

UBS Triton Property Fund

PROPOSED CHANGE OF USE, CENTRAL RETAIL PARK, HAVANT

Transport Statement

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1 INTRODUCTION

1.1 Introduction

1.1.1 This Transport Statement has been prepared by Vectos on behalf of UBS Triton Property Fund to consider the highway and transportation issues associated with a change of use application at the Central Retail Park in Havant. The site lies in the jurisdiction of Havant Borough Council (HBC), while Hampshire County Council (HCC) act as the highways authority.

1.2 Development Site and its Location

1.2.1 The Central Retail Park is located within the urban core of Havant, to the northwest of the town centre. The strategic location of the site is shown in **Plan 1**, with the location in a more local context is shown in **Plan 2**. An aerial view of the site is shown in **Figure 1.1** below.



Figure 1.1: Aerial View of Site Location

1.3 Development Proposals

- 1.3.1 The planning application proposes the sub-division of the existing Wickes store on the Retail Park (currently Unit 6), with the newly created unit then being occupied by Aldi. Aldi in turn will relocate from their existing premise on the site (currently Units 4 and 5).
- 1.3.2 The application red lined boundary and existing site layout are shown in **Plan 3**, with the proposed site layout shown in **Plan 4**.
- 1.3.3 The proposals will require the change of use of the identified Wickes floor area to allow the sale of A1 food type uses. The A1 non-food retail consent which covers the existing Wickes floorspace will then be transferred to the existing Aldi unit.
- 1.3.4 The current permission controlling the Retail Park allows for the up to 910sqm of net sales area to be used for the sale of discount food.
- 1.3.5 The planning application does not propose an increase in the built floor area of the site. Instead, within the existing building footprints the proposals will increase the area of A1 food retail floorspace on the site to allow:
- Up to 320sqm food retail sales area in Units 4/5; and
 - Up to 1,254sqm food retail sales area in Unit 6.
- 1.3.6 The proposals will therefore increase food retail sales area on the Retail Park by 664sqm, with the non-food retail floor area decreasing by an equivalent amount.
- 1.3.7 The planning application does not propose any change in the quantum of parking provided on site, or any alterations to the existing site access or servicing arrangements.

1.4 Report Content

- 1.4.1 Following this introduction, the report provides the following information:
- **Section 2** – A review of baseline conditions;
 - **Section 3** – A review of pertinent national planning policy guidance;
 - **Section 4** – An assessment of the traffic impact of the development, including the impact upon car parking; and

- **Section 5** – Report summary and conclusions.

2 BASELINE CONDITIONS

2.1 Introduction

2.1.1 **Section 2** of this report considers the baseline conditions in the vicinity of the site.

2.2 Development Site and its Location

2.2.1 Central Retail Park is a well established retail destination and is located immediately to the northwest of Havant town centre. Together with the large Wickes DIY store, the Retail Park also accommodates Aldi, Carpet Right, Dreams, a KFC drive thru restaurant and a Carphone Warehouse.

2.2.2 The Retail Park is bound by a railway line to the north, the B2149 Park Road North to the east and residential properties to the south and west.

2.2.3 The site currently provides a total of 242 car parking spaces, which includes 13 spaces for mobility impaired users and 4 parent/child parking spaces. Of this provision 177 spaces are located adjacent to the main retail units, with 48 spaces located adjacent to the KFC restaurant and 17 spaces located adjacent to the Carphone Warehouse.

2.2.4 Car parking within the Retail Park is restricted to a maximum 3 hours free parking and is permitted for customers only.

2.2.5 Vehicle access to the Central Retail Park is provided from a mini roundabout junction with Park Way. This roundabout provides access to areas of car parking, together with the service area.

2.3 Local Highway Network

2.3.1 Park Way forms the southern and western arms of the site access mini roundabout junction. The western arm of the junction serves residential areas before forming a priority controlled junction with Boundary Way. Boundary Way in turn forms a priority controlled junction with West Street from where connections are available to residential areas to the west of Havant.

2.3.2 The southern Park Way arm circles the Retail Park car park, firstly providing access to Carphone Warehouse, and then forming a four arm signal controlled junction with the B2149 Park Road North and Elm Lane.

- 2.3.3 Park Road North runs in a north/ south alignment and is a strategic link in the context of the local highway network. To the north, Park Road North terminates at a large four arm priority controlled roundabout with Petersfield Road to the north, Elmleigh Road to the east and New Road to the west. From this junction connections are provided to extensive residential areas to the north and west of Havant.
- 2.3.4 Approximately 450 metres to the south of the site Park Road North terminates at a signal controlled grade separated roundabout with the A27 to the east and west and the A3023 Langstone Road to the south.
- 2.3.5 To the east the A27 provides links towards Emsworth, Southbourne and Chichester, while to the west the A27 provides connections to the A3(M) and Portsmouth.

2.4 Site Accessibility by Sustainable Modes of Travel

- 2.4.1 National and local planning policy guidelines emphasize the importance of development being sited in sustainable locations.
- 2.4.2 It is important that both customers and staff employed on the site have the opportunity to use sustainable modes of travel if possible, and to this end the accessibility of the site by the following modes of transport has been considered:
- Accessibility on foot.
 - Accessibility by cycle.
 - Accessibility by public transport.

Access by Walking

- 2.4.3 The site is very well located to support journeys on foot, with street lit footways provides on both sides of all roads in the vicinity of the site, including Park Way and Park Road North.
- 2.4.4 To support pedestrian trips between the Retail Park and Havant town centre the Park Way/ Park Road North junction incorporates pedestrian crossing facilities on the east and west arms whilst on the north and south arms separate signalised pedestrian crossings are provided a short distance from the junction. The crossing on the northern arm aligns with a pedestrian access to the Retail Park.

- 2.4.5 Additional pedestrian facilities are provided at the Park Way mini roundabout junction which serves the Retail Park car park, including central pedestrian refuges. All crossing facilities are supported by tactile paving and dropped kerb provision.
- 2.4.6 Within the Retail Park itself comprehensive facilities provide pedestrians with safe connections between the car park and building frontages. These include advisory zebra crossings and on carriageway pedestrian markings.
- 2.4.7 The Chartered Institution of Highways and Transportation document entitled 'Providing for Journeys on Foot' provides guidance on what are considered to be acceptable walking distances, stating at Table 3.2 that the acceptable maximum walking distance for commuting trips is 2 kilometres. A maximum distance for pedestrians to town centre facilities is considered to be 800 metres.
- 2.4.8 In this regard **Plan 5** demonstrates that the site's 800 metre includes residential areas to the west of the site together with Havant town centre and railway station. Meanwhile the 2 kilometre catchment covers a large residential area to the north, south and west of the town.
- 2.4.9 The proposed development is therefore considered to be accessible on foot.

Access by Cycle

- 2.4.10 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. The Department for Transport's Local Transport Note (LTN) 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under 3 miles (5 kilometres) although for commuters a trip distance of over 5 miles (8 kilometres) is not uncommon.
- 2.4.11 In accordance with LTN 2/08 **Plan 6** displays a 5 kilometre cycle catchment from the site. This would equate to a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour and based upon the LTN guidance represents the lower threshold of the potential cycle catchment of the site.
- 2.4.12 **Plan 6** demonstrates that the cycle catchment of the site encompasses the whole of the Havant, and extends to include areas of Emsworth, Purbrook and Waterlooville.

- 2.4.13 To support cycle trips to the site National Cycle Network route 22 runs along Park Road North. This route connects local destinations including Farnham, Petersfield, Havant and Portsmouth, and in the vicinity of the site provides both on road and traffic free routes. As illustrated in **Figure 2.1** below, this includes a section of on-road route which runs along Park Way and through the Retail Park car park. The route also connects the site with Havant railway station.

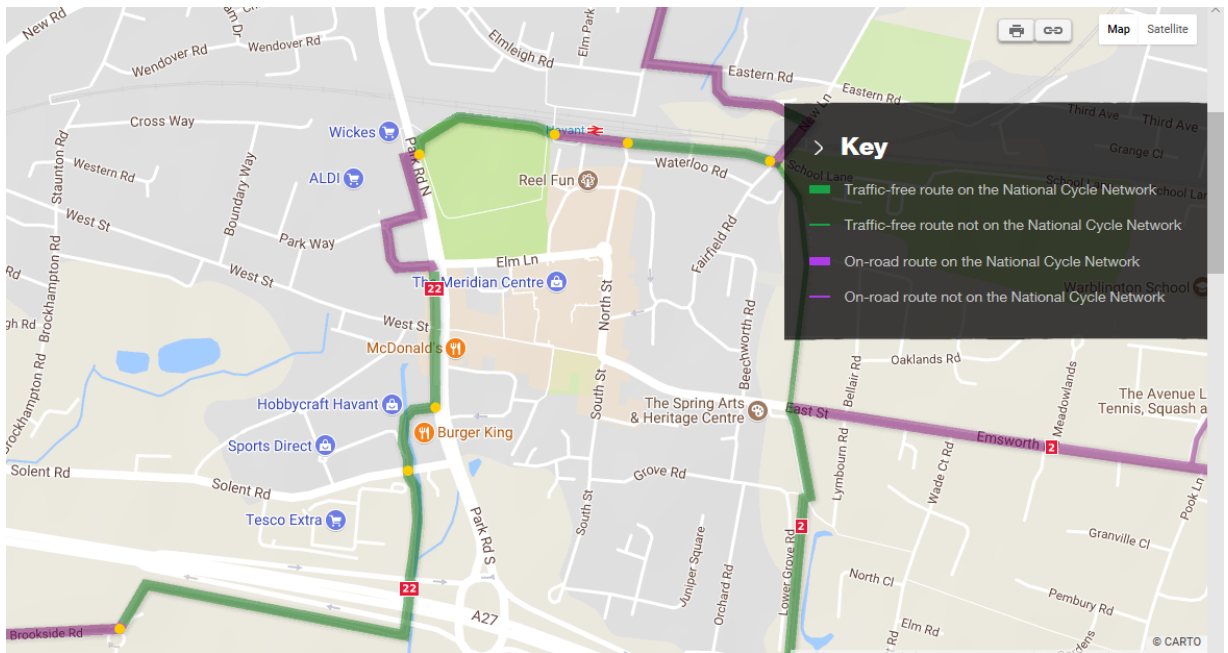


Figure 2.1: SUSTRANS Cycle Network

- 2.4.14 To encourage customers and staff to travel to the site by bicycle the Retail Park provides 12 cycle parking spaces.
- 2.4.15 As such, the site can be considered as being accessible by bicycle.

Access by Public Transport

- 2.4.16 Havant Bus Station is located on Elm Lane, approximately 150 metres to the east of the Retail Park. Services operated from the bus station can be safely accessed from the Retail Park using the pedestrian facilities provided on Park Road North. By being located within 400 metres of the site the services operated from the bus station are considered accessible based upon the guidance provided in the CIHT publication 'Planning for Public Transport in Development'.

2.4.17 The bus station features enclosed waiting area, toilet facilities, information point and refreshment shop, with the building open to the public between 07:00 and 18:30 Monday - Saturday and until 15:15 on Sunday. **Figure 2.2** below provides a summary of services operated from the bus station.

Bay	Service	Route	Daytime frequency, Monday - Saturday
A	27	Leigh Park, Rowlands Castle; Denvilles, Emsworth	2-hourly
A	28	Denvilles and Emsworth	Hourly
A	28	Westbourne, Southbourne (continuation of some Emsworth journeys)	4 journeys
B	30, 31	Hayling Island	15 minutes \$
C	700	Hilsea, North End, Portsmouth City Centre, The Hard	20 minutes \$
D	39	Leigh Park, Asda*, Crookhorn, Waterlooville, Wecock Farm	10 minutes \$
E	23	Farlington, Cosham, North End, Portsmouth City Centre, The Hard, Southsea South Parade Pier	10 minutes \$
F	23	Leigh Park	10 minutes \$
G	20	West Leigh, Leigh Park, Asda*, Crookhorn, QA Hospital, Hilsea, Stamshaw, Portsmouth City Centre, The Hard	30 minutes
G	21	West Leigh, Leigh Park, Farlington, Copnor, Portsmouth City Centre, The Hard	30 minutes \$
H	37	Leigh Park, Crookhorn, Waterlooville, Cowplain, Horndean, Clanfield, Petersfield (some Monday - Friday journeys continue through to Liss and Alton as 38)	Hourly
H	74	Free bus to Solent Road Tesco*	15 minutes
H	700	Emsworth, Chichester, Bognor Regis **	20 minutes \$

Figure 2.2: Summary of Monday - Saturday Bus Services

2.4.18 In addition to bus services, the site is also accessible by rail. Havant Station is located approximately 350 metres to the north-east of the site and can be safely reached using the pedestrian facilities provided in the vicinity of the site.

2.4.19 Havant Station is located on the Portsmouth Direct Line which runs between London Waterloo and Portsmouth Harbour and is served by trains operated by South Western Railway, Southern, and Great Western Railway. The station provides waiting areas, toilets and cycle parking facilities.

- 2.4.20 Local to the development site, Havant Station provides connections to destinations including Rowlands Castle, Petersfield, Warblington, Emsworth and Hilsea.
- 2.4.21 It is therefore concluded that the site is accessible by public transport.

3 TRANSPORT PLANNING CONSIDERATIONS

3.1 Introduction

3.1.1 **Section 3** of this report considers the national planning policy guidance which is pertinent in the context of the development proposals.

3.2 National Planning Policy

3.2.1 The main source of national policy regarding the transport planning aspects development can be found in the Department of Communities and Local Government 'National Planning Policy Framework' (March 2012).

3.2.2 The key message of the NPPF is that sustainable development should go ahead without delay and the planning system should facilitate such development.

3.2.3 At the heart of the NPPF is a presumption in favour of sustainable development, which is to be seen as a golden thread for plan making and decision taking. It requires planning authorities to positively seek opportunities to meet the development needs of their area and directs that Local Plans should meet objectively assessed needs unless the adverse impacts of doing so would 'significantly and demonstrably' outweigh the benefits when assessed against the policies of the NPPF, or where the Framework indicates development should be restricted.

3.2.4 The NPPF indicates that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

4 TRAFFIC AND PARKING IMPACT

4.1 Introduction

4.1.1 **Section 4** of this report considers the impact of the proposed development in terms of traffic generation and car parking.

4.2 Proposed Development

4.2.1 The planning application proposes the change of use of two units at the Central Retail Park.

4.2.2 The proposed change involves the sub-division of the existing Wickes store, with the newly created unit then being occupied by Aldi who will relocate from their existing unit on the site.

4.2.3 The planning application does not propose an increase in the built floor area of the site. Instead, within the existing building footprints the proposals will increase the area of A1 food retail floorspace on the site to allow:

- Up to 320sqm food retail sales area in Units 4/5; and
- Up to 1,254sqm food retail sales area in Unit 6.

4.2.4 The proposals will therefore increase food retail sales area on the Retail Park by 664sqm, with the A1 non-food retail floorspace decreasing by an equivalent amount.

4.3 Proposed Development Traffic Impact

4.3.1 To consider the traffic impact of the development proposals a comparative trip generation analysis has been undertaken to consider the traffic generation of 664sqm of food retail floorspace compared with 664sqm of non-food retail space.

Existing Non-Food Retail Floorspace

4.3.2 The traffic generation of the existing non-food retail floorspace has been identified using the TRICS database for the 'Retail/ Other Individual Non-Food Superstore' range of sites. The assessment has focussed on sites which display similar locational characteristics to the proposed development site, with sites in London, which typically exhibit unrepresentatively low trip rates, excluded.

4.3.3 **Table 4.1** below provides the typical network weekday AM, PM and Saturday peak hour trip generations of the existing floorspace, with the full TRICS output files provided in **Appendix A**.

Peak	Trip Rate/ sqm		Trips (664sqm)	
	Arr	Dep	Arr	Dep
AM Peak Hour (0800-0900)	0.343	0.176	2	1
PM Peak Hour (1700-1800)	1.504	1.597	10	11
Sat Peak Hour (1400-1500)	4.460	4.271	30	28

Table 4.1: Existing Floorspace Trip Generation

4.3.4 As **Table 4.1** demonstrates the existing 664sqm floor area, if occupied for non-food retail purposes, would be expected to generate 3 two-way trips during the AM peak hour, 21 two-way trips during the PM peak hour, and 58 two-way trips during the Saturday peak hour.

Proposed Food Retail Floorspace

4.3.5 To consider the traffic generation of the proposed 664sqm of food retail floorspace the TRICS database has been interrogated for the 'Retail/ Discount Foodstores' range of sites. Again, the assessment has focussed on sites which display similar locational characteristics to the proposed development site, with sites in London excluded.

4.3.6 **Table 4.2** below provides the typical network weekday AM, PM and Saturday peak hour trip generations of the proposed food retail floorspace, with the full TRICS output files provided in **Appendix B**.

Peak	Trip Rate/ sqm		Trips (664sqm)	
	Arr	Dep	Arr	Dep
AM Peak Hour (0800-0900)	2.105	1.497	14	10
PM Peak Hour (1700-1800)	3.766	4.085	25	27
Sat Peak Hour (1400-1500)	5.167	5.106	34	34

Table 4.2: Proposed Floorspace Trip Generation

- 4.3.7 As **Table 4.2** demonstrates the proposed 664sqm floor area, if occupied for food retail purposes, would be expected to generate 24 two-way trips during the AM peak hour, 52 two-way trips during the PM peak hour, and 68 two-way trips during the Saturday peak hour.

Net Impact

- 4.3.8 Considering the information provided in **Tables 4.1** and **4.2** the table below provides the net traffic impact of the proposed development.

Peak	Change in Trips (664qm)	
	Arr	Dep
AM Peak Hour (0800-0900)	+12	+9
PM Peak Hour (1700-1800)	+15	+16
Sat Peak Hour (1200-1300)	+4	+6

Table 4.3: Net Traffic Impact

- 4.3.9 **Table 4.3** illustrates that during the AM peak hour the proposed development is forecast to generate an additional 12 inbound trips and 9 outbound trips. This equates to an additional trip every 5 and 6.5 minutes respectively.
- 4.3.10 Turning to the PM peak hour, the proposed development is forecast to generate an additional 15 inbound trips and 16 outbound trips. This equates to an additional trip in each direction approximately every 4 minutes.
- 4.3.11 Finally considering the Saturday peak hour the proposed development is forecast to generate an additional 4 inbound trips and 5 outbound trips. This equates to an additional trip every 15 and 10 minutes respectively.
- 4.3.12 In themselves such increases in trips will be in line with daily flow fluctuations and will have no material impact upon the operation of the site access junction or the surrounding highway network.

4.3.13 However, it is also recognised that food retail type uses generate a higher proportion of linked trips than non-food uses, both with the surrounding Retail Park uses, and in terms of pass-by and diverted trips on the surrounding highway network. As such the net traffic impact of the proposed development would in practice be materially less than **Table 4.3** suggests.

4.3.14 On this basis it is concluded that the proposed development will have no material impact upon the operation of the local highway network.

4.4 Proposed Development Impact Upon Car Parking

4.4.1 Havant Retail Park currently provides a total of 242 car parking spaces.

4.4.2 The planning application does not propose any reduction in this provision, however, to meet operator requirements an area of the car park adjacent to Units 4, 5, 6A and 6B is to be reconfigured. **Table 4.4** below provides details of how car parking will be reconfigured within this area, confirming that this will not lead to any reduction in the total number of spaces provided on the Retail Park (numbers are based upon the spaces within the dotted area shown in **Plan 4**).

Existing Parking		Proposed Parking	
Van Parking Bays	5	Van Parking Bays	4
Vehicle and Trailer Bays	3	Vehicle and Trailer Bays	1
Parent and Child Bays	2	Parent and Child Bays	8
Accessible Bays	6	Accessible Bays	8
Standard Parking Bays	63	Standard Parking Bays	58
Total	79	Total	79

Table 4.4: Proposed Car Park Layout Alterations

4.4.3 The reconfiguration of the parking provision in the manner will not alter how vehicles circulate through the car park.

Existing Car Park Operation

4.4.4 To understand the operation of the existing car park, parking beat surveys were undertaken on Friday 9th and Saturday 10th March 2018. The surveys were undertaken between 07:50 and 20:00 and thus provide data for the whole of the day's operation of the site.

4.4.5 The surveys recorded the number of car parked in the main Retail Park car park (Zone A), KFC car park (Zone B) and Carphone Warehouse car park (Zone C). The results of the parking beat survey are summarised in **Table 4.4** below, with the full survey results included in **Appendix C**. The parking beat survey recorded occupancy levels at 10 minute intervals, and as such the table below presents the maximum level of occupancy recorded during each surveyed hour.

Time	Friday			Saturday		
	Occupied Spaces	Spare Spaces	% Occupancy	Occupied Spaces	Spare Spaces	% Occupancy
0800	77	165	32%	62	180	26%
0900	151	91	62%	135	107	56%
1000	187	55	77%	218	24	90%
1100	201	41	83%	232	10	96%
1200	181	61	75%	229	13	95%
1300	174	68	72%	212	30	88%
1400	181	61	75%	195	47	81%
1500	154	88	64%	205	37	85%
1600	128	114	53%	212	30	88%
1700	104	138	43%	138	104	57%
1800	75	167	31%	104	138	43%
1900	67	175	28%	49	193	20%

Table 4.5: Car Park Beat Survey Results

4.4.6 The results presented in **Table 4.5** demonstrate that during the week the Central Retail Park car park experienced a maximum occupancy of 201 spaces, at which time there were 41 spare spaces available within the car park.

4.4.7 Turning to the Saturday the surveys demonstrate that the car park experienced a maximum occupancy of 232 spaces, at which time there were 10 spare spaces available within the car park.

Proposed Car Park Operation

4.4.8 To consider the impact of the proposed development on car parking the previously described TRICS analysis have been revisited to generate a daily car parking demand profile which 664sqm of non-food retail floorspace, and food retail floorspace, would generate. This approach allows the increase in car parking demand resulting from the proposed development to be quantified.

4.4.9 **Table 4.6** below illustrates the car parking demand of the existing 664sqm of non-food retail floorspace.

Time	Friday			Saturday		
	Arr	Dep	Accumulation	Arr	Dep	Accumulation
0800	2	1	2	3	1	2
0900	11	7	6	11	7	7
1000	15	12	8	20	16	11
1100	17	15	10	24	19	16
1200	16	15	10	27	25	17
1300	18	17	12	23	25	15
1400	16	16	11	30	28	17
1500	13	16	9	26	27	15
1600	10	12	7	19	22	12
1700	10	11	7	10	17	5
1800	5	6	5	3	8	1
1900	2	4	3	1	1	1

Table 4.6: Existing Floorspace Parking Demand

4.4.10 As this table demonstrates the existing 664sqm of non-food retail floorspace would generate a maximum parking demand of 12 spaces during the week and 17 spaces on a Saturday.

4.4.11 **Table 4.7** below illustrates the car parking demand of the proposed 664sqm of food retail floorspace.

Time	Friday			Saturday		
	Arr	Dep	Accumulation	Arr	Dep	Accumulation
0800	14	10	7	15	10	7
0900	20	16	11	21	18	10
1000	24	21	14	30	26	14
1100	28	27	15	38	35	18
1200	27	27	15	36	38	16
1300	26	28	13	35	35	16
1400	29	27	15	34	34	16
1500	29	29	15	34	35	14
1600	27	29	13	31	33	13
1700	25	27	11	26	26	13
1800	21	23	8	17	23	7
1900	15	17	6	12	15	4

Table 4.7: Proposed Floorspace Parking Demand

- 4.4.12 As this table demonstrates the proposed 664sqm of food retail floorspace would generate a maximum parking demand of 15 spaces during the week and 18 spaces on a Saturday.
- 4.4.13 **Table 4.8** below then presents the increase in car parking demand forecast to occur as a result of the proposed development, together with the impact that this change in demand will have on the total parking capacity of the Retail Park.

Time	Friday			Saturday		
	Existing Demand	Proposed Dev Increase	Accumulation	Existing Demand	Proposed Dev Increase	Accumulation
0800	77	6	83 (34%)	62	5	67 (28%)
0900	151	6	157 (65%)	135	3	138 (57%)
1000	187	6	193 (80%)	218	4	222 (92%)
1100	201	6	207 (85%)	232	2	234 (97%)
1200	181	5	186 (77%)	229	-2	227 (94%)
1300	174	1	175 (72%)	212	0	212 (88%)
1400	181	3	184 (76%)	195	-1	194 (80%)
1500	154	6	160 (66%)	205	-1	204 (84%)
1600	128	5	133 (55%)	212	1	213 (88%)
1700	104	4	108 (45%)	138	7	145 (60%)
1800	75	4	79 (32%)	104	6	110 (46%)
1900	67	4	71 (29%)	49	3	52 (22%)

Table 4.8: Proposed Development Parking Impact

- 4.4.14 The results in **Table 4.8** demonstrate that the proposed development will have an immaterial impact upon car parking accumulation at Retail Park. During the week a maximum occupancy of 207 spaces is forecast, which equates to 85% capacity. This compares with a maximum weekday surveyed occupancy of 83% (201 occupied spaces).
- 4.4.15 Turning to the Saturday, the analysis reveals that post development the car park will experience a maximum occupancy of 234 spaces, which equates to 97% capacity. This compares with a maximum weekday surveyed occupancy of 96% (232 occupied spaces).
- 4.4.16 It is therefore concluded that the proposed development will not materially alter the existing operation or occupancy of the car park, and therefore would not be expected to lead to any increase in on-street parking practices.

5 SUMMARY AND CONCLUSIONS

5.1 Summary

- 5.1.1 This Transport Statement has been prepared by Vectos on behalf of UBS Triton Property Fund to consider the highway and transportation issues associated with a change of use application at the Central Retail Park in Havant.
- 5.1.2 The current permission controlling the Retail Park allows for up to 910sqm of net sales area to be used for the sale of discount food.
- 5.1.3 The planning application proposes the change of use of two units at the Central Retail Park. The proposed change involves the sub-division of the existing Wickes store, with the newly created unit then being occupied by Aldi, who in turn will relocate from their existing unit on the site.
- 5.1.4 The planning application does not propose an increase in the built floor area of the site. Instead, within the existing building footprints the proposals will increase the area of A1 food retail floorspace on the site to allow:
- Up to 320sqm food retail sales area in Units 4/5; and
 - Up to 1,254sqm food retail sales area in Unit 6.
- 5.1.5 The proposals will therefore increase food retail sales area on the Retail Park by 664sqm, with the A1 non-food retail floorspace decreasing by an equivalent amount.
- 5.1.6 To meet operator requirements the application proposes a minor reconfiguration of the car park. This reconfiguration will not alter the quantum of spaces provided on site or the manner in which vehicles circulate through the car park.
- 5.1.7 The planning application does not propose any alteration to the existing site access or servicing arrangements.
- 5.1.8 The following conclusions have been drawn in this report:
- The site is accessible by sustainable modes of travel including walking, cycling and public transport.

- A review of the traffic impact of the proposals has been undertaken. This analysis has revealed that in themselves the forecast increase in trips will be in line with daily flow fluctuations. However, the increase in traffic flows would be materially less once recognised food retail trip types are accounted for.
- It was therefore concluded that the proposed development would have no material impact upon the operation of the site access junction or the surrounding highway network.
- A review of the impact of the proposed development on car parking was also undertaken. Based upon surveys of the existing car park, this analysis revealed that the proposed development would not materially increase car parking demand at the site and would not result in the car park operating over capacity.

5.2 Transport Statement Conclusions

- 5.2.1 The National Planning Policy Framework states that “development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”.
- 5.2.2 This report has demonstrated that the residual cumulative impact of the development would not be severe, and on this basis there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.

PLANS

APPENDICES

APPENDIX A

Retail/ Other Individual Non-Food Superstore TRICS Output File

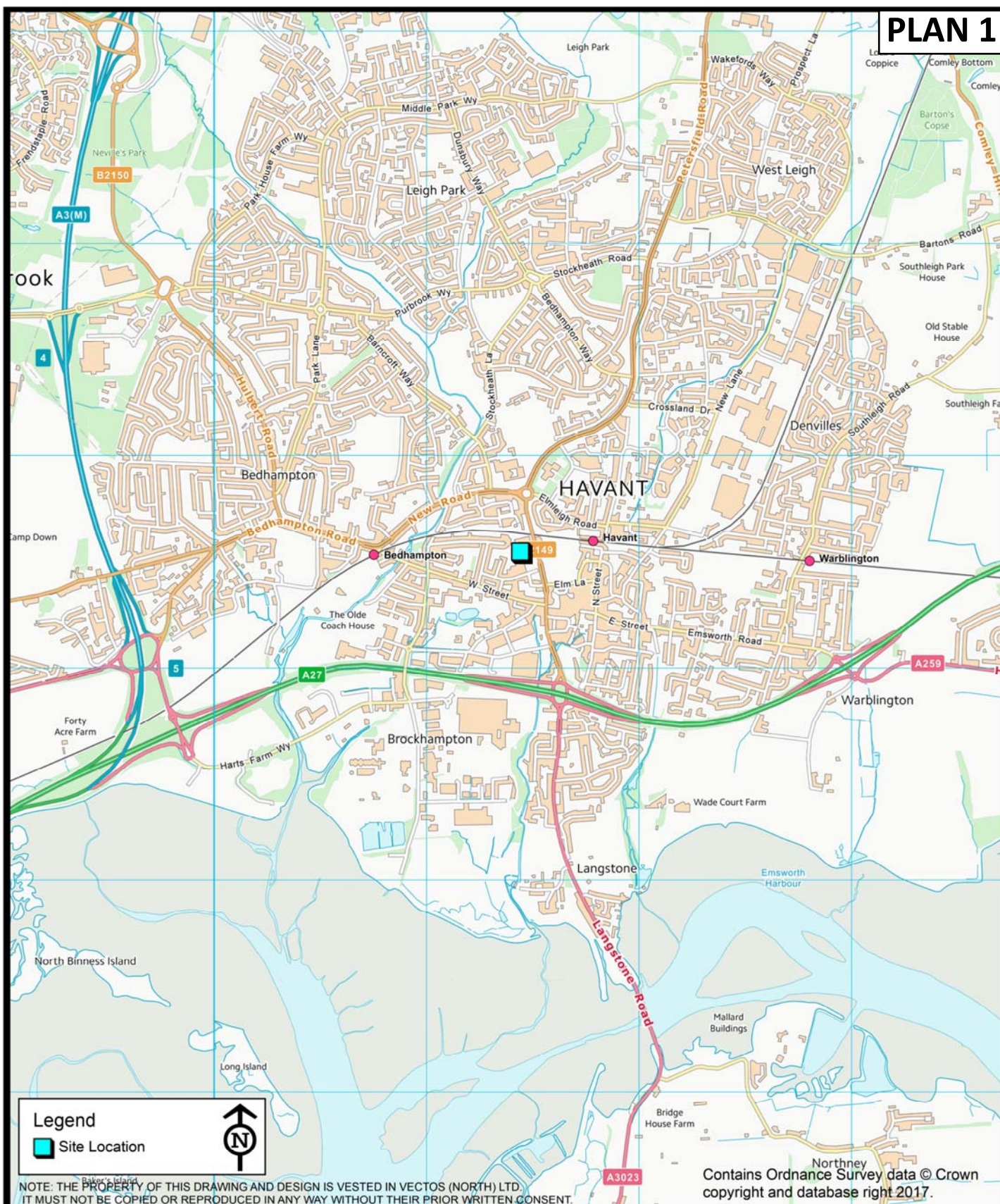
APPENDIX B

Retail/ Discount Foodstore TRICS Output File

APPENDIX C

Car Park Survey Results

PLANS



CLIENT:
UBS Triton Property Fund

PROJECT TITLE:
Central Retail Park, Havant

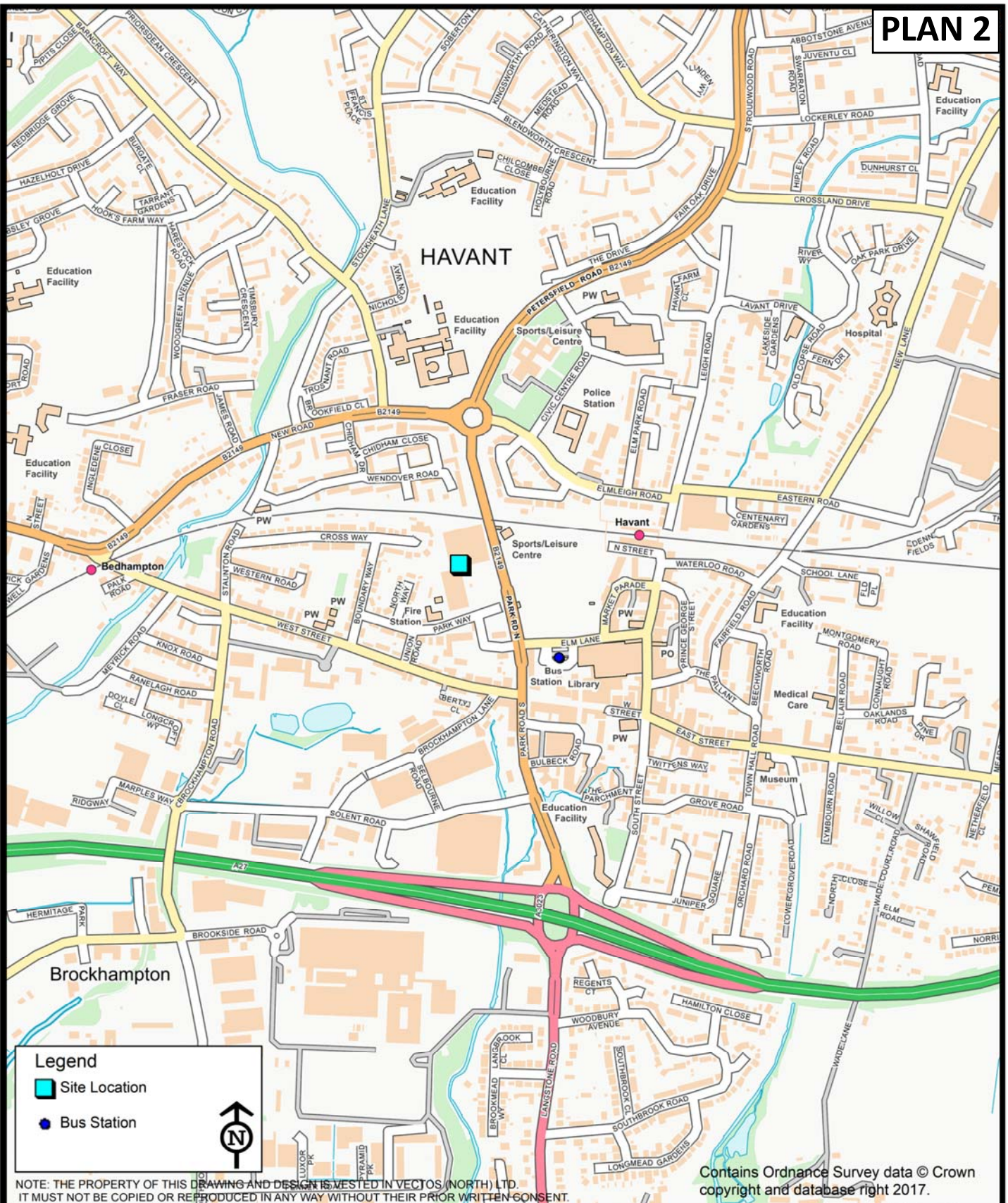
DRAWING TITLE:
Site Location (Wider Context)

DRAWN:	CHECKED:	DATE	SCALE:
PJ	JL	03.04.18	1:25,000 at A4



Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:	REVISION:
VN81005-G101	.



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CLIENT:

UBS Triton Property Fund

PROJECT TITLE:

Central Retail Park, Havant

DRAWING TITLE:

Site Location (Local Context)



Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWN:

PJ

CHECKED:

JL

DATE

03.04.18

SCALE:

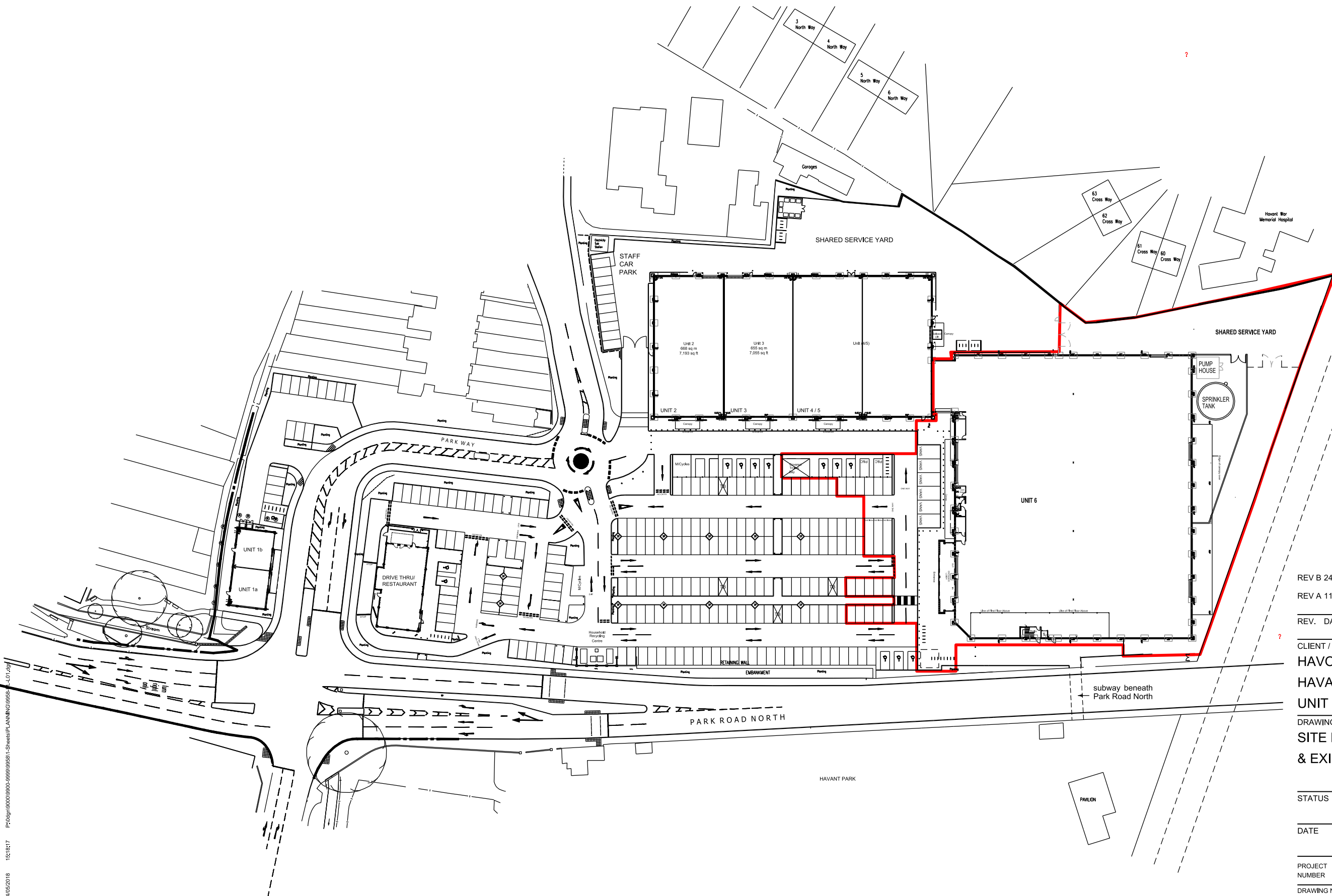
1:10,000 at A4

DRAWING NO:

VN81005-G100

REVISION:

.



REV B 24.05.18 blue line omitted MK

REV A 11.05.18 Red and blue line boundaries added, existing building plan used for site layout MK

REV.	DATE	NOTES	INIT.
------	------	-------	-------

CLIENT / PROJECT

HAVON Ltd.

HAVANT CENTRAL RETAIL PARK

UNIT 6

DRAWING TITLE

SITE LOCATION PLAN

& EXISTING CAR PARK & SITE LAYOUT

STATUS PLANNING

PLANNING

DATE	DRAWN	SCALE @ A3
------	-------	------------

MK

|SCALE @ A3

1:1000

PROJECT NUMBER	UNIT / BLOCK	CI / SFB CODE	TYPE & NUMBER	REVISION LETTER
-------------------	-----------------	------------------	------------------	--------------------

DRAWING NO. _____

9958 PL L01 B

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefix; Colour	C

THE RATCLIFFE GROVES PARTNERSHIP

MANCHESTER
105 MANCHESTER ROAD
BURY LANCASHIRE BL9 0TD
T. 0161 797 6000 E. manchester@rgp.uk.com
www.rgp.uk.com

LONDON
19 BEDFORD ROW
LONDON WC1R 4EB
T. 020 7600 6666 E. london@rgp.uk.com

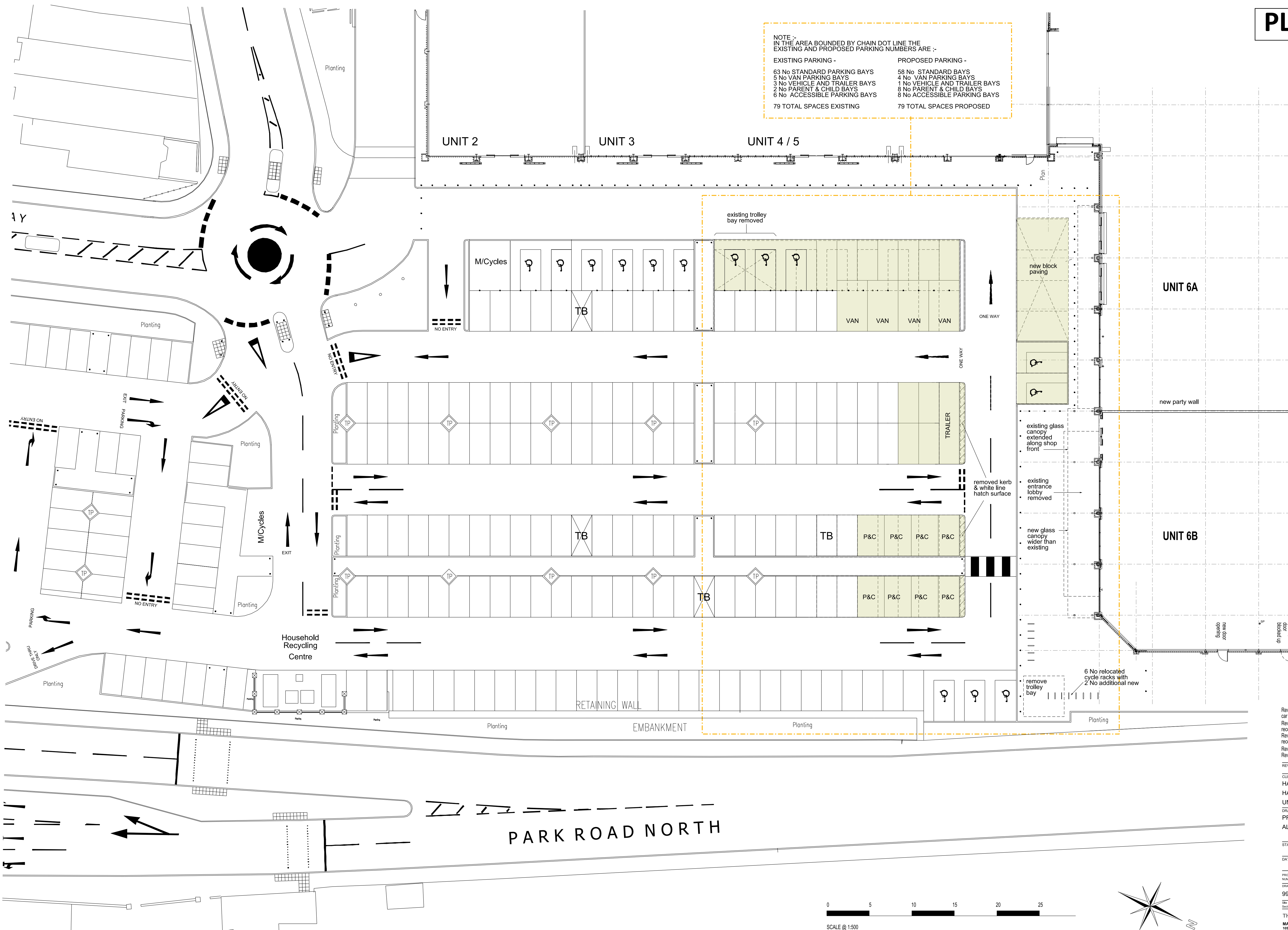


Age Group	Number of People
0-10	10
10-20	20
20-30	30
30-40	40
40-50	50

SITE OWNERSHIP BOUNDARY

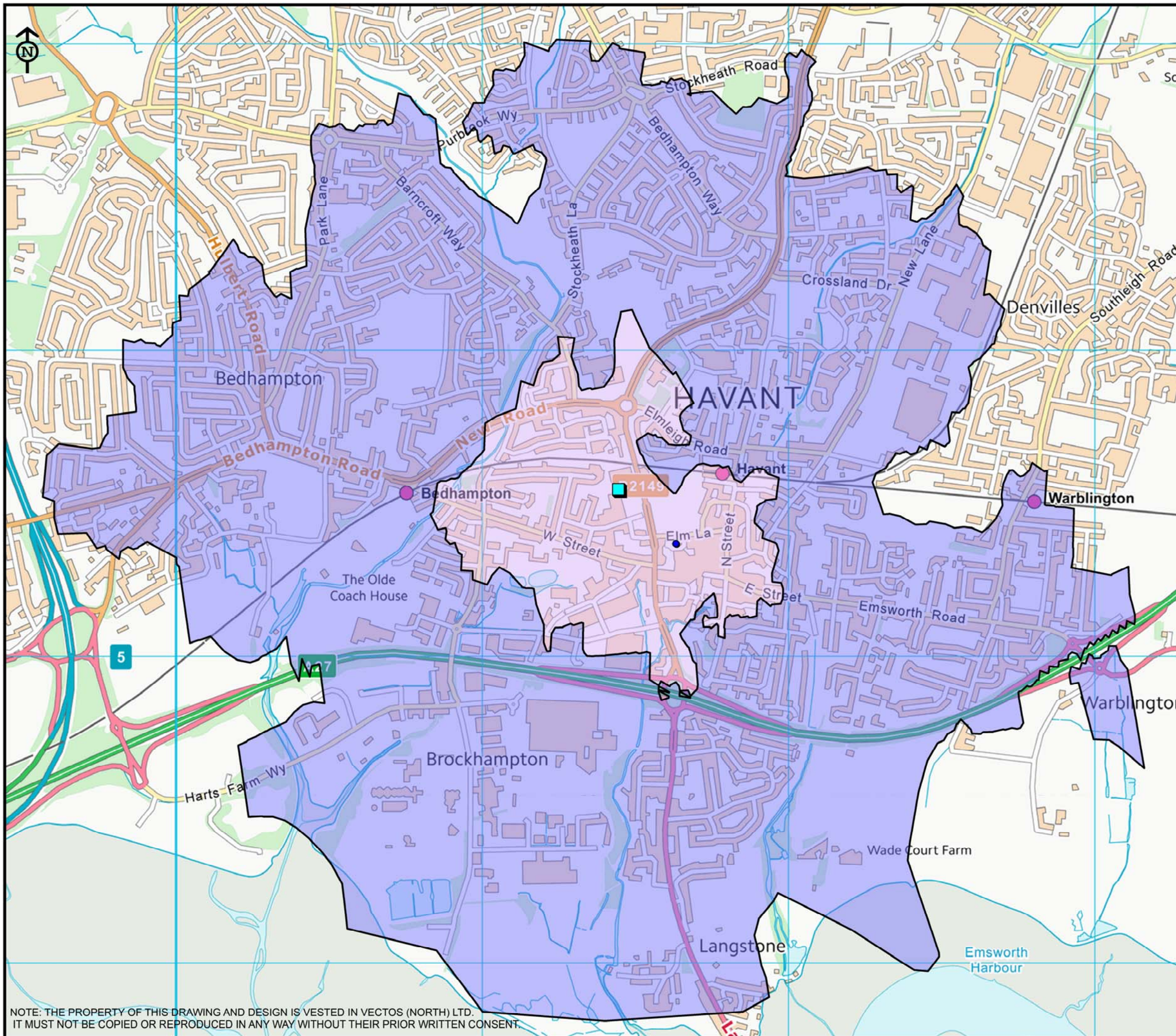
PROPOSED WORK BOUNDARY- AREA 0.85 HECTARES

PLAN 4



Rev E: 17-05-18 Van parking annotation adjusted and car parking count revised	MR
Rev D: 11-05-18 Van parking / standard spaces reconfigured with no change to parking numbers	MR
Rev C: 01-05-18 Van parking / standard spaces reconfigured with no change to parking numbers	MR
Rev B: 01-05-18 Car park alterations	MR
Rev A: 11-04-18 Cycle racks relocated	MR

REV. DATE NOTES				INIT.	
CLIENT / PROJECT					
HAYDON LTD					
HAYVANT CENTRAL RETAIL PARK					
UNIT 6					
DRAWING TITLE					
PROPOSED EXTERNAL WORKS					
ALTERATIONS					
STATUS					
PLANNING					
DATE		DRAWN		SCALE @ A1	
MAR 18		MK		1:200	
PROJECT NUMBER		UNIT / BLOCK	CI / SFS CODE	TYPE & NUMBER	REVISION / LETTER
DRAWING NO.					
9958		PL		P01 E	
Site Location Plans		On Plans		Elevation	
L		D		C	
Scale		Drawn		Printed	
1:500		1:500		1:500	
MANCHESTER					
105 MANCHESTER ROAD					
BURY LANCASHIRE BL10 6TD					
T. 0161 797 600 E. manchester@rpk.co.uk					
DRAWING NO.					
THE RATCLIFFE GROUP PARTNERSHIP					
LONDON					
12 BEDFORD SQUARE					
LONDON WC1R 4EJ					
T. 020 7600 6666 E. london@rpk.co.uk					



Legend

- Site Location
- Bus Station

Pedestrian Catchment

- 0 - 800m
- 800m - 2km

PLAN 5

This is not a construction drawing
and is intended for illustrative purposes only.

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CLIENT:

UBS Triton Property Fund

PROJECT TITLE:

Central Retail Park, Havant

DRAWING TITLE:

**Pedestrian Walking Catchment
with Local Transport Links**

SCALE:

N.T.S

DRAWN:

PJ

CHECKED:

JL

DATE:

04.04.18



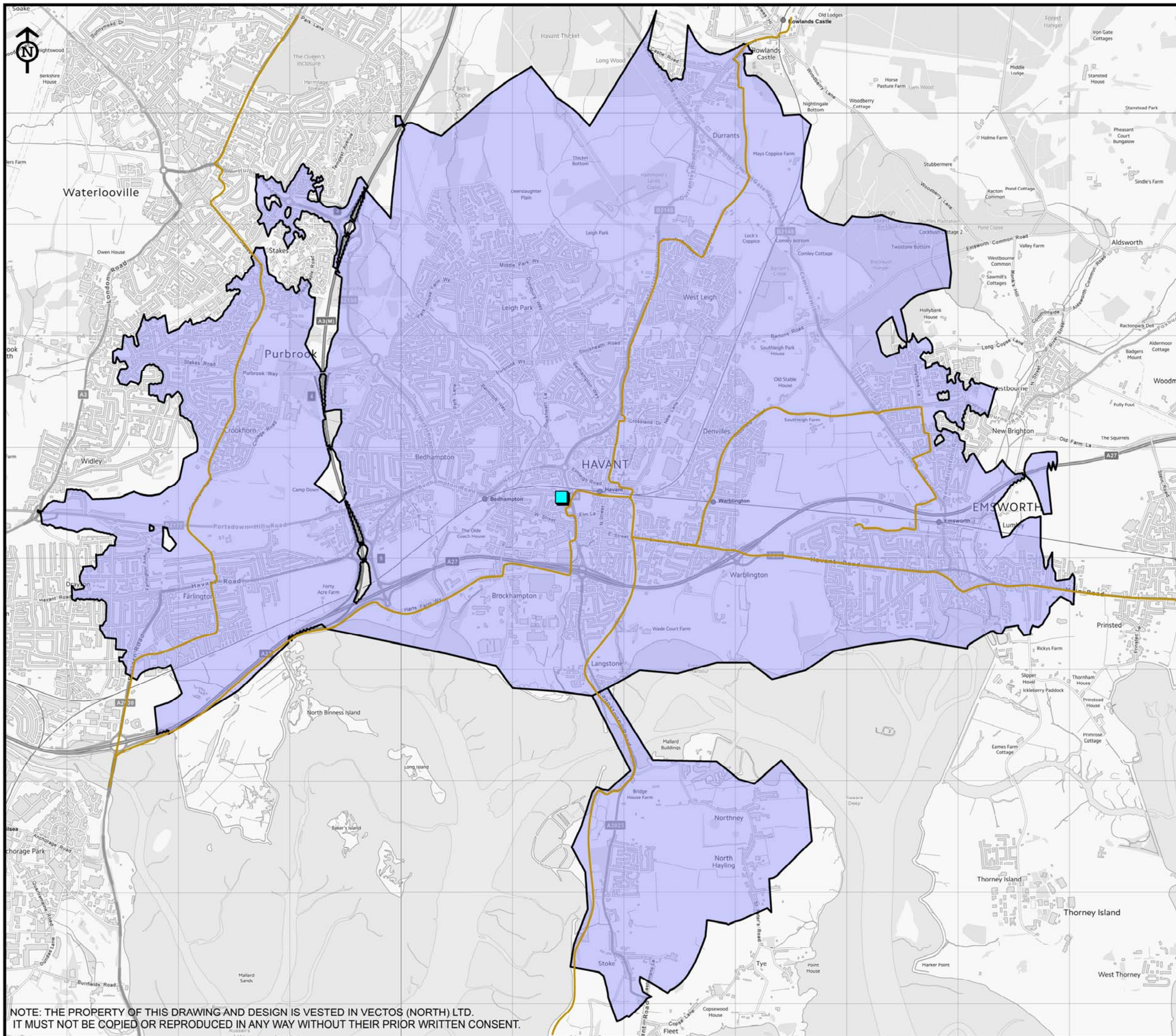
Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:

VN81005-G102

REVISION:

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- Legend
- Site Location
 - Cycle Catchment
 - 0 - 5km
 - NCN Route

PLAN 6

This is not a construction drawing and is intended for illustrative purposes only.

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CLIENT:

UBS Triton Property Fund

PROJECT TITLE:

Central Retail Park, Havant

DRAWING TITLE:

Cycling Catchment with Local Cycle Routes

SCALE:
N.T.S

DRAWN: PJ	CHECKED: JL	DATE: 04.04.18
-----------	-------------	----------------



Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO: VN81005-G103	REVISION:
-----------------------------	-----------

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APPENDICES

Appendix A

Retail/ Other Individual Non Food Superstore TRICS Output

Calculation Reference: AUDIT-715001-180219-0212

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	HE	HEREFORDSHIRE 1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 1 days
	SY	SOUTH YORKSHIRE 1 days
09	NORTH	
	CB	CUMBRIA 1 days
11	SCOTLAND	
	EB	CITY OF EDINBURGH 1 days

Secondary Filtering selection:

Parameter: Gross floor area
 Actual Range: 714 to 3500 (units: sqm)
 Range Selected by User: 290 to 26500 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 17/09/16

Selected survey days:

Monday	2 days
Wednesday	2 days
Friday	1 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	3

Selected Location Sub Categories:

Retail Zone	3
Built-Up Zone	1
No Sub Category	1

Secondary Filtering selection:

Use Class:

A1	5 days
----	--------

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
50,001 to 100,000	1 days

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

Travel Plan:

No	5 days
----	--------

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

LIST OF SITES relevant to selection parameters

1	CB-01-G-02	STAPLES		CUMBRIA
	JAMES STREET			
	CARLISLE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2500 sqm		
	Survey date: FRIDAY	05/02/10		Survey Type: MANUAL
2	EB-01-G-01	PETS AT HOME		CITY OF EDINBURGH
	GYLEMUIR ROAD			
	THE GYLE			
	EDINBURGH			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	932 sqm		
	Survey date: WEDNESDAY	27/10/10		Survey Type: MANUAL
3	HE-01-G-01	PETS AT HOME		HEREFORDSHIRE
	COMMERCIAL ROAD			
	HEREFORD			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	714 sqm		
	Survey date: MONDAY	17/10/11		Survey Type: MANUAL
4	NY-01-G-03	DUNELM MILL		NORTH YORKSHIRE
	STIRLING ROAD			
	CLIFTON MOOR			
	YORK			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	3500 sqm		
	Survey date: WEDNESDAY	16/09/09		Survey Type: MANUAL
5	SY-01-G-01	DUNELM MILL		SOUTH YORKSHIRE
	WOMBWELL LANE			
	BARNESLEY RETAIL PARK			
	BARNESLEY			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	3127 sqm		
	Survey date: MONDAY	21/06/10		Survey Type: MANUAL

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1607	0.093	2	1607	0.000	2	1607	0.093
08:00 - 09:00	5	2155	0.343	5	2155	0.176	5	2155	0.519
09:00 - 10:00	5	2155	1.708	5	2155	1.114	5	2155	2.822
10:00 - 11:00	5	2155	2.219	5	2155	1.856	5	2155	4.075
11:00 - 12:00	5	2155	2.488	5	2155	2.237	5	2155	4.725
12:00 - 13:00	5	2155	2.441	5	2155	2.330	5	2155	4.771
13:00 - 14:00	5	2155	2.646	5	2155	2.488	5	2155	5.134
14:00 - 15:00	5	2155	2.376	5	2155	2.404	5	2155	4.780
15:00 - 16:00	5	2155	2.005	5	2155	2.376	5	2155	4.381
16:00 - 17:00	5	2155	1.541	5	2155	1.792	5	2155	3.333
17:00 - 18:00	5	2155	1.504	5	2155	1.597	5	2155	3.101
18:00 - 19:00	5	2155	0.724	5	2155	0.975	5	2155	1.699
19:00 - 20:00	5	2155	0.306	5	2155	0.650	5	2155	0.956
20:00 - 21:00	4	1818	0.000	4	1818	0.137	4	1818	0.137
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			20.394			20.132			40.526

Parameter summary

Trip rate parameter range selected:	714 - 3500 (units: sqm)
Survey date date range:	01/01/09 - 17/09/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Calculation Reference: AUDIT-715001-180219-0230

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
10	WALES	
	DB DENBIGHSHIRE	1 days
	GW GWYNEDD	1 days

Secondary Filtering selection:

Parameter: Gross floor area
 Actual Range: 300 to 5000 (units: sqm)
 Range Selected by User: 290 to 26500 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 17/09/16

Selected survey days:

Saturday 6 days

Selected survey types:

Manual count 6 days
 Directional ATC Count 0 days

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

Selected Location Sub Categories:

Commercial Zone	1
Retail Zone	1
Built-Up Zone	2
No Sub Category	2

Secondary Filtering selection:

Use Class:

A1 6 days

Population within 1 mile:

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

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

1.1 to 1.5 6 days

Petrol filling station:

Included in the survey count 0 days
 Excluded from count or no filling station 6 days

Travel Plan:

No 6 days

PTAL Rating:

No PTAL Present 6 days

LIST OF SITES relevant to selection parameters

1	DB-01-G-01	BRANTANO		DENBIGHSHIRE
	GREENFIELD PLACE			
	RHYL			
	Edge of Town Centre			
	Commercial Zone			
	Total Gross floor area:	800 sqm		
	Survey date: SATURDAY	22/10/11	Survey Type: MANUAL	
2	DC-01-G-02	THE RANGE		DORSET
	GREAT WESTERN ROAD			
	DORCHESTER			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2100 sqm		
	Survey date: SATURDAY	17/09/16	Survey Type: MANUAL	
3	GM-01-G-04	DECATHLON		GREATER MANCHESTER
	GEORGES ROAD			
	HEATON NORRIS			
	STOCKPORT			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	5000 sqm		
	Survey date: SATURDAY	21/11/09	Survey Type: MANUAL	
4	GW-01-G-01	BATHSTORE		GWYNEDD
	CAERNARFON ROAD			
	BANGOR			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	300 sqm		
	Survey date: SATURDAY	11/07/09	Survey Type: MANUAL	
5	NY-01-G-02	CURRY'S		NORTH YORKSHIRE
	HURRICANE WAY			
	CLIFTON MOOR			
	YORK			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	3030 sqm		
	Survey date: SATURDAY	19/09/09	Survey Type: MANUAL	
6	WO-01-G-01	PC WORLD		WORCESTERSHIRE
	TYBRIDGE STREET			
	WORCESTER			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2000 sqm		
	Survey date: SATURDAY	20/06/09	Survey Type: MANUAL	

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2100	0.095	1	2100	0.000	1	2100	0.095
08:00 - 09:00	6	2205	0.423	6	2205	0.144	6	2205	0.567
09:00 - 10:00	6	2205	1.701	6	2205	1.028	6	2205	2.729
10:00 - 11:00	6	2205	3.023	6	2205	2.457	6	2205	5.480
11:00 - 12:00	6	2205	3.689	6	2205	2.902	6	2205	6.591
12:00 - 13:00	6	2205	3.991	6	2205	3.764	6	2205	7.755
13:00 - 14:00	6	2205	3.462	6	2205	3.764	6	2205	7.226
14:00 - 15:00	6	2205	4.460	6	2205	4.271	6	2205	8.731
15:00 - 16:00	6	2205	3.915	6	2205	4.135	6	2205	8.050
16:00 - 17:00	6	2205	2.819	6	2205	3.258	6	2205	6.077
17:00 - 18:00	6	2205	1.481	6	2205	2.555	6	2205	4.036
18:00 - 19:00	6	2205	0.484	6	2205	1.156	6	2205	1.640
19:00 - 20:00	5	2586	0.147	5	2586	0.178	5	2586	0.325
20:00 - 21:00	4	1983	0.151	4	1983	0.177	4	1983	0.328
21:00 - 22:00	1	2100	0.000	1	2100	0.286	1	2100	0.286
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			29.841			30.075			59.916

Parameter summary

Trip rate parameter range selected:	300 - 5000 (units: sqm)
Survey date date range:	01/01/09 - 17/09/16
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	6
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Appendix B

Retail/ Discount Foodstore TRICS Output

Calculation Reference: AUDIT-715001-180219-0214

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : C - DISCOUNT FOOD STORES
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	NB NORTHUMBERLAND	1 days
10	WALES	
	CF CARDIFF	1 days
	GW GWYNEDD	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	1 days
	SR STIRLING	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days
	AR ARMAGH	1 days
	DO DOWN	1 days

Secondary Filtering selection:

Parameter: Gross floor area
 Actual Range: 750 to 2624 (units: sqm)
 Range Selected by User: 700 to 2703 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 01/07/17

Selected survey days:

Monday	1 days
Tuesday	8 days
Wednesday	2 days
Thursday	4 days
Friday	4 days

Selected survey types:

Manual count	19 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	10
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	7

Selected Location Sub Categories:

Industrial Zone	2
Development Zone	2
Residential Zone	2
Retail Zone	4
Built-Up Zone	4
No Sub Category	5

Secondary Filtering selection:

Use Class:

Not Known	1 days
A1	18 days

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	6 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	5 days
50,001 to 75,000	2 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	2 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	14 days
1.6 to 2.0	2 days

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	19 days

Travel Plan:

Not Known	1 days
Yes	3 days
No	15 days

PTAL Rating:

No PTAL Present	19 days
-----------------	---------

LIST OF SITES relevant to selection parameters

1	AN-01-C-02 BELFAST ROAD	LIDL		ANTRIM
	CARRICKFERGUS Edge of Town Development Zone Total Gross floor area:		1325 sqm	
	Survey date: WEDNESDAY		12/10/16	Survey Type: MANUAL
2	AR-01-C-01 ARMAGH ROAD	LIDL		ARMAGH
	PORTADOWN Edge of Town Residential Zone Total Gross floor area:		1266 sqm	
	Survey date: TUESDAY		10/11/09	Survey Type: MANUAL
3	CA-01-C-01 CROMWELL ROAD	LIDL		CAMBRIDGESHIRE
	WISBECH Edge of Town Retail Zone Total Gross floor area:		750 sqm	
	Survey date: FRIDAY		21/10/16	Survey Type: MANUAL
4	CF-01-C-01 EAST TYNDALL STREET	LIDL		CARDIFF
	CARDIFF Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area:		2568 sqm	
	Survey date: THURSDAY		29/06/17	Survey Type: MANUAL
5	DH-01-C-01 WATLING ROAD	ALDI		DURHAM
	BISHOP AUCKLAND Edge of Town Retail Zone Total Gross floor area:		1023 sqm	
	Survey date: THURSDAY		06/04/17	Survey Type: MANUAL
6	DO-01-C-01 JUBILEE ROAD	LIDL		DOWN
	NEWTOWNARDS Edge of Town Centre Industrial Zone Total Gross floor area:		1700 sqm	
	Survey date: FRIDAY		25/11/11	Survey Type: MANUAL
7	GW-01-C-01 HIGH STREET	LIDL		GWYNEDD
	BANGOR Edge of Town Centre No Sub Category Total Gross floor area:		1310 sqm	
	Survey date: FRIDAY		10/07/09	Survey Type: MANUAL
8	HI-01-C-02 CAMANACHD CRESCENT	LIDL		HIGHLAND
	FORT WILLIAM Edge of Town Centre Retail Zone Total Gross floor area:		1300 sqm	
	Survey date: TUESDAY		17/06/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	KC-01-C-02	ALDI		KENT
	WELL ROAD			
	MAIDSTONE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1407 sqm		
	Survey date: TUESDAY	27/11/12		Survey Type: MANUAL
10	LN-01-C-01	LIDL		LINCOLNSHIRE
	RICHMOND DRIVE			
	SKEGNESS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2398 sqm		
	Survey date: TUESDAY	19/07/16		Survey Type: MANUAL
11	NB-01-C-01	LIDL		NORTHUMBERLAND
	SCHALKSMUHLE ROAD			
	BEDLINGTON			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	2450 sqm		
	Survey date: MONDAY	12/06/17		Survey Type: MANUAL
12	NR-01-C-02	LIDL		NORTHAMPTONSHIRE
	NEWTON ROAD			
	RUSHDEN			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	2624 sqm		
	Survey date: TUESDAY	19/07/16		Survey Type: MANUAL
13	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	2440 sqm		
	Survey date: FRIDAY	15/07/16		Survey Type: MANUAL
14	NY-01-C-02	LIDL		NORTH YORKSHIRE
	STATION ROAD			
	THIRSK			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1527 sqm		
	Survey date: TUESDAY	11/10/11		Survey Type: MANUAL
15	PK-01-C-02	ALDI		PERTH & KINROSS
	GLASGOW ROAD			
	PERTH			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1450 sqm		
	Survey date: TUESDAY	17/06/14		Survey Type: MANUAL
16	SH-01-C-01	LIDL		SHROPSHIRE
	CASTLE STREET			
	HADLEY			
	TELFORD			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	1900 sqm		
	Survey date: TUESDAY	16/06/09		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	SM-01-C-01	LIDL		SOMERSET
	SEAWARD WAY			
	MINEHEAD			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	2247 sqm		
	Survey date: THURSDAY	22/06/17		Survey Type: MANUAL
18	SR-01-C-01	LIDL		STIRLING
	PLAYERS ROAD			
	STIRLING			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2442 sqm		
	Survey date: THURSDAY	01/06/17		Survey Type: MANUAL
19	WO-01-C-01	LIDL		WORCESTERSHIRE
	BLACKPOLE ROAD			
	BRICKFIELDS			
	WORCESTER			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	2417 sqm		
	Survey date: WEDNESDAY	13/07/16		Survey Type: MANUAL

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	2511	0.159	2	2511	0.040	2	2511	0.199
07:00 - 08:00	18	1834	0.357	18	1834	0.142	18	1834	0.499
08:00 - 09:00	19	1818	2.105	19	1818	1.497	19	1818	3.602
09:00 - 10:00	19	1818	3.022	19	1818	2.429	19	1818	5.451
10:00 - 11:00	19	1818	3.674	19	1818	3.228	19	1818	6.902
11:00 - 12:00	19	1818	4.235	19	1818	4.044	19	1818	8.279
12:00 - 13:00	19	1818	4.030	19	1818	4.079	19	1818	8.109
13:00 - 14:00	19	1818	3.865	19	1818	4.198	19	1818	8.063
14:00 - 15:00	19	1818	4.325	19	1818	4.044	19	1818	8.369
15:00 - 16:00	19	1818	4.394	19	1818	4.429	19	1818	8.823
16:00 - 17:00	19	1818	4.076	19	1818	4.357	19	1818	8.433
17:00 - 18:00	19	1818	3.766	19	1818	4.085	19	1818	7.851
18:00 - 19:00	19	1818	3.089	19	1818	3.399	19	1818	6.488
19:00 - 20:00	19	1818	2.252	19	1818	2.568	19	1818	4.820
20:00 - 21:00	17	1844	1.346	17	1844	1.752	17	1844	3.098
21:00 - 22:00	15	1900	0.502	15	1900	0.866	15	1900	1.368
22:00 - 23:00	10	2136	0.037	10	2136	0.229	10	2136	0.266
23:00 - 24:00									
Total Rates:			45.234			45.386			90.620

Parameter summary

Trip rate parameter range selected:	750 - 2624 (units: sqm)
Survey date date range:	01/01/09 - 01/07/17
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

Calculation Reference: AUDIT-715001-180219-0242

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : C - DISCOUNT FOOD STORES
 VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	SR STIRLING	1 days

Secondary Filtering selection:

Parameter: Gross floor area
 Actual Range: 2247 to 2624 (units: sqm)
 Range Selected by User: 700 to 2703 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 01/07/17

Selected survey days:

Saturday 8 days

Selected survey types:

Manual count 8 days
 Directional ATC Count 0 days

Selected Locations:

Edge of Town Centre 4
 Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 3

Selected Location Sub Categories:

Industrial Zone 1
 Development Zone 1
 Residential Zone 1
 Retail Zone 1
 Built-Up Zone 2
 No Sub Category 2

Secondary Filtering selection:

Use Class:

A1 8 days

Population within 1 mile:

5,001 to 10,000 2 days
 10,001 to 15,000 2 days
 15,001 to 20,000 1 days
 20,001 to 25,000 1 days
 25,001 to 50,000 1 days
 50,001 to 100,000 1 days

Population within 5 miles:

5,001 to 25,000 1 days
 25,001 to 50,000 1 days
 50,001 to 75,000 1 days
 75,001 to 100,000 2 days
 125,001 to 250,000 1 days
 250,001 to 500,000 2 days

Secondary Filtering selection (Cont.):

Car ownership within 5 miles:

1.1 to 1.5	8 days
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Petrol filling station:

Included in the survey count	0 days
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Excluded from count or no filling station	8 days
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Travel Plan:

Not Known	1 days
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Yes	2 days
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No	5 days
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PTAL Rating:

No PTAL Present	8 days
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LIST OF SITES relevant to selection parameters

1	CF-01-C-01	LIDL	CARDIFF
	EAST TYNDALL STREET		
	CARDIFF		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	2568 sqm	
	Survey date: SATURDAY	01/07/17	Survey Type: MANUAL
2	LN-01-C-01	LIDL	LINCOLNSHIRE
	RICHMOND DRIVE		
	SKEGNESS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2398 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL
3	NB-01-C-01	LIDL	NORTHUMBERLAND
	SCHALKSMUHLE ROAD		
	BEDLINGTON		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	2450 sqm	
	Survey date: SATURDAY	10/06/17	Survey Type: MANUAL
4	NR-01-C-02	LIDL	NORTHAMPTONSHIRE
	NEWTON ROAD		
	RUSHDEN		
	Edge of Town Centre		
	Residential Zone		
	Total Gross floor area:	2624 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL
5	NT-01-C-01	LIDL	NOTTINGHAMSHIRE
	CHAPEL LANE		
	BINGHAM		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2440 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL
6	SM-01-C-01	LIDL	SOMERSET
	SEAWARD WAY		
	MINEHEAD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	2247 sqm	
	Survey date: SATURDAY	24/06/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

7	SR-01-C-01	LIDL	STIRLING
	PLAYERS ROAD		
	STIRLING		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2442 sqm	
	Survey date: SATURDAY	03/06/17	Survey Type: MANUAL
8	WO-01-C-01	LIDL	WORCESTERSHIRE
	BLACKPOLE ROAD		
	BRICKFIELDS		
	WORCESTER		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	2417 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	2511	0.219	2	2511	0.080	2	2511	0.299
07:00 - 08:00	8	2448	0.414	8	2448	0.092	8	2448	0.506
08:00 - 09:00	8	2448	2.221	8	2448	1.573	8	2448	3.794
09:00 - 10:00	8	2448	3.120	8	2448	2.701	8	2448	5.821
10:00 - 11:00	8	2448	4.529	8	2448	3.880	8	2448	8.409
11:00 - 12:00	8	2448	5.739	8	2448	5.269	8	2448	11.008
12:00 - 13:00	8	2448	5.432	8	2448	5.744	8	2448	11.176
13:00 - 14:00	8	2448	5.233	8	2448	5.213	8	2448	10.446
14:00 - 15:00	8	2448	5.167	8	2448	5.106	8	2448	10.273
15:00 - 16:00	8	2448	5.055	8	2448	5.310	8	2448	10.365
16:00 - 17:00	8	2448	4.723	8	2448	4.947	8	2448	9.670
17:00 - 18:00	8	2448	3.891	8	2448	3.936	8	2448	7.827
18:00 - 19:00	8	2448	2.568	8	2448	3.390	8	2448	5.958
19:00 - 20:00	8	2448	1.838	8	2448	2.333	8	2448	4.171
20:00 - 21:00	8	2448	1.026	8	2448	1.139	8	2448	2.165
21:00 - 22:00	8	2448	0.551	8	2448	0.751	8	2448	1.302
22:00 - 23:00	8	2448	0.051	8	2448	0.204	8	2448	0.255
23:00 - 24:00									
Total Rates:			51.777			51.668			103.445

Parameter summary

Trip rate parameter range selected:	2247 - 2624 (units: sqm)
Survey date date range:	01/01/09 - 01/07/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	8
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

Appendix C

Car Park Survey Results

CENTRAL RETAIL PARK, HAVANT PARKING SURVEY - FRIDAY 9 MARCH 2018

ZONE A

ZONE B

ZONE C

TOTAL

Time	Reg.	Dis.	P & C	Tr.	Vans	Total	Cap.
07:50	16	1	-	1	-	18	10
08:00	24	1	-	1	-	26	15
08:10	31	1	1	-	-	33	19
08:20	36	1	1	1	1	40	23
08:30	39	1	1	1	2	44	25
08:40	45	3	3	1	2	54	31
08:50	54	4	3	1	2	64	36
09:00	64	5	2	1	-	72	41
09:10	71	5	4	1	1	82	46
09:20	80	4	2	1	2	89	50
09:30	96	4	4	2	5	111	63
09:40	108	4	3	2	4	121	68
09:50	109	5	4	-	3	121	68
10:00	111	4	4	1	1	121	68
10:10	120	6	2	3	2	133	75
10:20	123	5	3	-	2	133	75
10:30	135	7	4	2	3	151	85
10:40	133	8	4	1	1	147	83
10:50	128	7	4	3	1	143	81
11:00	121	8	4	2	2	137	77
11:10	136	7	4	4	4	155	88
11:20	128	5	4	3	2	142	80
11:30	135	8	4	5	1	153	86
11:40	136	10	4	4	1	155	88
11:50	126	9	3	4	3	145	82
12:00	115	6	3	2	3	129	73
12:10	115	6	3	-	5	129	73
12:20	120	7	4	2	5	138	78
12:30	119	6	4	3	3	135	76
12:40	105	7	3	3	5	123	69
12:50	99	5	4	2	5	115	65
13:00	116	5	3	3	4	131	74
13:10	110	3	4	3	4	124	70
13:20	112	6	4	2	3	127	72
13:30	108	7	4	1	2	122	69
13:40	116	7	4	1	1	129	73
13:50	115	6	4	1	2	128	72

Reg.	Dis.	Total	Cap.
2	-	2	4
2	-	2	4
2	-	2	4
3	-	3	6
5	-	5	10
6	-	6	13
8	-	8	17
8	-	8	17
8	-	8	17
12	-	12	25
12	-	12	25
15	-	15	31
14	-	14	29
12	-	12	25
19	-	19	40
23	-	23	48
22	-	22	46
20	-	20	42
21	-	21	44
23	-	23	48
28	-	28	58
30	-	30	63
28	-	28	58
29	-	29	60
26	-	26	54
25	1	26	54
29	1	30	63
25	-	25	52
26	-	26	54
28	-	28	58
24	-	24	50
26	1	27	56
23	2	25	52
23	2	25	52
23	2	25	52
21	1	22	46
23	1	24	50

Reg.	Dis.	Total	Cap.
-	-	0	0
-	-	0	0
1	-	1	6
2	-	2	12
3	-	3	18
3	-	3	18
5	-	5	29
8	-	8	47
12	-	12	71
13	-	13	76
16	-	16	94
15	-	15	88
15	-	15	88
14	-	14	82
14	-	14	82
16	1	17	100
14	-	14	82
16	-	16	94
14	1	15	88
16	-	16	94
15	-	15	88
14	-	14	82
16	1	17	100
15	1	16	94
16	1	17	100
15	1	16	94
17	1	18	106
15	1	16	94
13	1	14	82
15	1	16	94
15	1	16	94
12	1	13	76
17	1	18	106
16	1	17	100
16	-	16	94
16	1	17	100

Total	Cap.
20	8
28	12
36	15
45	19
52	21
63	26
77	32
88	36
102	42
114	47
139	57
151	62
150	62
147	61
166	69
173	71
187	77
183	76
179	74
176	73
198	82
186	77
195	81
201	83
187	77
172	71
175	72
181	75
177	73
165	68
155	64
174	72
162	67
170	70
164	68
167	69
169	70

ZONE A

ZONE B

ZONE C

TOTAL

Time	Reg.	Dis.	P & C	Tr.	Vans	Total	Cap.
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Reg.	Dis.	Total	Cap.
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Reg.	Dis.	Total	Cap.
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Total	Cap.
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14:00	127	4	3	3	5	142	80	21	2	23	48	16	-	16	94	181	75
14:10	115	3	4	2	4	128	72	21	2	23	48	15	-	15	88	166	69
14:20	118	7	3	4	2	134	76	25	1	26	54	16	1	17	100	177	73
14:30	107	5	4	3	2	121	68	26	-	26	54	15	-	15	88	162	67
14:40	106	6	3	3	4	122	69	19	-	19	40	13	-	13	76	154	64
14:50	88	7	3	4	4	106	60	25	-	25	52	14	1	15	88	146	60
15:00	90	8	3	2	4	107	60	21	-	21	44	15	1	16	94	144	60
15:10	92	8	2	1	4	107	60	19	-	19	40	16	1	17	100	143	59
15:20	93	8	4	2	4	111	63	26	-	26	54	16	1	17	100	154	64
15:30	88	7	4	2	5	106	60	25	-	25	52	16	-	16	94	147	61
15:40	84	6	4	2	3	99	56	26	-	26	54	16	-	16	94	141	58
15:50	87	6	1	5	4	103	58	22	1	23	48	15	-	15	88	141	58
16:00	84	7	2	2	1	96	54	18	-	18	38	14	-	14	82	128	53
16:10	82	4	4	1	2	93	53	20	-	20	42	13	-	13	76	126	52
16:20	76	2	4	1	4	87	49	20	-	20	42	10	-	10	59	117	48
16:30	80	-	3	2	1	86	49	20	-	20	42	11	-	11	65	117	48
16:40	82	1	4	1	5	93	53	19	-	19	40	13	-	13	76	125	52
16:50	88	1	3	1	5	98	55	12	-	12	25	12	-	12	71	122	50
17:00	74	1	2	1	3	81	46	9	-	9	19	12	-	12	71	102	42
17:10	72	1	3	2	3	81	46	12	-	12	25	11	-	11	65	104	43
17:20	65	1	2	1	1	70	40	10	-	10	21	11	-	11	65	91	38
17:30	66	1	4	1	2	74	42	6	-	6	13	8	-	8	47	88	36
17:40	60	2	1	3	2	68	38	12	-	12	25	12	-	12	71	92	38
17:50	64	2	1	2	2	71	40	14	-	14	29	11	-	11	65	96	40
18:00	44	1	2	2	-	49	28	11	2	13	27	10	-	10	59	72	30
18:10	45	1	3	3	1	53	30	7	1	8	17	9	-	9	53	70	29
18:20	53	2	4	1	-	60	34	9	-	9	19	6	-	6	35	75	31
18:30	40	1	3	1	1	46	26	9	-	9	19	5	-	5	29	60	25
18:40	37	1	2	1	-	41	23	10	-	10	21	6	-	6	35	57	24
18:50	48	-	3	2	-	53	30	10	-	10	21	7	-	7	41	70	29
19:00	47	-	2	2	-	51	29	10	-	10	21	6	-	6	35	67	28
19:10	46	1	1	1	1	50	28	10	-	10	21	6	-	6	35	66	27
19:20	51	-	1	2	-	54	31	8	-	8	17	5	-	5	29	67	28
19:30	44	1	1	2	-	48	27	7	-	7	15	4	-	4	24	59	24
19:40	43	1	2	1	-	47	27	8	-	8	17	2	-	2	12	57	24
19:50	41	1	3	1	-	46	26	5	-	5	10	1	-	1	6	52	21
20:00	40	-	3	1	-	44	25	10	-	10	21	-	-	0	0	54	22

Cap.	155	10	4	3	5	177
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46	2	48
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16	1	17
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242

CENTRAL RETAIL PARK, HAVANT PARKING SURVEY - SATURDAY 10 MARCH 2018

ZONE A

ZONE B

ZONE C

TOTAL

Time	Reg.	Dis.	P & C	Tr.	Vans	Total	Cap.
07:50	10	-	-	-	1	11	6
08:00	20	2	-	-	1	23	13
08:10	29	3	-	-	-	32	18
08:20	42	2	-	1	-	45	25
08:30	39	2	-	-	-	41	23
08:40	46	4	1	1	1	53	30
08:50	44	3	2	-	1	50	28
09:00	49	5	2	2	1	59	33
09:10	54	7	3	2	1	67	38
09:20	70	7	3	3	1	84	47
09:30	76	7	4	1	1	89	50
09:40	90	5	3	2	3	103	58
09:50	92	4	2	-	5	103	58
10:00	104	5	4	-	5	118	67
10:10	121	4	3	-	4	132	75
10:20	119	6	2	1	1	129	73
10:30	121	8	3	-	1	133	75
10:40	118	6	4	3	-	131	74
10:50	139	7	4	5	1	156	88
11:00	138	7	4	3	3	155	88
11:10	150	8	4	4	5	171	97
11:20	155	10	4	5	2	176	99
11:30	156	9	3	6	3	177	100
11:40	149	7	3	6	4	169	95
11:50	144	8	4	6	5	167	94
12:00	146	6	2	6	5	165	93
12:10	151	2	3	6	4	166	94
12:20	149	3	4	6	5	167	94
12:30	147	4	4	4	3	162	92
12:40	148	5	4	5	5	167	94
12:50	146	4	3	5	5	163	92
13:00	143	4	4	5	5	161	91
13:10	138	5	4	4	5	156	88
13:20	133	4	5	3	2	147	83
13:30	137	3	4	4	1	149	84
13:40	136	4	3	2	4	149	84
13:50	135	5	3	2	2	147	83

Reg.	Dis.	Total	Cap.
3	-	3	6
3	-	3	6
4	-	4	8
5	-	5	10
4	-	4	8
4	-	4	8
5	-	5	10
8	-	8	17
11	-	11	23
15	-	15	31
19	-	19	40
17	-	17	35
20	-	20	42
21	-	21	44
23	-	23	48
28	1	29	60
31	1	32	67
32	1	33	69
44	1	45	94
31	1	32	67
33	1	34	71
35	1	36	75
38	1	39	81
43	1	44	92
43	2	45	94
44	2	46	96
44	2	46	96
43	2	45	94
41	2	43	90
40	1	41	85
38	1	39	81
37	1	38	79
31	1	32	67
26	1	27	56
25	1	26	54
23	2	25	52
26	2	28	58

Reg.	Dis.	Total	Cap.
1	-	1	6
2	-	2	12
2	-	2	12
3	-	3	18
4	-	4	24
5	-	5	29
7	-	7	41
6	-	6	35
7	1	8	47
8	1	9	53
8	-	8	47
11	-	11	65
12	-	12	71
14	-	14	82
14	-	14	82
15	-	15	88
16	1	17	100
17	1	18	106
17	-	17	100
14	1	15	88
14	1	15	88
16	-	16	94
16	-	16	94
15	-	15	88
15	-	15	88
17	1	18	106
15	1	16	94
15	-	15	88
15	-	15	88
15	1	16	94
13	-	13	76
14	-	14	82
14	-	14	82
14	-	14	82
14	-	14	82
14	-	14	82

Total	Cap.
15	6
28	12
38	16
53	22
49	20
62	26
62	26
73	30
86	36
108	45
116	48
131	54
135	56
153	63
169	70
173	71
182	75
182	75
218	90
202	83
220	91
228	94
232	96
228	94
227	94
229	95
228	94
227	94
220	91
224	93
218	90
212	88
202	83
188	78
189	78
188	78
189	78

ZONE A

ZONE B

ZONE C

TOTAL

Time	Reg.	Dis.	P & C	Tr.	Vans	Total	Cap.
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Reg.	Dis.	Total	Cap.
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Reg.	Dis.	Total	Cap.
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Total	Cap.
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14:00	137	6	4	3	2	152	86	26	1	27	56	14	1	15	88	194	80
14:10	131	7	4	3	3	148	84	29	1	30	63	13	1	14	82	192	79
14:20	122	8	3	3	5	141	80	28	1	29	60	16	-	16	94	186	77
14:30	126	7	4	2	3	142	80	27	-	27	56	15	-	15	88	184	76
14:40	132	9	4	3	2	150	85	29	-	29	60	16	-	16	94	195	81
14:50	126	9	4	4	1	144	81	29	-	29	60	15	-	15	88	188	78
15:00	133	4	4	4	2	147	83	30	-	30	63	16	1	17	100	194	80
15:10	135	2	3	5	2	147	83	28	-	28	58	15	1	16	94	191	79
15:20	144	3	2	4	3	156	88	25	-	25	52	17	1	18	106	199	82
15:30	141	6	3	6	5	161	91	27	-	27	56	16	1	17	100	205	85
15:40	130	7	3	5	4	149	84	29	-	29	60	17	1	18	106	196	81
15:50	132	6	3	5	3	149	84	18	1	19	40	13	1	14	82	182	75
16:00	137	8	4	4	5	158	89	18	1	19	40	15	1	16	94	193	80
16:10	150	8	4	5	5	172	97	23	1	24	50	15	1	16	94	212	88
16:20	127	4	5	-	4	140	79	25	-	25	52	13	-	13	76	178	74
16:30	135	4	3	1	5	148	84	32	1	33	69	12	-	12	71	193	80
16:40	122	3	3	2	5	135	76	32	1	33	69	12	-	12	71	180	74
16:50	113	3	1	3	1	121	68	24	-	24	50	11	-	11	65	156	64
17:00	98	2	2	3	-	105	59	19	-	19	40	10	-	10	59	134	55
17:10	97	2	2	3	1	105	59	21	-	21	44	10	-	10	59	136	56
17:20	97	2	3	1	1	104	59	17	-	17	35	12	-	12	71	133	55
17:30	95	2	4	3	3	107	60	18	-	18	38	13	-	13	76	138	57
17:40	84	4	3	1	4	96	54	14	-	14	29	9	-	9	53	119	49
17:50	92	3	2	1	2	100	56	15	-	15	31	7	-	7	41	122	50
18:00	76	5	3	1	1	86	49	12	-	12	25	6	-	6	35	104	43
18:10	68	1	3	2	1	75	42	14	-	14	29	4	-	4	24	93	38
18:20	64	-	4	2	-	70	40	13	-	13	27	2	-	2	12	85	35
18:30	58	-	3	-	1	62	35	10	-	10	21	2	-	2	12	74	31
18:40	43	-	3	-	1	47	27	10	-	10	21	2	-	2	12	59	24
18:50	34	1	-	2	-	37	21	11	1	12	25	3	-	3	18	52	21
19:00	29	1	2	2	1	35	20	11	-	11	23	3	-	3	18	49	20
19:10	29	-	1	2	2	34	19	12	-	12	25	3	-	3	18	49	20
19:20	24	-	1	2	1	28	16	14	-	14	29	3	-	3	18	45	19
19:30	24	2	2	2	-	30	17	15	-	15	31	4	-	4	24	49	20
19:40	23	1	2	1	-	27	15	10	-	10	21	5	-	5	29	42	17
19:50	20	1	2	-	-	23	13	10	-	10	21	5	-	5	29	38	16
20:00	19	-	1	-	-	20	11	12	-	12	25	4	-	4	24	36	15

Cap.	155	10	4	3	5	177
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46	2	48
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16	1	17
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242
