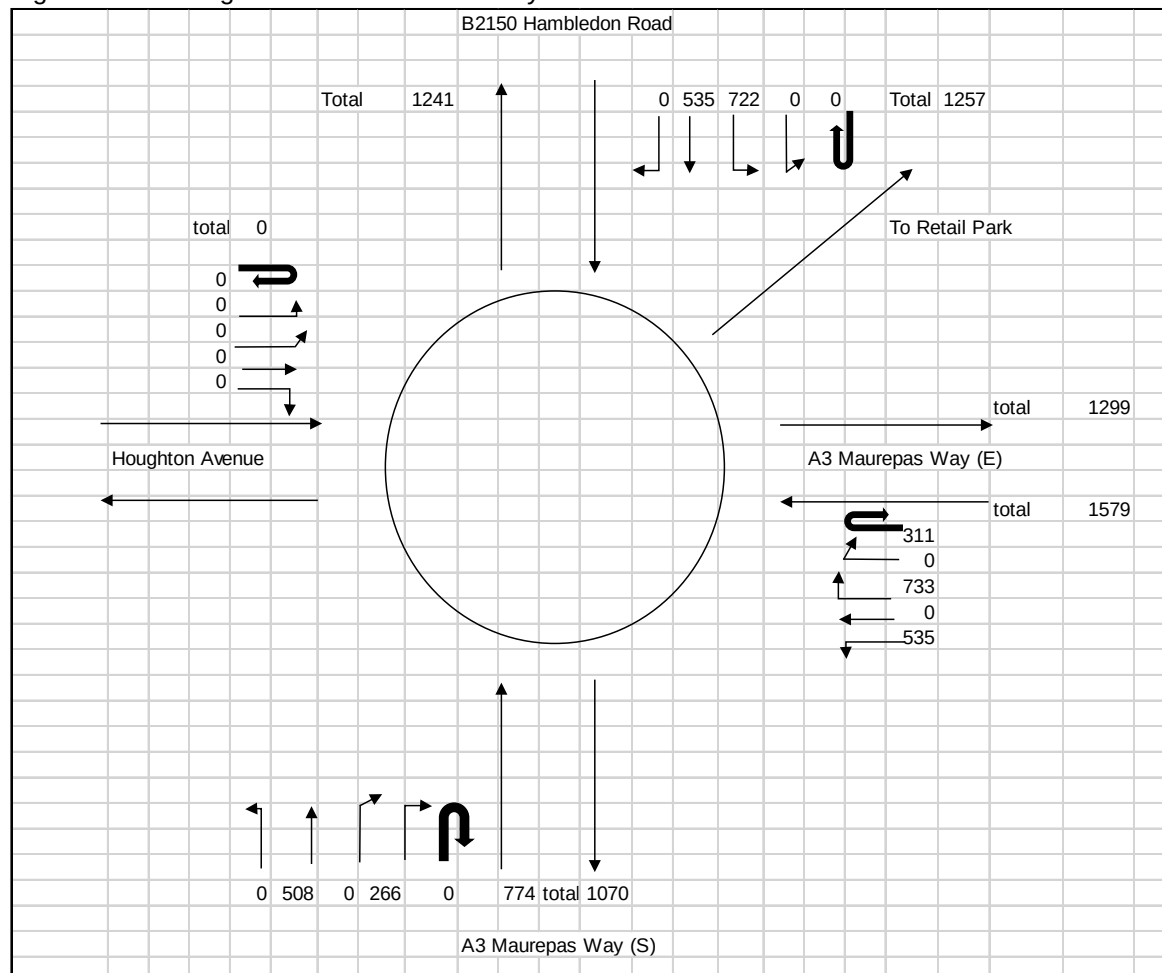


Figure 2 – Evening Peak Hour Traffic Surveys



In discussion with HCC, we have undertaken a further TRICS assessment, considering all developments of rented flats, using the following criteria:

- C3 Rented Apartments
- South East
- Suburban Area

Two sites were found, as shown in Table 1.

Table 1 – TRICS Sites

Reference	Description	Town/City	Area	Location	DWELLS	Status
ES-03-D-06	FLATS & HOUSES	BRIGHTON	EAST SUSSEX	Suburban Area (PPS6 Out of Centre)	15	One-Off
HC-03-D-06	BLOCKS OF FLATS	SOUTHAMPTON	HAMPSHIRE	Suburban Area (PPS6 Out of Centre)	66	One-Off

Review of the TRICS sites revealed that Site ES-03-D-06 was located within 1km of a railway station. As such the site was deselected as being unrepresentative. Table 2 shows the trips rates produced from the remaining site).

Table 2 – TRICS Vehicular Trip Rate for Rented Apartments

	ARRIVALS	DEPARTURES	TOTALS
	Trip	Trip	Trip
Time Range	Rate	Rate	Rate
07:00-08:00	0.03	0.091	0.121
08:00-09:00	0.121	0.197	0.318
09:00-10:00	0.121	0.197	0.318
10:00-11:00	0.136	0.136	0.272
11:00-12:00	0.136	0.152	0.288
12:00-13:00	0.091	0.076	0.167
13:00-14:00	0.121	0.106	0.227
14:00-15:00	0.167	0.288	0.455
15:00-16:00	0.288	0.197	0.485
16:00-17:00	0.288	0.121	0.409
17:00-18:00	0.121	0.227	0.348
18:00-19:00	0.106	0.045	0.151
Daily Trip Rates:	1.726	1.833	3.559

Given the reliance of the calculation on the results of one site wider selection criteria were applied, considering all sites within England (excluding Greater London). This generated four sites, including the Site ES-03-D-06 that was previously discounted. The consequent trip rate (excluding Site ES-03-D-06) was lower than that presented in Table 2. As such the trip rates in Table 2 were applied to the 264 apartments expected at the development, to produce peak hour trips. Table 3 presents the calculated morning and peak hour vehicular trips.

Table 3 – Peak Hour TRICS Vehicular Trips for Rented Apartments

	ARRIVALS	DEPARTURES	TOTALS
Time Range	Trips	Trips	Trips
08:00-09:00	32	52	84
17:00-18:00	32	60	92

It is noted that Table 3 shows very much a worst case scenario, not reflecting the sustainable location of the Wellington Way development, the smaller unit sizes or the impact of the travel plan measures. In such a scenario it would be expected that all additional spaces proposed at the Wellington Way car park would be used by the residential development; there would be no additional public parking provided.

The traffic surveys will have included background trips related to the public car park at Wellington Way. Therefore no account has been made of public car park trips.

Figures 3 and 4 show the distribution of the worst case development trips onto the Hambledon Road roundabout for the morning and evening peaks respectively. The distributions have reflected existing traffic patterns, with allowances made for routings due to the left in, left out arrangement of Wellington Way onto Maurepas Way.

Figure 3 – Morning Peak Hour Residential Trips

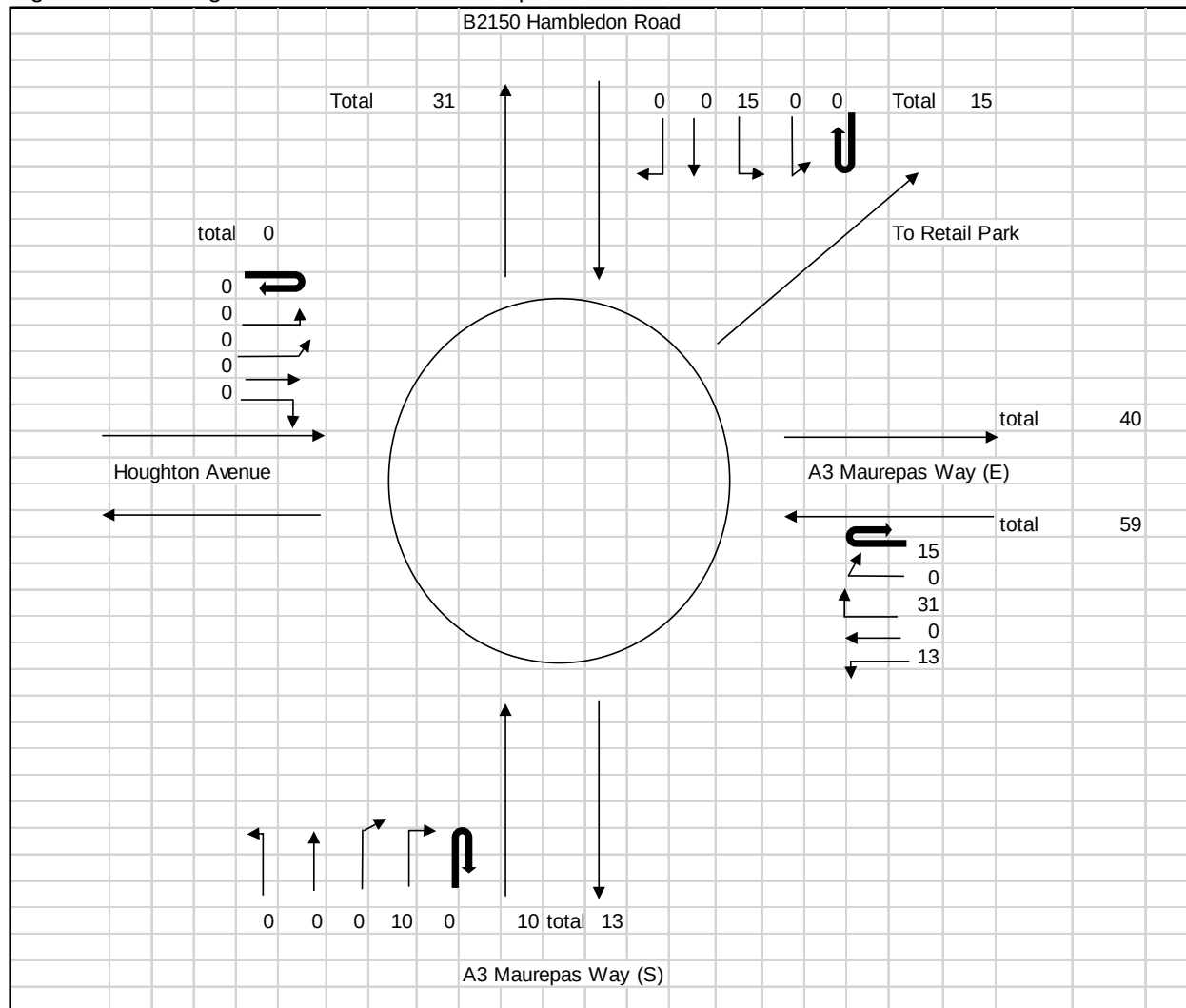
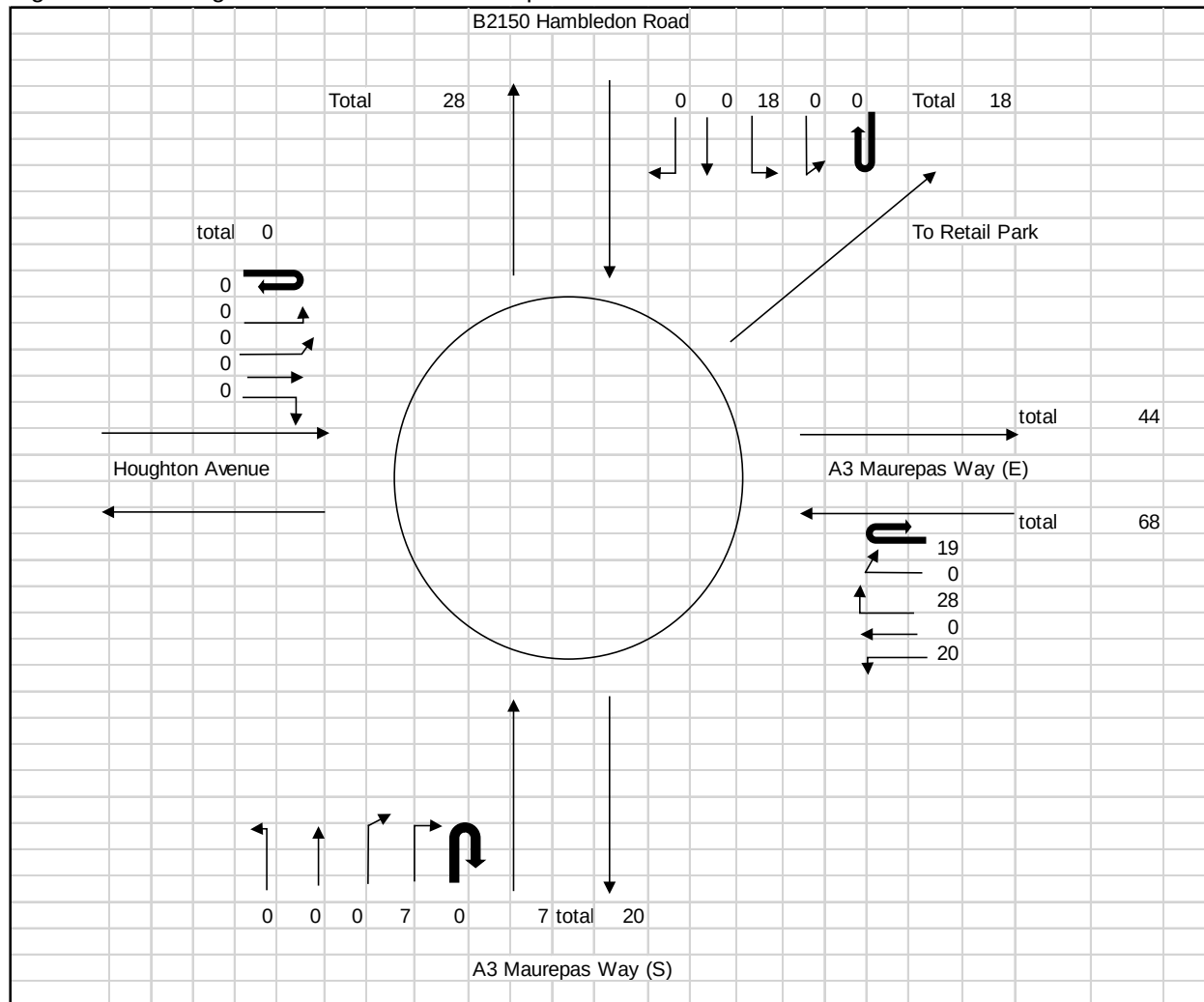
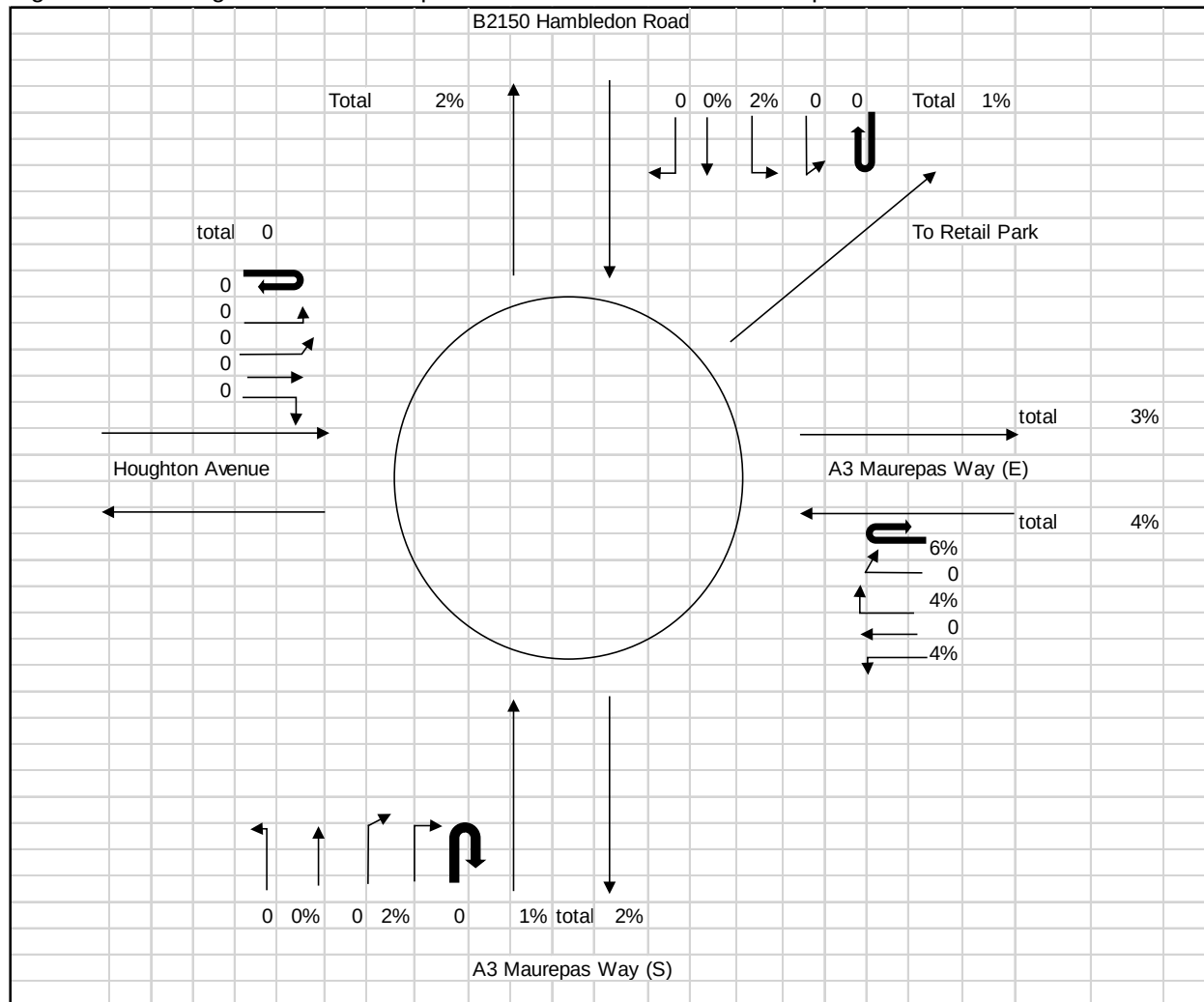


Figure 4 – Evening Peak Hour Residential Trips



A comparison has then been made of the percentage impact of the worst case development trips on the observed traffic flows. This information is summarised in Figures 5 and 6 for the morning and evening peak hours respectively.

Figure 6 – Evening Peak Hour % Impact of Worst Case Residential Trips



In the morning peak hour the highest link impact is 5% on Maurepas Road East, Westbound. More detailed review of individual turns the highest impact would be 7% on the u-turn movement from Maurepas Road East Westbound to Eastbound. Many turns experience no change in traffic flows. It is notable that the total flows with development are lower than the observed evening peak flows. As such it is expected the network could accommodate the worst case additional traffic with negligible impact.

In the evening peak hour the highest link impact is 4% on Maurepas Road East, Eastbound. More detailed review of individual turns the highest percentage impact would be 6% on the u-turn movement from Maurepas Road East Westbound to Eastbound (resulting from 19 additional trips). Many turns experience no change in traffic flows. Given the u-turn increase is less than one trip every three minutes it is expected the network could accommodate the worst case additional traffic with negligible impact.

From this assessment it is clear that even using a very worst case scenario the potential impact of the Wellington Way development is limited, and hence no further assessment is necessary.