Glanville
Survey > Plan > Engineer

Issue 2: 11 October 2024

TRANSPORT APPRAISAL

Land West of Springvale Road, Headbourne Worthy, SO23 7LD

Prepared for: Obsidian Strategic Asset Management Limited

Ref: 005_8220418_JC_Transport_Appraisal

Civil Engineering | Structural Engineering | Transport Planning | Highways Engineering | Building Surveying | Geomatics

Document History

Issue	Date	Description	Prepared By	Checked By
1	10 Oct 24	Draft Issue	J Cooper	J Birch
2	11 Oct 24	Updated following client comments	J Cooper	J Birch

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Appendices

1.0 Introduction

1.1 This Transport Appraisal has been prepared by Glanville Consultants on behalf of Obsidian Strategic Asset Management Limited. It has been prepared to accompany representations to be submitted to the Winchester District Regulation 19 Consultation Plan as well as a formal request for pre-application advice to be submitted to Hampshire County Council as Local Highway Authority. It relates to proposals for a residential care village of up to 160 self-contained units, in addition to the provision of a larger, replacement farm shop, on land west of Springvale Road, Headbourne Worthy, Winchester.

1.2 This report describes the existing site, its context, accessibility and sustainability, and the scale of the proposals, as well as matters pertaining to access, car and cycle parking, servicing and refuse collection, traffic generation, highway impact and road safety.

1.3 This Transport Appraisal has been prepared in accordance with Central Government policies set out in the National Planning Policy Framework (December 2023) and in line with planning practice guidance, Travel Plans, Transport Assessments and Statements (March 2014).

1.4 In due course, any planning application will be accompanied by a Transport Assessment that assesses the transport and highways implications of the development proposals in more detail. As such, this report also sets out the scope of work proposed and various assessment parameters for agreement with the Highway Authority.

2.0 Existing Site Context

2.1 The site is located on the northwestern edge of Headbourne Worthy, which is a village located approximately 4km to the north of the city of Winchester, in Hampshire. A site location plan is provided at Appendix A.

2.2 The site currently comprises some 6.26ha of open grassland used for horse pasture; and is bordered by Springvale Road to the east, the A34 to the north, agricultural land and cottages to the south, and a farmhouse and farm shop with associated land as well as Down Farm Lane to the west.

2.3 The proposed development site is located adjacent to the A34 which forms part of the strategic road network, and extends northwards facilitating access to Newbury, Didcot and Oxford and the M40 motorway, and extends for a short distance to the south before connecting to the M3 motorway.

2.4 To the north of the site, the A34 can be accessed via Down Farm Lane and the A272, which equates to a short 5-minute drive. Alternatively, the A34 southbound can also be accessed to the south of the site via Bedfield Lane, London Road and the Winchester Bypass within a short 3-minute drive. To head northbound, drivers can continue along the Winchester Bypass to join the A34, using the roundabout for the M3 to take the exit northbound.

2.5 As mentioned above, the site is located in proximity to the M3, which can be accessed via the M3 roundabout to the south of the site as described in the paragraph above. The M3 provides a strategic road link between the M27 motorway and Southampton to the south and the M25 motorway and London to the north.

2.6 Springvale Road, which passes along the site frontage, currently operates under a speed limit of 30mph. However, the speed limit has been reduced from 40mph in recent years but without the introduction of any traffic calming or speed reducing measures. On the east side of Springvale Road and roughly midway along the site frontage is an access to Dower House nursing home.

2.7 The carriageway on Springvale Road is approximately 6.5m wide, and benefits from a footway on the eastern side of the carriageway.

Accessibility

Walking and Cycling

2.8 It is generally considered that 2km is an acceptable walking distance for those travelling on foot, whilst 5km is considered a reasonable distance for cycling. As such, the site is within walking distance of the entire village, in addition to the neighbouring villages of Kings Worthy and Abbotts Worthy on the east side of the A34. These villages are known collectively as "The Worthys". As such, the site is located within walking distance of a range of local facilities and amenities, including schools, convenience stores, and pubs accessible within walking distance.

2.9 The site is located within cycling distance of several local villages, in addition to most of the nearby city of Winchester, which is accessible within a 15-minute cycle ride. Winchester city centre provides an extensive range of services and facilities, providing access to retail, leisure, education, and healthcare facilities, as well as a wide range of employment opportunities, supplementing the offering found within The Worthys.

2.10 As previously mentioned, Springvale Road runs along the site frontage, and benefits from the provision of a footway on the eastern side of the carriageway. This footway extends northwards into the northern extents of Headbourne Worthy and further north into Kings Worthy. It should be noted that this footway continues under the A34 overbridge, providing safe passage through to the north for pedestrians.

2.11 The above-mentioned footway also extends southwards, connecting to the footway along Bedfield Lane and subsequently London Road, providing access on foot to the northern extents of Winchester to the south. The footway along London Road becomes a shared footway/cycleway to the south of the junction with Bedfield Lane.

2.12 The Hampshire County Council Public Rights of Way (PRoW) map shows that there is a public footpath (ref: 111/11/1) which is accessible approximately 600m to the southwest of the site along Green Close. This footpath extends to the southwest connecting to Andover Road in the northern extents of Winchester. Additionally, there are some further public footpaths within Headbourne Worthy, namely routes 111/5/1, 111/7/1 which provide shorter walking routes between Springvale Road and Bedfield Lane and School Lane and London Road, respectively.

2.13 National Cycle Network (NCN) Route 23 is the closest formal cycle route to the site and is accessible approximately 4km to the south (equating to a 13-minute cycle) along Easton Lane in Winchester. Route 23 runs from Reading to Southampton via Basingstoke, Winchester and Eastleigh.

2.14 A summary of the available local facilities and amenities accessible within reasonable walking and cycling distances from the proposed site are provided in Table 1. These will be in addition to those that would be provided on-site as part of the proposed retirement village.

Table 1: Services and Facilities Accessible by Walking and Cycling

Destination	Distance	Walking Duration	Cycling Duration
Cobbs at Winchester	300m	4-minutes	1-minute
Church Paddock Lake	400m	5-minutes	1-minute
Taylor's Corner Bus Stops	550m	8-minutes	2-minutes
Foresters Park	700m	10-minutes	3-minutes
St Swithun's Church	750m	10-minutes	3-minutes
The Worthys Jubilee Hall	900m	12-minutes	4-minutes
Kings Worthy Recreation Ground	900m	12-minutes	4-minutes
St Marys Church	1.0km	14-minutes	4-minutes
Kings Worthy Primary School	1.1km	17-minutes	5-minutes
Kings Worthy Garage	1.1km	15-minutes	4-minutes
The Cart and Horses Pub	1.2km	17-minutes	4-minutes
Eversley Park Recreation Ground	1.4km	21-minutes	9-minutes
Worthies Sports and Social Club	1.4km	21-minutes	9-minutes
Woodhams Farm Day Nursery	1.4km	20-minutes	5-minutes
Tesco Express	1.5km	20-minutes	4-minutes
Springvale Store and Post Office	1.6km	23-minutes	7-minutes
Evolution Fitness Winchester	1.7km	24-minutes	7-minutes

Public Transport - Bus

2.15 The nearest bus stops to the site, named 'Taylor's Corner', are located approximately 550m to the southwest on London Road, to the north of the junction with Bedfield Lane. Both bus stops are marked with a post and flag, including the relevant timetables; and the bus stop on the eastern side of the carriageway includes a shelter. Table 2 presents the services available at these bus stops.

Table 2: Summary of Local Bus Services from Taylor's Corner Bus Stops

Service	Route Description	Frequency			Operator
		Weekday	Sat	Sun	
6	Springvale to Winchester via Abbotts Barton	Every 30 minutes	Every 30 minutes	Hourly	Stagecoach South
67	Petersfield – West Moon – Alresford – Winchester	5 services per day	4 services per day	-	Stagecoach South
95	East Stratton – Wonston - Winchester	Wednesdays and Fridays only – single service	-	-	Cresta Coaches
621	Kings Worthy to Barton Peveril College (students only)	Pick up and drop off during school times	-	-	Blue Star

2.16 Table 2 demonstrates that the services accessible from the nearest bus stop provide connections to Winchester, where further connections can be made to Eastleigh and Southampton.

Public Transport - Rail

2.17 The nearest railway station to the site is Winchester, which is located approximately 3km to the south and accessible within a 43-minute walk, 13-minute cycle or 20-minute bus journey (via services 6 and 67). Winchester Station provides direct services to key destinations as described in Table 3.

Table 3: Direct Rail Services from Winchester Station

Destination	Frequency	Journey Time
Basingstoke	4 per hour	18 mins
Southampton Central	4 per hour	21 mins
Reading	1 per hour	36 mins
Portsmouth Harbour	1 per hour	58 mins
Bournemouth	4 per hour	46 mins to 1 hour 12 mins
Oxford	1 per hour	1 hour 6 mins
London Waterloo	4 per hour	1 hour 6 mins to 1 hour 31 mins

2.18 The above demonstrates that the site lies in a sustainable location in terms of accessibility to local facilities and amenities, as well as public transport services.

Road Safety Review

2.19 Accident data within the vicinity of the site has been viewed on the Hampshire & Isle of Wight Road Traffic Collisions map. The latest data available is from 01/01/19 to 31/12/23 and so the data available within this date range has been reviewed. An extract of the map is provided at Appendix B, and a summary is provided in the following paragraphs.

2.20 The map demonstrates that 1 collision resulting in personal injury occurred along Springvale Road within a 500m distance of site during this 5-year period. This incident occurred in October 2023 at the junction between Springvale Road and Bedfield Lane. The accident was classed as slight in nature, involving 2 vehicles and 1 casualty.

2.21 The above review demonstrates that there are no existing accident clusters on the local highway network. As such, it is considered that the modest uplift in traffic generated by the proposals (see Section 4) would not lead to an unacceptable impact on highway safety in the context of paragraph 115 of the NPPF.

2.22 It is noted that the speed limit on Springvale Road past the site has been reduced from 40mph to 30mph in recent years but without the introduction of any traffic calming or speed reducing measures.

3.0 Proposed Development

3.1 Development proposals are for the construction of a retirement village of circa 160 units, comprising the following:

- 55 extra care apartments and care village community hub;
- 55 extra care apartments including communal facilities;
- 35 retirement cottages; and
- 15 retirement bungalows.

3.2 The development proposals also include a larger, replacement farm shop for Cobbs at Winchester, as well as associated access, parking and landscaping. A copy of the proposed illustrative framework plan is provided at Appendix C.

Access Proposals

3.3 The principal access to the development is proposed to be taken off Springvale Road along the site frontage, in the form of a priority T-junction, as shown on the drawing provided at Appendix D. The access has been designed with a 5.5m wide carriageway with 2.0m wide footways on either side that will tie into the existing pedestrian infrastructure along Springvale Road. The access proposals also include the provision of an uncontrolled pedestrian crossings across the site access and across Springvale Road on either side of the access. These crossings would take the form of dropped kerbs with tactile paving.

3.4 The positioning of the proposed site access has been considered in the context of the nearby access to the Dower House nursing home, which forms a priority T-junction on the eastern side of Springvale Road. Hampshire County Council's 'Technical Guidance Note TG2 – Alignment Design' states that a left-right stagger arrangement would require spacing of 45m between junctions. As shown on the site access drawing, there is spacing of 51.3m between the junctions, which accords with this requirement.

3.5 As noted previously, Springvale Road is subject to a speed limit of 30mph, which was reduced from a previous limit of 40mph within the last few years, without the introduction of any traffic calming or speed reducing measures. To determine the existing speeds along Springvale Road, an automatic traffic count (ATC) was undertaken at three locations along the site frontage for a continuous 7-day period commencing 27 June 2024. The results of the surveys are provided at Appendix E.

3.6 As set out in Table 4, 85th percentile speeds of 38.4mph were recorded on approach to the site access on Springvale Road from both directions. These recorded speeds have been used to calculate the stopping sight distance for the approaches to the site access using Hampshire County Council's stopping sight distance calculator contained within their 'Technical Guidance Note 3 TG3 – Stopping Sight Distances and Visibility Splays'. Their calculator is based on the formula in Manual for Streets. This gives stopping sight distances of 77m in either direction, as demonstrated in Table 4.

Table 4: Recorded Speeds and Stopping Sight Distances

ATC Ref	Approach / Direction	85th Percentile Speed	Stopping Sight Distance
ATC 1	Springvale Road, south westbound	38.4mph	77m
ATC 3	Springvale Road, north eastbound	38.4mph	77m

3.7 Based on the recorded speeds, the proposed site access junction on Springvale Road would require visibility splays of 2.4m x 77m in both directions on exit. As shown on the site access drawing provided at Appendix D, these visibility splays can be achieved within land that is highway maintainable at public expense as evidenced by the boundary that is taken from the highway extents plan provided by Hampshire County Council's that is provided at Appendix F.

3.8 The visibility spays require clearing and maintenance of some of the vegetation and the removal of some small, low-quality (C category) trees along the site frontage within the extent of the splays, to ensure that the splays remain clear from obstruction.

3.9 The proposals for the primary access comply with relevant design standards and is therefore expected to operate safely. In due course, the proposed access would be subject to a Stage 1 Road Safety Audit.

3.10 A secondary access for emergency vehicles only is proposed from Down Farm Lane, in the south-west corner of the site to provide safe access/egress in the event that the primary access from Springvale Road is affected by flooding.

Parking

3.11 Vehicle and cycle parking and provision for electric vehicle charging for the proposed retirement village and replacement farm shop will be provided in accordance with relevant standards or as discussed and agreed with the Local Highway Authority during pre-application discussions. Details would be provided as part of any forthcoming planning application.

Servicing / Refuse

3.12 It is anticipated that refuse collection will take place within the site. A vehicle tracking exercise has been carried out to demonstrate that a refuse vehicle could enter and exit the site in a forward gear via the proposed site access. A copy of the swept path drawing is provided at Appendix G.

3.13 A vehicle tracking exercise has also been undertaken for a fire tender and a copy of the swept path drawing is provided at Appendix G. The drawing demonstrates that a fire tender would be able to enter and exit the site safely.

4.0 Traffic Generation / Highway Impact

4.1 The TRICS database has been interrogated to determine appropriate trip rates to estimate the likely number of vehicle trips that the development would generate and assess the resulting traffic impact.

4.2 As described in the previous chapter, the proposed development comprises a retirement village of circa 160 units, in addition to the redevelopment of an adjacent farm shop.

Retirement Village

4.3 Appropriate trip rates were obtained for the retirement village from the TRICS database under the following selection parameters:

- Land Use: 03 Residential / O – Retirement and Care Community
- Regions and areas within England excluding Greater London
- Range: 35 to 58 units
- Locations: Suburban Area, Neighbourhood Centre

4.4 Table 5 presents the trip rates for retirement and care communities, whilst Table 6 presents the resulting traffic generation. A copy of the TRICS output is provided at Appendix H.

Table 5: Trip Rates for Retirement and Care Community

Period	Trip Rates (per unit)		
	Inbound	Outbound	Total
AM Peak (08:00-09:00)	0.151	0.072	0.223
PM Peak (17:00-18:00)	0.054	0.112	0.116
Daily (07:00-19:00)	1.742	1.774	3.516

Table 6: Trip Generation for Retirement and Care Community – 160 units

Period	Trip Generation (160 units)		
	Inbound	Outbound	Total
AM Peak (08:00-09:00)	24	12	36
PM Peak (17:00-18:00)	9	18	27
Daily (07:00-19:00)	279	284	563

4.5 From the information presented above, it is estimated that the proposed retirement village will generate a total of 36 two-way vehicle movements in the AM peak hour, 27 two-way vehicle movements in the PM peak hour and 563 two-way vehicle movements throughout the day.

Replacement Farm Shop

4.6 In addition to the above, it is important to understand the increase in trips that will arise from the provision of a larger, replacement farm shop for Cobbs at Winchester. The existing farm shop has a floor area of around 6,000sqft (560sqm) and a site area of around 4,100sqm. The proposed farm shop will have a floor area of 10,500sqft (975sqm) and a site area of around 6,600sqm. Therefore, the proposals will increase the floor area of the farm shop by around 415sqm and the overall site area will increase by some 2,500sqm.

4.7 In the absence of any relevant categories within the TRICS database to determine appropriate trip rates for farm shops, individual TRICS sites were reviewed. Four sites relating to farm shops were identified, and traffic generation figures were extracted. Trip rates per 100sqm of site area were then calculated for each site. The average trip rates for the four sites were calculated and are presented in Table 7. A copy of the trip rate calculations are provided at Appendix H.

Table 7: Average of Trip Rates Calculated from Technical Note

Period	Average Trip Rates (per 100sqm site area)		
	Inbound	Outbound	Total
AM Peak (08:00-09:00)	0.006	0.003	0.010
PM Peak (17:00-18:00)	0.020	0.027	0.047
Daily (07:00-19:00)	0.209	0.207	0.416

4.8 As such, based on the average trip rates presented above, and the increase in the total proposed site area of the farm shop of 2,500sqm, the redevelopment of the farm shop is anticipated to generate an increase in vehicle trips as shown in Table 8.

Table 8: Increase in Traffic Generation for New Farm Shop

Period	Trip Generation (2,500sqm)		
	Inbound	Outbound	Total
AM Peak (08:00-09:00)	0	0	0
PM Peak (17:00-18:00)	0	1	1
Daily (07:00-19:00)	5	5	10

4.9 It is acknowledged that limited TRICS information is available to provide a robust assessment of trip generation for the farm shop use. Therefore, to inform further transport work in support of a planning application, it is proposed that traffic surveys be undertaken at the existing farm shop and the survey used to calculate more appropriate trip rates, which would subsequently be used to calculate the uplift in traffic as a result of the redevelopment.

Total Traffic Generation

4.10 The total anticipated traffic generation of the proposed retirement village and farm shop is presented in Table 9.

Table 9: Total Traffic Generation

Period	Trip Generation Total		
	Inbound	Outbound	Total
AM Peak (08:00-09:00)	24	12	36
PM Peak (17:00-18:00)	9	19	28
Daily (07:00-19:00)	284	289	573

4.11 As can be seen from Table 9, the proposed development is anticipated to generate a total of 36 two-way vehicle trips in the AM peak hour, 28 two-way trips in the PM peak hour and 573 two-way trips across the day.

Traffic Assignment

4.12 The assignment of development traffic onto the local highway network has been considered with reference to Census Journey to Work data (2011) for the Super Middle Output Area of 'E02004831: Winchester 003', in which the site is located. A breakdown of the workplace locations is presented in Table 10.

Table 10: Workplace Destinations

Destination	Percentage
Basingstoke and Deane	7.6%
Eastleigh	6.0%
Fareham	1.6%
Hart	1.9%
New Forest	2.1%
Portsmouth	1.9%
Rushmoor	1.1%
Southampton	7.5%
Test Valley	10.5%
West Berkshire	1.6%
East Hampshire	1.7%
Wiltshire	0.8%
Winchester	54.2%
Total	**100%**

4.13 Traffic has been assigned onto the local highway network based on the shortest journey time to the above workplace destinations derived from the Google Maps journey planner tool. A summary of the distribution of development traffic is provided in Table 11.

Table 11: Assignment of Development Traffic at Local Junctions

Junction	Movement	Percentage	AM Peak (Vehs)	PM Peak (Vehs)	Daily Peak (Vehs)
J1	Total, split:	**100%**	**36**	**28**	**573**
	Springvale Road (S)	86%	31	24	493
	Springvale Road (N)	14%	**5**	4	**80**
J2	Total, split:	**100%**	**31**	**24**	**493**
	Bedfield Lane (SE)	23%	7	6	111
	Springvale Road (SW)	77%	24	18	382

4.14 The above assignment indicates that some 86% of the development traffic is anticipated to travel to/from the south along Springvale Road (equating to 31 two-way trips in the AM peak hour and 24 two-way trips in the PM peak hour), and 14% of development traffic is anticipated to travel to/from the north (equating to 5 two-way trips in the AM peak hour and 4 two-way trips in the PM peak hour).

4.15 Of the traffic travelling to/from the south, it is anticipated that approximately 23% will travel to/from the southeast via Bedfield Lane (equating to 7 two-way trips in the AM peak hour and 6 two-way trips in the PM peak hour), and the remaining 77% will continue to/from Springvale Road (equating to 24 two-way trips in the AM peak hour and 18 two-way trips in the PM peak hour).

4.16 Based on the above, it can be appreciated that traffic disperses with distance from the site, and the only junctions that would experience an increase of 30 or more two-way vehicle movements as a result of the proposals are identified as follows:

- Junction 1 - Springvale Road / Site Access T-junction
- Junction 2 - Springvale Road / Bedfield Lane T-junction

4.17 The impact of the development traffic at the two offsite junctions identified above is not considered to be significant. Both junctions would experience approximately one additional vehicle trip every 2 minutes. Notwithstanding this, the impact of traffic at the junctions listed above will be assessed in further detail in the form of junction modelling that would be provided within a Transport Assessment to accompany any forthcoming planning application.

5.0 Summary and Conclusion

Summary

5.1 This Transport Appraisal has been prepared to accompany representations to be submitted to the Winchester District Regulation 19 Consultation Plan as well as a formal request for pre-application advice to be submitted to Hampshire County Council as Local Highway Authority. It relates to proposals for a residential care village of up to 160 self-contained units, and the redevelopment of an existing farm shop, on land west of Springvale Road, Headbourne Worthy, Winchester.

5.2 Key points to note are summarised below:

- The site lies in a sustainable location in terms of accessibility to local services and facilities, including public transport services, and is therefore able to accommodate the scale of development proposed without future residents and staff being reliant on the private car for all journeys.

- An initial review of recorded road traffic collisions resulting in personal injury has been undertaken and no frequency or pattern has been identified that would suggest a pre-existing road safety problem on the local highway network.

- The development proposals are for the erection of a retirement village of circa 160 units, comprising 55 extra care apartments and care village community hub; 55 extra care apartments including communal facilities; 35 retirement cottages; and 15 retirement bungalows. The proposals also include the provision of a larger, replacement farm shop for Cobbs at Winchester.

- The principal access to the development is proposed off Springvale Road, in the form of a priority T-junction. Visibility splays of 2.4m x 77m, commensurate with the recorded 85th percentile approach speeds of 38.4mph in both directions, can be achieved on exit from the proposed site access,

- The proposals for the primary access comply with relevant design standards and is therefore expected to operate safely. In due course, the proposed access would be subject to a Stage 1 Road Safety Audit.

- A secondary access for emergency vehicles only is proposed from Down Farm Lane, in the south-west corner of the site to provide safe access/egress in the event that the primary access from Springvale Road is affected by flooding.

- Refuse collection will be from within the site, with vehicles arriving and departing via the site access on Springvale Road. It has been demonstrated through swept path analysis that a refuse collection vehicle, the largest vehicle anticipated to regularly visit the site, can safely enter and exit the site in a forward gear.

- It has also been demonstrated through swept path analysis that a fire tender would be able to safely enter and exit the site in a forward gear.

- Vehicle and cycle parking and provision for electric vehicle charging for the proposed retirement village will be provided in accordance with relevant standards or as discussed and agreed with the Local Highway Authority during pre-application discussions. Details would be provided as part of any forthcoming planning application.

- The proposed development has been estimated to generate a total of 36 two-way trips in the AM peak hour, 28 two-way trips in the PM peak hour and 573 two-way trips across a typical weekday.

- Traffic surveys will be undertaken at the existing farm shop to provide more reliable trip rates to be calculated for use in a Transport Assessment to accompany any forthcoming planning application.

- Most of the traffic generated by the development is anticipated to head to/from the south on Springvale Road, with some traffic subsequently heading to/from the south along Bedfield Lane.

- A detailed assessment of off-site highway impact will be undertaken to accompany the planning application and details included within the Transport Assessment. The scope of work and assessment parameters will be agreed with the Local Highway Authority through pre-application discussions. It is proposed that detailed capacity assessments be undertaken for those junctions where the increase in traffic is predicted to be more than 30 vehicles per hour during either of the weekday morning and evening peak periods.

- As such, it is considered that the impact of development traffic will be considered in greater detail within a forthcoming Transport Assessment at the following junctions:

    - Junction 1 – Site Access / Springvale Road
    - Junction 2 – Springvale Road / Bedfield Lane T-junction

Conclusion

5.3 It is concluded that, in accordance with paragraph 114 of the National Planning Policy Framework (December 2023) the development will ensure that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
b) safe and suitable access to the site can be achieved for all users;
c) the design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance; and
d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

5.4 Paragraph 115 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety or the residual cumulative impact on the road network would be severe. The development is not expected to have an unacceptable impact on the local highway network in terms of capacity and road safety; or lead to residual cumulative impacts on the road network that would be regarded as severe.

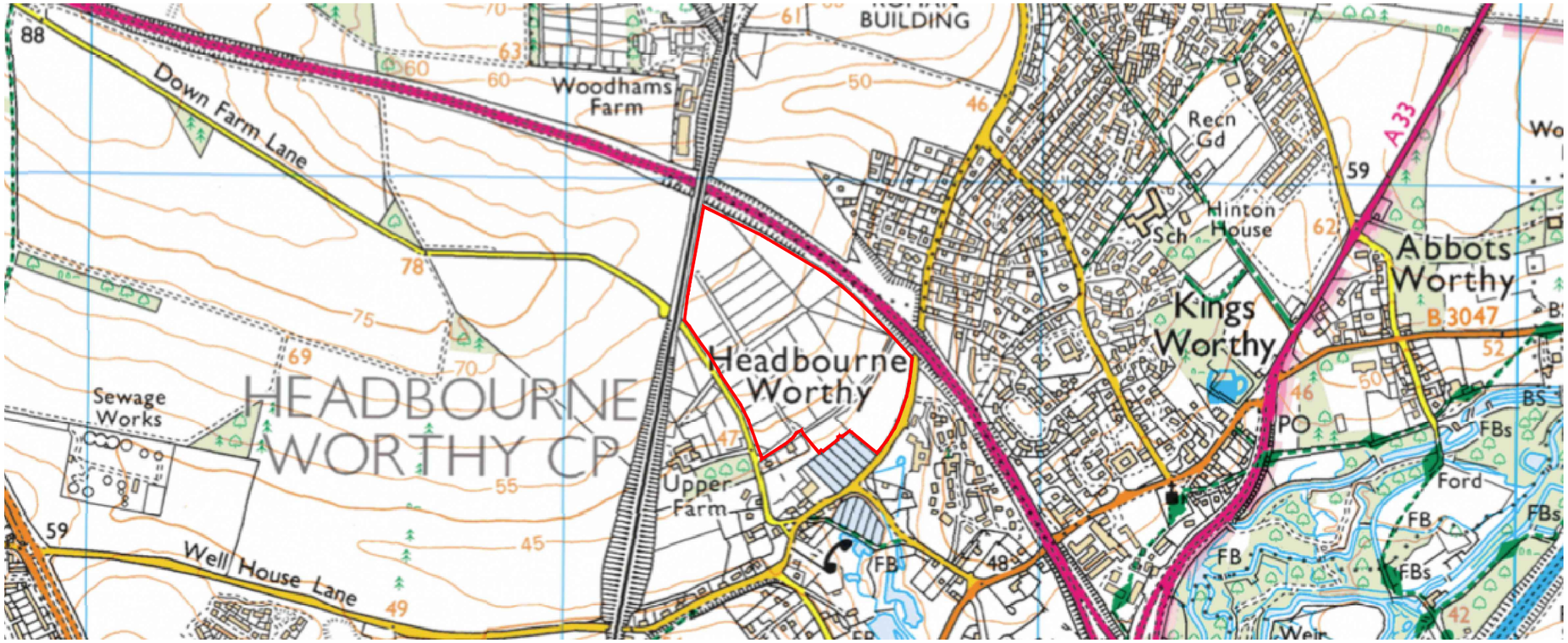
5.5 In accordance with paragraph 116 of the NPPF, the forthcoming planning application will be supported by a Transport Assessment and Travel Plan.

5.6 As such, the proposals are considered to comply with relevant national, regional and local planning policies and would not give rise to any significant adverse impacts on the local highway network.

Appendices

Appendix A

Site Location Plan



NOTES

1. This drawing is to be read in conjunction with all other documents and specifications
2. Dimensions not to be scaled from drawing

LOCATION

Nearby postcode: SO23 7LD
Grid reference: Easting: 448529
Northings: 132615

KEY

Approximate site boundary

N

Rev.	Description	Date	By	Chkd

Glanville
Survey > Plan > Engineer

Civil Engineering | Highways Engineering
Structural Engineering | Building Surveying
Transport Planning | Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client : Obsidian Strategic Asset Management Ltd

Project : Land West of Springvale Road Headbourne Worthy, SO23 7LD

Title : Site Location Plan

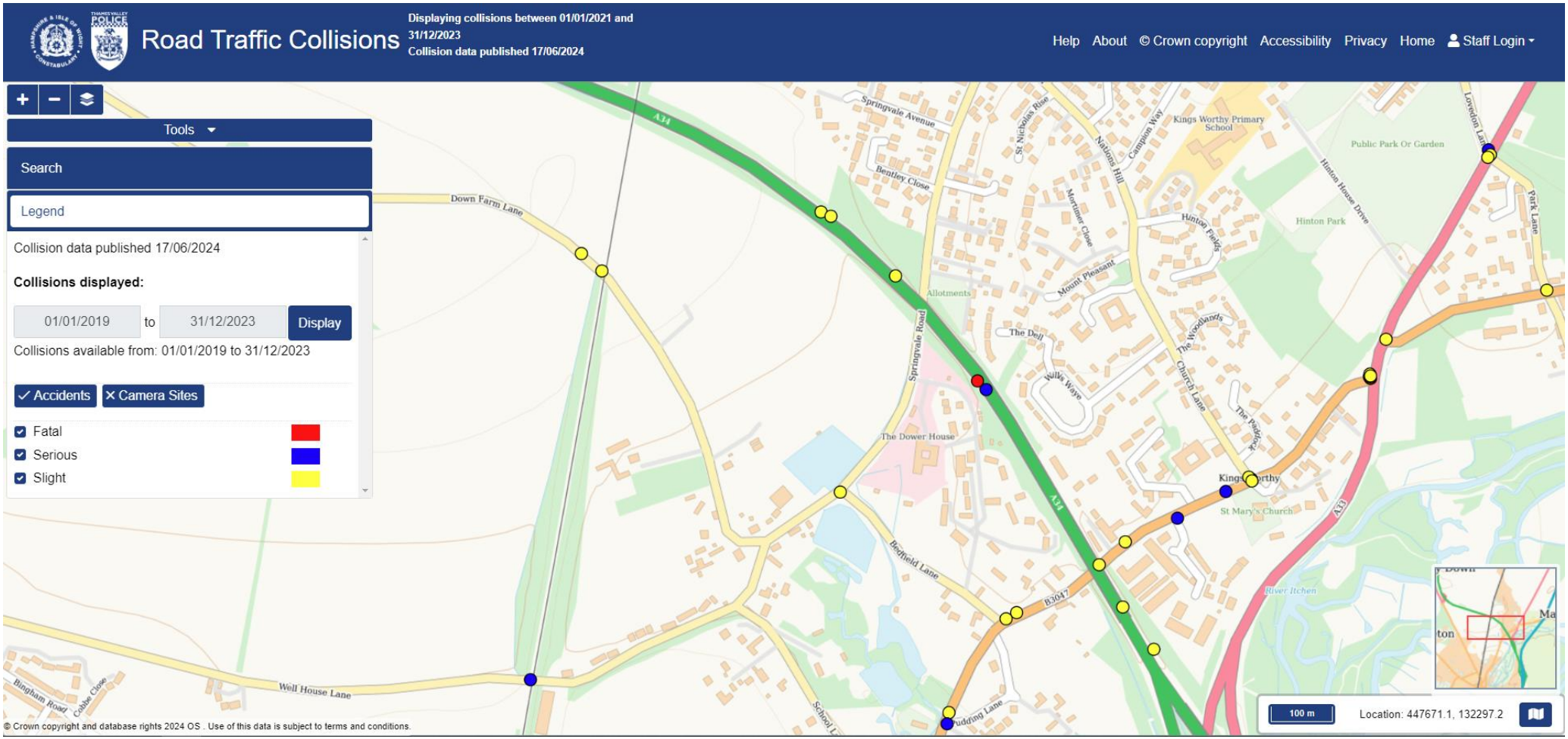
Engineer : C. Salt
Date : Aug 2024
Director : J. Birch
Scale : NTS
Status : PRELIMINARY

Drawing No. 8220418 - SK02
Rev P1

Appendix B

Accident Map Extract

Hampshire County Council Accident Data Map Extract



Appendix C

Illustrative Framework Plan

Issue:

KEY

- SITE BOUNDARY (15.57HA)
- RESIDENTIAL PARCELS (4.012HA)
- RELOCATED FARM SHOP (0.684HA)

GREEN INFRASTRUCTURE

- PUBLIC OPEN SPACE (PROVISION TO INCLUDE ATTENUATION BASINS, RECREATIONAL ROUTES AND RETENTION OF EXISTING VEGETATION)
- LANDSCAPE BUFFER TO A34 ROAD AND RAILWAY LINE (SUBJECT TO TECHNICAL INPUT)
- EXISTING VEGETATION (SUBJECT TO TREE SURVEY)
- INDICATIVE NEW TREES AND PLANTING (SUBJECT TO LANDSCAPE STRATEGY)
- INDICATIVE ATTENUATION BASINS
- FLOOD ZONE BUFFER, TO EXCLUDE BUILT DEVELOPMENT OR OPEN DRAINAGE

MOVEMENT & INFRASTRUCTURE

- PROPOSED ACCESS JUNCTION (SUBJECT TO TECHNICAL INPUT)
- PROPOSED EMERGENCY/PED/CYCLE ACCESS (SUBJECT TO TECHNICAL INPUT)
- PROPOSED ACCESS TO DEVELOPMENT PARCELS (SUBJECT TO TECHNICAL INPUT)
- INDICATIVE PRIMARY STREET (SUBJECT TO TECHNICAL INPUT)
- INDICATIVE VIEW POINTS INTO THE SITE (FORMING GREEN CORRIDORS)

N

0 25 50 m

DRAFT

LAND AT HEADBOURNE WORTHY - ILLUSTRATIVE FRAMEWORK PLAN

PEGASUS GROUP

| PEGASUSGROUP.CO.UK | TEAM/DRAWN BY: JF | APPROVED BY: CP | DATE: 02/10/2024 | SCALE: 1:2500@A3 | DRWG: P24-1269_DE_001_C_02 I CLIENT: OBSIDIAN STRATEGIC I

Appendix D

Proposed Site Access Drawing

NOTES

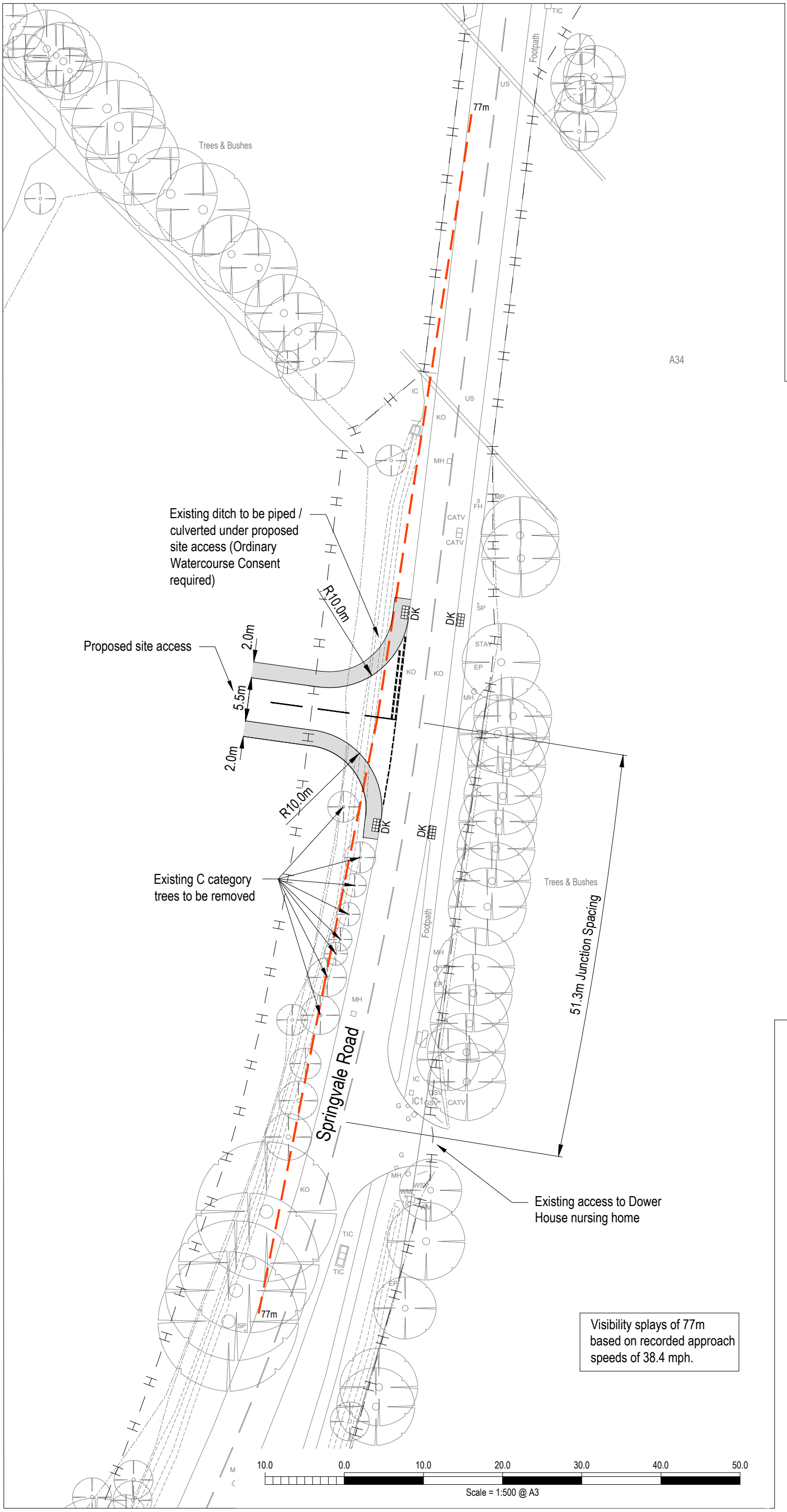
1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: Associated Survey Consultants drawing number ASC.24.676

KEY

- 2.4m x 77m visibility splays (62kph / 38.4mph)
- Highway boundary interpreted from HCC records
- Proposed footway
- DK Uncontrolled crossing incorporating dropped kerbs and tactile paving

N



Rev.	Description	Date	By	Chkd
A	Issued with Reg 19 reps.	09/10/24	TH	JC

Glanville
Survey > Plan > Engineer

Civil Engineering | Highways Engineering
Structural Engineering | Building Surveying
Transport Planning | Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client : Obsidian Strategic Asset Management Limited

Project : Land West of Springvale Road, Headbourne Worthy SO23 7LD

Title : Site Access and Visibility Splays

Engineer : J. Cooper Date : Sept 2024

Director : J. Birch Scale : 1:500 @ A3

Status : PRELIMINARY

Drawing No. 8220418/6103

Rev A

Appendix E

ATC Survey Results

CHARGE SURVEYS

Survey Type: Automatic Traffic Counter

Location: Springvale Road

CHARGE SURVEYS

Survey Type: Automatic Traffic Counter

Location: Springvale Road

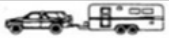
CHARGE SURVEYS

Survey Type: Automatic Traffic Counter

Location: Springvale Road

CHARGE SURVEYS

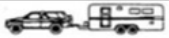
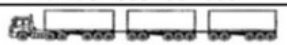
SITE: ATC 1 - Springvale Rd, Headbourne Worthy (51.090883, -1.305406)

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Northbound	Southbound
Total	**14850**	**14720**
Mean Speed	**32.6**	**33.6**
85%	**38**	**38.4**

CHARGE SURVEYS

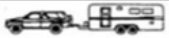
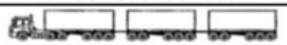
SITE: ATC 2 - Springvale Rd, Headbourne Worthy (51.088701, -1.307020)

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Northbound	Southbound
Total	**15051**	**15136**
Mean Speed	**26.7**	**25.3**
85%	**33.8**	**32.4**

CHARGE SURVEYS

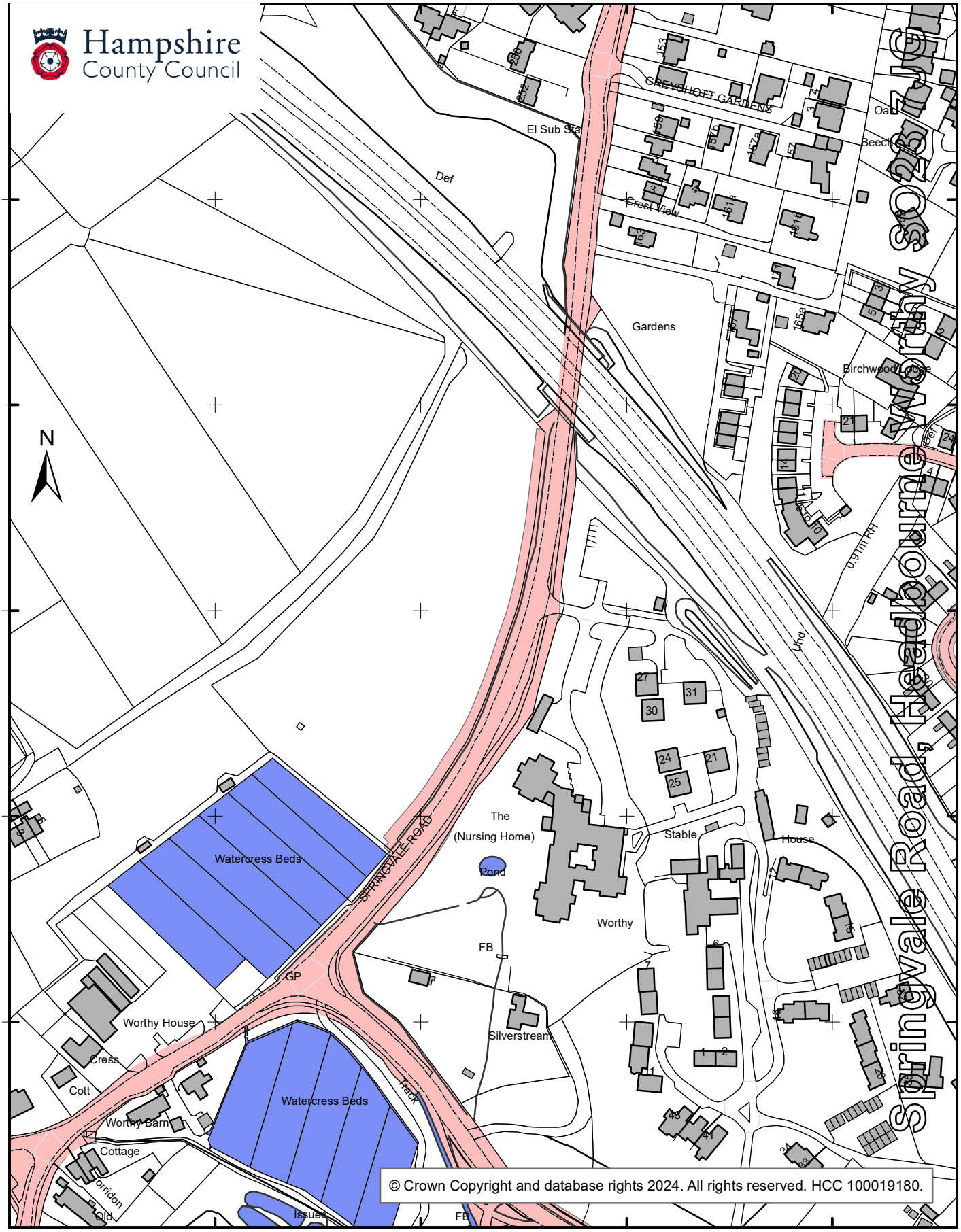
SITE: ATC 3 - Springvale Rd, Headbourne Worthy (51.089831, -1.305782)

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Northbound	Southbound
Total	**15037**	**15008**
Mean Speed	**33**	**32.2**
85%	**38.4**	**37.4**

Appendix F

Highway Extents Plan

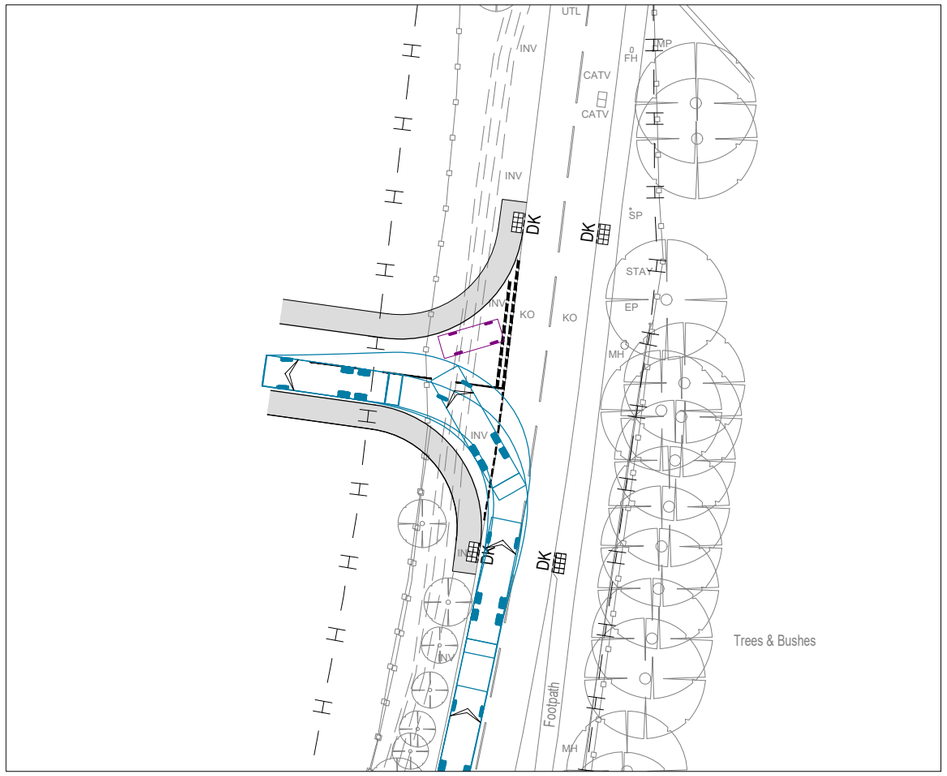


Ordnance Survey maps are topographic maps and show a representation of the physical features on the ground at the time of survey, which are drawn according to specified tolerances, by the Ordnance Survey. For further information on Ordnance Survey mapping please see: http://www.ordnancesurvey.co.uk/support/property-boundaries.html
For questions about the responsibility for ditches please refer to Hampshire County Council's website at: http://documents.hants.gov.uk/flood-water-management/ditchmaintenanceposter.pdf

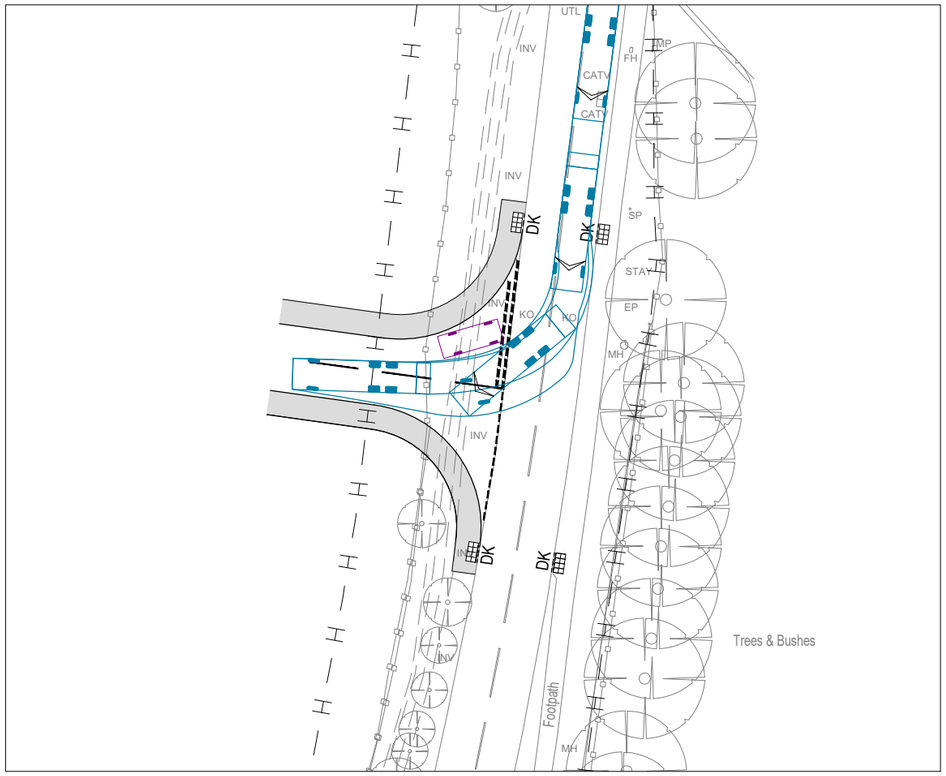
This plan is made on the basis of information at present available to the County Council and is made on the distinct understanding that, in the absence of negligence, neither the County Council nor I as an officer of the Council is to be held responsible should you rely on this statement and consequently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

Appendix G

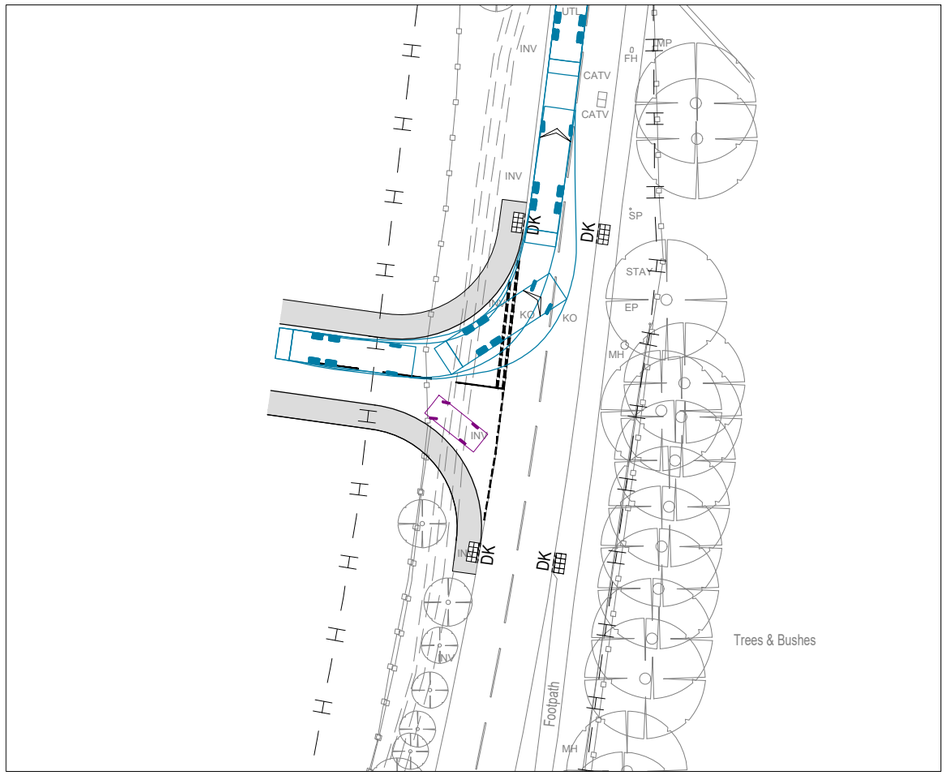
Swept Path Analysis



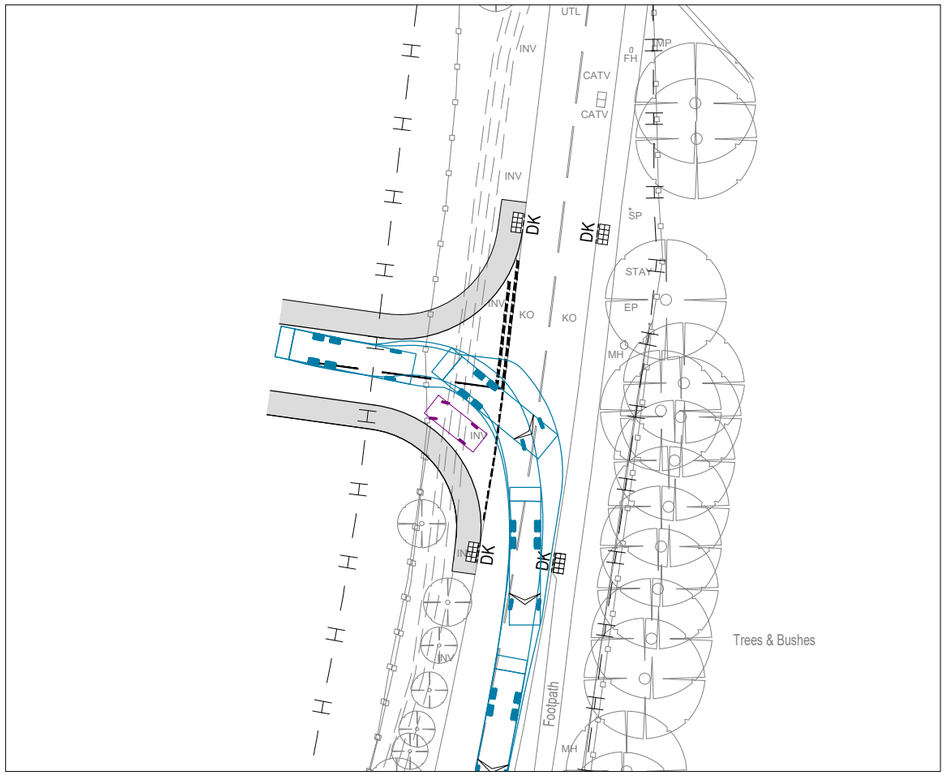
LEFT-TURN - ENTRY



RIGHT-TURN - ENTRY



LEFT-TURN - EXIT



RIGHT-TURN - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: Associated Survey Consultants drawing number ASC.24.676

KEY

11.3m refuse vehicle - forward gear

Large car - waiting / passing

N

Rev.	Description	Date	By	Chkd

Glanville
Survey > Plan > Engineer

Civil Engineering | Highways Engineering
Structural Engineering | Building Surveying
Transport Planning | Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client : Obsidian Strategic Asset Management Limited

Project : Land West of Springvale Road, Headbourne Worthy SO23 7LD

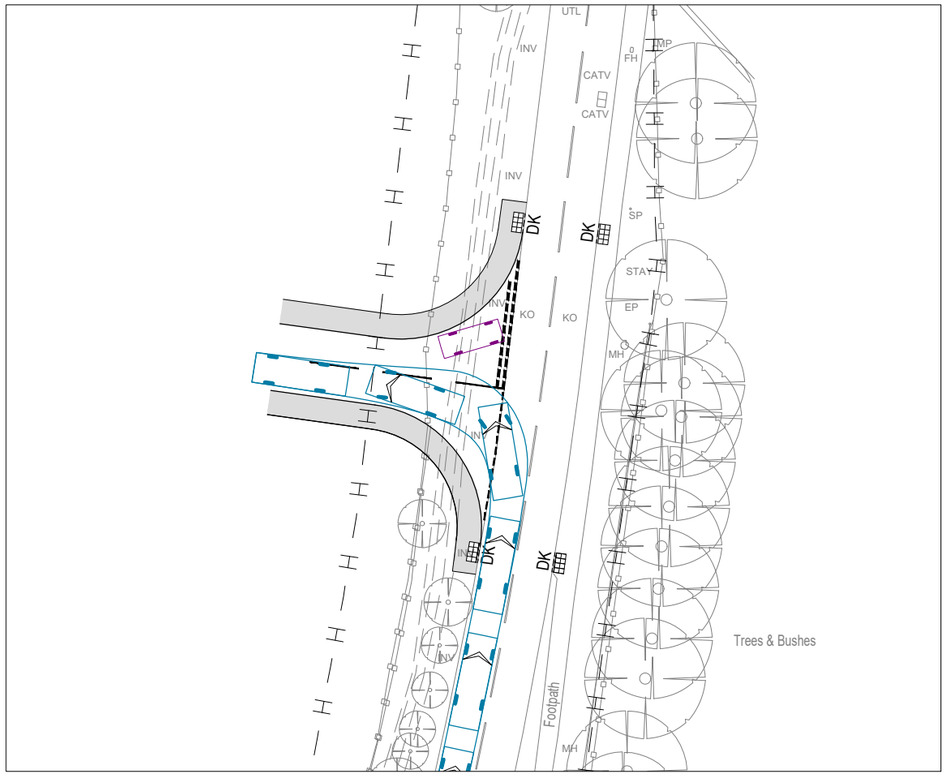
Title : Swept Path Analysis 11.2m Refuse Vehicle

Engineer : J. Cooper | Date : October 2024

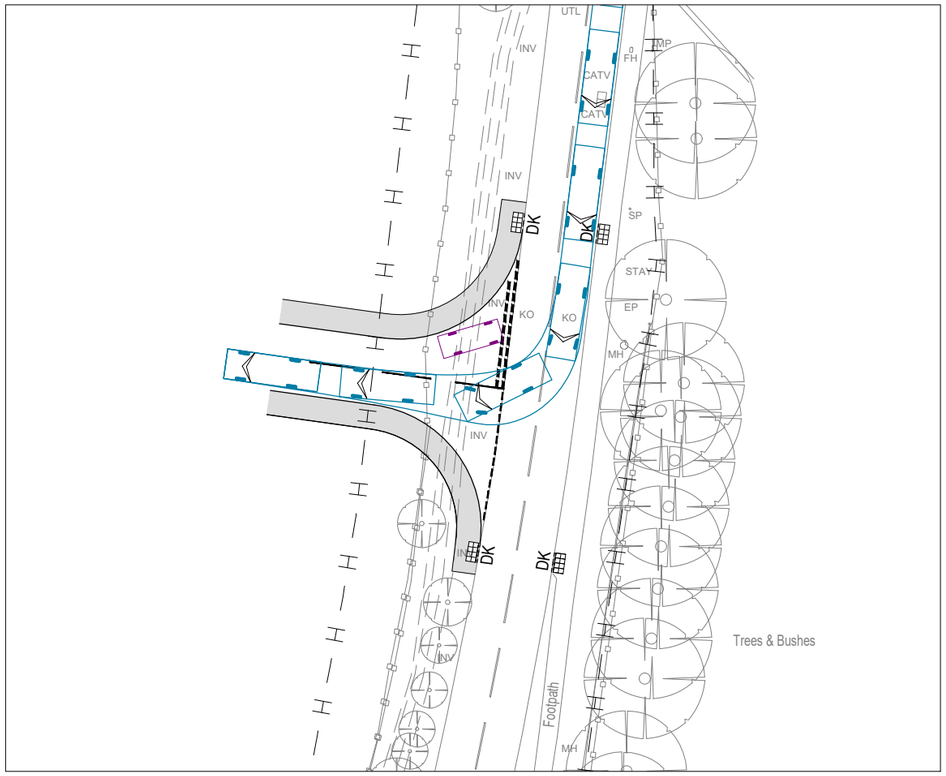
Director : J. Birch | Scale : 1:500 @ A3

Status : PRELIMINARY

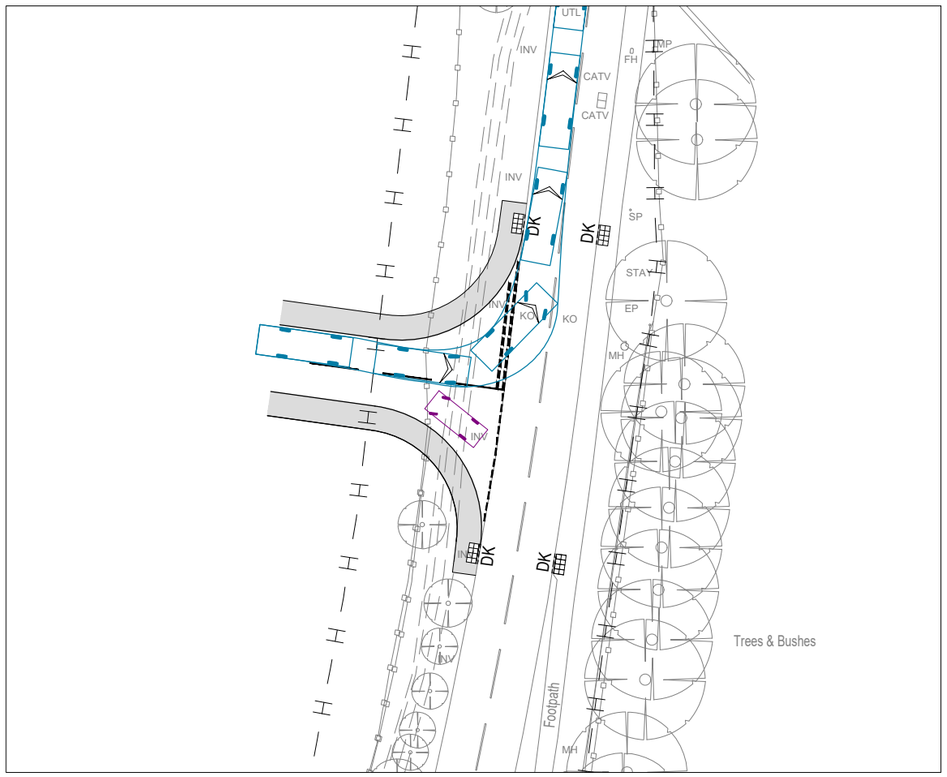
Drawing No. 8220418/6201 | Rev



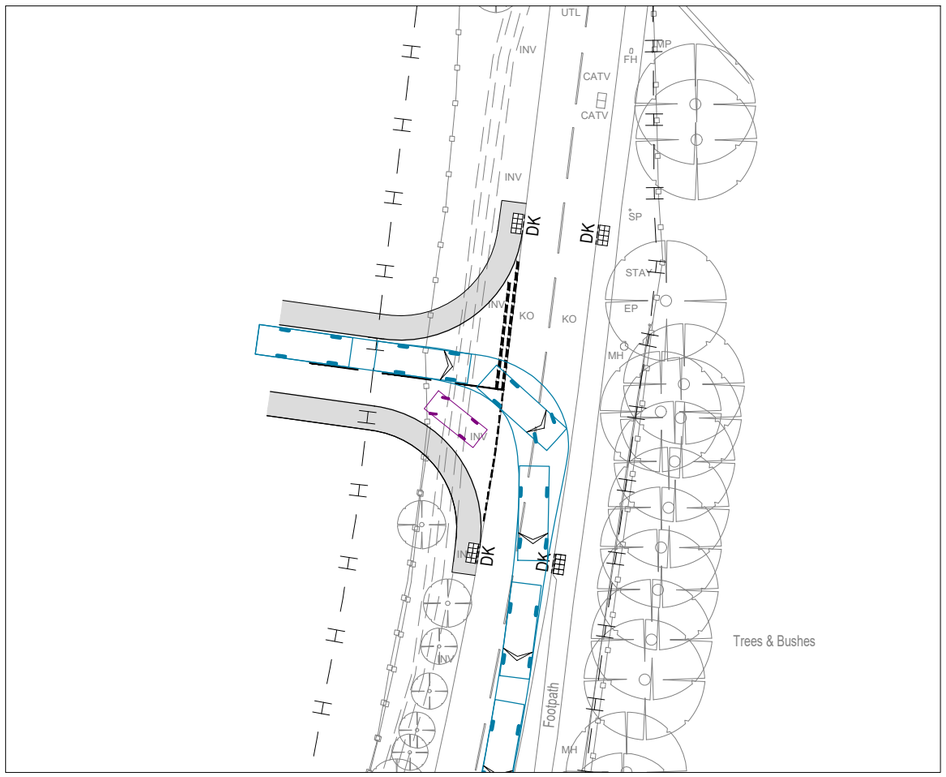
LEFT-TURN - ENTRY



RIGHT-TURN - ENTRY



LEFT-TURN - EXIT



RIGHT-TURN - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: Associated Survey Consultants drawing number ASC.24.676

KEY

7.7m fire tender - forward gear

Large car - waiting / passing

Rev.	Description	Date	By	Chkd

Glanville
Survey > Plan > Engineer

Civil Engineering
Structural Engineering
Transport Planning
Highways Engineering
Building Surveying
Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client : Obsidian Strategic Asset Management Limited

Project : Land West of Springvale Road, Headbourne Worthy SO23 7LD

Title : Swept Path Analysis Fire Tender

Engineer : J. Cooper
Date : October 2024
Director : J. Birch
Scale : 1:500 @ A3
Status : PRELIMINARY

Drawing No. 8220418/6202

Rev

Appendix H

TRICS Output

Glanville Foxhall Road Didcot Licence No: 225601

Filtering Summary

Land Use	03/O	RESIDENTIAL/RETIREMENT AND CARE COMMUNITY
Selected Trip Rate Calculation Parameter Range	35-327 DWELLS	
Actual Trip Rate Calculation Parameter Range	35-58 DWELLS	
Date Range	Minimum: 01/01/11	Maximum: 05/05/23
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	
Days of the week selected	Tuesday	3
	Thursday	1
	Friday	2
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	5
	Neighbourhood Centre (PPS6 Local Centre)	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	1 - Selected
	Servicing vehicles Excluded	5 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	10,001 to 15,000	1
	15,001 to 20,000	2
	20,001 to 25,000	1
	25,001 to 50,000	2
Population <5 Mile ranges selected	100,001 to 125,000	1
	125,001 to 250,000	3
	250,001 to 500,000	1
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	4
PTAL Rating	No PTAL Present	6

Calculation Reference: AUDIT-225601-240610-0650

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : O - RETIREMENT AND CARE COMMUNITY
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	2 days
	TB	TORBAY	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	PB	PETERBOROUGH	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: 35 to 58 (units:)
Range Selected by User: 35 to 327 (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: 01/01/11 to 05/05/23

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:

Tuesday	3 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	6

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

n/a	6 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

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

Travel Plan:

No	6 days

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

PTAL Rating:

No PTAL Present	6 days

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

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

LIST OF SITES relevant to selection parameters

Site(1):	BR-03-O-01	Site area:	0.60 hect
Development Name:	RETIREMENT VILLAGE	No of Dwellings:	58
Location:	BRISTOL	Residents (total):	0
Postcode:	BS14 8PG		
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	22/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	27
Site(2):	BR-03-O-02	Site area:	0.96 hect
Development Name:	RETIREMENT VILLAGE	No of Dwellings:	49
Location:	BRISTOL	Residents (total):	0
Postcode:	BS5 8NL		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	18/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	25
Site(3):	KC-03-O-01	Site area:	0.40 hect
Development Name:	RETIREMENT VILLAGE	No of Dwellings:	40
Location:	BROADSTAIRS	Residents (total):	0
Postcode:	CT10 2FE		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	19/11/15
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	16
Site(4):	NF-03-O-01	Site area:	1.03 hect
Development Name:	RETIREMENT VILLAGE	No of Dwellings:	51
Location:	NORWICH	Residents (total):	87
Postcode:	NR1 3AP		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	16/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	40
Site(5):	PB-03-O-01	Site area:	0.60 hect
Development Name:	RETIREMENT VILLAGE	No of Dwellings:	35
Location:	PETERBOROUGH	Residents (total):	40
Postcode:	PE2 5SF		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	29/06/21
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	35
Site(6):	TB-03-O-01	Site area:	0.30 hect
Development Name:	RETIREMENT VILLAGE	No of Dwellings:	45
Location:	TORQUAY	Residents (total):	0
Postcode:	TQ1 3NA		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	29/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	15

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	6	46	0.054	6	46	0.029	6	46	0.083
08:00 - 09:00	6	46	0.151	6	46	0.072	6	46	0.223
09:00 - 10:00	6	46	0.234	6	46	0.169	6	46	0.403
10:00 - 11:00	6	46	0.173	6	46	0.180	6	46	0.353
11:00 - 12:00	6	46	0.169	6	46	0.176	6	46	0.345
12:00 - 13:00	6	46	0.122	6	46	0.144	6	46	0.266
13:00 - 14:00	6	46	0.191	6	46	0.209	6	46	0.400
14:00 - 15:00	6	46	0.162	6	46	0.191	6	46	0.353
15:00 - 16:00	6	46	0.137	6	46	0.155	6	46	0.292
16:00 - 17:00	6	46	0.147	6	46	0.158	6	46	0.305
17:00 - 18:00	6	46	0.054	6	46	0.112	6	46	0.166
18:00 - 19:00	6	46	0.058	6	46	0.072	6	46	0.130
19:00 - 20:00	5	49	0.049	5	49	0.033	5	49	0.082
20:00 - 21:00	5	49	0.041	5	49	0.074	5	49	0.115
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.742			1.774			3.516

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.*

Parameter summary

Trip rate parameter range selected:	35 - 58 (units:)
Survey date date range:	01/01/11 - 05/05/23
Number of weekdays (Monday-Friday):	6
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

100 sqm

WK-16-C-03 Farm Shop & Café Rouncil Lane CV8 1NN Site area: 0.95 hectares 9,500 sqm

Time	Arr 46	Dep 46	Totals 92	Parking Accum
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				
08:00-09:00	0	0	0	0
09:00-10:00	11	1	12	10
10:00-11:00	5	3	8	12
11:00-12:00	9	4	13	17
12:00-13:00	5	4	9	18
13:00-14:00	5	6	11	17
14:00-15:00	4	5	9	16
15:00-16:00	3	9	12	10
16:00-17:00	2	8	10	4
17:00-18:00	2	6	8	0
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Time	0.484	0.484	0.968
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			
08:00-09:00	0.000	0.000	0.000
09:00-10:00	0.116	0.011	0.126
10:00-11:00	0.053	0.032	0.084
11:00-12:00	0.095	0.042	0.137
12:00-13:00	0.053	0.042	0.095
13:00-14:00	0.053	0.063	0.116
14:00-15:00	0.042	0.053	0.095
15:00-16:00	0.032	0.095	0.126
16:00-17:00	0.021	0.084	0.105
17:00-18:00	0.021	0.063	0.084
18:00-19:00			
19:00-20:00			
20:00-21:00			
21:00-22:00			
22:00-23:00			
23:00-24:00			

AK-16-C-01 Farm Shop & Café Leeds Road Whitwood Mere Castleford 100,000 sqm

Time	Arr 127	Dep 127	Totals 254	Parking Accum
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	0	0	0	2
08:00-09:00	10	7	17	5
09:00-10:00	21	17	38	9
10:00-11:00	28	29	57	8
11:00-12:00	20	26	46	2
12:00-13:00	25	25	50	2
13:00-14:00	19	15	34	6
14:00-15:00	3	7	10	2
15:00-16:00	1	1	2	2
16:00-17:00				
17:00-18:00				
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Time	0.127	0.127	0.254
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	0.000	0.000	0.000
08:00-09:00	0.010	0.007	0.017
09:00-10:00	0.021	0.017	0.038
10:00-11:00	0.028	0.029	0.057
11:00-12:00	0.020	0.026	0.046
12:00-13:00	0.025	0.025	0.050
13:00-14:00	0.019	0.015	0.034
14:00-15:00	0.003	0.007	0.010
15:00-16:00	0.001	0.001	0.002
16:00-17:00			
17:00-18:00			
18:00-19:00			
19:00-20:00			
20:00-21:00			
21:00-22:00			
22:00-23:00			
23:00-24:00			

EB-16-C-01 | Farm Shop / Café | West Craigie Farm | South Queensferry | Edinburgh | EH30 9TR

1.88 hectares

18,800 sqm

Time	Arr 40	Dep 38	Totals 78	Parking Accum
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	0	1	1	3
08:00-09:00	3	1	4	5
09:00-10:00	6	3	9	8
10:00-11:00	2	3	5	7
11:00-12:00	1	4	5	4
12:00-13:00	8	2	10	10
13:00-14:00	1	3	4	8
14:00-15:00	5	6	11	7
15:00-16:00	1	6	7	2
16:00-17:00	3	4	7	1
17:00-18:00	7	3	10	5
18:00-19:00	3	2	5	6
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Time	0.213	0.202	0.415
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	0.000	0.005	0.005
08:00-09:00	0.016	0.005	0.021
09:00-10:00	0.032	0.016	0.048
10:00-11:00	0.011	0.016	0.027
11:00-12:00	0.005	0.021	0.027
12:00-13:00	0.043	0.011	0.053
13:00-14:00	0.005	0.016	0.021
14:00-15:00	0.027	0.032	0.059
15:00-16:00	0.005	0.032	0.037
16:00-17:00	0.016	0.021	0.037
17:00-18:00	0.037	0.016	0.053
18:00-19:00	0.016	0.011	0.027
19:00-20:00			
20:00-21:00			
21:00-22:00			
22:00-23:00			
23:00-24:00			

DH-16-C-01 | Farm Shop | Tanfield Lane | Tanfield | Near Durham | DH9 9QF

7.2 hectares

72,000 sqm

Time	Arr 10	Dep 10	Totals 20	Parking Accum
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	0	0	0	0
08:00-09:00	0	0	0	0
09:00-10:00	2	0	2	2
10:00-11:00	0	1	1	1
11:00-12:00	3	3	6	1
12:00-13:00	1	1	2	1
13:00-14:00	1	2	3	0
14:00-15:00	1	1	2	0
15:00-16:00	1	0	1	1
16:00-17:00	0	0	0	1
17:00-18:00	1	2	3	0
18:00-19:00				
19:00-20:00				
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Time	0.014	0.014	0.028
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	0.000	0.000	0.000
08:00-09:00	0.000	0.000	0.000
09:00-10:00	0.003	0.000	0.003
10:00-11:00	0.000	0.001	0.001
11:00-12:00	0.004	0.004	0.008
12:00-13:00	0.001	0.001	0.003
13:00-14:00	0.001	0.003	0.004
14:00-15:00	0.001	0.001	0.003
15:00-16:00	0.001	0.000	0.001
16:00-17:00	0.000	0.000	0.000
17:00-18:00	0.001	0.003	0.004
18:00-19:00			
19:00-20:00			
20:00-21:00			
21:00-22:00			
22:00-23:00			
23:00-24:00			

Average Trip Rates | calculation factor | 100 sqm

Time	0.209	0.207	0.416
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	0.000	0.002	0.002
08:00-09:00	0.006	0.003	0.010
09:00-10:00	0.043	0.011	0.054
10:00-11:00	0.023	0.019	0.042
11:00-12:00	0.031	0.023	0.054
12:00-13:00	0.030	0.020	0.050
13:00-14:00	0.020	0.024	0.044
14:00-15:00	0.018	0.023	0.042
15:00-16:00	0.010	0.032	0.042
16:00-17:00	0.012	0.035	0.047
17:00-18:00	0.020	0.027	0.047
18:00-19:00	0.016	0.011	0.027
19:00-20:00			
20:00-21:00			
21:00-22:00			
22:00-23:00			
23:00-24:00			

Uplift | Site Area | 2,532 sqm

Time	5	5	11
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	0	0	0
08:00-09:00	0	0	0
09:00-10:00	1	0	1
10:00-11:00	1	0	1
11:00-12:00	1	1	1
12:00-13:00	1	1	1
13:00-14:00	0	1	1
14:00-15:00	0	1	1
15:00-16:00	0	1	1
16:00-17:00	0	1	1
17:00-18:00	1	1	1
18:00-19:00	0	0	1
19:00-20:00			
20:00-21:00			
21:00-22:00			
22:00-23:00			
23:00-24:00			

Period	Trip Rates per 100sqm		
	Inbound	Outbound	Total
AM Peak (08:00 - 09:00)	0.006	0.003	0.010
PM Peak (17:00 - 18:00)	0.020	0.027	0.047
Daily	0.209	0.207	0.416

Period	Traffic Generation (2,532 sqm uplift)		
	Inbound	Outbound	Total
AM Peak (08:00 - 09:00)	0	0	0
PM Peak (17:00 - 18:00)	1	1	1
Daily	5	5	11

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

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Survey > Plan > Engineer

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