warblington Road. Footways are present on both sides of Warblington Road in the vicinity of the site, and a system of street lighting is also present.
- 2.5 Warblington Road is approximately 5m wide in the vicinity of the site, and is subject to a posted speed limit of 30mph. Warblington Road runs on a south-west/north-east alignment and provides access to the A259 Havant Road to the north-east. To the south-west, Warblington Road is a 'no through road' and as such there are few traffic movements to/from this direction.
- 2.6 There are no on-street parking restrictions along Warblington Road, and cars have been observed parking on both sides of the road.

Review of Recent Traffic Collision Data

- 2.7 Personal Injury Accident (PIA) data has been obtained from the 'CrashMap' website (www.crashmap.co.uk) for the most recent 3 year period (2017-2019). A review of this data demonstrates that there have been no recorded accidents in the vicinity of the site access. See the plan attached at **Appendix 2**.
- 2.8 To the north-east of the site, two accidents were recorded at the Havant Road and Warblington Road/Bridge Road/Bath Road and Bridgefoot Path junctions. A plan showing the location of each recorded accident, and further details, is provided at Appendix 2. One involved a car and a van (2017) and the other involved a car and a motorcycle (2018). All were categorised as serious. One of the recorded accidents involved a vehicle turning left and the other was a rear end shunt.
- 2.9 There is no evidence within the CrashMap data to suggest the recorded accidents were the result of deficiencies within the local highway network. Given the number of vehicle movements along Havant Road, collisions are inevitable however it is



clear from the CrashMap assessment that that no existing accident or safety problem exists within the local highway network at this location.

3.0 ACCESSIBILITY

- 3.1 This section of the Transport Statement examines the sustainable transport connections at the site, and assesses the potential of such links to reduce the level of car borne traffic.

Walking and Cycling

- 3.1 It is recognised that walking is the most important mode at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The site is within a 1.2km radius of Emsworth centre and therefore ideally located to walk, giving residents and visitors the realistic option of using this alternative mode of transport.
- 3.2 The majority of trips (80%) are undertaken on foot for journeys under one mile (1.6km). The data below also shows that 15% of journeys between 1 and 5 miles (1.6 to 8km) will be on foot.

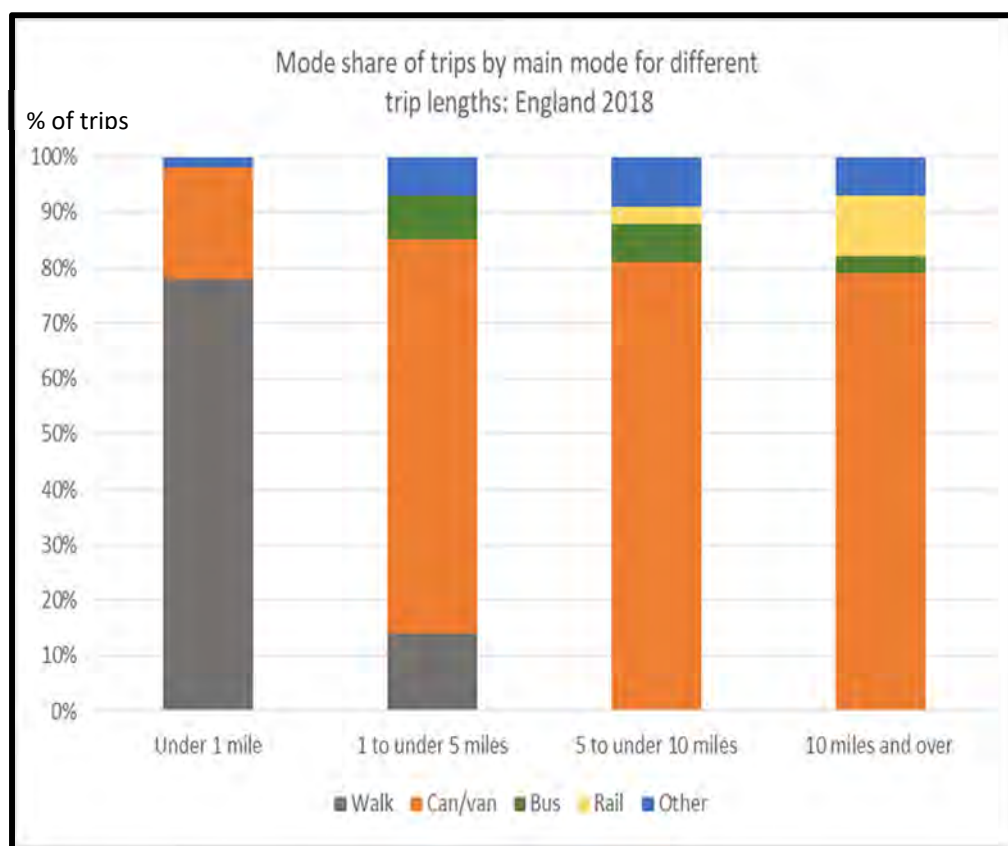


Figure1 1: Source: National Travel Survey, England 2018

3.3

The 1.6km distance (1 mile) is referenced in the published Chartered Institute of Highways and Transportation (CIHT) guidance “Planning for Walking” 2015, which states:

“Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive”.

- 3.4 As such, providing new homes on the application site, within 1.6km (1 mile) of the facilities available within Emsworth would provide a realistic opportunity for trips to be made on foot. The site lies within 1.2km from the Centre of Emsworth.
- 3.5 The distance of one mile (1.6km) is not the maximum that people are prepared to walk, not that development must be located within one mile of everything. It is evidence from the National Travel Survey (NTS) data that approximately 15% of journeys between 1 to 5 miles (1.6km to 8km) are undertaken on foot.
- 3.6 Pedestrian and cycle isochrone plans have been prepared and these demonstrate the multitude of facilities within walking and cycling distance of the site. Both plans are attached at **Appendix 3**.

Public Transport

Bus Services

- 3.7 The nearest bus stops are located on the A259 Havant Road, at its junction with Warblington Road, approximately 500m north-east of the site.
- 3.8 Bus stops are located on both sides of the road and comprise a layby and bus shelter at both locations.
- 3.9 A summary of the available services has been provided in Table 1. All local timetables and route maps are available from Traveline SE (www.travelinesoutheast.org.uk).

Table 1: Summary of Bus Services

Route Number	Route Summary	Max. Frequency	Mon-Fri		Saturday		Sunday	
			First	Last	First	Last	First	Last
700	Flansham Park - Bognor Regis – Chichester – Havant - Portsmouth	3/hr	0554	2232	0649	2232	0735	2124

Rail Services

- 3.10 Emsworth Railway Station is located approximately 1.1km walking distance north of the site.

- 3.11 The station is located on the West Coastway Line, which runs between Brighton and Southampton, and services at the station are provided by Southern. A summary of the available services has been provided within Table 2, below.

Table 2: Summary of Rail Services (Emsworth Railway Station)

Destination	AM Peak (0700-1000)		PM Peak (1600-1900)	
	Direct	Indirect	Direct	Indirect
Brighton	5	1	6	0
Southampton Central	6	1	6	0
London Victoria (via Horsham)	3	9	4	4

- 3.1 In conclusion, the site is clearly accessible and well served by public transport, thereby providing the opportunity for future residents to travel by alternative modes of transport, other than the private car.

4.0 DEVELOPMENT PROPOSAL

- 4.1 The development proposal will provide 9 residential dwellings on land to the south of Warblington Road. The following mix of units is proposed:

- 2 x 2-bed units;
- 2 x 3-bed units: and
- 5 x 4-bed units.

- 4.2 The proposed scheme is shown on the associated Architect's drawings (prepared by Re-Format).

Pedestrian/Vehicle Access

- 4.3 Vehicular access to the site will be achieved from Warblington Road and Curlew Close. Plots 1-7 will be served from Curlew Close and Plots 8 and 9 will be served from Warblington Road. The existing access serving Fowley Cottage will be relocated approximately 6m to the east, to serve the existing dwelling and also Plot 8. Plot 9 will be served from a new access, located towards the eastern boundary of the site.

- 4.4 In line with the speed limit along Warblington Road (30mph), and guidance contained within Manual for Streets (MfS), commensurate visibility splays of 2.4m x 40m are required. Notwithstanding this, the Highway Authority, within their consultation comments to the previous 7 unit scheme, stated that the required visibility splays are 2.4m x 43m.
- 4.5 A y-dimension of 43m is the commensurate Stopping Sight Distance (SSD) for a speed of 30mph, albeit this includes an allowance of 2.4m being added to the SSD to account for bonnet length. Such an allowance for bonnet length is not necessary when calculating the required y-dimension, which is defined in MfS at para 7.7.3 as the *“distance that a driver who is about to exit from the minor arm can see to his left and right along the main alignment”*. Stopping Sight Distance is defined in MfS as being *“the distance within which drivers need to be able to see ahead and stop from a given speed”* (ref. para 7.5.2), and relates to the approaching vehicle on the major arm (not the vehicle exiting the site access), hence why an allowance of 2.4m is added to the SSD figure to account for bonnet length.
- 4.6 It is only necessary for the exiting driver to see the front of the approaching *vehicle*, and not the position of the approaching *driver*. Therefore there is no requirement for the y-dimension to include the bonnet length of the approaching vehicle.
- 4.7 Notwithstanding this, and in order to provide the Highway Authority with further comfort, visibility splays of 2.4m x 43m have been shown at the proposed accesses and it is clear that such splays are achievable within land under the control of the applicant, and highway boundary. A copy of the highway boundary is provided at **Appendix 4** and the proposed visibility splays have been shown at **Appendix 5**.
- 4.8 Curlew Close is approximately 3.8m wide and a passing area is provided at the entrance to allow two vehicles to pass. Similar access arrangements have previously been accepted by the Highway Authority. The two proposed accesses from Warblington Road will be 3.7m wide. Such a width is appropriate and is sufficient to allow a fire tender vehicle to operate at the scene of a fire (re. MfS para 6.73).

Traffic Generation

- 4.9 In order to determine the level of traffic generation the proposal would likely generate, the TRICS (7.6.4) database has been interrogated. Trip rates have been calculated for privately owned dwellings in edge of town and suburban locations, in England and Wales only. A summary of the calculated traffic generation has been provided in Table 3, and the full TRICS has been attached at **Appendix 6**.

Table 3: Proposed Traffic Generation (9 dwellings)

Peak Hours	Vehicle Trip Rate (per dwelling)			Traffic Generation (9 dwellings)		
	Arr.	Dep.	Two-way	Arr.	Dep.	Two-way
Morning Peak 0800-0900	0.175	0.413	0.588	2	4	6
Evening Peak 1700-1800	0.301	0.134	0.435	3	1	4
Daily 0700-1900	2.308	2.439	4.747	21	22	43

- 4.10 Table 3 reveals that the scheme will generate minimal additional flows onto the existing highway network. Such flows will be imperceptible to existing road users and will not have a detrimental impact on the operation local highway network, or the safety of its users.

Car and Cycle Parking

- 4.11 In order to determine the level of parking that should be provided to serve the proposed development, the Havant Borough Council Parking SPD (July 2016) has been consulted. Car parking standards for residential (C3) use is provided in Table 4a of the aforementioned document, and a summary of the quoted *maximum* standards is provided below:

- 2 bed unit - 2 spaces
- 3 bed unit - 2 spaces
- 4+ bed unit - 3 spaces

- 4.12 It is evident from the proposed site plan that the required level of parking is provided within the curtilage of each dwelling.

- 4.13 With regard to cycle parking provision, Table 4d of the LPA standards states that the proposed units are required to provide 2 long stay spaces per unit. Such a provision will be allowed for within rear garden sheds, or a suitable alternative.

Swept Path Analysis

- 4.14 Refuse collection for Plots 1-7 will take place from within the site and in this regard, swept path analysis of a refuse vehicle has been undertaken and demonstrates that the site is suitable to accommodate this vehicle, allowing it to turn within the site. Refuse collection for Plots 8 and 9 will take place from Warblington Road, as per the existing arrangement for Fowley Cottage.
- 4.15 Furthermore, swept path analysis of a fire tender has also been undertaken. All swept path analysis is provided at **Appendix 7**.

5.0 SUMMARY AND CONCLUSIONS

Summary

- 5.1 Bellamy Roberts LLP has been instructed by Mr. C. Glanville to prepare a Transport Statement to accompany the proposed development of 9 residential units on land to the south of Warblington Road, Emsworth. The site currently comprises a single residential unit, known as Fowley Cottage, and this will be retained.
- 5.2 The scheme would generate minimal traffic flows onto the highway network and would meet the criterion of the National Planning Policy Framework (NPPF, February 2019).
- 5.3 The proposed level of car and cycle parking is in accordance with the LPA standards.

Conclusion

- 5.1 It has been demonstrated that:
- There are genuine opportunities for residents to travel to/from the application site using sustainable modes of transport.
 - The proposed site access and internal access road would be safe and suitable to serve all users.

- The local highway network can accommodate the traffic generated by the site during peak periods without resulting in a severe residual cumulative impact on the network.

5.2 The scheme fully complies with the emerging Local Plan requirements and NPPF and should therefore be acceptable in transport and highway terms.

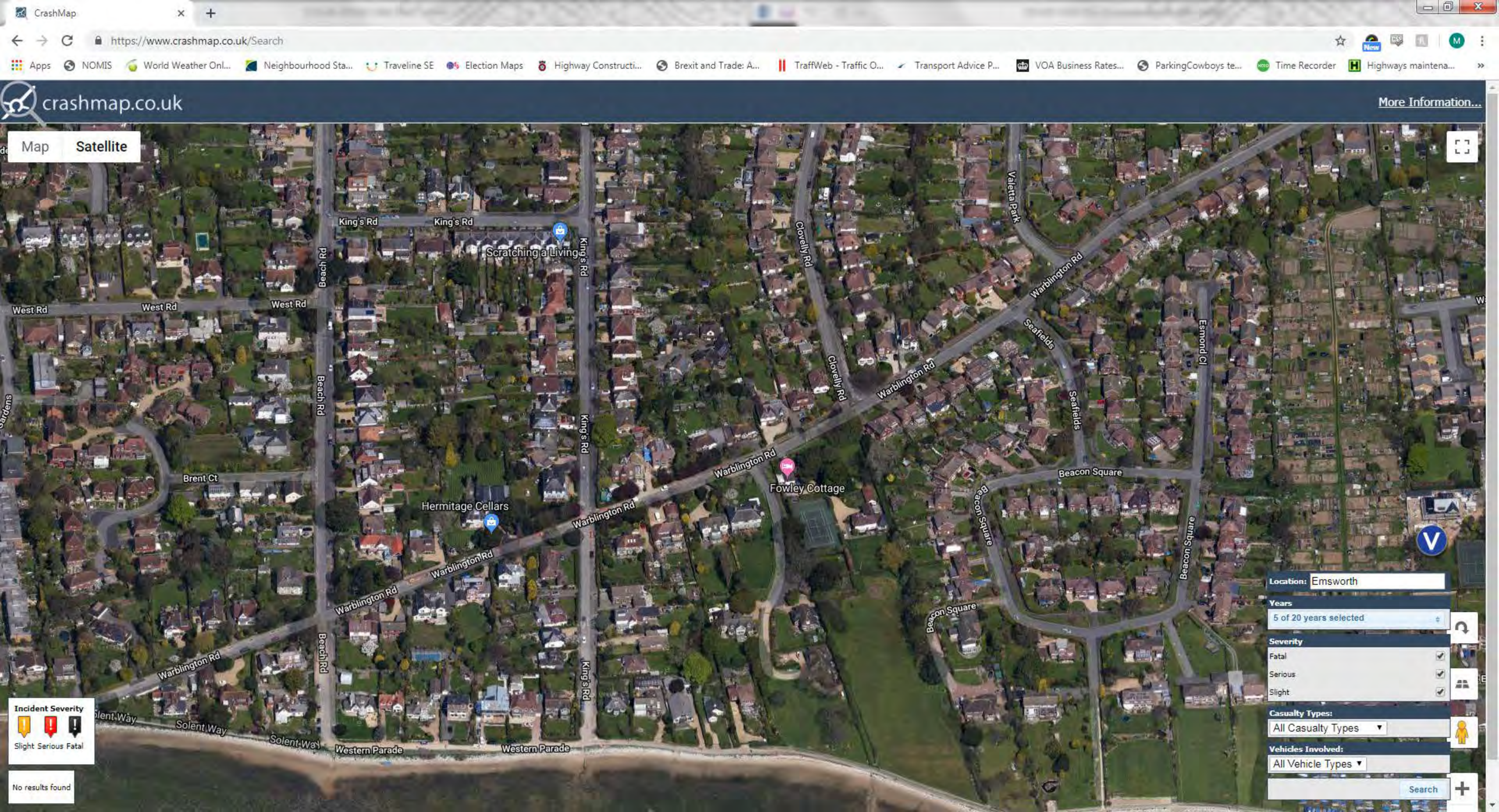
APPENDICES

APPENDIX 1



PROJECT Warblington Road, Emsworth	 Clover House Western Lane Odiham Hampshire, RG29 1TU Tel: 01256 703355 Fax: 01256 704934 Email: info@bellamyroberts.co.uk	DATE 31/10/17	DRAWN BY ARM
TITLE Site Location Plan		SCALE 1:50,000 @ A4	CHK BY MT
		CLIENT Premier Coastal Properties Ltd. DRAWING No. 5042 / 301	

APPENDIX 2



Satellite

s Arms

s Arms

A9



Search

+

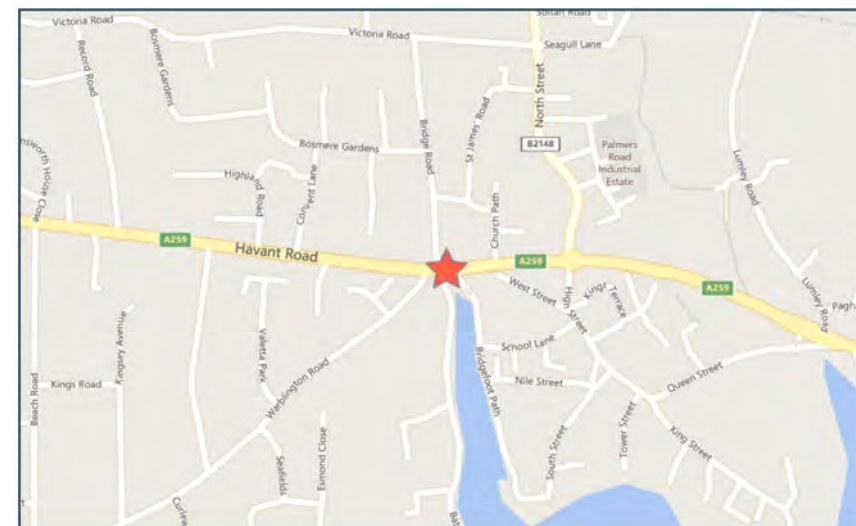
Slight Serious Fatal

5 results found



crashmap.co.uk

Crash Date:	Tuesday, August 22, 2017	Time of Crash:	11:26:00 AM	Crash Reference:	2017440324660
Highest Injury Severity:	Serious	Road Number:	A259	Number of Casualties:	1
Highway Authority:	Hampshire			Number of Vehicles:	2
Local Authority:	Havant Borough			OS Grid Reference:	474743 105881
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	18	Male	56 - 65	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
1	Van or goods vehicle 3.5 tonnes mgw and under	12	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other

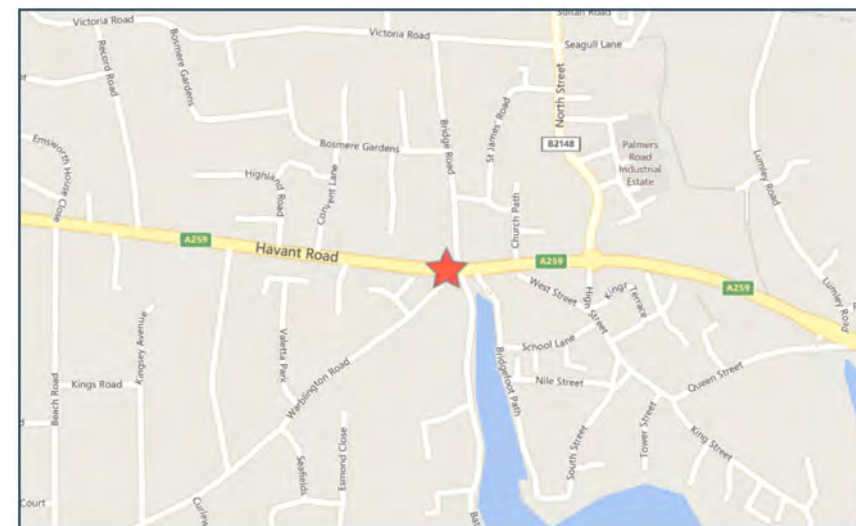
For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

Crash Date: Thursday, November 01, 2018 **Time of Crash:** 5:00:00 PM **Crash Reference:** 2018440410997

Highest Injury Severity:	Serious	Road Number:	A259	Number of Casualties:	1
Highway Authority:	Hampshire			Number of Vehicles:	2
Local Authority:	Havant Borough			OS Grid Reference:	474713 105874
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Motorcycle over 50cc and up to 125cc	4	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None
1	Car (excluding private hire)	21	Male	66 - 75	Vehicle is in the act of turning left	Front	Other	None	None

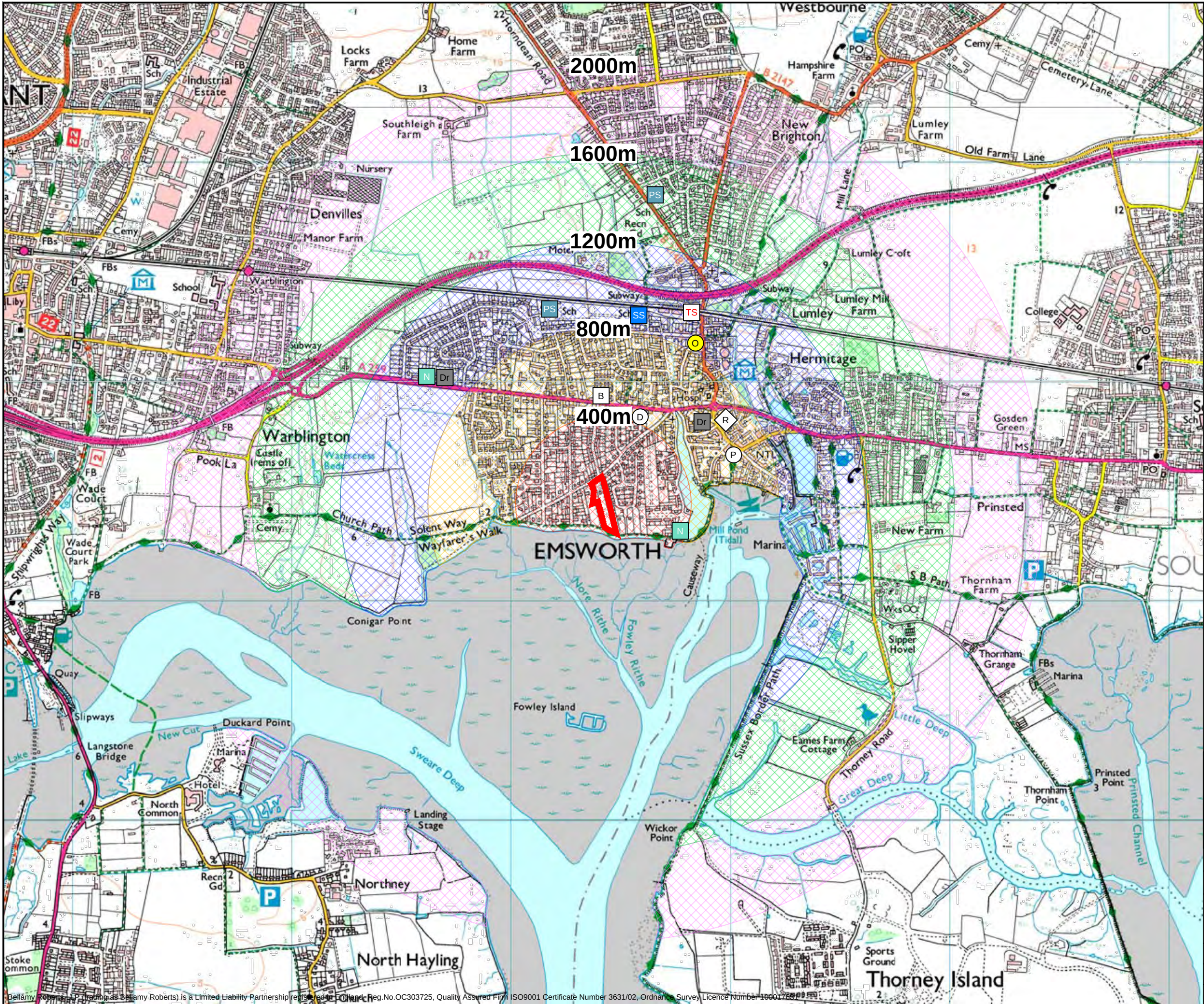
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

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

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

APPENDIX 3



Notes

Walking Isochrones

- 0m - 400m
- 400m - 800m
- 800m - 1.2km
- 1.2km - 1.6km
- 1.6km - 2km

Facilities

- Dentist
- Doctor
- Optician
- Pharmacy
- Nursery
- Primary School
- Secondary School
- Retail
- Train Station
- Bus Stop

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Clover House
Western Lane
Odiham
Hampshire, RG29 1TU

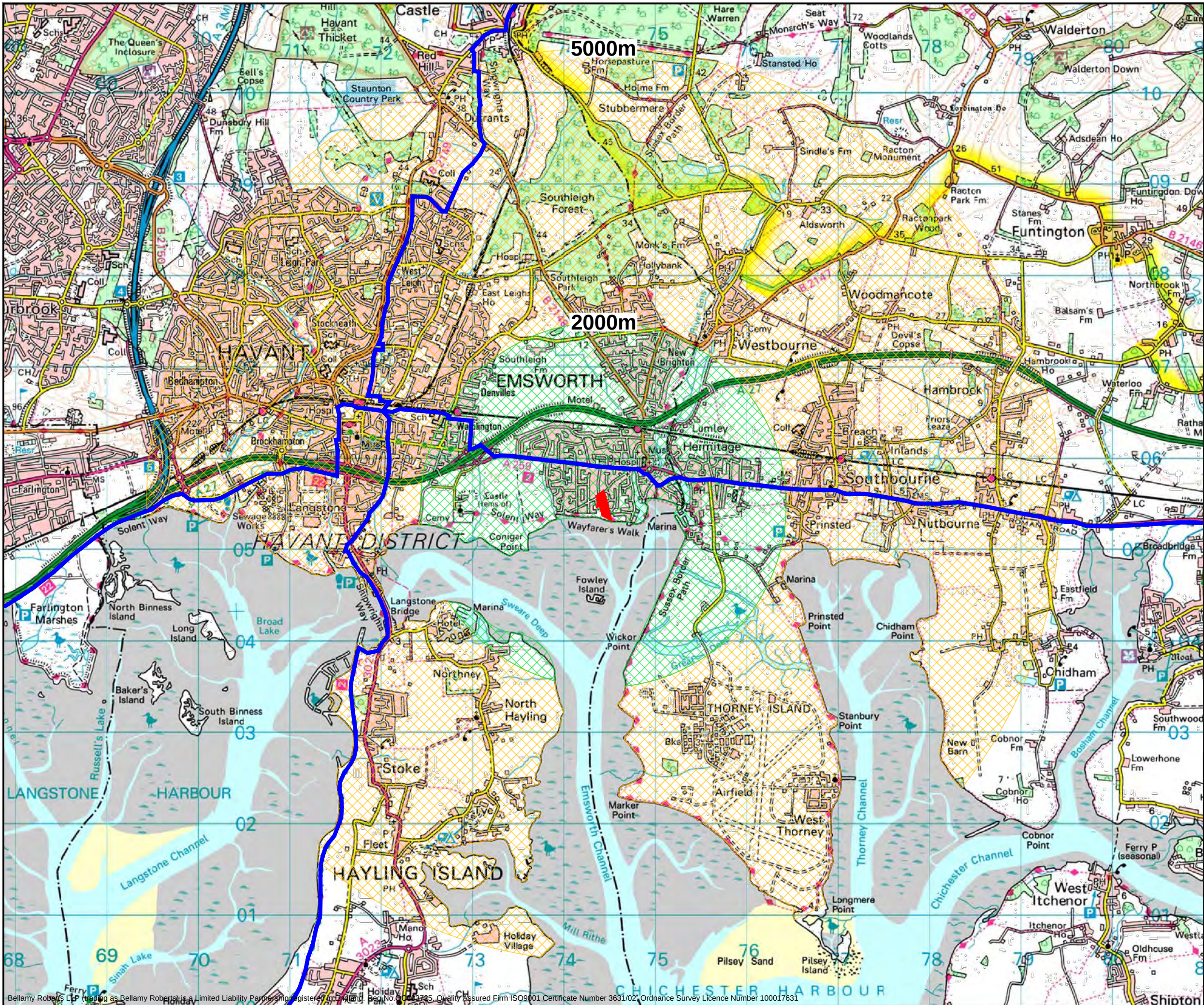
Tel: 01256 703355
Fax: 01256 704934
Email: info@bellamyroberts.co.uk

CLIENT
Premier Coastal Properties Ltd.

PROJECT
Warblington Road, Emsworth

TITLE
Pedestrian Isochrone

DRAWN BY ARM	DESIGN BY -	CHK BY MT
DATE 31/10/17	DRAWING NO. 5042 / 302	REV No. A
SCALE NTS @ A3		



Notes

National Cycle Route

Cycling Isochrones

- 0 - 2km
- 2 - 5km

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Clover House
Western Lane
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Hampshire, RG29 1TU

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Fax: 01256 704934
Email: info@bellamyroberts.co.uk

CLIENT
Premier Coastal Properties Ltd.

PROJECT
Warblington Road, Emsworth

TITLE
Cycle Isochrone

DRAWN BY ARM	DESIGN BY -	CHK BY MT
DATE 31/10/17	DRAWING NO. 5042 / 303	
SCALE NTS @ A3	REV NO. A	

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APPENDIX 4

474225 345217

474325 345217

474425 345217

474525 345217



Hampshire
County Council

Fowley Cottage, 46 Warblington Road, Emsworth

105528 445235

105528 445235

474225 345217

474325 345217

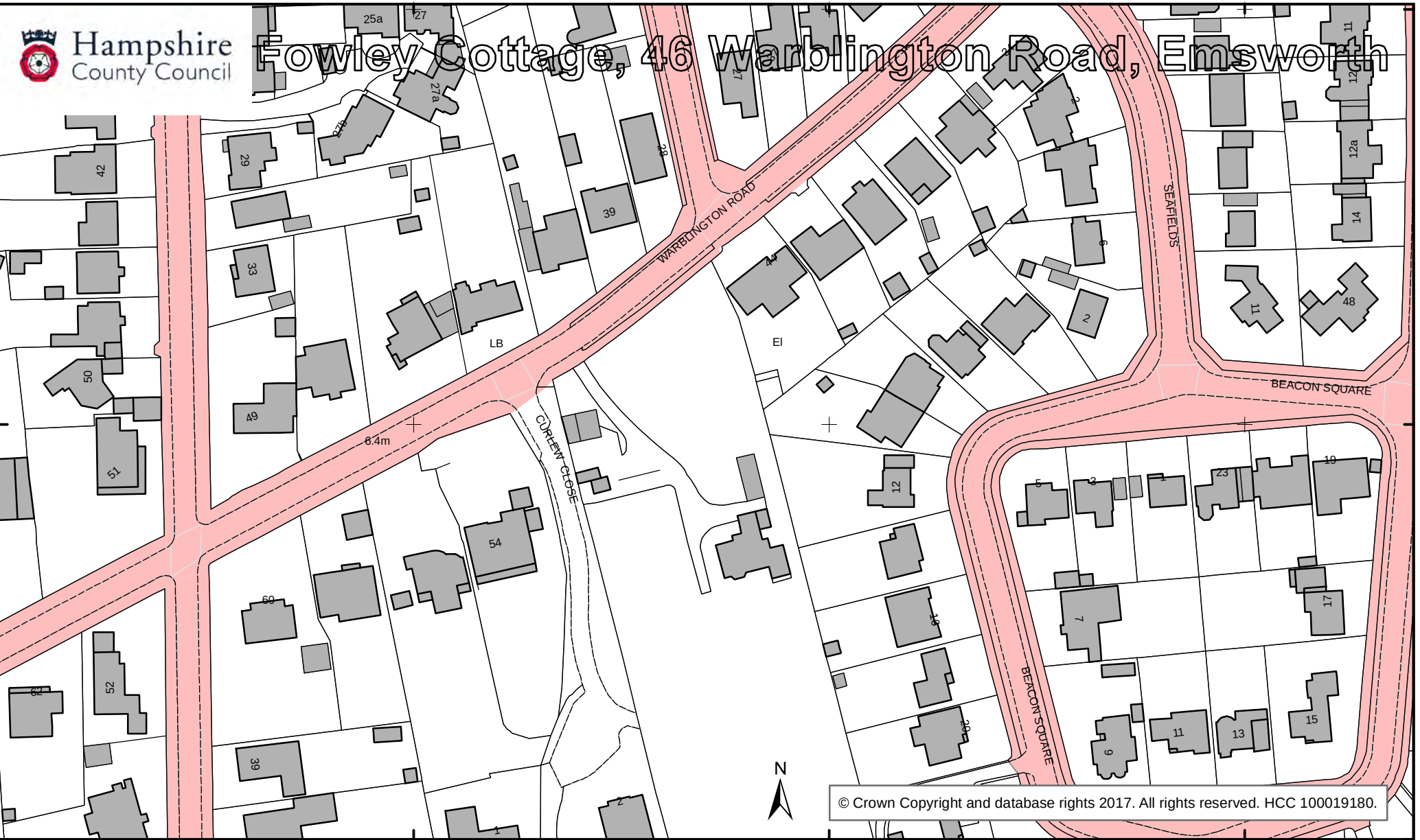
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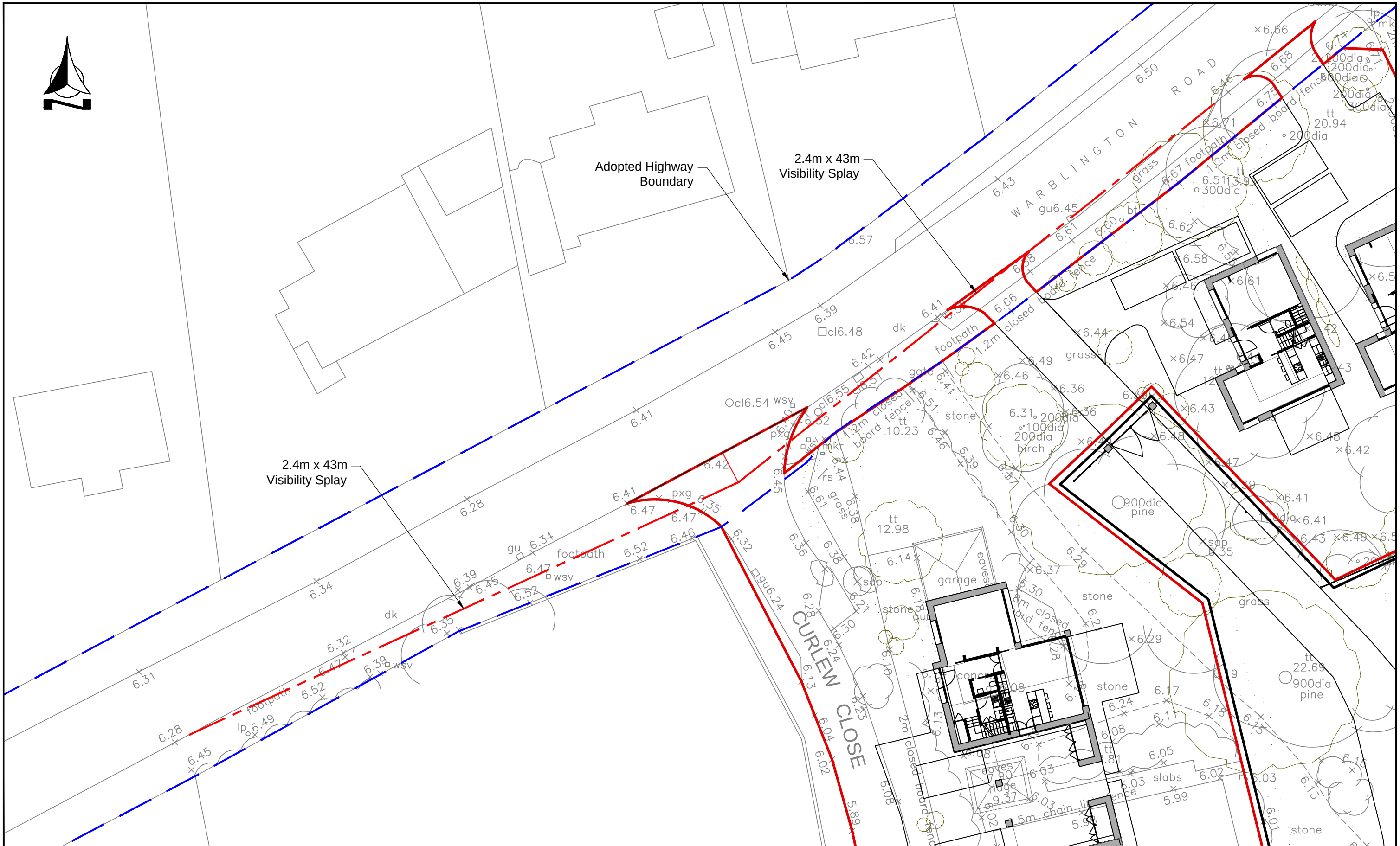
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For questions about the responsibility for ditches please refer to Hampshire County Council's website at: <http://www3.hants.gov.uk/roads/highway-flooding/highways-drainage/your-responsibilities.htm>

This plan is made on the basis of information at present available to the County Council and is made on the distinct understanding that, in the absence of negligence, neither the County Council nor I as an officer of the Council is to be held responsible should you rely on this statement and consequently suffer damage

APPENDIX 5

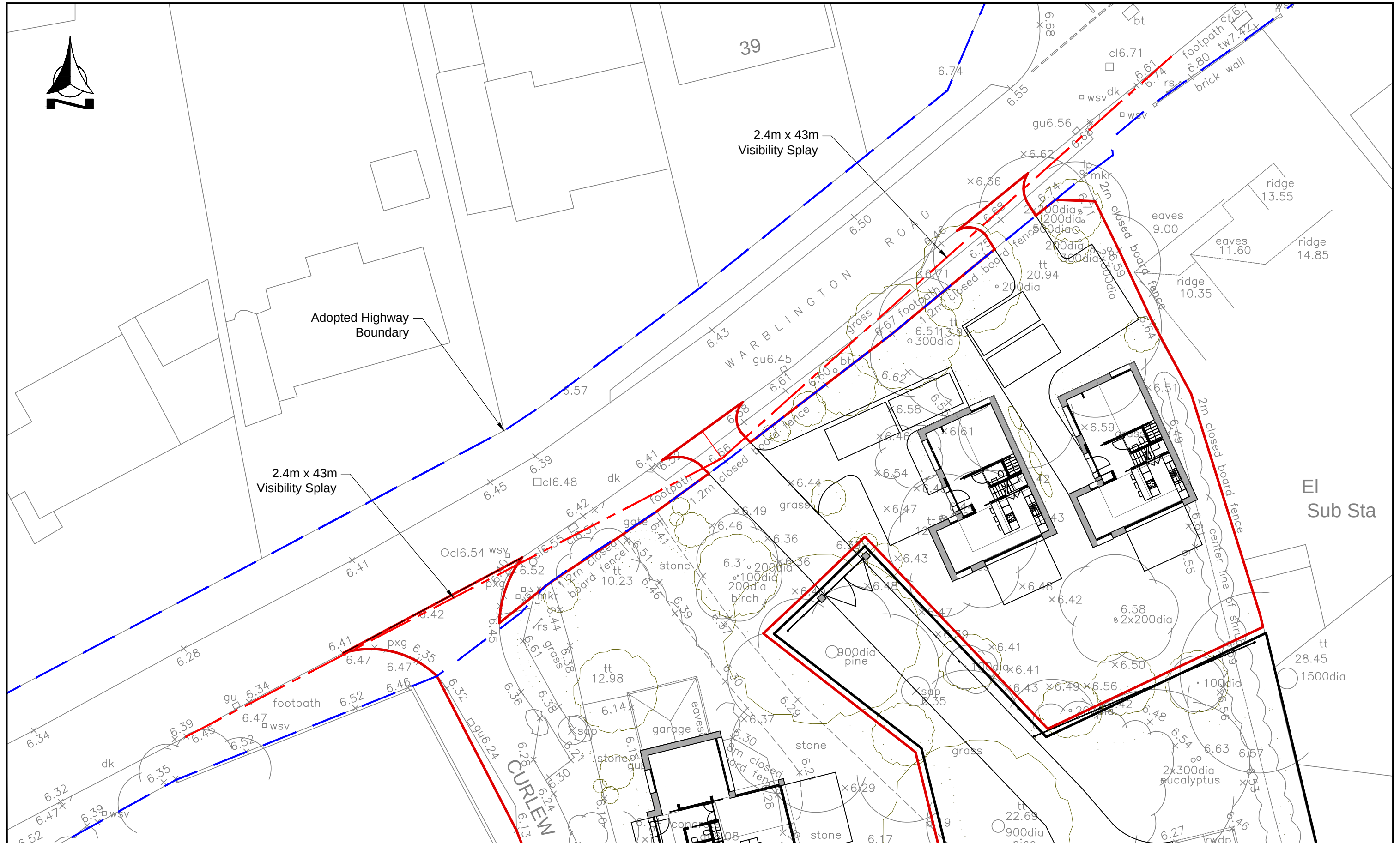


REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Site Layout Updated	ARM	28/05/19	MT
B	Site Layout Updated	ARM	14/01/20	MT
C	Site Layout Updated	ARM	15/04/20	MT



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CLIENT	Premier Coastal Properties Ltd.	DATE	30/10/17
PROJECT	Warblington Road, Emsworth	DESIGN BY	-
TITLE	Access Visibility Sheet 1 of 2	DRAWN BY	ARM
		CHECKED BY	MT
DRAWING No.	5042 / 001	SCALE	1:250 @ A3
		REV No.	C

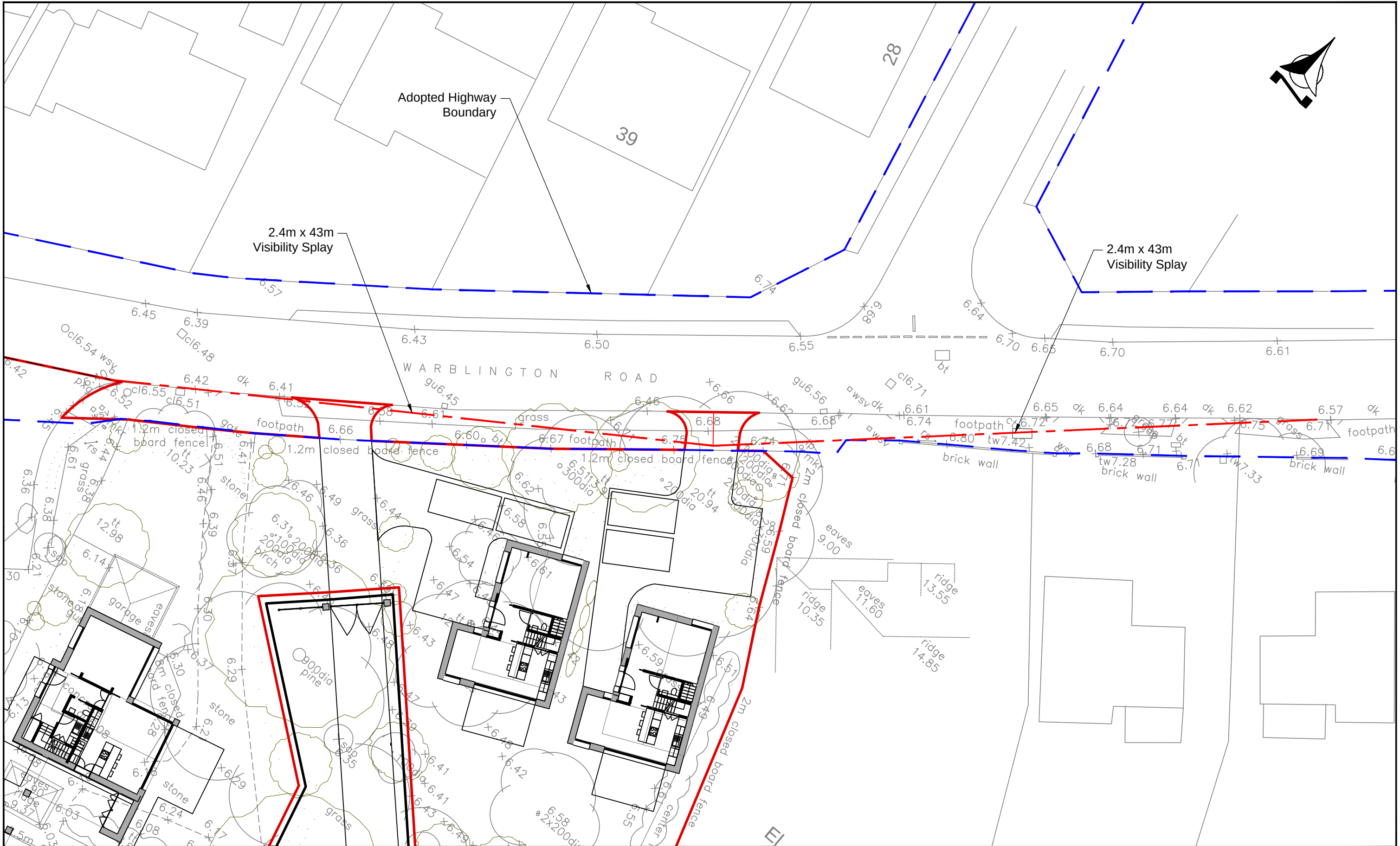


REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Site Layout Updated	ARM	28/05/19	MT
B	Site Layout Updated	ARM	14/01/20	MT
C	Site Layout Updated	ARM	15/04/20	MT



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CLIENT	Premier Coastal Properties Ltd.	DATE	30/10/17
PROJECT	Warblington Road, Emsworth	DESIGN BY	-
TITLE	Access Visibility Sheet 2 of 2	DRAWN BY	ARM
		CHECKED BY	MT
DRAWING No.	5042 / 002	SCALE	1:250 @ A3
		REV No.	C



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REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Site Layout Updated	ARM	15/04/20	MT



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Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT	DATE
Premier Coastal Properties Ltd.	30/03/20
PROJECT	DESIGN BY
Warblington Road, Emsworth	-
TITLE	DRAWN BY
Proposed Access Visibility	ARM
	CHECKED BY
	MT
DRAWING No.	SCALE
5042 / 005	1:250 @ A3
	REV No.
	A

APPENDIX 6

Calculation Reference: AUDIT-200601-200420-0429

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	VG VALE OF GLAMORGAN	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: 7 to 24 (units:)
 Range Selected by User: 6 to 25 (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: 01/01/12 to 25/09/19

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

Selected survey days:

Monday	4 days
Tuesday	3 days
Wednesday	5 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	16 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	7

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	16
------------------	----

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 16 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 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	6 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	4 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	10 days
1.1 to 1.5	6 days

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

Travel Plan:

Yes	1 days
No	15 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	16 days
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This data displays the number of selected surveys with PTAL Ratings.

1	CH-03-A-08 WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: TUESDAY	DETACHED 11 22/05/12	CHESHIRE Survey Type: MANUAL
2	CH-03-A-09 GREYSTOKE ROAD MACCLESFIELD HURDSFIELD Edge of Town Residential Zone Total No of Dwellings: Survey date: MONDAY	TERRACED HOUSES 24 24/11/14	CHESHIRE Survey Type: MANUAL
3	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: THURSDAY	TOWN HOUSES 24 06/06/19	CHESHIRE Survey Type: MANUAL
4	LN-03-A-03 ROOKERY LANE LINCOLN BOULTHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: TUESDAY	SEMI DETACHED 22 18/09/12	LINCOLNSHIRE Survey Type: MANUAL
5	MS-03-A-03 BEMPTON ROAD LIVERPOOL OTTERSPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: FRIDAY	DETACHED 15 21/06/13	MERSEYSIDE Survey Type: MANUAL
6	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	DETACHED HOUSES 10 16/09/15	NORFOLK Survey Type: MANUAL
7	NY-03-A-08 NICHOLAS STREET YORK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: MONDAY	TERRACED HOUSES 21 16/09/13	NORTH YORKSHIRE Survey Type: MANUAL
8	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Total No of Dwellings: Survey date: WEDNESDAY	PRIVATE HOUSING 23 18/09/13	NORTH YORKSHIRE Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
10	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
11	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE		
	BURY ST EDMUNDS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	18	
	Survey date: WEDNESDAY	09/09/15	Survey Type: MANUAL
12	SH-03-A-06	BUNGALOWS	SHROPSHIRE
	ELLESMERE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: THURSDAY	22/05/14	Survey Type: MANUAL
13	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
14	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	12	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
15	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	COVENTRY		
	POTTERS GREEN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL
16	WK-03-A-03	DETACHED HOUSES	WARWICKSHIRE
	BRESE AVENUE		
	WARWICK		
	GUY'S CLIFFE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	23	
	Survey date: WEDNESDAY	25/09/19	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
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	16	17	0.074	16	17	0.305	16	17	0.379
08:00 - 09:00	16	17	0.175	16	17	0.413	16	17	0.588
09:00 - 10:00	16	17	0.138	16	17	0.175	16	17	0.313
10:00 - 11:00	16	17	0.160	16	17	0.152	16	17	0.312
11:00 - 12:00	16	17	0.149	16	17	0.167	16	17	0.316
12:00 - 13:00	16	17	0.204	16	17	0.190	16	17	0.394
13:00 - 14:00	16	17	0.164	16	17	0.156	16	17	0.320
14:00 - 15:00	16	17	0.167	16	17	0.193	16	17	0.360
15:00 - 16:00	16	17	0.271	16	17	0.234	16	17	0.505
16:00 - 17:00	16	17	0.245	16	17	0.149	16	17	0.394
17:00 - 18:00	16	17	0.301	16	17	0.134	16	17	0.435
18:00 - 19:00	16	17	0.260	16	17	0.171	16	17	0.431
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.308			2.439			4.747

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: 7 - 24 (units:)
 Survey date range: 01/01/12 - 25/09/19
 Number of weekdays (Monday-Friday): 16
 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 7



Notes	
Phoenix 2-18W (with Elite 2 6x4 chassis)	
Overall Length	9.620m
Overall Width	2.530m
Overall Width with mirrors	3.00m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	8.250m

REVISION	DESCRIPTION	DRAWN BY	CHECKED BY	DATE	MT
D	Site Layout Updated	ARM	ARM	15/04/20	MT
C	Site Layout Updated	ARM	ARM	10/01/20	MT
B	Refuse vehicle updated	JCB	ARM	10/01/20	MT
A	Site Layout Updated	ARM	ARM	21/09/19	MT
AMENDMENT		DRN	DATE	CHK	



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

CLIENT		Premier Coastal Properties Ltd.	
PROJECT		Warblington Road, Emsworth	
TITLE		Swept Path Analysis Refuse Vehicle	
DRAWN BY		DESIGN BY	CHK BY
ARM		-	MT
DATE		30/10/17	
SCALE		1:500 @ A2	
DRAWING No.		5042 / 201	
REV No.		D	



Notes

Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 5.397m
Lock to lock time 6.380m
Kerb to kerb Turning Radius 5.005m

D	Site Layout Updated	ARM	MT
C	Site Layout Updated	ARM	MT
B	Refuse vehicle updated	JCB	MT
A	Site Layout Updated	ARM	MT
REVISION	AMENDMENT	DRN	CHK

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

CLIENT
Premier Coastal Properties Ltd.

PROJECT
Warlington Road, Emsworth

TITLE
Swept Path Analysis
Fire Tender

DRAWN BY ARM	DESIGN BY -	CHK BY MT
DATE 30/10/17	DRAWING No. 5042 / 202	REV No. D
SCALE 1:500 @ A2		



Notes

Dennis Sabre Fire Tender (LWB)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

7.700m
2.430m
3.512m
0.397m
2.380m
5.00s
7.400m

A	Site Layout Updated	ARM	MT
REVISION	AMENDMENT	DRN	DATE

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

CLIENT

Premier Coastal Properties Ltd.

PROJECT

Warblington Road, Emsworth

TITLE

Swept Path Analysis
Fire Tender

DRAWN BY

ARM

DESIGN BY

-

CHK BY

MT

DATE

10/01/20

DRAWING No.

5042 / 205

REV No.

A

SCALE

1:500 @ A2



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Western Lane
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Hampshire
RG29 1TU
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GD Bellamy BSc CEng MICE

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