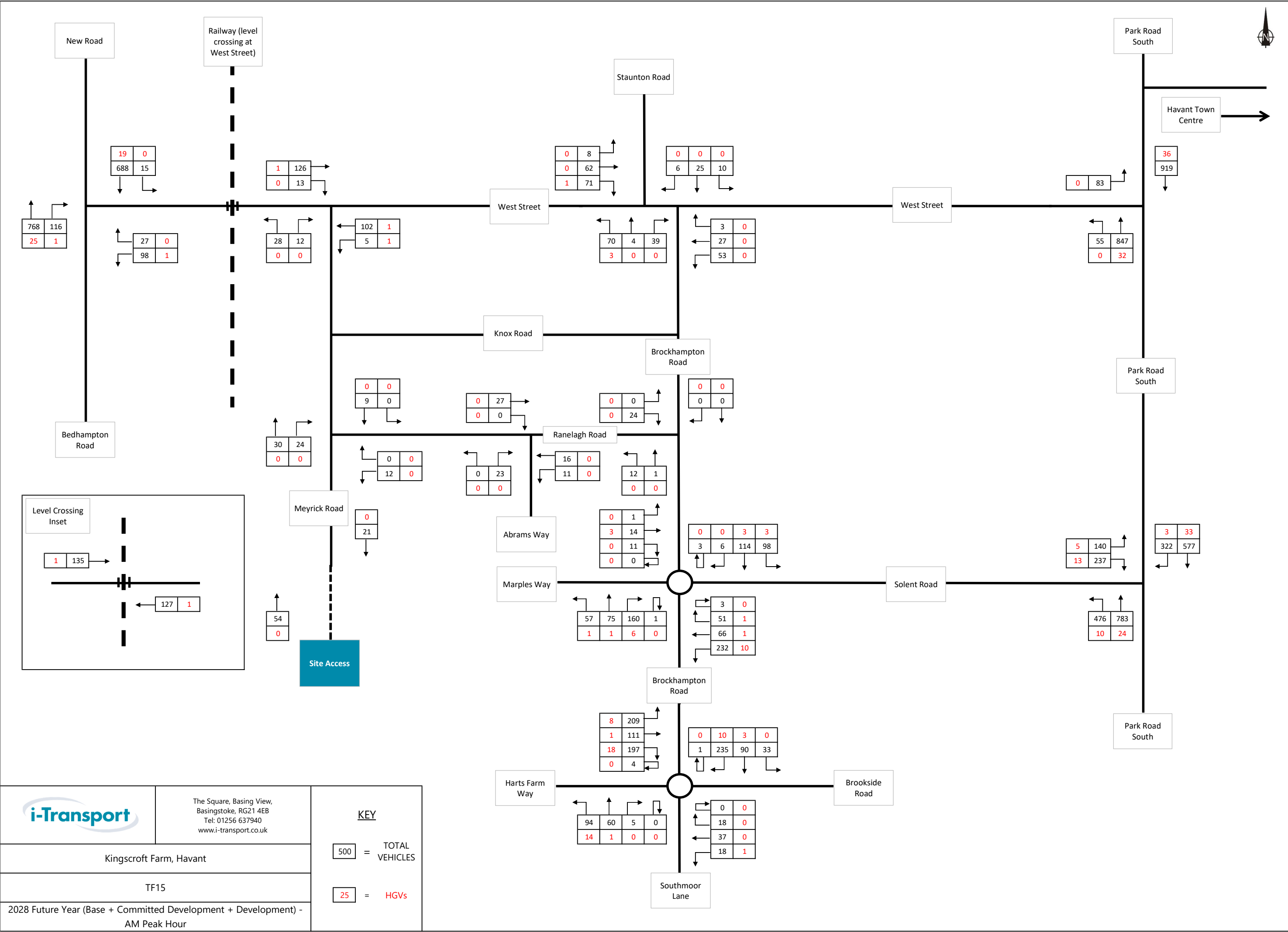


# FIGURES



The Square, Basing View,  
Basingstoke, RG21 4EB  
Tel: 01256 637940  
www.i-transport.co.uk

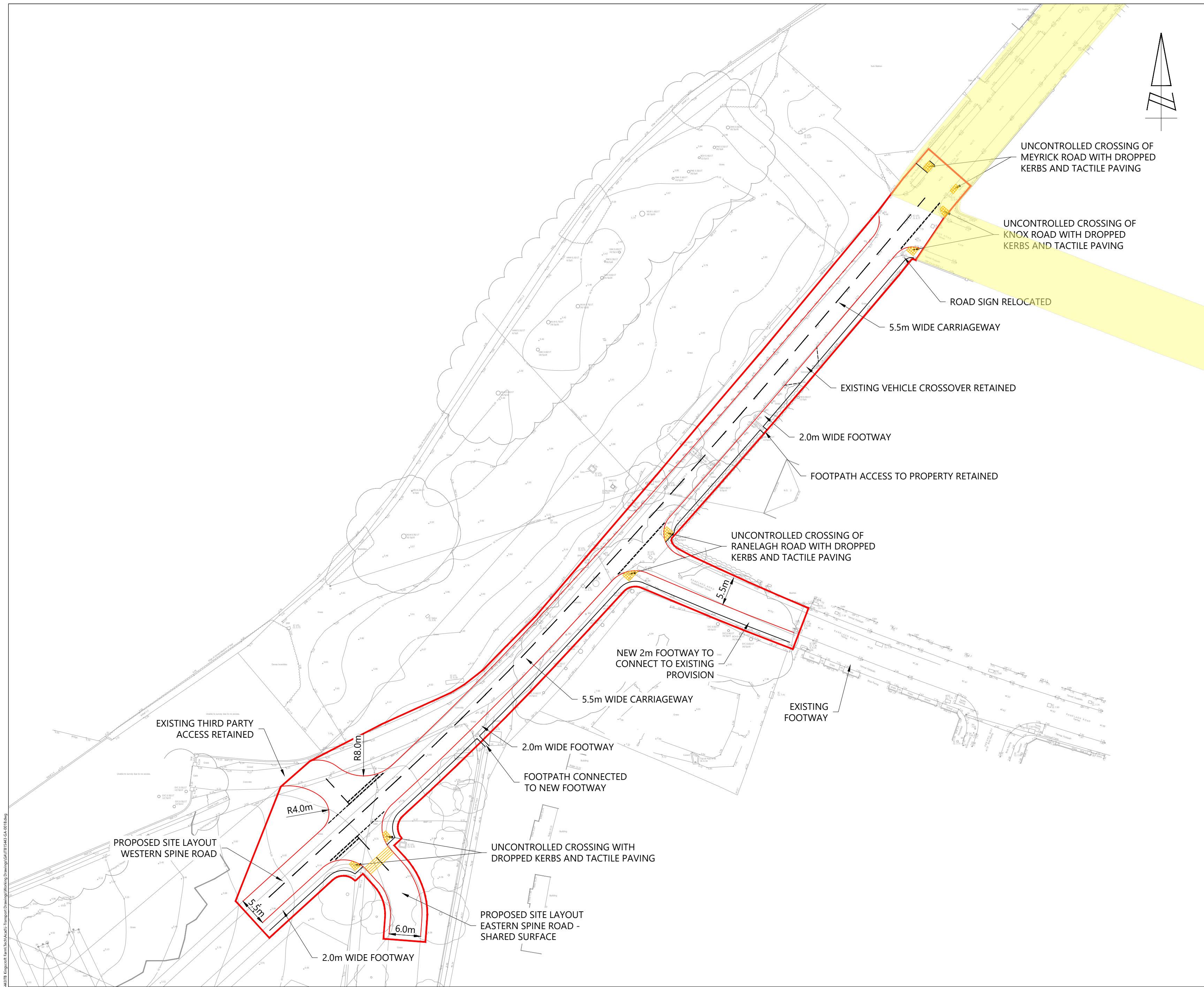
Kingscroft Farm, Havant

TF15

2028 Future Year (Base + Committed Development + Development) -  
AM Peak Hour



# DRAWINGS



KEY:

— EXTENT OF HIGHWAY WORKS

— HIGHWAY BOUNDARY BASED ON OS MAPPING

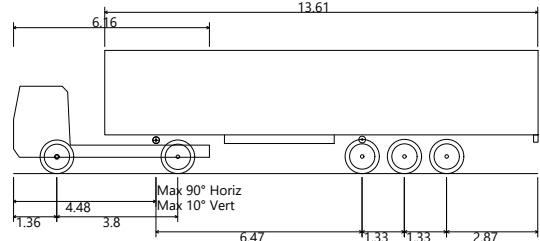
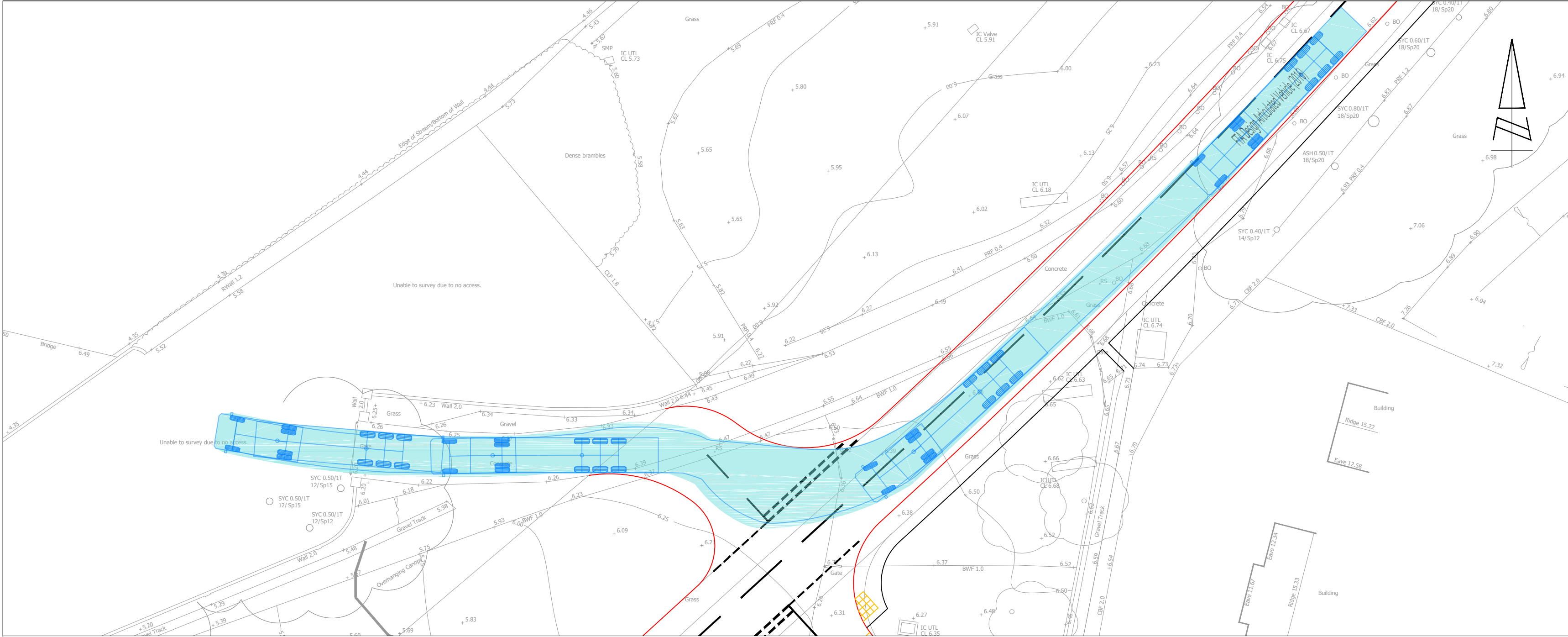
|                                                                                                                                                                                                                          |          |                          |                          |                       |               |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------------------------|--------------------------|-----------------------|---------------|
| B                                                                                                                                                                                                                        | 12.05.22 | JB                       | MINOR AMENDMENTS         | BB                    | TW            |
| A                                                                                                                                                                                                                        | 04.05.22 | JD                       | SITE ACCESS ROAD AMENDED | BB                    | TW            |
| REV                                                                                                                                                                                                                      | DATE     | BY                       | DESCRIPTION              | CHK                   | APD           |
| STATUS:<br><br>FOR INFORMATION                                                                                                                                                                                           |          |                          |                          |                       |               |
| <div><p>The Square, Basing View,<br/>Basingstoke, Hampshire, RG21 4EB</p><p>www.i-transport.co.uk</p><p>Tel: 01256 637940</p></div> |          |                          |                          |                       |               |
| TITLE:<br><br>POTENTIAL IMPROVEMENTS TO MEYRICK ROAD<br>AND SITE ACCESS ARRANGEMENT                                                                                                                                      |          |                          |                          |                       |               |
| PROJECT:<br><br>LAND AT KINGSCROFT FARM, HAVANT                                                                                                                                                                          |          |                          |                          |                       |               |
| CLIENT:<br><br>FOREMAN HOMES LTD                                                                                                                                                                                         |          |                          |                          |                       |               |
| DRAWN:<br><br>JD                                                                                                                                                                                                         |          | CHECKED:<br><br>BB       |                          | APPROVED:<br><br>TW   |               |
| PROJECT No:<br><br>ITB15443                                                                                                                                                                                              |          | SCALE @ A2:<br><br>1:500 |                          | DATE:<br><br>11.03.20 |               |
| DRAWING No:<br><br>ITB15443-GA-001                                                                                                                                                                                       |          |                          |                          |                       | REV:<br><br>B |

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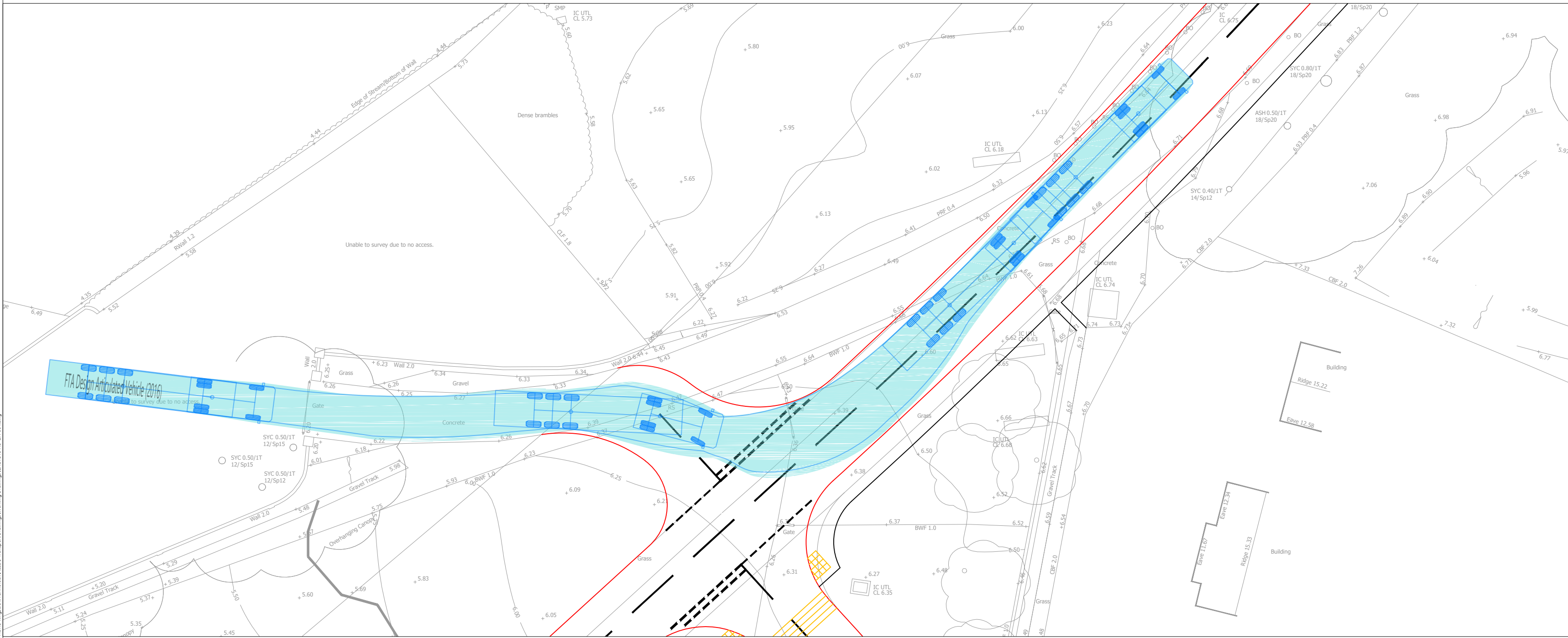
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FTA Design Articulated Vehicle (2016) - including wing mirrors  
Overall Length 16.480m  
Overall Width 2.550m  
Overall Body Height 3.870m  
Min Body Ground Clearance 0.515m  
Max Track Width 2.470m  
Lock to lock time 3.00s  
Kerb to Kerb Turning Radius 6.600m



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|                                                                                                                                                                                                                                                    |      |                   |             |                |         |
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|                                                                                                                                                                                                                                                    |      |                   |             |                |         |
| REV                                                                                                                                                                                                                                                | DATE | BY                | DESCRIPTION |                | CHK APD |
| STATUS: FOR INFORMATION                                                                                                                                                                                                                            |      |                   |             |                |         |
| <div><div><div><p>The Square, Basing View,<br/>Basingstoke, Hampshire, RG21 4EB</p><p>www.i-transport.co.uk</p></div><div>Tel: 01256 637940</div></div></div> |      |                   |             |                |         |
| TITLE: SWEPT PATH ANALYSIS - 16.5m ARTICULATED VEHICLE                                                                                                                                                                                             |      |                   |             |                |         |
| PROJECT: LAND AT KINGSCROFT FARM, HAVANT                                                                                                                                                                                                           |      |                   |             |                |         |
| CLIENT: FOREMAN HOMES LTD                                                                                                                                                                                                                          |      |                   |             |                |         |
| DRAWN: JB                                                                                                                                                                                                                                          |      | CHECKED: BB       |             | APPROVED: TW   |         |
| PROJECT No: ITB15443                                                                                                                                                                                                                               |      | SCALE @ A2: 1:250 |             | DATE: 23.05.22 |         |
| DRAWING No: ITB15443-GA-004                                                                                                                                                                                                                        |      |                   |             |                | REV:    |

## **APPENDIX A. TRANSPORT ASSESSMENT SCOPING NOTE**

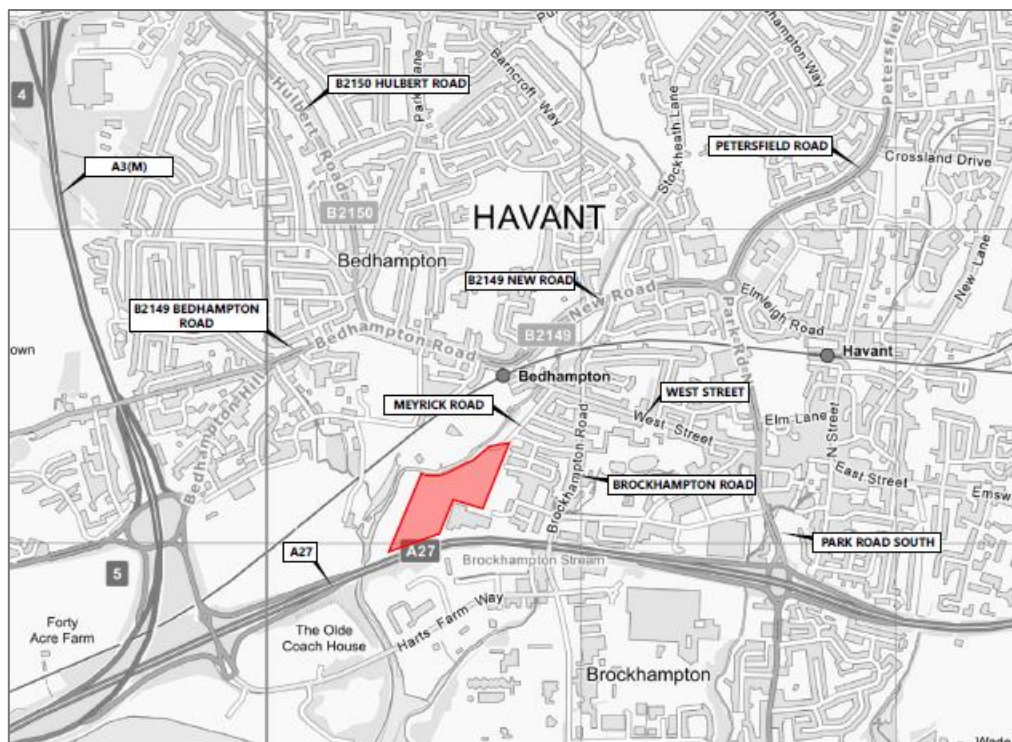
## Technical Note

Project No: ITB15443  
Project Title: Kingscroft Farm, Havant  
Title: Transport Assessment Scoping Note  
Ref: TW/BB/ITB15443-001B R  
Date: 15 October 2020

### SECTION 1 Introduction and Context

- 1.1.1 i-Transport LLP has been appointed by Foreman Homes, Brockhampton Holdings Limited, Portsmouth Water Limited and Brockhampton Property Investments Limited to provide transport advice in relation to a forthcoming planning application for a residential development of up to 160 dwellings.
- 1.1.2 The site is bounded to the north by Meyrick Road, to the west by Hermitage Stream and open agricultural land, to the south by light industrial units within Kingscroft Business Park and to the east by dwellings that form part of a recently permitted residential scheme by Foreman Homes, which are accessed from Ranelagh Road via Abrams Way, and industrial units at Marples Way (**Image 1.1**).

**Image 1.1: Site Location Plan**



Source: Extract of Figure 1

## 1.2 Planning Background

- 1.2.1 The site is allocated for development in the adopted Havant Borough Council (HBC) Local Plan as Site BD19 – Kingscroft Farm. The allocation is for 12,000sqm of employment floorspace, with reference made within Policy BD19 to the development of manufacturing and/or warehousing units. This allocation remains extant, but at this time, no planning applications have been progressed at the site.
- 1.2.2 Notwithstanding this, the site remains allocated for development and it is now proposed to submit a planning application for a residential development at the site.
- 1.2.3 Initial engagement has been carried out with officers at Havant Borough Council, and with the Havant Development Consultation Forum where the initial plans for the site were presented in January 2020.

## 1.3 Structure of Scoping Note

- 1.3.1 This Transport Assessment (TA) Scoping Note sets out the proposed scope, methodology, parameters, and structure of the TA to assess the transport and highways implications of the development.
- 1.3.2 The remainder of this note follows the same proposed structure as the TA:
- **Section 2** sets out the relevant national and local transport policies;
  - **Section 3** reviews the existing transport conditions in the vicinity of the site;
  - **Section 4** summarises the development proposal, including the proposed site access arrangements and parking provisions;
  - **Section 5** sets out the proposed measures for promoting sustainable transport;
  - **Section 6** sets out the traffic parameters to assess the impact of the development proposal on the local and strategic highway network; and
  - **Section 7** provides a summary of this note.

## SECTION 2      POLICY CONTEXT

2.1      The TA will review and summarise the following national and local policy:

- National Planning Policy Framework (NPPF) – February 2019;
- National Planning Practice Guidance (NPPG);
- Havant Borough Council Local Plan: Core Strategy – Adopted March 2011;
- Havant Borough Council Local Plan: Allocations – Adopted July 2014;
- Havant Borough Council Draft Local Plan 2036 – Pre-submission Version;
- Havant Borough Council – ‘Parking’ Supplementary Planning Document – Adopted July 2016 (partially updated September 2019);
- Hampshire County Council Local Transport Plan 3; and

2.2      This review will provide the context for assessing the development proposal in transport terms.

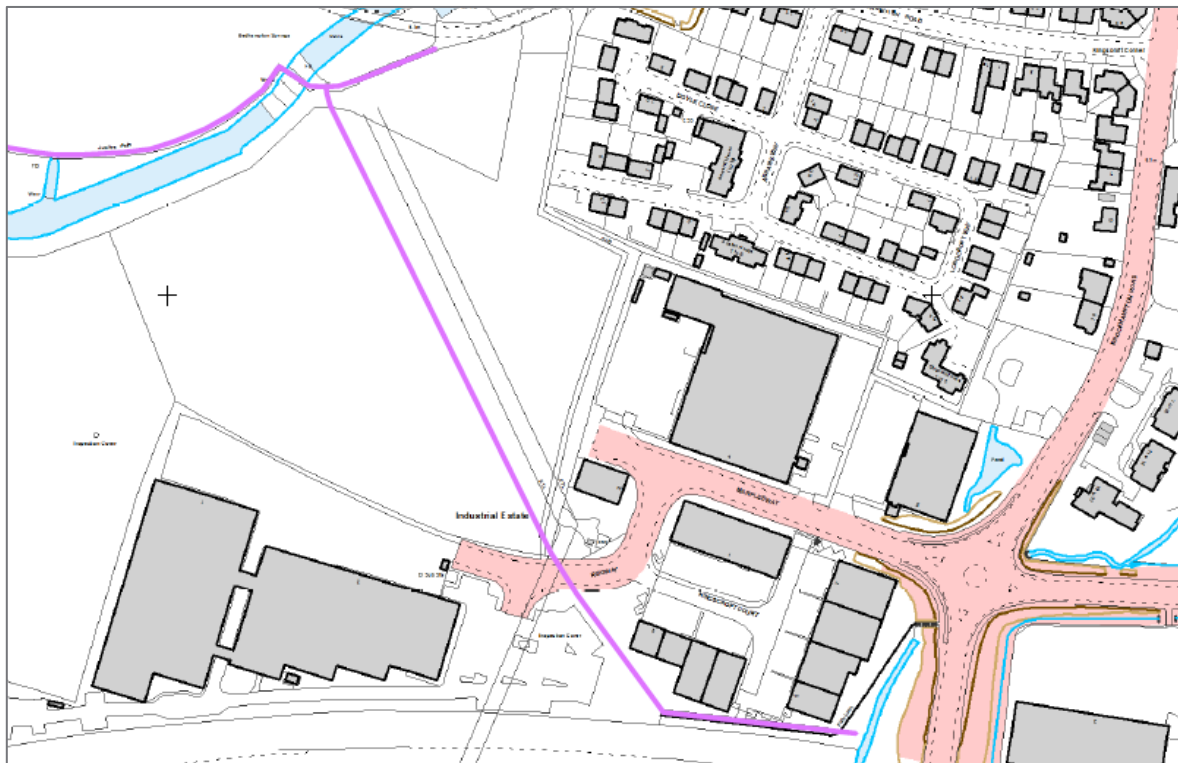
## SECTION 3      EXISTING CONDITIONS

- 3.1.1 This section of the TA will describe the existing transport conditions in the vicinity of the site, including the opportunities for walking, cycling and public transport.

### 3.2      **Walking and Cycling**

- 3.2.1 A review of the existing walking and cycling provision in the vicinity of the site will be set out in the TA and will consider the quality of the routes.
- 3.2.2 Within immediate vicinity of the site (to Knox Road), Meyrick Road is under private ownership by Portsmouth Water and therefore does not form part of the adopted public highway. To the west, Meyrick Road forms the access into an adjacent area of farmland and provides no formal pedestrian infrastructure.
- 3.2.3 To the north of the priority junction with Knox Road, Meyrick Road is public highway and footways are present on either side of the road. The footways benefit from street lighting and are approximately 1.5m in width for the majority of their length. To the north of the site, the footways connect to those on West Street at the West Street / Meyrick Road priority junction. The footways on West Street benefit from street lighting and provide continuous pedestrian routes towards Bedhampton rail station to the west and Havant town centre to the east. Brockhampton Road, located to the east of the site, provides street lit footways on either side of the carriageway. To the south, the footways provide continuous pedestrian connections toward The Wendy House pre-school and employment/leisure areas including Kingscroft Business Park and the Solent Retail Park. Footways are also present on both sides of Knox Road and along the northern side of Ranelagh Road apart from the first 25m which is unmade.
- 3.2.4 A Public Right of Way (PROW) (tile 17.06 route 35) runs through the site and connects to PROW route no. 34 to the northwest and Marples Way Industrial Estate to the southeast. The location and routing of the PROW is shown in **Image 3.1**.

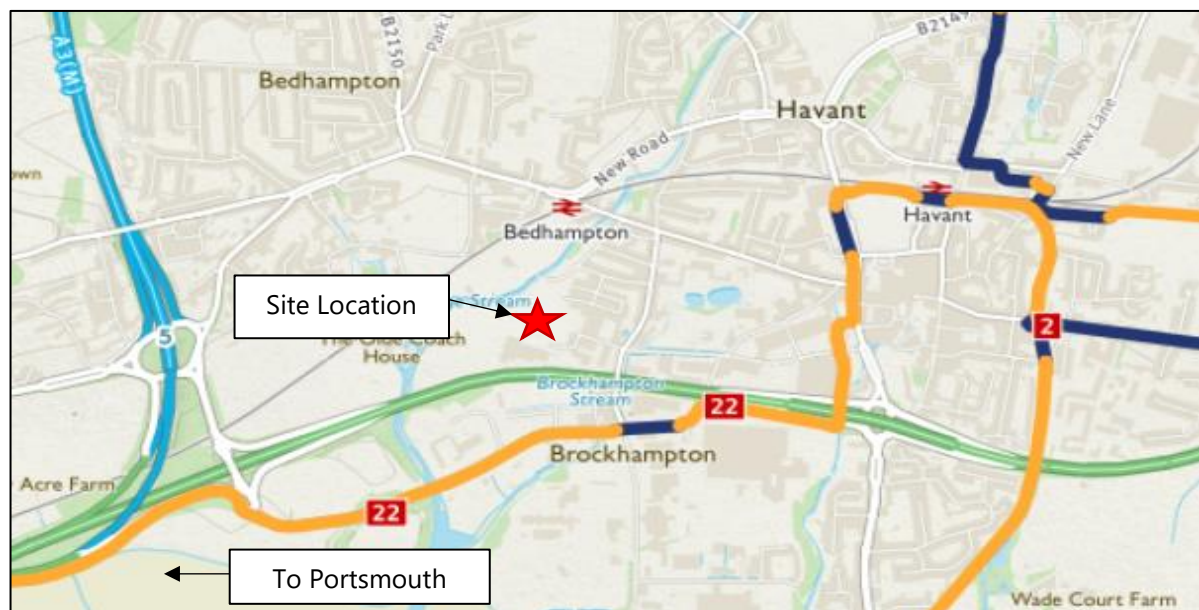
**Image 3.1: PROW no. 35 – Location and Routing**



Source: Highway Boundary Data (HCC)

**3.2.5** The site benefits from being in close vicinity to the National Cycle Network (NCN), with NCN Route no. 22 accessible to the east of the site via travel along West Street or to the south via travel along Brockhampton Road. The route provides a cycle connection west towards Portsmouth, as well as east towards Havant railway station. The route is shown in **Image 3.2**.

**Image 3.2: National Cycle Network Routes close to the Site**



Source: Sustrans

3.2.6 Moreover, connecting roads (Meyrick Road, Ranelagh Road, Knox Road) as well as West Street and Brockhampton Road are subject to 30mph speed limits and provide good levels of forward visibility. These characteristics serve to make the roads generally conducive to cycling.

3.2.7 The pedestrian and cycle connections and infrastructure will be described further within the Transport Assessment.

### 3.3 Public Transport

#### Bus

3.3.1 The nearest bus stops are located approximately 600m from the centre of the site on either side of Bedhampton Road, adjacent to Brunswick Gardens. The bus stops are served by the frequent bus route no. 23, as well as several school services. Both the eastbound and westbound bus stops feature a bus stop flag, bus shelter with associated seating, timetable information and raised kassel-kerbs. On-carriageway bus stop cages are also provided for each bus stop.

3.3.2 A summary of the local bus services operating within the local area is provided in **Table 3.1**.

**Table 3.1: Local Bus Service from Brunswick Gardens Bus Stops**

| No. | Route                 | Mon-Fri                                                    | Sat                                                        | Sun                                                            |
|-----|-----------------------|------------------------------------------------------------|------------------------------------------------------------|----------------------------------------------------------------|
| 23  | Leigh Park - Southsea | Every 10 minutes – first departure 05:19, last return 0:03 | Every 12 minutes - first departure 06:31, last return 0:03 | Every 15-20 minutes – first departure 07:28, last return 23:13 |

Source: Traveline

3.3.3 The site is well served by local bus services, with bus route no. 23 operating at less than 15 minute frequencies throughout the course of a typical week. This ensures that residents will be offered realistic opportunities to travel to a range of destinations, including Portsmouth, by bus.

#### Rail

3.3.4 The nearest railway station to the site is Bedhampton, which is located circa 550m from the centre of the site. The station is served by trains operated by Southwestern Railway, which provide direct services to a number of destinations including London Waterloo, Petersfield, Chichester and Portsmouth & Southsea. **Table 3.2** provides a summary of railway services available from Bedhampton railway station.

**Table 3.2: Summary of available rail services from Bedhampton station**

| Destination           | Frequency |          | Journey time (minutes) |
|-----------------------|-----------|----------|------------------------|
|                       | Peak      | Off-peak |                        |
| London Waterloo       | 2         | 1        | 96                     |
| Havant                | 3         | 2        | 3                      |
| Portsmouth & Southsea | 5         | 2        | 13                     |
| Petersfield           | 2         | 1        | 19                     |
| Chichester            | 1         | 1        | 22                     |

Source: National Rail

- 3.3.5 Havant railway station is located circa 1500m from the centre of the site and provides services to many of the destinations accessible via Bedhampton station, as well as a direct service to Southampton. These services operate at a higher frequency than from Bedhampton station and have a reduced overall journey time. **Table 3.3** provides a summary of railway services available from Havant railway station.

**Table 3.3: Summary of available rail services from Havant station**

| Destination           | Frequency |          | Journey time (minutes) |
|-----------------------|-----------|----------|------------------------|
|                       | Peak      | Off-peak |                        |
| London Waterloo       | 4         | 3        | 80                     |
| Chichester            | 6         | 5        | 13                     |
| Brighton              | 3         | 2        | 68                     |
| Portsmouth & Southsea | 7         | 6        | 13                     |
| Southampton Central   | 3         | 2        | 41                     |

Source: National Rail

### Summary

- 3.3.6 The site is within a sustainable location with good access to local bus services, which provide connections toward Portsmouth at a less than 15-minute frequencies. In addition, Bedhampton and Havant railway stations are located within a reasonable walking distance of the site and provide frequent connections to some key destinations including London Waterloo and Southampton. Local roads are provided with dedicated footway provision and are generally suitable for cycling.
- 3.3.7 The TA will consider the existing transport provision in greater detail and will identify any barriers to movement that can be addressed by the development.

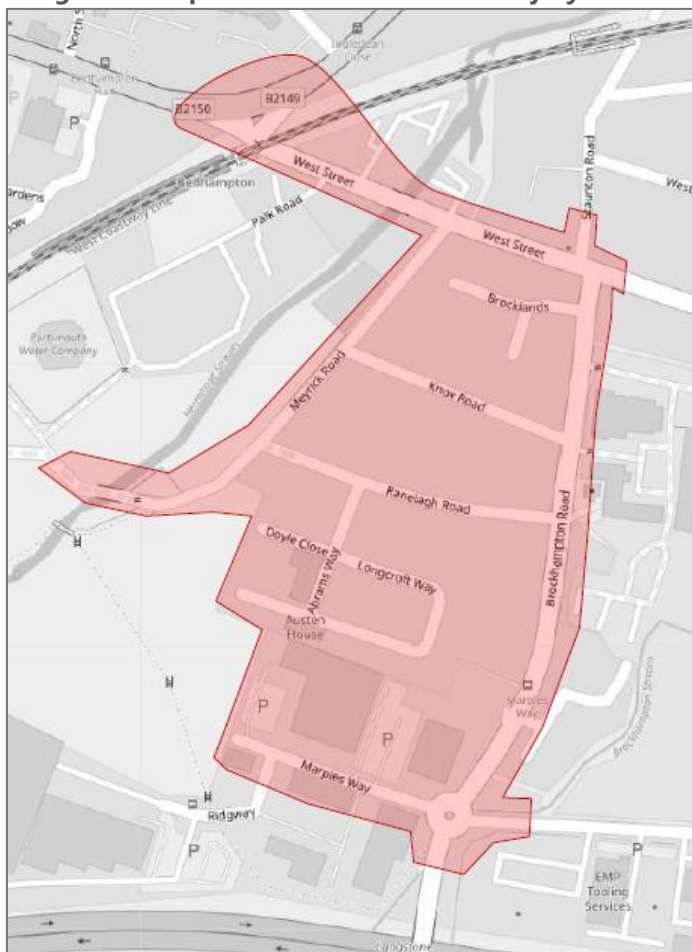
### 3.4 Local Highway Network

3.4.1 A narrative describing the local and strategic highway network will be provided within the TA. Personal Injury Accident (PIA) data will be obtained from Hampshire Constabulary and the study area will include:

- West Street;
- Meyrick Road;
- Brockhampton Road;
- Marples Way; and
- The network of residential streets between Brockhampton Road and Meyrick Road, including Brocklands, Knox Road, Ranelagh Road, Abrams Way and Longcroft Way.
- Frogmore Lane.

3.4.2 A plan showing the extent of the study area is contained at **Appendix A** and has been extracted as **Image 3.3**. Agreement to the extent of the study area is sought from HCC.

**Image 3.3: Proposed Extent of Personal Injury Accident Analysis**



Source: Google / i-Transport

### 3.5 Baseline Traffic Flows and Surveys

3.5.1 To establish the baseline traffic conditions on the local highway network, a series of traffic surveys were commissioned between 22<sup>nd</sup> September and 24<sup>th</sup> September 2020 in agreement with HCC.

3.5.2 The surveys include:

- Manual Classified Count (MCC) surveys at:
  - the Bedhampton Road / West Street priority junction;
  - the West Street / Meyrick Road priority junction;
  - the Staunton Road / Brockhampton Road / West Street left-right staggered junction;
  - the Park Road South / West Street priority junction;
  - the Park Road South / Solent Road traffic signal-controlled junction;
  - the Brockhampton Road / Solent Road / Marples Way roundabout junction;
  - the Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way roundabout junction; and
  - the Ranelagh Road / Abrams Way priority junction.
- A Level Crossing Survey at the West Street level crossing; and
- A Parking Beat Survey, the extent of which is presented in **Image 3.4**.

3.5.3 Due to the impact of the Covid-19 pandemic on traffic flow volumes throughout the country it has been agreed with HCC that permanent traffic count data will also be obtained at the Parkway South / Solent Road traffic signal-controlled junction from HCC's ITS team. This data will be used to benchmark / validate the traffic survey data obtained during the September 2020 traffic surveys.

Image 3.4: Parking Beat Survey Extent



## SECTION 4      DEVELOPMENT PROPOSAL

- 4.1.1 This section of the TA will describe the development proposal and the access, parking and servicing arrangements. The application will be for Full consent, so matters of layout to be determined.

### 4.2      **Development Schedule**

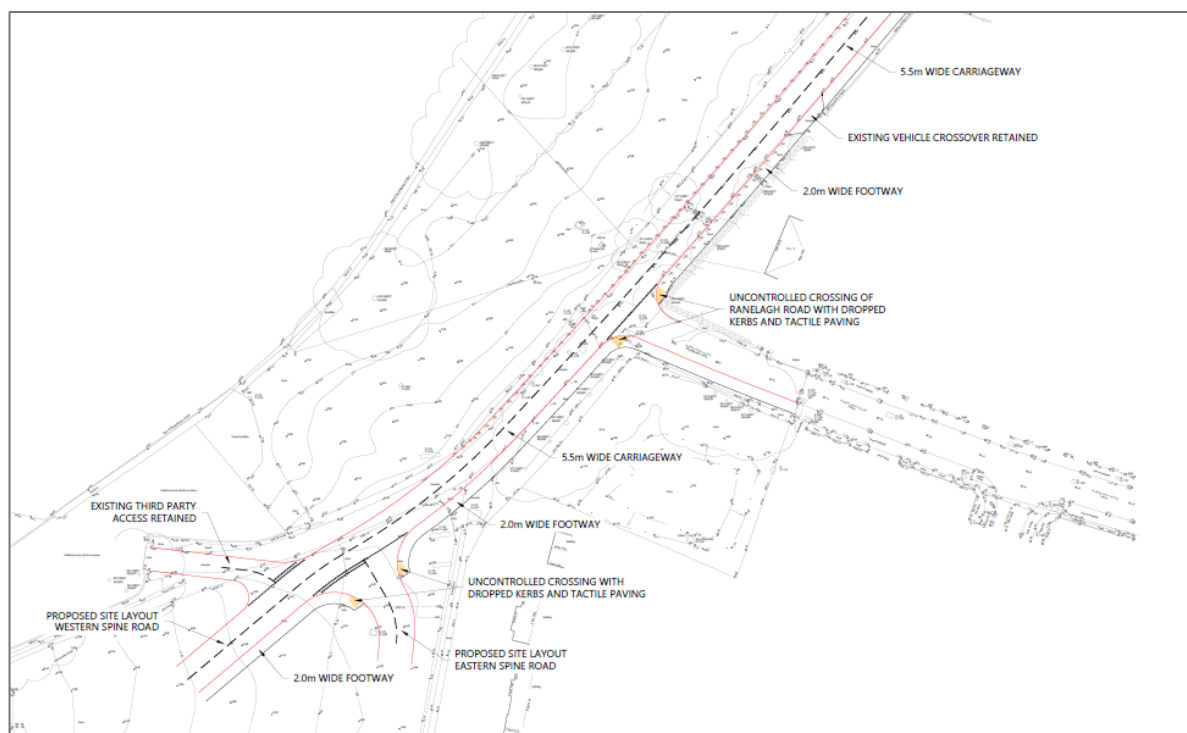
- 4.2.1 It is proposed to provide a residential development at the site, comprising up to 160 dwellings. A detailed mix of development will be provided.

### 4.3      **Site Access Arrangements**

#### Vehicular Access

- 4.3.1 Vehicular access to the site will be achieved from Meyrick Road. The existing carriageway will be extended south into the site, and the length of Meyrick Road that runs south of the priority junction with Knox Road will be upgraded and widened to a width of 5.5m and brought up to adoptable standards. The internal site access road will form a loop, and therefore a further spur onto the southern side of the extended Meyrick Road carriageway will be provided for access/egress from the site.
- 4.3.2 Vehicle access to the existing farmland to the west of the site will be maintained through the provision of a new priority junction onto the northern side of the carriageway. This priority junction will form a staggered arrangement with the proposed site access spur on the southern side of the carriageway.
- 4.3.3 In addition, a circa 30m length of Ranelagh Road (east of the priority junction with Meyrick Road) will also be upgraded and widened to a width of 5.5m.
- 4.3.4 The proposed site access, as well as the Meyrick Road and Ranelagh Road improvements, has been designed with reference to Manual for Streets (MfS) guidance.
- 4.3.5 The proposed site access arrangements are shown in principle on i-Transport drawing number: **ITB15443-GA-001**, an extract of which is provided as **Image 4.1**. This will be further developed and presented in the Transport Assessment.
- 4.3.6 The design of the proposed site access will also be subject to a Stage 1 Road Safety Audit (compliant with DMRB GG 119).

**Image 4.1: Proposed Site Access Junction**



Source: Extract of i-Transport drawing number: ITB15443-GA-001

### Pedestrian Access

- 4.3.7 On the eastern side of the site access road, a 2m wide footway will be provided that will extend along the eastern side of Meyrick Road and tie into the existing footway on the southern side of Knox Road. Dropped kerb pedestrian crossings will also be provided across Meyrick Road, the bellmouth of Knox Road and the bellmouth of Ranelagh Road to facilitate pedestrian movements into the site.
- 4.3.8 A separate pedestrian access will be provided to Marples Way utilising the Public Footpath.

## 4.4 Site Layout and Parking Provision

- 4.4.1 A site layout will be prepared to accompany the planning application. The internal roads will be designed in accordance with the principles of MfS and built to adoptable standards. The TA will describe and demonstrate the suitability of the proposed site layout, including providing evidence on street geometry, visibility, service vehicle access, refuse arrangements and emergency vehicle access.
- 4.4.2 Swept path analysis of the internal site layout will be carried out for a refuse vehicle and a fire tender, and the efficient operation of any car parking spaces.
- 4.4.3 The TA will demonstrate how sufficient and satisfactory parking will be provided. Car and cycle parking will be provided in accordance with the standards set out in the HBC 'Parking' SPD.

## SECTION 5 PROMOTING SUSTAINABLE TRANSPORT

5.1.1 This section of the TA will provide a review of the accessibility of the proposed development to local facilities by walking, cycling and public transport including employment, leisure and shopping.

### 5.2 Walking and Cycling

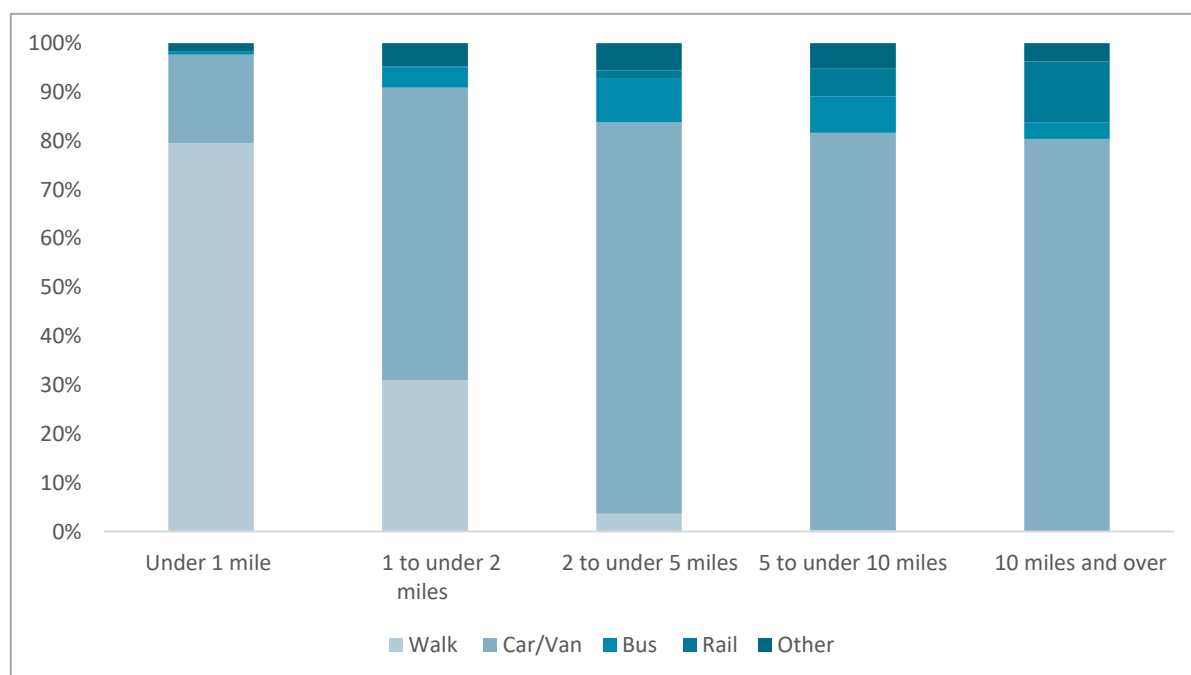
#### Walking Distances

5.2.1 Paragraph 4.4.1 of the Manual for Streets identifies that ***“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800 m) walking distance of residential areas”***.

5.2.2 MfS continues to note ***“this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km.”***

5.2.3 The National Travel Survey (NTS) 2018 identifies the mode share journeys of different lengths. This is repeated in **Image 5.1** and demonstrates that the vast majority (80%) of trips of up to one mile (1.6km) are undertaken on foot for journeys. This is corroborated by the CIHT guidance ‘Planning for Walking’. The NTS data also shows that 33% of journeys between 1 and 2 miles will be on foot, i.e. a significant proportion of people are prepared to walk for journeys of up to 2 miles (3.2km).

**Image 5.1: Mode Share of Trips by Main Mode for Different Trip Lengths: England**



Source: NTS 2018 (NTS0308)

5.2.4 Against all of this background, the following walking distances will be used in the TA:

- Up to **800m** – A comfortable walking distance;
- Up to **2,000m** – A reasonable walking distance i.e. the distance that *“offers the greatest potential to replace short car trips”*, and where the majority of trips are undertaken on foot; and
- Up to **3,200m** – A maximum regular walking distance i.e. the distance within which a significant proportion (circa one-third) of journeys will be on foot.

### Cycling Distances

5.2.5 Paragraph 1.5.1 of LTN 02/08 ‘Cycle Infrastructure Design’ discusses typical cycle trip distances and states that local highway networks are primarily for local journeys and many utility cycle journeys are under three miles (4.8km) although for commuter journeys a trip distance of 5 miles (8km) is not uncommon. The National Travel Survey 2016 (NTS0306) identifies that the average trip length by bicycle is 3.5miles, or 5.6km.

5.2.6 A cycling distance of up to around 5km (3 miles) therefore offers the greatest potential to replace cars trips and is therefore a “reasonable” cycling distance although a number of cycle journeys may be longer at 8km (5 miles). Cycling also frequently forms part of a longer journey in combination with public transport.

5.2.7 For the purposes of the proposed assessment, a 5km cycling distance is considered to represent a ‘reasonable’ cycle distance, with 8km considered to be a ‘maximum’ cycling distance.

## 5.3 Local Facilities and Services

5.3.1 **Table 5.1** provides an assessment of the travel distance to reach some identified local facilities, and the time such journeys would take by walking and cycling.

5.3.2 The TA will explore the relationship of the site to key local facilities in more detail, including the adequacy of local walking and cycling routes, and the ability to connect to the wider area through public transport means.

**Table 5.1: Local Facilities and Services**

| Destination Type | Destination                              | Approx. Distance (m) | Walking Time (Minutes) | Cycling Time (Minutes) |
|------------------|------------------------------------------|----------------------|------------------------|------------------------|
| Leisure          | Prince of Wales Pub                      | 450                  | 5                      | 2                      |
|                  | Bedhampton Community Centre              | 650                  | 8                      | 2                      |
|                  | Bedhampton Cricket Club                  | 1,250                | 15                     | 5                      |
|                  | Havant Rugby Football Club               | 1,250                | 15                     | 5                      |
|                  | Havant Hockey Club                       | 1,450                | 17                     | 5                      |
|                  | Broadmarsh Coastal Park                  | 1,650                | 20                     | 6                      |
|                  | Havant Leisure Centre                    | 1,750                | 21                     | 7                      |
| Retail           | Hartley Stores                           | 850                  | 10                     | 3                      |
|                  | Tesco Extra                              | 900                  | 11                     | 3                      |
|                  | Aldi                                     | 1,150                | 14                     | 4                      |
|                  | Havant Town Centre                       | 1,250                | 15                     | 5                      |
|                  | Meridian Shopping Centre                 | 1,250                | 15                     | 5                      |
| Employment       | Marples Way Industrial Estate            | 250                  | 3                      | 1                      |
|                  | Solent Retail & Trade Park               | 500                  | 6                      | 2                      |
|                  | Portsmouth Water                         | 600                  | 7                      | 2                      |
|                  | Tanneries Industrial Estate              | 800                  | 10                     | 3                      |
|                  | Beaver Industrial Estate                 | 800                  | 10                     | 3                      |
|                  | Langstone Technology Park                | 900                  | 11                     | 3                      |
|                  | SSE                                      | 1,250                | 15                     | 5                      |
| Education        | The Wendy House Preschool                | 400                  | 5                      | 2                      |
|                  | Havant College                           | 1,250                | 15                     | 5                      |
|                  | Bidbury Infants School                   | 1,350                | 16                     | 5                      |
|                  | Bidbury Junior School                    | 1,450                | 17                     | 5                      |
|                  | St. Thomas Mores Catholic Primary School | 1,450                | 17                     | 5                      |
|                  | Trosnant Infants School                  | 1,550                | 18                     | 6                      |
| Healthcare       | Bosmere Medical Practise                 | 600                  | 7                      | 2                      |
|                  | Rowlands Pharmacy                        | 850                  | 10                     | 3                      |
|                  | Park Lane Medical Centre                 | 1,750                | 21                     | 7                      |
|                  | Havant Health Centre                     | 1,750                | 21                     | 7                      |
| Transport        | Bedhampton Railway Station               | 550                  | 7                      | 2                      |
|                  | Brunswick Gardens Bus Stops              | 600                  | 8                      | 2                      |
|                  | Havant Railway Station                   | 1,500                | 18                     | 6                      |

Source: Consultant's Estimates

**5.3.3 Table 5.1** demonstrates that the site is in an accessible location with a large range of everyday facilities located within a reasonable walking and cycling distance of the site.

## SECTION 6      TRAFFIC IMPACT

6.1.1 This section of the TA will identify the traffic parameters and approach that will be used to assess the traffic impact of the proposed development on the local highway network during the morning and evening peak periods.

### 6.2      **Site Allocation – Trip Generation**

6.2.1 The site is allocated for development in the adopted HBC Local Plan as Site BD19 – Kingscroft Farm. The allocation is for 12,000sqm of employment floorspace, with reference made within Policy BD19 to the development of manufacturing and/or warehousing units.

6.2.2 It is, therefore, reasonable to assume that a planning application for an employment development, could be submitted in the future and that there is in principle support for such uses of the land. Development in the B2 and B8 use classes would be appropriate, and most likely in the newly formed E use class, which includes office development.

6.2.3 Against this background, and to provide context as to what the likely traffic impacts of an employment development at the site could be, the TRICS database has been interrogated to obtain B2 (General Industrial) and B8 (Commercial Warehousing) trip rates. At this stage, an office use of the site (new Use Class E(g)) has not been considered but would generate greater potential traffic demand.

6.2.4 The trip rates have been obtained using the following parameters:

- **Region** – all of England (excluding Greater London);
- **Size Relevance** – developments with a range of 2,000 – 25,000sqm;
- **Time Period** – surveys for the last 7-year period;
- **Location Relevance** – surveys in ‘suburban’ / ‘edge of town’ locations only; and
- **Date Relevance** – surveys undertaken on neutral weekdays only, i.e. excluding Mondays and Fridays.

6.2.5 A summary of the vehicular trips is provided in **Table 6.1**, and the full TRICS output reports are presented in **Appendix B**.

**Table 6.1: Allocated Development Traffic Generation – Employment (B2 and/or B8)**

|                           |           | Morning Peak<br>(0800-0900) |        |       | Evening Peak<br>(1700-1800) |        |       | Daily<br>(0700-1900) |        |       |
|---------------------------|-----------|-----------------------------|--------|-------|-----------------------------|--------|-------|----------------------|--------|-------|
|                           |           | Arrive                      | Depart | Total | Arrive                      | Depart | Total | Arrive               | Depart | Total |
| B2 Industrial Estate      | Trip Rate | 0.423                       | 0.208  | 0.631 | 0.135                       | 0.380  | 0.515 | 2.971                | 2.956  | 5.927 |
|                           | Trips     | 51                          | 25     | 76    | 16                          | 46     | 62    | 357                  | 355    | 711   |
| B8 Commercial Warehousing | Trip Rate | 0.168                       | 0.140  | 0.308 | 0.125                       | 0.207  | 0.332 | 2.125                | 2.118  | 4.243 |
|                           | Trips     | 20                          | 17     | 37    | 15                          | 25     | 40    | 255                  | 254    | 509   |

Source: TRICS

**6.2.6** **Table 6.1** demonstrates that the allocated employment development at the site could generate up to 76 two-way movements in the morning peak period and 62 two-way movements in the evening peak period. Across a typical weekday, some 711 two-way movements could be expected. This level of traffic generation broadly equates to one additional vehicle every minute in the morning and evening peak periods respectively.

**6.2.7** Moreover, around 13 two-way HGV movements could be expected to be generated in the morning peak period and around 16 two-way HGV movements in the evening peak period. Across the course of a typical weekday, some 206 two-way HGV movements could be expected.

### 6.3 Proposed Development – Trip Generation

**6.3.1** It is proposed to submit a planning application for up to 160 dwellings at the site. This will be a mix of private and affordable dwellings.

**6.3.2** To determine the likely vehicular traffic generation of the proposed residential development, the TRICS database has been interrogated. The trip rates have been obtained using the following parameters:

- **Type** – Private Housing Only
- **Region** – all of England (excluding Greater London);
- **Size Relevance** – developments with a range of 80 to 250 dwellings;
- **Time Period** – surveys for the last 7-year period;
- **Location Relevance** – surveys in ‘suburban’ / ‘edge of town’ locations only; and
- **Date Relevance** – surveys undertaken on neutral weekdays only

**6.3.3** Whilst the site will incorporate significant affordable housing, to provide a robust appraisal, only Private Housing trip rates are considered.

6.3.4 A summary of the vehicular trips is provided in **Table 6.2**, and the full TRICS output report is presented in **Appendix C**.

**Table 6.2: Proposed Traffic Generation – Residential (C3)**

|           | Morning Peak (0800-0900) |        |       | Evening Peak (1700-1800) |        |       | Daily (0700-1900) |        |       |
|-----------|--------------------------|--------|-------|--------------------------|--------|-------|-------------------|--------|-------|
|           | Arrive                   | Depart | Total | Arrive                   | Depart | Total | Arrive            | Depart | Total |
| Trip Rate | 0.152                    | 0.387  | 0.539 | 0.328                    | 0.165  | 0.493 | 2.471             | 2.578  | 5.049 |
| Trips     | 24                       | 62     | 86    | 52                       | 26     | 78    | 395               | 412    | 807   |

Source: TRICS

6.3.5 **Table 6.2** demonstrates that the proposed residential development at the site is likely to generate some 86 two-way vehicle movements in the morning peak period and some 78 two-way movements during the evening peak period. Across the duration of a typical weekday, some 807 two-way vehicle movements could be expected. This broadly equates to one additional vehicle movement every one minute in the morning and evening peak periods, respectively.

## 6.4 Site Allocation and Proposed Development – Comparison

6.4.1 A comparison can be drawn between the likely traffic impacts associated with a 12,000sqm floorspace employment scheme, developed in line with the site allocation, and a 160 dwelling residential scheme at the site. **Table 6.3** provides this comparison and on this basis an estimate of the likely net traffic impact on the local highway network.

**Table 6.3: Net Traffic Impact – Employment (B2/B8) to Residential (C3)**

|                                               | Morning Peak (0800-0900) |        |       | Evening Peak (1700-1800) |        |       | Daily (0700-1900) |        |       |
|-----------------------------------------------|--------------------------|--------|-------|--------------------------|--------|-------|-------------------|--------|-------|
|                                               | Arrive                   | Depart | Total | Arrive                   | Depart | Total | Arrive            | Depart | Total |
| B2 Industrial Estate                          | 51                       | 25     | 76    | 16                       | 46     | 62    | 357               | 355    | 711   |
| B8 Commercial Warehousing                     | 20                       | 17     | 37    | 15                       | 25     | 40    | 255               | 254    | 509   |
| Residential                                   | 24                       | 62     | 86    | 52                       | 26     | 78    | 395               | 412    | 807   |
| <i>Net Change from Industrial Estate</i>      | -27                      | +37    | +10   | +36                      | -20    | +16   | +38               | +57    | +95   |
| <i>Net Change from Commercial Warehousing</i> | +4                       | +45    | +49   | +37                      | +1     | +38   | +140              | +158   | +298  |

Source: TRICS and Consultant's Calculations

- 6.4.2 The information in **Table 6.3** demonstrates that the pattern of vehicle movements in the morning and evening peak periods differ from those associated with a B2 and/or a B8 employment use.
- 6.4.3 When compared to a B2 employment use, the proposed development will result in a negligible increase in vehicular traffic on the local highway network during the morning and evening peak periods respectively. Across a daily period, the proposed development would lead to an increase of circa 95 two-way vehicle movements. This broadly equates to one additional vehicle every 8 minutes during daylight hours, which will be imperceptible and certainly would not lead to a severe impact on the operation of the local highway network.
- 6.4.4 When compared to a B8 employment use, the proposed development will result in an increase of circa 49 two-way vehicle movements in the morning peak period and an increase of circa 38 two-way vehicle movements in the evening peak period. Across a daily period, an additional 298 two-way vehicle movements would be expected. This broadly equates to one additional vehicle every one, to one and a half, minutes in the morning and evening peak periods and one additional vehicle every two minutes during off-peak daylight hours.
- 6.4.5 Against this background, the delivery of a residential development of 160 dwellings at the site would generate relatively low levels of additional traffic to the local network.
- 6.4.6 In addition, the number of HGV movements associated with the proposed residential use would be significantly lower than those associated with a B2 and/or a B8 employment use.

## 6.5 Traffic Distribution and Assignment

- 6.5.1 The likely journey purpose for the generated car driver peak hour trips has been determined using data derived from the NTS 2018 (DfT). The proportion of the peak hour trips by journey purpose by car is presented in **Table 6.4**.

**Table 6.4: Proportion of Peak Hour Trips by Journey Purpose (Car Driver Only)**

| Trip Purpose               | Morning Peak Hour | Evening Peak Hour |
|----------------------------|-------------------|-------------------|
| Commuting/ Business        | 37.6%             | 43.9%             |
| All Other Journey Purposes | 62.4%             | 56.1%             |
| <b>Total</b>               | <b>100%</b>       | <b>100%</b>       |

Source: Car driver trip start time by trip purpose (Monday to Friday only): Great Britain 2014/2018, National Travel Survey, DfT, 2018

6.5.2 The NTS 2018 data has been used to distribute the development generated traffic. The analysis has been undertaken on the basis that 43.9% of vehicular trips generated by the development will be for employment journeys and the remaining 56.1% of vehicle journeys will be for other purposes for both the morning and evening peak hours.

### Commuting Journeys

6.5.3 Journey to Work data contained within the 2011 Census has been reviewed to identify the likely destinations for employment journeys. The data for the residents of Havant 014 mid-layer super output area (MSOA) has been used, which encompasses the site and the surrounding residential area. The analysis is summarised in **Table 6.5** and presented in full in **Appendix D**.

**Table 6.5: Summary of Work Trips Distribution (Travel by Car)**

| Destination                  | Percentage of Trips to Work | Percentage of All Trips |
|------------------------------|-----------------------------|-------------------------|
| Havant                       | 20.5%                       | 9.0%                    |
| Chichester                   | 8.8%                        | 3.9%                    |
| Waterlooville                | 5.9%                        | 2.6%                    |
| Portsea / Central Portsmouth | 4.8%                        | 2.1%                    |
| Port Solent                  | 4.7%                        | 2.1%                    |
| Hilsea (Portsmouth)          | 4.3%                        | 1.9%                    |
| Emsworth                     | 4.2%                        | 1.8%                    |
| Cosham (Portsmouth)          | 3.7%                        | 1.6%                    |
| Petersfield                  | 2.5%                        | 1.1%                    |
| Fareham                      | 2.5%                        | 1.1%                    |
| Southampton                  | 2.4%                        | 1.1%                    |
| Bedhampton                   | 2.1%                        | 0.9%                    |
| Somerstown (Portsmouth)      | 1.7%                        | 0.8%                    |
| Horndean                     | 1.7%                        | 0.7%                    |
| Hayling Island               | 1.7%                        | 0.7%                    |
| Milton (Portsmouth)          | 1.6%                        | 0.7%                    |
| Walderton                    | 1.6%                        | 0.7%                    |
| Gosport                      | 1.6%                        | 0.7%                    |
| Tipner (Portsmouth)          | 1.6%                        | 0.7%                    |
| Whiteley                     | 1.3%                        | 0.6%                    |
| Old Portsmouth (Portsmouth)  | 1.2%                        | 0.5%                    |
| Denmead                      | 1.1%                        | 0.5%                    |
| Swanwick                     | 1.0%                        | 0.5%                    |
| Other                        | 17.5%                       | 7.7%                    |
| <b>Total</b>                 | <b>100.0%</b>               | <b>43.9%</b>            |

### Non-employment Journeys

- 6.5.4 The distribution of non-employment trips has been estimated using a  $P/T^2$  gravity model. This considers destinations within a 20-minute drive time of the site to reflect the more local nature of the likely destinations of these trips.
- 6.5.5 The population of key urban areas (likely destinations for non-employment trips) has been estimated from the 2011 Census. Journey times were then estimated using Journey planning software from the Google Maps Directions facility, based on peak hour journey times.
- 6.5.6 A summary of the distribution of trips for non-employment journey purposes by destination is presented in **Table 6.6**. The gravity model is presented in full in **Appendix D**.

**Table 6.6: Distribution of Other Journey Purposes (Car Drivers Only)**

| Destination                  | Percentage of Trips for Non-employment Purposes | Percentage of All Trips |
|------------------------------|-------------------------------------------------|-------------------------|
| Havant                       | 28.5%                                           | 16.0%                   |
| Waterlooville                | 15.2%                                           | 8.5%                    |
| Bedhampton                   | 5.6%                                            | 3.1%                    |
| Tipner (Portsmouth)          | 5.0%                                            | 2.8%                    |
| Fareham                      | 4.4%                                            | 2.5%                    |
| Somerstown (Portsmouth)      | 4.2%                                            | 2.4%                    |
| Cosham (Portsmouth)          | 4.1%                                            | 2.3%                    |
| Milton (Portsmouth)          | 4.0%                                            | 2.3%                    |
| Port Solent (Portsmouth)     | 3.3%                                            | 1.8%                    |
| Hilsea (Portsmouth)          | 3.2%                                            | 1.8%                    |
| Portsea / Central Portsmouth | 3.1%                                            | 1.7%                    |
| Hayling Island               | 2.9%                                            | 1.6%                    |
| Horndean                     | 2.9%                                            | 1.6%                    |
| Emsworth                     | 2.4%                                            | 1.3%                    |
| Petersfield                  | 1.7%                                            | 0.9%                    |
| Denmead                      | 1.3%                                            | 0.7%                    |
| Walderton                    | 0.9%                                            | 0.5%                    |
| Old Portsmouth (Portsmouth)  | 0.7%                                            | 0.4%                    |
| Other                        | 6.4%                                            | 3.6%                    |
| <b>Total</b>                 | <b>100.0%</b>                                   | <b>56.1%</b>            |

Source: Census 2011

### Combined Distribution

6.5.7 The traffic distribution associated with the employment and non-employment trips have been combined and the overall traffic distributions for the development traffic are summarised in **Table 6.7** and presented in full in **Appendix D**.

**Table 6.7: Combined Distribution (Travel by Car)**

| Destination                  | Percentage of all Trips<br>– Work | Percentage of all Trips<br>– Non-work | Percentage of all<br>Trips |
|------------------------------|-----------------------------------|---------------------------------------|----------------------------|
| Havant                       | 9.0%                              | 16.0%                                 | 25.0%                      |
| Chichester                   | 3.9%                              | -                                     | 3.9%                       |
| Waterlooville                | 2.6%                              | 8.5%                                  | 11.1%                      |
| Portsea / Central Portsmouth | 2.1%                              | 1.7%                                  | 3.8%                       |
| Port Solent (Portsmouth)     | 2.1%                              | 1.8%                                  | 3.9%                       |
| Hilsea (Portsmouth)          | 1.9%                              | 1.8%                                  | 3.7%                       |
| Emsworth                     | 1.8%                              | 1.3%                                  | 3.2%                       |
| Cosham (Portsmouth)          | 1.6%                              | 2.3%                                  | 4.0%                       |
| Petersfield                  | 1.1%                              | 0.9%                                  | 2.1%                       |
| Fareham                      | 1.1%                              | 2.5%                                  | 3.6%                       |
| Southampton                  | 1.1%                              | -                                     | 1.1%                       |
| Bedhampton                   | 0.9%                              | 3.1%                                  | 4.1%                       |
| Somerstown (Portsmouth)      | 0.8%                              | 2.4%                                  | 3.1%                       |
| Horndean                     | 0.7%                              | 1.6%                                  | 2.4%                       |
| Hayling Island               | 0.7%                              | 1.6%                                  | 2.4%                       |
| Milton (Portsmouth)          | 0.7%                              | 2.3%                                  | 3.0%                       |
| Walderton                    | 0.7%                              | 0.5%                                  | 1.2%                       |
| Gosport                      | 0.7%                              | -                                     | 0.7%                       |
| Tipner (Portsmouth)          | 0.7%                              | 2.8%                                  | 3.5%                       |
| Whiteley                     | 0.6%                              | -                                     | 0.6%                       |
| Old Portsmouth (Portsmouth)  | 0.5%                              | 0.4%                                  | 0.9%                       |
| Denmead                      | 0.5%                              | 0.7%                                  | 1.2%                       |
| Swanwick                     | 0.5%                              | -                                     | 0.5%                       |
| Other                        | 7.7%                              | 3.6%                                  | 11.3%                      |
| <b>Total</b>                 | <b>43.9%</b>                      | <b>56.1%</b>                          | <b>100.0%</b>              |

Source: Census 2011

6.5.8 The traffic expected to be generated by the proposed residential development at the site (ref: **Table 6.2**) has been distributed across the local highway network to the destinations summarised in **Table 6.7** and identified fully in **Appendix D**.

6.5.9 To determine the routing of trips to these destinations, reference has been made to the Google Maps 'Directions' facility. A morning peak hour start time for journeys was utilised to ensure that peak period traffic conditions were reflected.

6.5.10 **Table 6.8** provides a summary of the assignment of development generated trips.

**Table 6.8: Summary of Traffic Assignment**

| Decision Points | Route Choice              | Percentage of Routing |
|-----------------|---------------------------|-----------------------|
| 1 (Site Access) | Ranelagh Road (East)      | 47.4%                 |
|                 | West Street (West)        | 27.6%                 |
|                 | West Street (East)        | 25.0%                 |
| <b>Total</b>    |                           | <b>100.0%</b>         |
| 2               | Brockhampton Road (South) | 47.4%                 |
|                 | Bedhampton Road (West)    | 26.3%                 |
|                 | West Street (East)        | 25.0%                 |
|                 | Bedhampton Road (East)    | 1.2%                  |
| <b>Total</b>    |                           | <b>100.0%</b>         |
| 3               | Brockhampton Road (South) | 36.8%                 |
|                 | Solent Road (East)        | 10.7%                 |
|                 | Park Road (North)         | 25.0%                 |
| <b>Total</b>    |                           | <b>72.4%</b>          |
| 4               | Harts Farm Way (West)     | 36.8%                 |
|                 | Park Road (South)         | 10.7%                 |
| <b>Total</b>    |                           | <b>47.4%</b>          |

Source: Consultant's Calculations

## 6.6 Traffic Growth and Committed Development

6.6.1 We are not aware of any substantial committed developments in the local area that need to be considered. HCC is requested to advise on any developments to be considered within the TA.

6.6.2 On that basis, factors to allow for background traffic growth from 2020 (the year the traffic surveys will be undertaken) to 2023 (the year of opening) have been derived using the TEMPRO software for the Havant 014 mid-layer super output area. A 2025 (five years after submission) sensitivity scenario will also be assessed. These are 'unadjusted' rates, and so include housing growth identified by HBC.

- 6.6.3 The TEMPRO growth factors are summarised in **Table 6.4** and the TEMPRO calculations are provided in **Appendix E**.

**Table 6.4: TEMPRO Derived Growth Factors**

| Growth Factor | Morning Peak | Evening Peak |
|---------------|--------------|--------------|
| 2020-2023     | 1.029185     | 1.027984     |
| 2020-2025     | 1.048028     | 1.046421     |

Source: TEMPRO

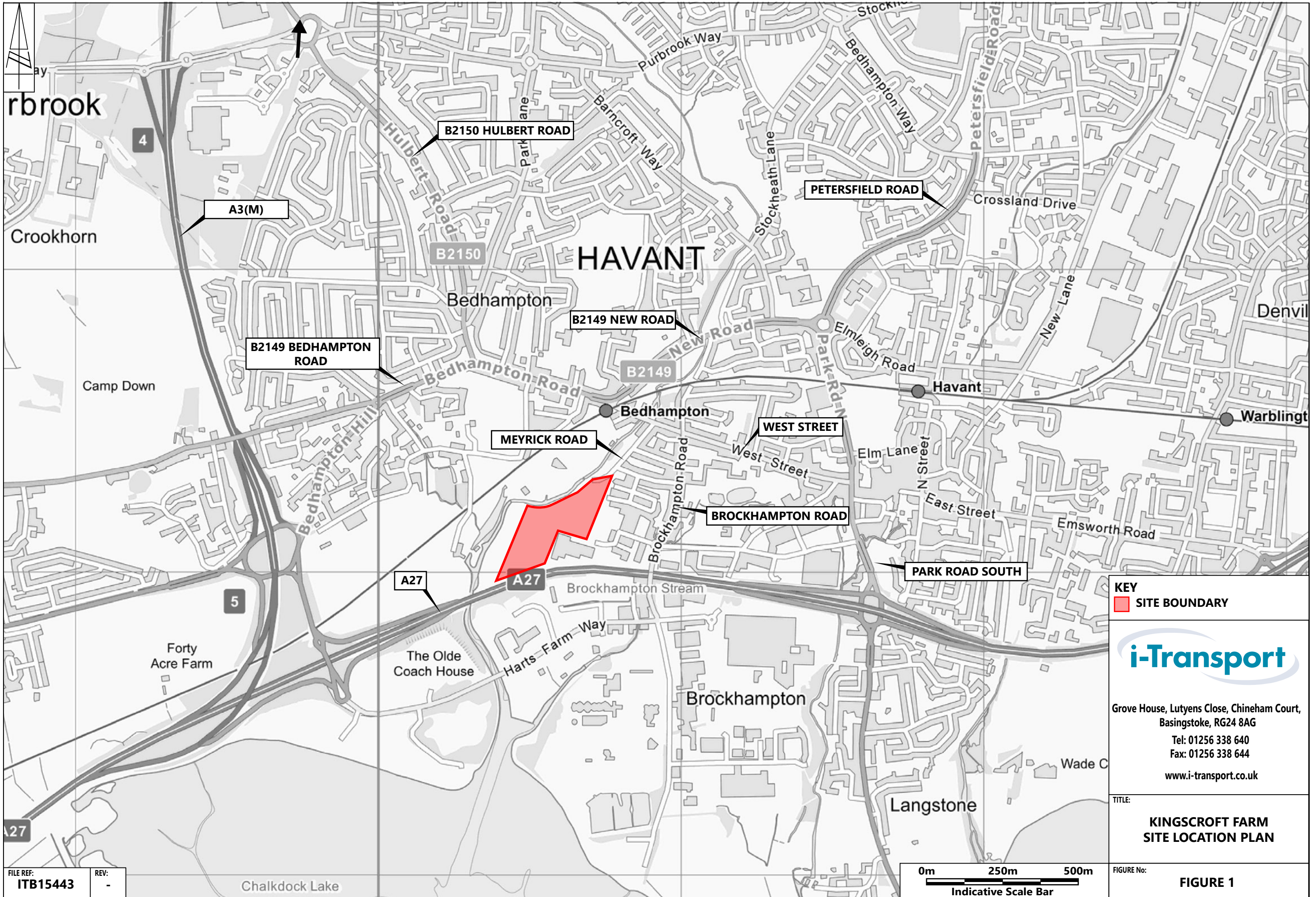
## 6.7 Junction Capacity Testing

- 6.7.1 The proposed development will generate circa one to two additional vehicle movements per minute onto the local highway network during the morning and evening peak hours. In addition, in terms of traffic impact, the proposed residential development will not differ significantly from a B2 and/or a B8 development during the morning and evening peak periods, which would be in line with the development allocation at the site.
- 6.7.2 Notwithstanding the fallback position of the site (its development in line with the existing site allocation), an assessment will be carried out in the TA on two accounts:
- 1 The net change in traffic above the allocated use of the site
  - 2 Considering all trips as new and additional (and not taking account of the allocation)
- 6.7.3 The TA will provide an assessment of the traffic impacts of the development across the study area. Detailed traffic modelling (using TRL Junctions 9 and LINSig software) will be carried out for junctions that experience traffic flow increases as a result of the development of more than 30 movements in peak hours.
- 6.7.4 The detailed modelling will be undertaken considering the following:
- 2020 base year;
  - 2023 future year; and
  - 2023 future year with development.
- 6.7.5 A 2025 sensitivity test will also be undertaken for information.

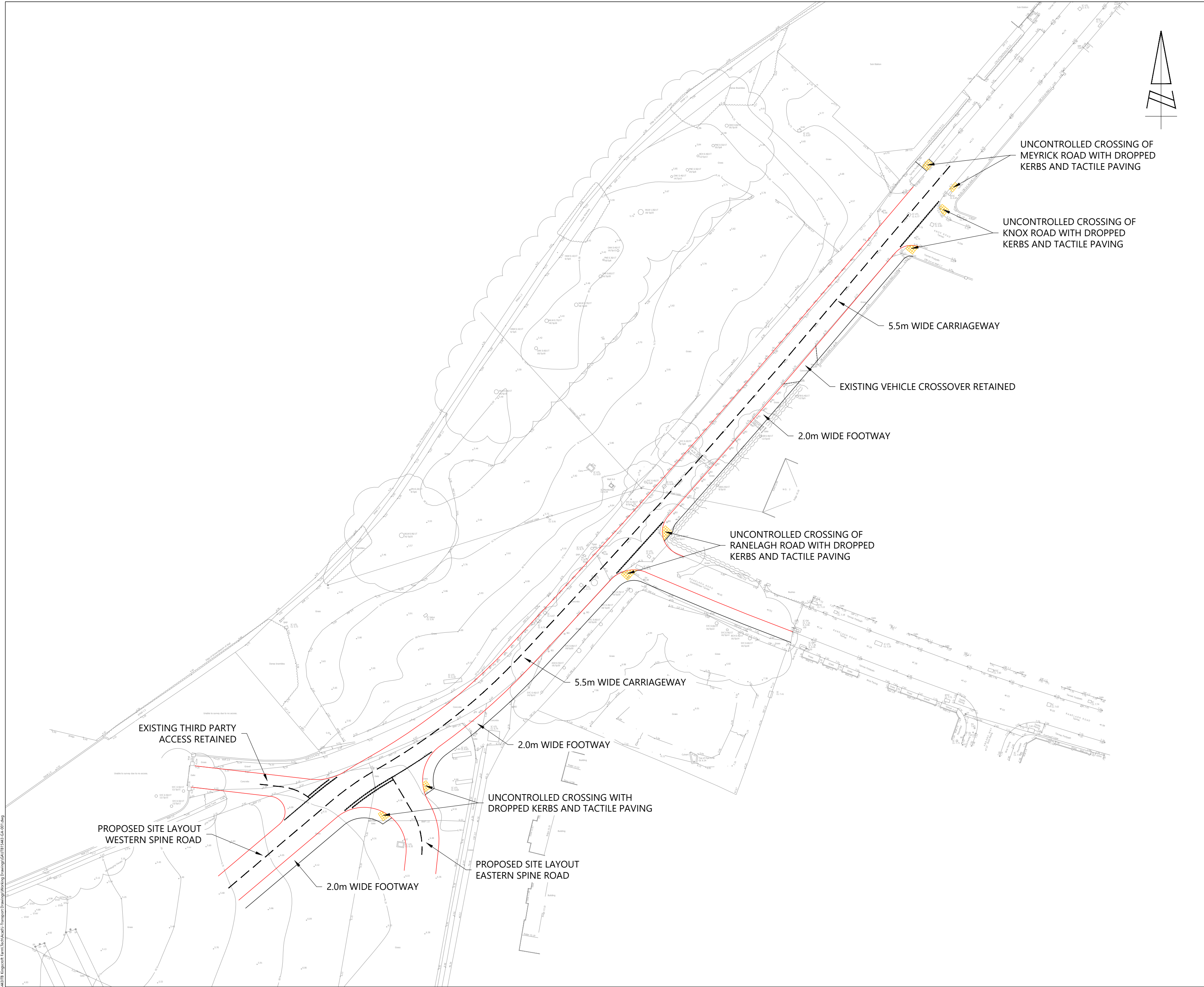
## SECTION 7 SUMMARY

- 7.1 This Transport Assessment Scoping Note sets out the proposed methodology and parameters for a TA to assess the transport and highways implications of a residential development on land at Kingscroft Farm in Havant. The proposed development would see the construction of up to 160 dwellings.
- 7.2 Agreement is sought from HCC that the parameters and suggested approach identified in this report are acceptable to enable the production of the TA on an agreed basis.

## FIGURES



## **DRAWINGS**



REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286. © CROWN COPYRIGHT RESERVED.

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|                                                                                                                                                                                                                                                                       |      |                   |             |                |         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|-------------------|-------------|----------------|---------|
|                                                                                                                                                                                                                                                                       |      |                   |             |                |         |
| REV                                                                                                                                                                                                                                                                   | DATE | BY                | DESCRIPTION |                | CHK APD |
| STATUS: FOR INFORMATION                                                                                                                                                                                                                                               |      |                   |             |                |         |
| <div><div><div><p>Grove House, Lutyens Close, Chineham<br/>Basingstoke, Hampshire, RG24 8AG</p><p>www.i-transport.co.uk</p></div><div><p>Tel: 01256 338640</p></div></div></div> |      |                   |             |                |         |
| TITLE: POTENTIAL IMPROVEMENTS TO MEYRICK ROAD<br>AND SITE ACCESS ARRANGEMENT                                                                                                                                                                                          |      |                   |             |                |         |
| PROJECT: LAND AT KINGSCROFT FARM, HAVANT                                                                                                                                                                                                                              |      |                   |             |                |         |
| CLIENT: PORTSMOUTH WATER LIMITED                                                                                                                                                                                                                                      |      |                   |             |                |         |
| DRAWN: JD                                                                                                                                                                                                                                                             |      | CHECKED: BB       |             | APPROVED: TW   |         |
| PROJECT No: ITB15443                                                                                                                                                                                                                                                  |      | SCALE @ A2: 1:500 |             | DATE: 11.03.20 |         |
| DRAWING No: ITB15443-GA-001                                                                                                                                                                                                                                           |      |                   |             |                | REV: -  |

**APPENDIX A. PERSONAL INJURY ACCIDENT STUDY AREA**



PIA Data Request – Brockhampton Road, Ranelagh Road, Meyrick Road, Bedhampton Level Crossing, Bedhampton

## **APPENDIX B. TRICS TRIP RATES – SITE ALLOCATION**

Calculation Reference: AUDIT-236601-200310-0317

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : D - INDUSTRIAL ESTATE  
 VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | ES EAST SUSSEX                 | 1 days |
|    | KC KENT                        | 1 days |
|    | WG WOKINGHAM                   | 1 days |
| 03 | SOUTH WEST                     |        |
|    | WL WILTSHIRE                   | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | CA CAMBRIDGESHIRE              | 1 days |
| 05 | EAST MIDLANDS                  |        |
|    | NR NORTHAMPTONSHIRE            | 1 days |
| 06 | WEST MIDLANDS                  |        |
|    | HE HEREFORDSHIRE               | 1 days |
|    | WM WEST MIDLANDS               | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | WY WEST YORKSHIRE              | 3 days |
| 08 | NORTH WEST                     |        |
|    | GM GREATER MANCHESTER          | 1 days |
|    | LC LANCASHIRE                  | 2 days |
| 09 | NORTH                          |        |
|    | TW TYNE & WEAR                 | 1 days |

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Secondary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
 Actual Range: 3325 to 23480 (units: sqm)  
 Range Selected by User: 2500 to 25000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 28/06/19

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

Selected survey days:

|           |        |
|-----------|--------|
| Tuesday   | 7 days |
| Wednesday | 3 days |
| Thursday  | 5 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 15 days |
| Directional ATC Count | 0 days  |

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

Selected Locations:

|                                    |   |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 8 |
| Edge of Town                       | 7 |

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

Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Industrial Zone  | 8 |
| Development Zone | 1 |
| Residential Zone | 4 |
| No Sub Category  | 2 |

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

## Secondary Filtering selection:

Use Class:

|           |        |
|-----------|--------|
| Not Known | 1 days |
| B1        | 6 days |
| B2        | 6 days |

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

Population within 1 mile:

|                   |        |
|-------------------|--------|
| 1,001 to 5,000    | 1 days |
| 5,001 to 10,000   | 3 days |
| 10,001 to 15,000  | 2 days |
| 15,001 to 20,000  | 1 days |
| 20,001 to 25,000  | 2 days |
| 25,001 to 50,000  | 5 days |
| 50,001 to 100,000 | 1 days |

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

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 | 8 days |
| 250,001 to 500,000 | 3 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 | 6 days |
| 1.1 to 1.5 | 6 days |
| 1.6 to 2.0 | 3 days |

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

Travel Plan:

|    |         |
|----|---------|
| No | 15 days |
|----|---------|

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

PTAL Rating:

|                 |         |
|-----------------|---------|
| No PTAL Present | 15 days |
|-----------------|---------|

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

LIST OF SITES relevant to selection parameters

|   |                                    |                   |                     |
|---|------------------------------------|-------------------|---------------------|
| 1 | CA-02-D-04                         | INDUSTRIAL ESTATE | CAMBRIDGESHIRE      |
|   | LINCOLN ROAD                       |                   |                     |
|   | PETERBOROUGH                       |                   |                     |
|   | Suburban Area (PPS6 Out of Centre) |                   |                     |
|   | No Sub Category                    |                   |                     |
|   | Total Gross floor area:            | 4133 sqm          |                     |
|   | Survey date: TUESDAY               | 02/12/14          | Survey Type: MANUAL |
| 2 | ES-02-D-07                         | INDUSTRIAL ESTATE | EAST SUSSEX         |
|   | HUGHES ROAD                        |                   |                     |
|   | BRIGHTON                           |                   |                     |
|   | Suburban Area (PPS6 Out of Centre) |                   |                     |
|   | Industrial Zone                    |                   |                     |
|   | Total Gross floor area:            | 6625 sqm          |                     |
|   | Survey date: THURSDAY              | 16/10/14          | Survey Type: MANUAL |
| 3 | GM-02-D-07                         | BUSINESS PARK     | GREATER MANCHESTER  |
|   | VULCAN STREET                      |                   |                     |
|   | OLDHAM                             |                   |                     |
|   | Suburban Area (PPS6 Out of Centre) |                   |                     |
|   | Residential Zone                   |                   |                     |
|   | Total Gross floor area:            | 4400 sqm          |                     |
|   | Survey date: THURSDAY              | 22/10/15          | Survey Type: MANUAL |
| 4 | HE-02-D-02                         | BUSINESS PARK     | HEREFORDSHIRE       |
|   | BURCOTT ROAD                       |                   |                     |
|   | HEREFORD                           |                   |                     |
|   | Suburban Area (PPS6 Out of Centre) |                   |                     |
|   | Industrial Zone                    |                   |                     |
|   | Total Gross floor area:            | 5214 sqm          |                     |
|   | Survey date: TUESDAY               | 22/10/13          | Survey Type: MANUAL |
| 5 | KC-02-D-02                         | INDUSTRIAL ESTATE | KENT                |
|   | SOUTHWELL ROAD                     |                   |                     |
|   | DEAL                               |                   |                     |
|   | Edge of Town                       |                   |                     |
|   | Residential Zone                   |                   |                     |
|   | Total Gross floor area:            | 10715 sqm         |                     |
|   | Survey date: WEDNESDAY             | 28/11/12          | Survey Type: MANUAL |
| 6 | LC-02-D-06                         | INDUSTRIAL ESTATE | LANCASHIRE          |
|   | SMALLSHAW LANE                     |                   |                     |
|   | BURNLEY                            |                   |                     |
|   | Suburban Area (PPS6 Out of Centre) |                   |                     |
|   | Industrial Zone                    |                   |                     |
|   | Total Gross floor area:            | 7383 sqm          |                     |
|   | Survey date: THURSDAY              | 29/09/16          | Survey Type: MANUAL |
| 7 | LC-02-D-08                         | INDUSTRIAL ESTATE | LANCASHIRE          |
|   | NOOK LANE                          |                   |                     |
|   | BAMBER BRIDGE                      |                   |                     |
|   | Edge of Town                       |                   |                     |
|   | Industrial Zone                    |                   |                     |
|   | Total Gross floor area:            | 4000 sqm          |                     |
|   | Survey date: TUESDAY               | 06/11/18          | Survey Type: MANUAL |
| 8 | NR-02-D-01                         | INDUSTRIAL ESTATE | NORTHAMPTONSHIRE    |
|   | ROBINSON WAY                       |                   |                     |
|   | KETTERING                          |                   |                     |
|   | Edge of Town                       |                   |                     |
|   | Industrial Zone                    |                   |                     |
|   | Total Gross floor area:            | 12900 sqm         |                     |
|   | Survey date: THURSDAY              | 23/10/14          | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                    |                          |                     |
|----|------------------------------------|--------------------------|---------------------|
| 9  | TW-02-D-08                         | INDUSTRIAL ESTATE        | TYNE & WEAR         |
|    | NORTH HYLTON ROAD                  |                          |                     |
|    | SUNDERLAND                         |                          |                     |
|    | SOUTHWICK                          |                          |                     |
|    | Suburban Area (PPS6 Out of Centre) |                          |                     |
|    | Development Zone                   |                          |                     |
|    | Total Gross floor area:            | 8310 sqm                 |                     |
|    | Survey date: TUESDAY               | 04/04/17                 | Survey Type: MANUAL |
| 10 | WG-02-D-01                         | INDUSTRIAL ESTATE        | WOKINGHAM           |
|    | FISHPONDS ROAD                     |                          |                     |
|    | WOKINGHAM                          |                          |                     |
|    | Suburban Area (PPS6 Out of Centre) |                          |                     |
|    | Industrial Zone                    |                          |                     |
|    | Total Gross floor area:            | 3800 sqm                 |                     |
|    | Survey date: TUESDAY               | 20/11/12                 | Survey Type: MANUAL |
| 11 | WL-02-D-02                         | INDUSTRIAL ESTATE        | WILTSHIRE           |
|    | HEADLANDS GROVE                    |                          |                     |
|    | SWINDON                            |                          |                     |
|    | Suburban Area (PPS6 Out of Centre) |                          |                     |
|    | Residential Zone                   |                          |                     |
|    | Total Gross floor area:            | 10000 sqm                |                     |
|    | Survey date: TUESDAY               | 20/09/16                 | Survey Type: MANUAL |
| 12 | WM-02-D-02                         | INDUSTRIAL ESTATE        | WEST MIDLANDS       |
|    | DUNLOP WAY                         |                          |                     |
|    | BIRMINGHAM                         |                          |                     |
|    | Edge of Town                       |                          |                     |
|    | Residential Zone                   |                          |                     |
|    | Total Gross floor area:            | 23480 sqm                |                     |
|    | Survey date: WEDNESDAY             | 07/11/12                 | Survey Type: MANUAL |
| 13 | WY-02-D-04                         | INDUSTRIAL ESTATE        | WEST YORKSHIRE      |
|    | LAW STREET                         |                          |                     |
|    | CLECKHEATON                        |                          |                     |
|    | Edge of Town                       |                          |                     |
|    | Industrial Zone                    |                          |                     |
|    | Total Gross floor area:            | 23226 sqm                |                     |
|    | Survey date: THURSDAY              | 15/09/16                 | Survey Type: MANUAL |
| 14 | WY-02-D-06                         | INDUSTRIAL ESTATE (PART) | WEST YORKSHIRE      |
|    | PIONEER WAY                        |                          |                     |
|    | CASTLEFORD                         |                          |                     |
|    | Edge of Town                       |                          |                     |
|    | Industrial Zone                    |                          |                     |
|    | Total Gross floor area:            | 4328 sqm                 |                     |
|    | Survey date: TUESDAY               | 23/05/17                 | Survey Type: MANUAL |
| 15 | WY-02-D-08                         | INDUSTRIAL ESTATE        | WEST YORKSHIRE      |
|    | MILL LANE                          |                          |                     |
|    | HALIFAX                            |                          |                     |
|    | Edge of Town                       |                          |                     |
|    | No Sub Category                    |                          |                     |
|    | Total Gross floor area:            | 11305 sqm                |                     |
|    | Survey date: WEDNESDAY             | 17/10/18                 | Survey Type: MANUAL |

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE  
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 - 00:30 |          |          |           |            |          |           |          |          |           |
| 00:30 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 01:30 |          |          |           |            |          |           |          |          |           |
| 01:30 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 02:30 |          |          |           |            |          |           |          |          |           |
| 02:30 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 03:30 |          |          |           |            |          |           |          |          |           |
| 03:30 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 04:30 |          |          |           |            |          |           |          |          |           |
| 04:30 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 05:30 |          |          |           |            |          |           |          |          |           |
| 05:30 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 06:30 |          |          |           |            |          |           |          |          |           |
| 06:30 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 07:30 | 15       | 8482     | 0.131     | 15         | 8482     | 0.031     | 15       | 8482     | 0.162     |
| 07:30 - 08:00 | 15       | 8482     | 0.247     | 15         | 8482     | 0.062     | 15       | 8482     | 0.309     |
| 08:00 - 08:30 | 15       | 8482     | 0.238     | 15         | 8482     | 0.105     | 15       | 8482     | 0.343     |
| 08:30 - 09:00 | 15       | 8482     | 0.185     | 15         | 8482     | 0.103     | 15       | 8482     | 0.288     |
| 09:00 - 09:30 | 15       | 8482     | 0.163     | 15         | 8482     | 0.130     | 15       | 8482     | 0.293     |
| 09:30 - 10:00 | 15       | 8482     | 0.148     | 15         | 8482     | 0.112     | 15       | 8482     | 0.260     |
| 10:00 - 10:30 | 15       | 8482     | 0.137     | 15         | 8482     | 0.129     | 15       | 8482     | 0.266     |
| 10:30 - 11:00 | 15       | 8482     | 0.108     | 15         | 8482     | 0.112     | 15       | 8482     | 0.220     |
| 11:00 - 11:30 | 15       | 8482     | 0.122     | 15         | 8482     | 0.126     | 15       | 8482     | 0.248     |
| 11:30 - 12:00 | 15       | 8482     | 0.113     | 15         | 8482     | 0.121     | 15       | 8482     | 0.234     |
| 12:00 - 12:30 | 15       | 8482     | 0.128     | 15         | 8482     | 0.115     | 15       | 8482     | 0.243     |
| 12:30 - 13:00 | 15       | 8482     | 0.131     | 15         | 8482     | 0.142     | 15       | 8482     | 0.273     |
| 13:00 - 13:30 | 15       | 8482     | 0.140     | 15         | 8482     | 0.139     | 15       | 8482     | 0.279     |
| 13:30 - 14:00 | 15       | 8482     | 0.123     | 15         | 8482     | 0.109     | 15       | 8482     | 0.232     |
| 14:00 - 14:30 | 15       | 8482     | 0.111     | 15         | 8482     | 0.123     | 15       | 8482     | 0.234     |
| 14:30 - 15:00 | 15       | 8482     | 0.122     | 15         | 8482     | 0.117     | 15       | 8482     | 0.239     |
| 15:00 - 15:30 | 15       | 8482     | 0.094     | 15         | 8482     | 0.147     | 15       | 8482     | 0.241     |
| 15:30 - 16:00 | 15       | 8482     | 0.105     | 15         | 8482     | 0.148     | 15       | 8482     | 0.253     |
| 16:00 - 16:30 | 15       | 8482     | 0.129     | 15         | 8482     | 0.171     | 15       | 8482     | 0.300     |
| 16:30 - 17:00 | 15       | 8482     | 0.107     | 15         | 8482     | 0.204     | 15       | 8482     | 0.311     |
| 17:00 - 17:30 | 15       | 8482     | 0.057     | 15         | 8482     | 0.198     | 15       | 8482     | 0.255     |
| 17:30 - 18:00 | 15       | 8482     | 0.078     | 15         | 8482     | 0.182     | 15       | 8482     | 0.260     |
| 18:00 - 18:30 | 15       | 8482     | 0.030     | 15         | 8482     | 0.078     | 15       | 8482     | 0.108     |
| 18:30 - 19:00 | 15       | 8482     | 0.024     | 15         | 8482     | 0.052     | 15       | 8482     | 0.076     |
| 19:00 - 19:30 |          |          |           |            |          |           |          |          |           |
| 19:30 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 20:30 |          |          |           |            |          |           |          |          |           |
| 20:30 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 21:30 |          |          |           |            |          |           |          |          |           |
| 21:30 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 22:30 |          |          |           |            |          |           |          |          |           |
| 22:30 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 23:30 |          |          |           |            |          |           |          |          |           |
| 23:30 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 2.971     |            |          | 2.956     |          |          | 5.927     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

|                                               |                           |
|-----------------------------------------------|---------------------------|
| Trip rate parameter range selected:           | 3325 - 23480 (units: sqm) |
| Survey date date range:                       | 01/01/11 - 28/06/19       |
| Number of weekdays (Monday-Friday):           | 15                        |
| Number of Saturdays:                          | 0                         |
| Number of Sundays:                            | 0                         |
| Surveys automatically removed from selection: | 0                         |
| Surveys manually removed from selection:      | 0                         |

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

OGVS

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 - 00:30 |          |          |           |            |          |           |          |          |           |
| 00:30 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 01:30 |          |          |           |            |          |           |          |          |           |
| 01:30 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 02:30 |          |          |           |            |          |           |          |          |           |
| 02:30 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 03:30 |          |          |           |            |          |           |          |          |           |
| 03:30 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 04:30 |          |          |           |            |          |           |          |          |           |
| 04:30 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 05:30 |          |          |           |            |          |           |          |          |           |
| 05:30 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 06:30 |          |          |           |            |          |           |          |          |           |
| 06:30 - 07:00 |          |          |           |            |          |           |          |          |           |
| 07:00 - 07:30 | 15       | 8482     | 0.002     | 15         | 8482     | 0.003     | 15       | 8482     | 0.005     |
| 07:30 - 08:00 | 15       | 8482     | 0.010     | 15         | 8482     | 0.002     | 15       | 8482     | 0.012     |
| 08:00 - 08:30 | 15       | 8482     | 0.009     | 15         | 8482     | 0.015     | 15       | 8482     | 0.024     |
| 08:30 - 09:00 | 15       | 8482     | 0.009     | 15         | 8482     | 0.012     | 15       | 8482     | 0.021     |
| 09:00 - 09:30 | 15       | 8482     | 0.014     | 15         | 8482     | 0.014     | 15       | 8482     | 0.028     |
| 09:30 - 10:00 | 15       | 8482     | 0.017     | 15         | 8482     | 0.020     | 15       | 8482     | 0.037     |
| 10:00 - 10:30 | 15       | 8482     | 0.014     | 15         | 8482     | 0.017     | 15       | 8482     | 0.031     |
| 10:30 - 11:00 | 15       | 8482     | 0.015     | 15         | 8482     | 0.017     | 15       | 8482     | 0.032     |
| 11:00 - 11:30 | 15       | 8482     | 0.013     | 15         | 8482     | 0.013     | 15       | 8482     | 0.026     |
| 11:30 - 12:00 | 15       | 8482     | 0.009     | 15         | 8482     | 0.008     | 15       | 8482     | 0.017     |
| 12:00 - 12:30 | 15       | 8482     | 0.012     | 15         | 8482     | 0.009     | 15       | 8482     | 0.021     |
| 12:30 - 13:00 | 15       | 8482     | 0.022     | 15         | 8482     | 0.017     | 15       | 8482     | 0.039     |
| 13:00 - 13:30 | 15       | 8482     | 0.014     | 15         | 8482     | 0.013     | 15       | 8482     | 0.027     |
| 13:30 - 14:00 | 15       | 8482     | 0.015     | 15         | 8482     | 0.009     | 15       | 8482     | 0.024     |
| 14:00 - 14:30 | 15       | 8482     | 0.011     | 15         | 8482     | 0.016     | 15       | 8482     | 0.027     |
| 14:30 - 15:00 | 15       | 8482     | 0.009     | 15         | 8482     | 0.009     | 15       | 8482     | 0.018     |
| 15:00 - 15:30 | 15       | 8482     | 0.008     | 15         | 8482     | 0.006     | 15       | 8482     | 0.014     |
| 15:30 - 16:00 | 15       | 8482     | 0.010     | 15         | 8482     | 0.012     | 15       | 8482     | 0.022     |
| 16:00 - 16:30 | 15       | 8482     | 0.006     | 15         | 8482     | 0.004     | 15       | 8482     | 0.010     |
| 16:30 - 17:00 | 15       | 8482     | 0.006     | 15         | 8482     | 0.009     | 15       | 8482     | 0.015     |
| 17:00 - 17:30 | 15       | 8482     | 0.004     | 15         | 8482     | 0.004     | 15       | 8482     | 0.008     |
| 17:30 - 18:00 | 15       | 8482     | 0.005     | 15         | 8482     | 0.004     | 15       | 8482     | 0.009     |
| 18:00 - 18:30 | 15       | 8482     | 0.002     | 15         | 8482     | 0.003     | 15       | 8482     | 0.005     |
| 18:30 - 19:00 | 15       | 8482     | 0.001     | 15         | 8482     | 0.000     | 15       | 8482     | 0.001     |
| 19:00 - 19:30 |          |          |           |            |          |           |          |          |           |
| 19:30 - 20:00 |          |          |           |            |          |           |          |          |           |
| 20:00 - 20:30 |          |          |           |            |          |           |          |          |           |
| 20:30 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 21:30 |          |          |           |            |          |           |          |          |           |
| 21:30 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 22:30 |          |          |           |            |          |           |          |          |           |
| 22:30 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 23:30 |          |          |           |            |          |           |          |          |           |
| 23:30 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.237     |            |          | 0.236     |          |          | 0.473     |

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.

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : F - WAREHOUSING (COMMERCIAL)  
 VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | EX ESSEX                       | 1 days |
|    | HC HAMPSHIRE                   | 1 days |
|    | KC KENT                        | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | SF SUFFOLK                     | 2 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | WY WEST YORKSHIRE              | 1 days |

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Secondary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
 Actual Range: 4700 to 22270 (units: sqm)  
 Range Selected by User: 2500 to 25000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 14/03/19

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

Selected survey days:

|          |        |
|----------|--------|
| Thursday | 3 days |
| Friday   | 3 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 undertaken using machines.*

Selected Locations:

|                                    |   |
|------------------------------------|---|
| Suburban Area (PPS6 Out of Centre) | 2 |
| Edge of Town                       | 4 |

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

Selected Location Sub Categories:

|                 |   |
|-----------------|---|
| Industrial Zone | 5 |
| Commercial Zone | 1 |

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

## Secondary Filtering selection:

Use Class:

|    |        |
|----|--------|
| B8 | 6 days |
|----|--------|

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

## Secondary Filtering selection (Cont.):

Population within 1 mile:

|                  |        |
|------------------|--------|
| 1,001 to 5,000   | 1 days |
| 5,001 to 10,000  | 1 days |
| 10,001 to 15,000 | 1 days |
| 15,001 to 20,000 | 2 days |
| 20,001 to 25,000 | 1 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 5,001 to 25,000    | 2 days |
| 125,001 to 250,000 | 3 days |
| 250,001 to 500,000 | 1 days |

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

Car ownership within 5 miles:

|            |        |
|------------|--------|
| 0.6 to 1.0 | 1 days |
| 1.1 to 1.5 | 5 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.*

LIST OF SITES relevant to selection parameters

|   |                                    |                        |                     |
|---|------------------------------------|------------------------|---------------------|
| 1 | EX-02-F-01                         | SPORTS SUPPLEMENTS     | ESSEX               |
|   | BRUNEL WAY                         |                        |                     |
|   | COLCHESTER                         |                        |                     |
|   | SEVERALLS INDUSTRIAL PK            |                        |                     |
|   | Edge of Town                       |                        |                     |
|   | Industrial Zone                    |                        |                     |
|   | Total Gross floor area:            | 6560 sqm               |                     |
|   | Survey date: FRIDAY                | 18/05/18               | Survey Type: MANUAL |
| 2 | HC-02-F-02                         | LOGISTICS              | HAMPSHIRE           |
|   | RUTHERFORD ROAD                    |                        |                     |
|   | BASINGSTOKE                        |                        |                     |
|   | Suburban Area (PPS6 Out of Centre) |                        |                     |
|   | Commercial Zone                    |                        |                     |
|   | Total Gross floor area:            | 13200 sqm              |                     |
|   | Survey date: THURSDAY              | 16/06/16               | Survey Type: MANUAL |
| 3 | KC-02-F-02                         | COMMERCIAL WAREHOUSING | KENT                |
|   | MILLS ROAD                         |                        |                     |
|   | AYLESFORD                          |                        |                     |
|   | QUARRY WOOD                        |                        |                     |
|   | Edge of Town                       |                        |                     |
|   | Industrial Zone                    |                        |                     |
|   | Total Gross floor area:            | 11200 sqm              |                     |
|   | Survey date: FRIDAY                | 22/09/17               | Survey Type: MANUAL |
| 4 | SF-02-F-02                         | WAREHOUSING            | SUFFOLK             |
|   | WALTON ROAD                        |                        |                     |
|   | FELIXSTOWE                         |                        |                     |
|   | Suburban Area (PPS6 Out of Centre) |                        |                     |
|   | Industrial Zone                    |                        |                     |
|   | Total Gross floor area:            | 22270 sqm              |                     |
|   | Survey date: THURSDAY              | 11/07/13               | Survey Type: MANUAL |
| 5 | SF-02-F-03                         | ROAD HAULAGE           | SUFFOLK             |
|   | CENTRAL AVENUE                     |                        |                     |
|   | IPSWICH                            |                        |                     |
|   | WARREN HEATH                       |                        |                     |
|   | Edge of Town                       |                        |                     |
|   | Industrial Zone                    |                        |                     |
|   | Total Gross floor area:            | 4700 sqm               |                     |
|   | Survey date: FRIDAY                | 18/09/15               | Survey Type: MANUAL |
| 6 | WY-02-F-02                         | DISTRIBUTION COMPANY   | WEST YORKSHIRE      |
|   | STAITHGATE LANE                    |                        |                     |
|   | BRADFORD                           |                        |                     |
|   | NEWHALL                            |                        |                     |
|   | Edge of Town                       |                        |                     |
|   | Industrial Zone                    |                        |                     |
|   | Total Gross floor area:            | 10446 sqm              |                     |
|   | Survey date: THURSDAY              | 14/03/19               | Survey Type: MANUAL |

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

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 - 00:30       |          |          |              |            |          |              |          |          |              |
| 00:30 - 01:00       |          |          |              |            |          |              |          |          |              |
| 01:00 - 01:30       |          |          |              |            |          |              |          |          |              |
| 01:30 - 02:00       |          |          |              |            |          |              |          |          |              |
| 02:00 - 02:30       |          |          |              |            |          |              |          |          |              |
| 02:30 - 03:00       |          |          |              |            |          |              |          |          |              |
| 03:00 - 03:30       |          |          |              |            |          |              |          |          |              |
| 03:30 - 04:00       |          |          |              |            |          |              |          |          |              |
| 04:00 - 04:30       |          |          |              |            |          |              |          |          |              |
| 04:30 - 05:00       |          |          |              |            |          |              |          |          |              |
| 05:00 - 05:30       | 2        | 16358    | 0.043        | 2          | 16358    | 0.031        | 2        | 16358    | 0.074        |
| 05:30 - 06:00       | 2        | 16358    | 0.083        | 2          | 16358    | 0.052        | 2        | 16358    | 0.135        |
| 06:00 - 06:30       | 2        | 16358    | 0.070        | 2          | 16358    | 0.064        | 2        | 16358    | 0.134        |
| 06:30 - 07:00       | 2        | 16358    | 0.150        | 2          | 16358    | 0.058        | 2        | 16358    | 0.208        |
| 07:00 - 07:30       | 6        | 11396    | 0.110        | 6          | 11396    | 0.064        | 6        | 11396    | 0.174        |
| 07:30 - 08:00       | 6        | 11396    | 0.117        | 6          | 11396    | 0.064        | 6        | 11396    | 0.181        |
| 08:00 - 08:30       | 6        | 11396    | 0.069        | 6          | 11396    | 0.080        | 6        | 11396    | 0.149        |
| 08:30 - 09:00       | 6        | 11396    | 0.099        | 6          | 11396    | 0.060        | 6        | 11396    | 0.159        |
| 09:00 - 09:30       | 6        | 11396    | 0.091        | 6          | 11396    | 0.053        | 6        | 11396    | 0.144        |
| 09:30 - 10:00       | 6        | 11396    | 0.085        | 6          | 11396    | 0.053        | 6        | 11396    | 0.138        |
| 10:00 - 10:30       | 6        | 11396    | 0.064        | 6          | 11396    | 0.060        | 6        | 11396    | 0.124        |
| 10:30 - 11:00       | 6        | 11396    | 0.070        | 6          | 11396    | 0.059        | 6        | 11396    | 0.129        |
| 11:00 - 11:30       | 6        | 11396    | 0.060        | 6          | 11396    | 0.069        | 6        | 11396    | 0.129        |
| 11:30 - 12:00       | 6        | 11396    | 0.070        | 6          | 11396    | 0.067        | 6        | 11396    | 0.137        |
| 12:00 - 12:30       | 6        | 11396    | 0.070        | 6          | 11396    | 0.059        | 6        | 11396    | 0.129        |
| 12:30 - 13:00       | 6        | 11396    | 0.064        | 6          | 11396    | 0.047        | 6        | 11396    | 0.111        |
| 13:00 - 13:30       | 6        | 11396    | 0.053        | 6          | 11396    | 0.072        | 6        | 11396    | 0.125        |
| 13:30 - 14:00       | 6        | 11396    | 0.078        | 6          | 11396    | 0.088        | 6        | 11396    | 0.166        |
| 14:00 - 14:30       | 6        | 11396    | 0.050        | 6          | 11396    | 0.080        | 6        | 11396    | 0.130        |
| 14:30 - 15:00       | 6        | 11396    | 0.073        | 6          | 11396    | 0.076        | 6        | 11396    | 0.149        |
| 15:00 - 15:30       | 6        | 11396    | 0.073        | 6          | 11396    | 0.092        | 6        | 11396    | 0.165        |
| 15:30 - 16:00       | 6        | 11396    | 0.056        | 6          | 11396    | 0.066        | 6        | 11396    | 0.122        |
| 16:00 - 16:30       | 6        | 11396    | 0.069        | 6          | 11396    | 0.111        | 6        | 11396    | 0.180        |
| 16:30 - 17:00       | 6        | 11396    | 0.044        | 6          | 11396    | 0.094        | 6        | 11396    | 0.138        |
| 17:00 - 17:30       | 6        | 11396    | 0.078        | 6          | 11396    | 0.113        | 6        | 11396    | 0.191        |
| 17:30 - 18:00       | 6        | 11396    | 0.047        | 6          | 11396    | 0.094        | 6        | 11396    | 0.141        |
| 18:00 - 18:30       | 6        | 11396    | 0.031        | 6          | 11396    | 0.076        | 6        | 11396    | 0.107        |
| 18:30 - 19:00       | 6        | 11396    | 0.029        | 6          | 11396    | 0.048        | 6        | 11396    | 0.077        |
| 19:00 - 19:30       | 2        | 16358    | 0.037        | 2          | 16358    | 0.067        | 2        | 16358    | 0.104        |
| 19:30 - 20:00       | 2        | 16358    | 0.018        | 2          | 16358    | 0.034        | 2        | 16358    | 0.052        |
| 20:00 - 20:30       | 2        | 16358    | 0.009        | 2          | 16358    | 0.028        | 2        | 16358    | 0.037        |
| 20:30 - 21:00       | 2        | 16358    | 0.034        | 2          | 16358    | 0.021        | 2        | 16358    | 0.055        |
| 21:00 - 21:30       | 1        | 22270    | 0.018        | 1          | 22270    | 0.009        | 1        | 22270    | 0.027        |
| 21:30 - 22:00       | 1        | 22270    | 0.013        | 1          | 22270    | 0.009        | 1        | 22270    | 0.022        |
| 22:00 - 22:30       |          |          |              |            |          |              |          |          |              |
| 22:30 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 23:30       |          |          |              |            |          |              |          |          |              |
| 23:30 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>2.125</b> |            |          | <b>2.118</b> |          |          | <b>4.243</b> |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

|                                               |                           |
|-----------------------------------------------|---------------------------|
| Trip rate parameter range selected:           | 4700 - 22270 (units: sqm) |
| Survey date date range:                       | 01/01/11 - 14/03/19       |
| 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVS

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 - 00:30       |          |          |              |            |          |              |          |          |              |
| 00:30 - 01:00       |          |          |              |            |          |              |          |          |              |
| 01:00 - 01:30       |          |          |              |            |          |              |          |          |              |
| 01:30 - 02:00       |          |          |              |            |          |              |          |          |              |
| 02:00 - 02:30       |          |          |              |            |          |              |          |          |              |
| 02:30 - 03:00       |          |          |              |            |          |              |          |          |              |
| 03:00 - 03:30       |          |          |              |            |          |              |          |          |              |
| 03:30 - 04:00       |          |          |              |            |          |              |          |          |              |
| 04:00 - 04:30       |          |          |              |            |          |              |          |          |              |
| 04:30 - 05:00       |          |          |              |            |          |              |          |          |              |
| 05:00 - 05:30       | 2        | 16358    | 0.012        | 2          | 16358    | 0.021        | 2        | 16358    | 0.033        |
| 05:30 - 06:00       | 2        | 16358    | 0.021        | 2          | 16358    | 0.043        | 2        | 16358    | 0.064        |
| 06:00 - 06:30       | 2        | 16358    | 0.018        | 2          | 16358    | 0.046        | 2        | 16358    | 0.064        |
| 06:30 - 07:00       | 2        | 16358    | 0.028        | 2          | 16358    | 0.049        | 2        | 16358    | 0.077        |
| 07:00 - 07:30       | 6        | 11396    | 0.035        | 6          | 11396    | 0.037        | 6        | 11396    | 0.072        |
| 07:30 - 08:00       | 6        | 11396    | 0.019        | 6          | 11396    | 0.035        | 6        | 11396    | 0.054        |
| 08:00 - 08:30       | 6        | 11396    | 0.020        | 6          | 11396    | 0.039        | 6        | 11396    | 0.059        |
| 08:30 - 09:00       | 6        | 11396    | 0.022        | 6          | 11396    | 0.031        | 6        | 11396    | 0.053        |
| 09:00 - 09:30       | 6        | 11396    | 0.032        | 6          | 11396    | 0.026        | 6        | 11396    | 0.058        |
| 09:30 - 10:00       | 6        | 11396    | 0.034        | 6          | 11396    | 0.015        | 6        | 11396    | 0.049        |
| 10:00 - 10:30       | 6        | 11396    | 0.039        | 6          | 11396    | 0.029        | 6        | 11396    | 0.068        |
| 10:30 - 11:00       | 6        | 11396    | 0.037        | 6          | 11396    | 0.019        | 6        | 11396    | 0.056        |
| 11:00 - 11:30       | 6        | 11396    | 0.041        | 6          | 11396    | 0.035        | 6        | 11396    | 0.076        |
| 11:30 - 12:00       | 6        | 11396    | 0.025        | 6          | 11396    | 0.023        | 6        | 11396    | 0.048        |
| 12:00 - 12:30       | 6        | 11396    | 0.037        | 6          | 11396    | 0.022        | 6        | 11396    | 0.059        |
| 12:30 - 13:00       | 6        | 11396    | 0.025        | 6          | 11396    | 0.013        | 6        | 11396    | 0.038        |
| 13:00 - 13:30       | 6        | 11396    | 0.023        | 6          | 11396    | 0.029        | 6        | 11396    | 0.052        |
| 13:30 - 14:00       | 6        | 11396    | 0.025        | 6          | 11396    | 0.035        | 6        | 11396    | 0.060        |
| 14:00 - 14:30       | 6        | 11396    | 0.023        | 6          | 11396    | 0.023        | 6        | 11396    | 0.046        |
| 14:30 - 15:00       | 6        | 11396    | 0.028        | 6          | 11396    | 0.028        | 6        | 11396    | 0.056        |
| 15:00 - 15:30       | 6        | 11396    | 0.035        | 6          | 11396    | 0.035        | 6        | 11396    | 0.070        |
| 15:30 - 16:00       | 6        | 11396    | 0.032        | 6          | 11396    | 0.018        | 6        | 11396    | 0.050        |
| 16:00 - 16:30       | 6        | 11396    | 0.038        | 6          | 11396    | 0.034        | 6        | 11396    | 0.072        |
| 16:30 - 17:00       | 6        | 11396    | 0.029        | 6          | 11396    | 0.023        | 6        | 11396    | 0.052        |
| 17:00 - 17:30       | 6        | 11396    | 0.042        | 6          | 11396    | 0.018        | 6        | 11396    | 0.060        |
| 17:30 - 18:00       | 6        | 11396    | 0.034        | 6          | 11396    | 0.038        | 6        | 11396    | 0.072        |
| 18:00 - 18:30       | 6        | 11396    | 0.016        | 6          | 11396    | 0.019        | 6        | 11396    | 0.035        |
| 18:30 - 19:00       | 6        | 11396    | 0.023        | 6          | 11396    | 0.012        | 6        | 11396    | 0.035        |
| 19:00 - 19:30       | 2        | 16358    | 0.012        | 2          | 16358    | 0.024        | 2        | 16358    | 0.036        |
| 19:30 - 20:00       | 2        | 16358    | 0.006        | 2          | 16358    | 0.009        | 2        | 16358    | 0.015        |
| 20:00 - 20:30       | 2        | 16358    | 0.009        | 2          | 16358    | 0.021        | 2        | 16358    | 0.030        |
| 20:30 - 21:00       | 2        | 16358    | 0.009        | 2          | 16358    | 0.012        | 2        | 16358    | 0.021        |
| 21:00 - 21:30       | 1        | 22270    | 0.013        | 1          | 22270    | 0.004        | 1        | 22270    | 0.017        |
| 21:30 - 22:00       | 1        | 22270    | 0.013        | 1          | 22270    | 0.000        | 1        | 22270    | 0.013        |
| 22:00 - 22:30       |          |          |              |            |          |              |          |          |              |
| 22:30 - 23:00       |          |          |              |            |          |              |          |          |              |
| 23:00 - 23:30       |          |          |              |            |          |              |          |          |              |
| 23:30 - 24:00       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>0.855</b> |            |          | <b>0.865</b> |          |          | <b>1.720</b> |

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.

## **APPENDIX C. TRICS TRIP RATES – PROPOSED RESIDENTIAL DEVELOPMENT**

Calculation Reference: AUDIT-236601-201014-1029

# TRIP RATE CALCULATION SELECTION PARAMETERS:

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

## Selected regions and areas:

|    |                  |        |
|----|------------------|--------|
| 02 | SOUTH EAST       |        |
|    | ES EAST SUSSEX   | 1 days |
|    | WS WEST SUSSEX   | 3 days |
| 04 | EAST ANGLIA      |        |
|    | NF NORFOLK       | 3 days |
| 06 | WEST MIDLANDS    |        |
|    | ST STAFFORDSHIRE | 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:           | 99 to 248 (units: ) |
| Range Selected by User: | 80 to 250 (units: ) |

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

## Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 08/07/19

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

## Selected survey days:

|           |        |
|-----------|--------|
| Tuesday   | 2 days |
| Wednesday | 2 days |
| Thursday  | 4 days |

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

## Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 5 days |
| Directional ATC Count | 3 days |

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

## Selected Locations:

|              |   |
|--------------|---|
| Edge of Town | 8 |
|--------------|---|

*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 | 7 |
| Out of Town      | 1 |

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

Secondary Filtering selection:

Use Class:

C3 8 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

|                  |        |
|------------------|--------|
| 1,001 to 5,000   | 2 days |
| 5,001 to 10,000  | 1 days |
| 10,001 to 15,000 | 3 days |
| 15,001 to 20,000 | 1 days |
| 20,001 to 25,000 | 1 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 25,001 to 50,000   | 2 days |
| 75,001 to 100,000  | 3 days |
| 125,001 to 250,000 | 3 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 | 1 days |
| 1.1 to 1.5 | 7 days |

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

Travel Plan:

|     |        |
|-----|--------|
| Yes | 6 days |
| No  | 2 days |

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

PTAL Rating:

|                 |        |
|-----------------|--------|
| No PTAL Present | 8 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

|   |                                                                                                                                                                     |                          |               |                                    |
|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|---------------|------------------------------------|
| 1 | ES-03-A-05<br>RATTLE ROAD<br>NEAR EASTBOURNE<br>STONE CROSS<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 99<br>Survey date: WEDNESDAY 05/06/19     | MIXED HOUSES & FLATS     | EAST SUSSEX   | Survey Type: MANUAL                |
| 2 | NF-03-A-13<br>BEAUFORT WAY<br>GREAT YARMOUTH<br>BRADWELL<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 198<br>Survey date: TUESDAY 11/09/18         | MIXED HOUSES             | NORFOLK       | Survey Type: DIRECTIONAL ATC COUNT |
| 3 | NF-03-A-15<br>SILFIELD ROAD<br>WYMONDHAM<br>Edge of Town<br>Out of Town<br>Total No of Dwellings: 235<br>Survey date: THURSDAY 20/09/18                             | MIXED HOUSES & FLATS     | NORFOLK       | Survey Type: DIRECTIONAL ATC COUNT |
| 4 | NF-03-A-16<br>NORWICH COMMON<br>WYMONDHAM<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 138<br>Survey date: TUESDAY 20/10/15                        | MIXED HOUSES & FLATS     | NORFOLK       | Survey Type: DIRECTIONAL ATC COUNT |
| 5 | ST-03-A-07<br>BEACONSIDE<br>STAFFORD<br>MARSTON GATE<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 248<br>Survey date: WEDNESDAY 22/11/17           | DETACHED & SEMI-DETACHED | STAFFORDSHIRE | Survey Type: MANUAL                |
| 6 | WS-03-A-04<br>HILLS FARM LANE<br>HORSHAM<br>BROADBRIDGE HEATH<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 151<br>Survey date: THURSDAY 11/12/14   | MIXED HOUSES             | WEST SUSSEX   | Survey Type: MANUAL                |
| 7 | WS-03-A-08<br>ROUNDSTONE LANE<br>ANGMERING<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 180<br>Survey date: THURSDAY 19/04/18                      | MIXED HOUSES             | WEST SUSSEX   | Survey Type: MANUAL                |
| 8 | WS-03-A-09<br>LITTLEHAMPTON ROAD<br>WORTHING<br>WEST DURRINGTON<br>Edge of Town<br>Residential Zone<br>Total No of Dwellings: 197<br>Survey date: THURSDAY 05/07/18 | MIXED HOUSES & FLATS     | WEST SUSSEX   | Survey Type: MANUAL                |

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

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 8        | 181         | 0.141     | 8          | 181         | 0.327     | 8        | 181         | 0.468     |
| 08:00 - 09:00 | 8        | 181         | 0.152     | 8          | 181         | 0.387     | 8        | 181         | 0.539     |
| 09:00 - 10:00 | 8        | 181         | 0.176     | 8          | 181         | 0.187     | 8        | 181         | 0.363     |
| 10:00 - 11:00 | 8        | 181         | 0.158     | 8          | 181         | 0.182     | 8        | 181         | 0.340     |
| 11:00 - 12:00 | 8        | 181         | 0.154     | 8          | 181         | 0.156     | 8        | 181         | 0.310     |
| 12:00 - 13:00 | 8        | 181         | 0.183     | 8          | 181         | 0.178     | 8        | 181         | 0.361     |
| 13:00 - 14:00 | 8        | 181         | 0.182     | 8          | 181         | 0.180     | 8        | 181         | 0.362     |
| 14:00 - 15:00 | 8        | 181         | 0.160     | 8          | 181         | 0.238     | 8        | 181         | 0.398     |
| 15:00 - 16:00 | 8        | 181         | 0.260     | 8          | 181         | 0.216     | 8        | 181         | 0.476     |
| 16:00 - 17:00 | 8        | 181         | 0.278     | 8          | 181         | 0.185     | 8        | 181         | 0.463     |
| 17:00 - 18:00 | 8        | 181         | 0.328     | 8          | 181         | 0.165     | 8        | 181         | 0.493     |
| 18:00 - 19:00 | 8        | 181         | 0.299     | 8          | 181         | 0.177     | 8        | 181         | 0.476     |
| 19:00 - 20:00 |          |             |           |            |             |           |          |             |           |
| 20:00 - 21:00 |          |             |           |            |             |           |          |             |           |
| 21:00 - 22:00 |          |             |           |            |             |           |          |             |           |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 2.471     |            |             | 2.578     |          |             | 5.049     |

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

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#### Parameter summary

|                                               |                     |
|-----------------------------------------------|---------------------|
| Trip rate parameter range selected:           | 99 - 248 (units: )  |
| Survey date range:                            | 01/01/12 - 08/07/19 |
| Number of weekdays (Monday-Friday):           | 8                   |
| Number of Saturdays:                          | 0                   |
| Number of Sundays:                            | 0                   |
| Surveys automatically removed from selection: | 1                   |
| Surveys manually removed from selection:      | 0                   |

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

## **APPENDIX D.** DISTRIBUTION ANALYSIS

Journey to Work

| Destination                                | Total             |                      | Proportion by Car | Route 1              | Route 2                   | Route 3                   | Route 4               |
|--------------------------------------------|-------------------|----------------------|-------------------|----------------------|---------------------------|---------------------------|-----------------------|
|                                            | Proportion by car | Driving a car or van |                   |                      |                           |                           |                       |
| Baffins (Portsmouth)                       | 0.7%              | 15                   | 0.7%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Bedhampton                                 | 2.1%              | 48                   | 2.1%              | West Street (West)   | Bedhampton Road (West)    |                           |                       |
| Birdham                                    | 0.3%              | 8                    | 0.3%              | Ranelagh Road (East) | Brockhampton Road (South) | Solent Road (East)        | Park Road (South)     |
| Bishops Waltham                            | 0.3%              | 7                    | 0.3%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Chichester                                 | 8.8%              | 202                  | 8.8%              | Ranelagh Road (East) | Brockhampton Road (South) | Solent Road (East)        | Park Road (South)     |
| Clanfield                                  | 0.6%              | 14                   | 0.3%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Clanfield                                  |                   |                      | 0.3%              | West Street (West)   | Bedhampton Road (West)    |                           |                       |
| Cosham / Drayton / Farlington (Portsmouth) | 3.7%              | 86                   | 3.7%              | West Street (West)   | Bedhampton Road (West)    |                           |                       |
| Denmead                                    | 1.1%              | 25                   | 1.1%              | West Street (West)   | Bedhampton Road (West)    |                           |                       |
| Eastleigh                                  | 0.9%              | 21                   | 0.9%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Eastney (Portsmouth)                       | 0.1%              | 3                    | 0.1%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Emsworth                                   | 4.2%              | 97                   | 4.2%              | Ranelagh Road (East) | Brockhampton Road (South) | Solent Road (East)        | Park Road (South)     |
| Fareham                                    |                   |                      | 1.2%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Fareham                                    | 2.5%              | 57                   | 1.2%              | West Street (West)   | Bedhampton Road (West)    |                           |                       |
| Gosport                                    | 1.6%              | 36                   | 1.6%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Hamble-le-Rice                             | 0.4%              | 9                    | 0.4%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Havant                                     | 20.5%             | 473                  | 20.5%             | West Street (East)   | West Street (East)        | Park Road (North)         |                       |
| Hayling Island                             | 1.7%              | 38                   | 1.7%              | Ranelagh Road (East) | Brockhampton Road (South) | Solent Road (East)        | Park Road (South)     |
| Hedge End                                  | 0.2%              | 4                    | 0.2%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Hilsea / Anchorage Park (Portsmouth)       | 4.3%              | 99                   | 4.3%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Horndean                                   |                   |                      | 0.8%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Horndean                                   | 1.7%              | 39                   | 0.8%              | West Street (West)   | Bedhampton Road (West)    |                           |                       |
| Isle of Wight                              | 0.1%              | 3                    | 0.1%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Liphook                                    | 0.2%              | 5                    | 0.2%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Liss                                       | 0.1%              | 3                    | 0.1%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Lowford / Bursledon                        | 0.1%              | 3                    | 0.1%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Milton (Portsmouth)                        | 1.6%              | 37                   | 1.6%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| North / West London                        | 1.0%              | 23                   | 1.0%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Old Portsmouth (Portsmouth)                | 1.2%              | 27                   | 1.2%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Other East                                 | 2.5%              | 58                   | 2.5%              | Ranelagh Road (East) | Brockhampton Road (South) | Solent Road (East)        | Park Road (South)     |
| Other North                                | 4.7%              | 108                  | 4.7%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Other West                                 | 2.2%              | 51                   | 2.2%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Petersfield                                | 2.5%              | 58                   | 2.5%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Port Solent (Portsmouth)                   |                   |                      | 2.3%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Port Solent (Portsmouth)                   | 4.7%              | 108                  | 2.3%              | West Street (West)   | Bedhampton Road (West)    |                           |                       |
| Portchester                                |                   |                      | 0.3%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Portchester                                | 0.5%              | 12                   | 0.3%              | West Street (West)   | Bedhampton Road (West)    |                           |                       |
| Portsea / Central Portsmouth (Portsmouth)  | 4.8%              | 110                  | 4.8%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Sarisbury Green / Swanwick                 | 0.3%              | 7                    | 0.3%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Somersetown (Portsmouth)                   | 1.7%              | 40                   | 1.7%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| South / East London                        | 0.5%              | 12                   | 0.5%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Southampton                                | 2.4%              | 56                   | 2.4%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Springvale / Itchen Abbas                  | 0.1%              | 3                    | 0.1%              | West Street (West)   | Bedhampton Road (West)    |                           |                       |
| Stubbington                                | 0.1%              | 3                    | 0.1%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Swanwick                                   | 1.0%              | 24                   | 1.0%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Tipner (Portsmouth)                        | 1.6%              | 36                   | 1.6%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Titchfield                                 | 0.2%              | 4                    | 0.2%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Walderton                                  | 1.6%              | 37                   | 1.6%              | West Street (West)   | Bedhampton Road (East)    |                           |                       |
| Warsash                                    | 0.3%              | 6                    | 0.3%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Waterlooville                              | 5.9%              | 136                  | 5.9%              | West Street (West)   | Bedhampton Road (West)    |                           |                       |
| Whiteley                                   | 1.3%              | 30                   | 1.3%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Winchester                                 | 1.0%              | 22                   | 1.0%              | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) |
| Total                                      | 100.0%            | 2303                 | 100.0%            |                      |                           |                           |                       |

| Route 1 (Site Access) | Proportion of Cars | 43.9% |
|-----------------------|--------------------|-------|
| Ranelagh Road (East)  | 59.9%              | 26.3% |
| West Street (West)    | 19.5%              | 8.6%  |
| West Street (East)    | 20.5%              | 9.0%  |
| Total                 | 100%               | 43.9% |

| Route 2                   | Proportion of Cars | 43.9% |
|---------------------------|--------------------|-------|
| Brockhampton Road (South) | 59.9%              | 26.3% |
| Bedhampton Road (West)    | 17.9%              | 7.9%  |
| West Street (East)        | 20.5%              | 9.0%  |
| Bedhampton Road (East)    | 1.6%               | 0.7%  |
| Total                     | 100.0%             | 43.9% |

| Route 3                   | Proportion of Cars | 43.9% |
|---------------------------|--------------------|-------|
| Brockhampton Road (South) | 42.4%              | 18.6% |
| Solent Road (East)        | 17.5%              | 7.7%  |
| Park Road (North)         | 20.5%              | 9.0%  |
| Total                     | 80.3%              | 35.3% |

| Route 4               | Proportion of Cars | 43.9% |
|-----------------------|--------------------|-------|
| Harts Farm Way (West) | 42.4%              | 18.6% |
| Park Road (South)     | 17.5%              | 7.7%  |
| Total                 | 59.9%              | 26.3% |

Return Journeys from Park Road (North)

| Route 1 (From North of Park Road / West Street Junction) | Proportion of Cars | 43.9% |
|----------------------------------------------------------|--------------------|-------|
| Park Road (South)                                        | 20.5%              | 9.0%  |

| Route 2     | Proportion of Cars | 43.9% |
|-------------|--------------------|-------|
| Solent Road | 20.5%              | 9.0%  |

| Route 3                 | Proportion of Cars | 43.9% |
|-------------------------|--------------------|-------|
| Bedhampton Road (North) | 20.5%              | 9.0%  |

| Route 4       | Proportion of Cars | 43.9% |
|---------------|--------------------|-------|
| Ranelagh Road | 20.5%              | 9.0%  |

| Route 5              | Proportion of Cars | 43.9% |
|----------------------|--------------------|-------|
| Meyrick Road (South) | 20.5%              | 9.0%  |

| Route 6     | Proportion of Cars | 43.9% |
|-------------|--------------------|-------|
| Site Access | 20.5%              | 9.0%  |

Alternative return route due to no right-turn into/out of the Park Road / West Street priority junction

Gravity Model

20 minute JT

| Location                                   | Route 1              | Route 2                   | Route 3                   | Route 4               | Proportion<br>per Route | Time<br>(mins) | 2011 Census<br>Total<br>Population | P/T    | P/T^2 | % of total | Car driver mode split | % of Car<br>Driver |      |
|--------------------------------------------|----------------------|---------------------------|---------------------------|-----------------------|-------------------------|----------------|------------------------------------|--------|-------|------------|-----------------------|--------------------|------|
| Baffins (Portsmouth)                       | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) | 100%                    | 12             | 9,491                              | 791    | 66    | 1.7%       | 75.0%                 | 1.9%               |      |
| Bedhampton                                 | West Street (West)   | Bedhampton Road (West)    |                           |                       | 100%                    | 6              | 8,763                              | 1461   | 243   | 6.3%       | 58.5%                 | 5.6%               |      |
| Clanfield                                  | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) | 50%                     | 16             | 7,388                              | 231    | 14    | 0.4%       | 87.5%                 | 0.5%               |      |
| Clanfield                                  | West Street (West)   | Bedhampton Road (West)    |                           |                       | 50%                     | 16             |                                    | 231    | 14    | 0.4%       | 87.5%                 | 0.5%               |      |
| Cosham / Drayton / Farlington (Portsmouth) | West Street (West)   | Bedhampton Road (West)    |                           |                       | 100%                    | 12             | 20,797                             | 1733   | 144   | 3.7%       | 72.9%                 | 4.1%               |      |
| Denmead                                    | West Street (West)   | Bedhampton Road (West)    |                           |                       | 100%                    | 14             | 8,225                              | 588    | 42    | 1.1%       | 80.6%                 | 1.3%               |      |
| Eastney (Portsmouth)                       | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) | 100%                    | 14             | 8,525                              | 609    | 43    | 1.1%       | 100.0%                | 1.7%               |      |
| Ermsworth                                  | Ranelagh Road (East) | Brockhampton Road (South) | Solent Road (East)        | Park Road (South)     | 100%                    | 9              | 7,513                              | 835    | 93    | 2.4%       | 65.5%                 | 2.4%               |      |
| Fareham                                    | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) | 50%                     | 18             |                                    | 1147   | 64    | 1.6%       | 87.7%                 | 2.2%               |      |
| Fareham                                    | West Street (West)   | Bedhampton Road (West)    |                           |                       | 50%                     | 18             | 41,291                             |        | 1147  | 64         | 1.6%                  | 87.7%              | 2.2% |
| Havant                                     | West Street (East)   | West Street (East)        | Park Road (North)         |                       | 100%                    | 5              | 37,063                             | 7413   | 1483  | 38.1%      | 48.9%                 | 28.5%              |      |
| Hayling Island                             | Ranelagh Road (East) | Brockhampton Road (South) | Solent Road (East)        | Park Road (South)     | 100%                    | 12             | 17,379                             | 1448   | 121   | 3.1%       | 61.3%                 | 2.9%               |      |
| Hilsea / Anchorage Park (Portsmouth)       | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) | 100%                    | 12             | 15,474                             | 1290   | 107   | 2.8%       | 76.2%                 | 3.2%               |      |
| Horndean                                   | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) | 50%                     | 12             | 12,938                             | 539    | 45    | 1.2%       | 81.3%                 | 1.4%               |      |
| Horndean                                   | West Street (West)   | Bedhampton Road (West)    |                           |                       | 50%                     | 12             |                                    | 539    | 45    | 1.2%       | 81.3%                 | 1.4%               |      |
| Milton (Portsmouth)                        | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) | 100%                    | 14             | 25,025                             | 1788   | 128   | 3.3%       | 80.4%                 | 4.0%               |      |
| Old Portsmouth (Portsmouth)                | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) | 100%                    | 18             | 8,644                              | 480    | 27    | 0.7%       | 69.2%                 | 0.7%               |      |
| Petersfield                                | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) | 100%                    | 18             | 20,160                             | 1120   | 62    | 1.6%       | 69.0%                 | 1.7%               |      |
| Port Solent (Portsmouth)                   | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) | 50%                     | 14             | 20,097                             | 718    | 51    | 1.3%       | 80.6%                 | 1.6%               |      |
| Port Solent (Portsmouth)                   | West Street (West)   | Bedhampton Road (West)    |                           |                       | 50%                     | 14             |                                    | 718    | 51    | 1.3%       | 80.6%                 | 1.6%               |      |
| Portchester                                | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) | 50%                     | 16             | 15,209                             | 475    | 30    | 0.8%       | 75.0%                 | 0.9%               |      |
| Portchester                                | West Street (West)   | Bedhampton Road (West)    |                           |                       | 50%                     | 16             |                                    | 475    | 30    | 0.8%       | 75.0%                 | 0.9%               |      |
| Portsea / Central Portsmouth (Portsmouth)  | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) | 100%                    | 16             | 33,042                             | 2065   | 129   | 3.3%       | 60.8%                 | 3.1%               |      |
| Somerstown (Portsmouth)                    | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) | 100%                    | 16             | 34,523                             | 2158   | 135   | 3.5%       | 80.0%                 | 4.2%               |      |
| Tipton (Portsmouth)                        | Ranelagh Road (East) | Brockhampton Road (South) | Brockhampton Road (South) | Harts Farm Way (West) | 100%                    | 12             | 21,925                             | 1827   | 152   | 3.9%       | 83.7%                 | 5.0%               |      |
| Walderton                                  | West Street (West)   | Bedhampton Road (East)    |                           |                       | 100%                    | 16             | 7,446                              | 465    | 29    | 0.7%       | 78.7%                 | 0.9%               |      |
| Waterlooville                              | West Street (West)   | Bedhampton Road (West)    |                           |                       | 100%                    | 10             | 47,987                             | 4799   | 480   | 12.3%      | 80.5%                 | 15.2%              |      |
| Total                                      |                      |                           |                           |                       |                         |                | 428,905                            | 37,088 | 3,892 | 100.0%     |                       | 100.0%             |      |

| Route 1 (Site Access) | Proportion of Cars | 56.1% |
|-----------------------|--------------------|-------|
| Ranelagh Road (East)  | 37.6%              | 21.1% |
| West Street (West)    | 33.8%              | 19.0% |
| West Street (East)    | 28.5%              | 16.0% |
| Total                 | 100%               | 56.1% |

| Route 2                   | Proportion of Cars | 56.1%  |
|---------------------------|--------------------|--------|
| Brockhampton Road (South) | 37.6%              | 21.1%  |
| Bedhampton Road (West)    | 32.9%              | 18.5%  |
| West Street (East)        | 28.5%              | 16.0%  |
| Bedhampton Road (East)    | 0.9%               | 0.5%   |
| Total                     | 100.0%             | 112.2% |

| Route 3                   | Proportion of Cars | 56.1% |
|---------------------------|--------------------|-------|
| Brockhampton Road (South) | 32.3%              | 18.1% |
| Solent Road (East)        | 5.3%               | 3.0%  |
| Park Road (North)         | 28.5%              | 16.0% |
| Total                     | 66.2%              | 93.2% |

| Route 4               | Proportion of Cars | 56.1% |
|-----------------------|--------------------|-------|
| Harts Farm Way (West) | 32.3%              | 18.1% |
| Park Road (South)     | 5.3%               | 3.0%  |
| Total                 | 32.3%              | 74.2% |

Return Journeys from Park Road (North)

| Route 1 (From North of Park Road / West Street Junction) | Proportion of Cars | 43.9% |
|----------------------------------------------------------|--------------------|-------|
| Park Road (South)                                        | 28.5%              | 16.0% |
|                                                          |                    |       |
| Route 2                                                  | Proportion of Cars | 43.9% |
| Solent Road                                              | 28.5%              | 16.0% |
|                                                          |                    |       |
| Route 3                                                  | Proportion of Cars | 43.9% |
| Bedhampton Road (North)                                  | 28.5%              | 16.0% |
|                                                          |                    |       |
| Route 4                                                  | Proportion of Cars | 43.9% |
| Ranelagh Road                                            | 28.5%              | 16.0% |
|                                                          |                    |       |
| Route 5                                                  | Proportion of Cars | 43.9% |
| Meyrick Road (South)                                     | 28.5%              | 16.0% |
|                                                          |                    |       |
| Route 6                                                  | Proportion of Cars | 43.9% |
| Site Access                                              | 28.5%              | 16.0% |

Alternative return route due to no right-turn into/out of the Park Road / West Street priority junction

i-Transport Project Title - Kingscroft Farm, Havant

Combined JtW and Gravity Model

| Route 1 (Site Access) | Gravity      | Journey to Work | Combined      |
|-----------------------|--------------|-----------------|---------------|
| Ranelagh Road (East)  | 21.1%        | 26.3%           | 47.4%         |
| West Street (West)    | 19.0%        | 8.6%            | 27.6%         |
| West Street (East)    | 16.0%        | 9.0%            | 25.0%         |
| <b>Total</b>          | <b>56.1%</b> | <b>43.9%</b>    | <b>100.0%</b> |

| Route 2                   | Gravity      | Journey to Work | Combined      |
|---------------------------|--------------|-----------------|---------------|
| Brockhampton Road (South) | 21.1%        | 26.3%           | 47.4%         |
| Bedhampton Road (West)    | 18.5%        | 7.9%            | 26.3%         |
| West Street (East)        | 16.0%        | 9.0%            | 25.0%         |
| Bedhampton Road (East)    | 0.5%         | 0.7%            | 1.2%          |
| <b>Total</b>              | <b>56.1%</b> | <b>43.9%</b>    | <b>100.0%</b> |

| Route 3                   | Gravity      | Journey to Work | Combined     |
|---------------------------|--------------|-----------------|--------------|
| Brockhampton Road (South) | 18.1%        | 18.6%           | 36.8%        |
| Solent Road (East)        | 3.0%         | 7.7%            | 10.7%        |
| Park Road (North)         | 16.0%        | 9.0%            | 25.0%        |
| <b>Total</b>              | <b>37.1%</b> | <b>35.3%</b>    | <b>72.4%</b> |

| Route 4               | Gravity      | Journey to Work | Combined     |
|-----------------------|--------------|-----------------|--------------|
| Harts Farm Way (West) | 18.1%        | 18.6%           | 36.8%        |
| Park Road (South)     | 3.0%         | 7.7%            | 10.7%        |
| <b>Total</b>          | <b>18.1%</b> | <b>18.6%</b>    | <b>47.4%</b> |

Return Journeys from Park Road (North)

| Route 1 (From North of Park Road / West Street Junction) | Gravity | Journey to Work | Combined |
|----------------------------------------------------------|---------|-----------------|----------|
| Park Road (South)                                        | 16.0%   | 9.0%            | 25.0%    |

| Route 2     | Gravity | Journey to Work | Combined |
|-------------|---------|-----------------|----------|
| Solent Road | 16.0%   | 9.0%            | 25.0%    |

| Route 3                 | Gravity | Journey to Work | Combined |
|-------------------------|---------|-----------------|----------|
| Bedhampton Road (North) | 16.0%   | 9.0%            | 25.0%    |

| Route 4       | Gravity | Journey to Work | Combined |
|---------------|---------|-----------------|----------|
| Ranelagh Road | 16.0%   | 9.0%            | 25.0%    |

| Route 5              | Gravity | Journey to Work | Combined |
|----------------------|---------|-----------------|----------|
| Meyrick Road (South) | 16.0%   | 9.0%            | 25.0%    |

| Route 6     | Gravity | Journey to Work | Combined |
|-------------|---------|-----------------|----------|
| Site Access | 16.0%   | 9.0%            | 25.0%    |

Alternative return route due to no right-turn into/out of the Park Road / West Street priority junction

## **APPENDIX E. TEMPRO OUTPUT**

## Growth Factors

| Area Description |            | All purposes        |             |
|------------------|------------|---------------------|-------------|
| Level            | Name       | Origin              | Destination |
| E02004775        | Havant 014 | 1.0257              | 1.0309      |
|                  |            |                     |             |
| Level            | Area       | Local Growth Figure |             |
| E02004775        | Havant 014 | 1.0291849           |             |

**Select Data Type**

- ☒ Growth factors
- ☐ Future year minus base year
- ☐ Base year data
- ☐ Future year data

\*Italicised results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

| Car Driver       | Combined Modes | Name       | Origin | Destination |
|------------------|----------------|------------|--------|-------------|
| Area Description |                |            |        |             |
| Level            |                |            |        |             |
| E02004775        |                | Havant 014 | 1.0292 | 1.0309      |

### NTM Traffic Growth Calculations

+ ? X

- Select NTM Dataset:**

| NTM Dataset Description           | From | To   |
|-----------------------------------|------|------|
| X RTF 2018 Scenario 1 - Reference | 2015 | 2050 |
| NTM AF15 Dataset                  | 2010 | 2040 |
- Select Areas to make up the geographic region:**

☒ Havant 014 (E02004775)
- Select area type:**

☐ Urban  
☐ Rural  
☒ All
- Select road type:**

☐ Motorway  
☐ Trunk  
☐ Principal  
☐ Minor  
☒ All
- Select which area it serves:**

☐ Region  
☐ England

**Calculate the adjusted local growth figure**

### Results

| Level     | Area       | Local Growth Figure |
|-----------|------------|---------------------|
| E02004775 | Havant 014 | 1.0292              |

| Area Description |            | All purposes        |             |
|------------------|------------|---------------------|-------------|
| Level            | Name       | Origin              | Destination |
| E02004775        | Havant 014 | 1.029               | 1.0252      |
|                  |            |                     |             |
| Level            | Area       | Local Growth Figure |             |
| E02004775        | Havant 014 | 1.0279839           |             |

Select data type

☒ Growth factors  
☐ Future year minus base year  
☐ Base year data  
☐ Future year data

\*Relicased results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Car Driver

Combined Modes

|                  |            |        |              |  |
|------------------|------------|--------|--------------|--|
| Area Description |            |        | All Purposes |  |
| Level            | Name       | Origin | Destination  |  |
| E02004775        | Havant 014 | 1,029  | 1,0252       |  |

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description

☒ RTH 2018 Scenario 1 - Reference  
☐ NTM AFIS Dataset

From

To

2: Select Areas to make up the geographic region:

☒ Havant 014 (E02004775)

3: Select area type:

☐ Urban  
☐ Rural  
☐ All

4: Select road type:

☐ Motorway  
☐ Trunk  
☐ Principal  
☐ Minor  
☒ All

5: Select which area it serves:

☐ Region  
☐ England

Calculate the adjusted local growth figure

Results

|           |            |                     |
|-----------|------------|---------------------|
| Level     | Area       | Local Growth Figure |
| E02004775 | Havant 014 | 1,0286              |

**Morning Peak Period**

| Area Description |            | All purposes |             |
|------------------|------------|--------------|-------------|
| Level            | Name       | Origin       | Destination |
| E02004775        | Havant 014 | 1.0399       | 1.0482      |

| Level     | Area       | Local Growth Figure |
|-----------|------------|---------------------|
| E02004775 | Havant 014 | 1.048027579         |

Select data type

Growth factors

Future year minus base year

Base year data

Future year data

\*Italicised results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Car Driver

Combined Modes

Area Description

Name

Origin

All Purposes

Destination

Level

E02004775

Havant 014

1.0399

1.0482

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description

From

To

RTM 2018 Scenario 1 - Reference

2015

2050

NTM AF 15 Dataset

2010

2040

2: Select Areas to make up the geographic region:

3: Select area type:

4: Select road type:

5: Select which area it serves:

Havant 014 (E02004775)

Urban

Rural

All

Motorway

Trunk

Principal

Minor

All

Region

England

Calculate the adjusted local growth figure

Results

Level

Area

Local Growth Figure

E02004775

Havant 014

1.0480

**Evening Peak**

| Area Description |            | All purposes |             |
|------------------|------------|--------------|-------------|
| Level            | Name       | Origin       | Destination |
| E02004775        | Havant 014 | 1.0454       | 1.0395      |

| Level     | Area       | Local Growth Figure |
|-----------|------------|---------------------|
| E02004775 | Havant 014 | 1.046421483         |

Select data type

Growth factors

Future year minus base year

Base year data

Future year data

\*Italicised results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Car Driver

Combined Modes

Area Description

Name

Origin

All Purposes

Destination

Level

E02004775

Havant 014

1.0454

1.0395

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description

From

To

RTM 2018 Scenario 1 - Reference

2015

2050

NTM AF 15 Dataset

2010

2040

2: Select Areas to make up the geographic region:

3: Select area type:

4: Select road type:

5: Select which area it serves:

Havant 014 (E02004775)

Urban

Rural

All

Motorway

Trunk

Principal

Minor

All

Region

England

Calculate the adjusted local growth figure

Results

Level

Area

Local Growth Figure

E02004775

Havant 014

1.0464

## **APPENDIX B. HCC CONSULTATION RESPONSES**

## Ben Burrows

---

**From:** Fisher, Tom (ETE) <Tom.Fisher@hants.gov.uk>  
**Sent:** 16 February 2021 09:50  
**To:** Ben Burrows; Tim Wall  
**Cc:** Hayley Richardson; Joyce, Oliver  
**Subject:** RE: Kingscroft Farm Scoping Discussions - Development Trip Distribution Figures

Hi Ben

I can now confirm that your proposed approach, as highlighted below, to distributing Langstone Tech traffic is considered acceptable.

With regard to the access from a high level view the 2m wide continuation of the existing footway is considered acceptable in principle as well as continuing the existing carriageway widths. In our last meeting it was noted that the internal layout may be offered for adoption, it be noted that the existing private carriageway construction may be required to be brought up to HCC adoptable standards. The access to be retained for the farmland to the west will need to be tracked and details of likely use will need to be provided before any comment on suitability is made. Using Streetview, it appears that the proposed footway will be located on land that falls away from the carriageway in places, in particular the existing gated pedestrian access to the property on Meyrick Road which will need to be investigated. There appears to be a ditch south of Ranelagh Road which may be impacted by the proposed footway, as well as the trees and may need OWC consent. It is noted that a RSA Stage 1 will be submitted to support the application which is welcomed. A planning submission should also be accompanied by; existing highway boundary information, speed surveys, swept path analysis for a super large refuse vehicles and large car and visibility splays for any (existing or proposed) junctions. All plans should be in accordance with HCC TG3.

I hope the above is clear, apologies for the delay in responding.

Kind Regards

**Tom Fisher**  
**Senior Transport Planner**  
MSc Transportation Planning and Engineering  
0370 779 7381

**Highways Development Planning**  
Hampshire County Council  
2<sup>nd</sup> Floor Elizabeth II Court West  
The Castle Winchester SO23 8UD



**Hampshire County Council operates a pre-application highway advice service for developers.**

Hampshire County Council welcomes and encourages discussions before a developer submits a planning application. Please follow this link for further information

<https://www.hants.gov.uk/transport/developers/preapplication>

---

**From:** Ben Burrows <ben.burrows@i-transport.co.uk>  
**Sent:** 02 February 2021 11:31  
**To:** Fisher, Tom (ETE) <Tom.Fisher@hants.gov.uk>; Tim Wall <tim.wall@i-transport.co.uk>

**Cc:** Hayley Richardson <Hayley.Richardson@foremanhomes.co.uk>; Joyce, Oliver <Oliver.Joyce@hants.gov.uk>  
**Subject:** RE: Kingscroft Farm Scoping Discussions - Development Trip Distribution Figures

Good morning Tom,

Happy new year and I hope you had a great break.

Do you have any updates for us on the clarification you were seeking from Chris Hirst? If we could receive confirmation that the numbers we have are suitable, we will be in a position to update our modelling appropriately.

In addition to this, do you have any updates for us on access comments?

Kind Regards,



**Ben Burrows**

Senior Consultant  
for i-Transport LLP

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**Basingstoke Office:** Grove House, Lutyens Close,  
Chineham Court, Basingstoke, RG24 8AG

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---

**From:** Fisher, Tom (ETE) <[Tom.Fisher@hants.gov.uk](mailto:Tom.Fisher@hants.gov.uk)>

**Sent:** 23 December 2020 13:20

**To:** Ben Burrows <[ben.burrows@i-transport.co.uk](mailto:ben.burrows@i-transport.co.uk)>; Tim Wall <[tim.wall@i-transport.co.uk](mailto:tim.wall@i-transport.co.uk)>

**Cc:** Hayley Richardson <[Hayley.Richardson@foremanhomes.co.uk](mailto:Hayley.Richardson@foremanhomes.co.uk)>; Joyce, Oliver <[Oliver.Joyce@hants.gov.uk](mailto:Oliver.Joyce@hants.gov.uk)>

**Subject:** RE: Kingscroft Farm Scoping Discussions - Development Trip Distribution Figures

Hi Ben/Tim

With regard to the first two points;

- Langstone Tech Park – the methodology proposed below and discussed during the meeting is acceptable, however I still need to confirm the numbers with Chris Hirst, he is now off to the new year.
- Teardrop junction – agreed that the approach discussed in the meeting is acceptable and commentary as per the below should be included with any submission to ensure that the impact has been considered as part of the development traffic. No detailed modelling is required for HCC as minimal impact on our network. HE may require further assessment on their network.

TRICS for Employment – As previously discussed, I do not agree that this should be included within the TA even as a sensitivity test. HBC through their draft local plan have made it clear that there is no reasonable prospect of the site coming forward and it is no longer needed for employment development. I therefore disagree with your commentary in paragraph 6.2.2 that it is reasonable to assume that a planning application for an employment development, could be submitted in the future and that there is in principle support for such uses of the land. Additionally, it is not known what split you have used for your TRICS exercise.

I will have to provide access comments in the new year due to annual leave, apologies.

I wish you all a happy and safe Christmas and hope to catch up in the new year.

Kind Regards

**Tom Fisher**

**Senior Transport Planner**

MSc Transportation Planning and Engineering

0370 779 7381

**Highways Development Planning**

Hampshire County Council

2<sup>nd</sup> Floor Elizabeth II Court West

The Castle Winchester SO23 8UD



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Hampshire County Council welcomes and encourages discussions before a developer submits a planning application.

Please follow this link for further information

<https://www.hants.gov.uk/transport/developers/preapplication>

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**From:** Ben Burrows <[ben.burrows@i-transport.co.uk](mailto:ben.burrows@i-transport.co.uk)>

**Sent:** 18 December 2020 16:40

**To:** Fisher, Tom (ETE) <[Tom.Fisher@hants.gov.uk](mailto:Tom.Fisher@hants.gov.uk)>; Joyce, Oliver <[Oliver.Joyce@hants.gov.uk](mailto:Oliver.Joyce@hants.gov.uk)>

**Cc:** Tim Wall <[tim.wall@i-transport.co.uk](mailto:tim.wall@i-transport.co.uk)>; Hayley Richardson <[Hayley.Richardson@foremanhomes.co.uk](mailto:Hayley.Richardson@foremanhomes.co.uk)>

**Subject:** RE: Kingscroft Farm Scoping Discussions - Development Trip Distribution Figures

Hi Tom,

Many thanks for meeting with us again this morning, and for thrashing out the last remaining points with us.

Further to our discussions, I have attached our Excel spreadsheet containing the net impact analysis of the Langstone Tech Park traffic flows and the analysis of our net impact on the operation of the Teardrop junction. In summary:

*Langstone Tech Park – Committed Development Traffic Flows*

- Considering the reasonable 'worst-case scenario', where the Langstone Tech Park proposals comprise a B1C land use, the following net increase in traffic flows will be expected to turn right out of Brookside Road onto Brockhampton Road and route through the remainder of our study area:
  - 3 additional vehicle movements in the morning peak hour; and
  - 16 additional vehicle movements in the evening peak hour.
- As the Transport Assessment for the Langstone Tech Park proposals did not consider a study area wider than the Brookside Roundabout – **we propose to extend these additional trips through our study area using existing trip proportions derived from our traffic survey data.**
- Our detailed junction models will be updated to reflect this increase in committed development traffic flows.

Would HCC now be able to agree that the above approach to the committed development traffic flows is agreed?

### *Proposed Development Impact at Teardrop Junction*

- We have reviewed the Transport Assessment submitted in support of the Forty Acre Farm development to the west of Havant, and have extracted the traffic flow diagram and Junctions 9 modelling results that relate to the A27 Teardrop junction. The extracted Junctions 9 modelling indicates in the future year scenario that:
  - The junction will operate within capacity in the morning peak period; and
  - The junction will operate within capacity in the evening peak period – with the Harts Farm Way arm operating under some stress.
- We have undertaken an analysis of the volume of our proposed development traffic that is forecast to route along Harts Farm Way, comparing it to the volume that is indicated to be using Harts Farm Way on the extracted traffic flow diagram. The analysis demonstrates that:
  - In the morning peak hour, the proposed development traffic would result in a 1.9% uplift in traffic on the Harts Farm Way arm of the junction; and
  - In the evening peak hour, the proposed development traffic would result in a 1.7% uplift in traffic on the Harts Farm Way arm of the junction.
- The impact of the proposed development traffic on Harts Farm Way will therefore be very low. However, to add to this, the tidal nature of the proposed development traffic flows mean that the majority of development traffic will utilise the Harts Farm Way approach to the junction during the morning peak hour, and the majority will utilise the A27 arms of the junction during the evening peak hour. The extracted Junctions 9 modelling demonstrates that there is significant headroom in the arms of the junction that the proposed development traffic will be utilising during the morning and evening peak hours respectively, i.e. during the morning peak hour, there is significant headroom on the Harts Farm Way arm of the junction and during the evening peak hour there is significant headroom on the A27 arms of the junction.
- We have also undertaken an analysis of the volume of our proposed development traffic that is forecast to utilise the Teardrop junction, again comparing it to the volume that is indicated to utilise the junction on the extracted traffic flow diagram. The analysis demonstrates that:
  - In the morning peak hour, the proposed development traffic would result in a 0.8% uplift in traffic on the Teardrop junction; and
  - In the evening peak hour, the proposed development traffic would result in a 0.7% uplift in traffic on the Teardrop junction.
- With less than a 1% uplift in traffic flow forecast, the proposed development will have a de-minimis impact on the Teardrop junction.

With consideration to the analysis outlined above (and contained within the attached Excel document), would HCC now be able to confirm that detailed modelling of the A27 Teardrop junction will not be necessary for the purposes of the Transport Assessment? Whilst detailed junction capacity analysis is not proposed, the above traffic impact analysis will be detailed within a specific section of the TA.

In terms of all other matters:

- We understand HCC are now content with the revised development traffic distribution, and that this matter is agreed;
- HCC have agreed to review the TRICS trip rates contained within the Transport Assessment Scoping Note for the 'fall back' planning position at the site – and will revert back with their comments;
- HCC have agreed the approach to uplift the baseline traffic survey data – such that it represents 'pre covid-19 conditions'; and
- HCC will look to provide 'in principle' comments on the proposed site access arrangements.

I hope this helps Tom, and that it is a fair reflection of the discussions we had earlier this morning.

I look forward to hearing back from you, and do let me know if you require any further information or have any further queries.

Kind Regards,

**Ben Burrows**  
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RG24 8AG

After a difficult year, we wish you a relaxing and safe Christmas and best wishes for a hopefully better 2021, from all the Partners and staff at i-Transport LLP. This year, rather than sending Christmas cards, we will be making donations to the following charities selected by our staff and the Partners:



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**From:** Fisher, Tom (ETE) <[Tom.Fisher@hants.gov.uk](mailto:Tom.Fisher@hants.gov.uk)>

**Sent:** 11 December 2020 17:43

**To:** Ben Burrows <[ben.burrows@i-transport.co.uk](mailto:ben.burrows@i-transport.co.uk)>; Joyce, Oliver <[Oliver.Joyce@hants.gov.uk](mailto:Oliver.Joyce@hants.gov.uk)>

**Cc:** Tim Wall <[tim.wall@i-transport.co.uk](mailto:tim.wall@i-transport.co.uk)>

**Subject:** RE: Kingscroft Farm Scoping Discussions - Development Trip Distribution Figures

Hi Ben and Tim

Apologies for the delay in responding but please see comments in red below. I know they are brief but we can discuss more at a meeting or call?

In terms of a meeting does Friday AM next week (18/12) suit you both?

Kind Regards

**Tom Fisher**  
**Senior Transport Planner**  
MSc Transportation Planning and Engineering  
0370 779 7381

**Highways Development Planning**  
Hampshire County Council  
2<sup>nd</sup> Floor Elizabeth II Court West  
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**From:** Ben Burrows <[ben.burrows@i-transport.co.uk](mailto:ben.burrows@i-transport.co.uk)>

**Sent:** 27 November 2020 17:13

**To:** Fisher, Tom (ETE) <[Tom.Fisher@hants.gov.uk](mailto:Tom.Fisher@hants.gov.uk)>; Joyce, Oliver <[Oliver.Joyce@hants.gov.uk](mailto:Oliver.Joyce@hants.gov.uk)>

**Cc:** Tim Wall <[tim.wall@i-transport.co.uk](mailto:tim.wall@i-transport.co.uk)>

**Subject:** RE: Kingscroft Farm Scoping Discussions - Development Trip Distribution Figures

Hi Tom,

Many thanks for providing your comments. We have reviewed and provide our response to your points below.

#### Traffic Distribution

We have taken another look at our distribution of development traffic within Havant, and agree that the current iteration shows too few movements along New Road. We have therefore revised our distribution and have attached our updated traffic flow diagrams as well as the distribution model.

You will note the following:

- The number of movements along New Road has increased substantially;
- Some movements have also been assigned to Southmoor Lane, in recognition of the employment opportunities in this location; and
- The number of movements routing along Park Road South (N) has reduced, in accordance with the above.

Would HCC now be able to confirm that the distribution of proposed development trips is agreed? We also note your point on potential movements along Knox Road, and will include a line within our TA to cover this. **Thanks for revisiting the distribution and I can confirm that the new assignment of trips associated with this development appears reasonable given the local sensitivities of the road network.**

#### Committed Development

We have reviewed the TA and additional highways notes associated with the Langstone Tech application. We note that the development proposals would see an overall reduction in the number of vehicle movements in/out of the Langstone Tech park compared with the existing operation (if operating at 100% occupancy), with only nominal increases in HGV movements at the Brookside access. Unfortunately, the reports do not include any clear traffic flow diagrams which demonstrate the traffic flow re-distribution, so it has been somewhat difficult to follow the numbers and determine what the exact redistribution of movements at the Brookside access is likely to be.

Notwithstanding the above, and in the interest of robustness, we propose to undertake a sensitivity analysis at the junction in the TA. The sensitivity test will utilise the proposed traffic movements into/out of the Brookside access into the Langstone Tech park presented in the future year B1c scenario, replacing existing turning movements into and out of Brookside. This will effectively model the impact of the redistributed trips at the junction. We intend for the sensitivity analysis to only be undertaken at the Harts Farm Way junction, and do not propose to take these trips further throughout the network. To seek to understand the redistribution on the wider network based on the information available would not be robust as we cannot sensibly disaggregate existing movements from the proposed scenario beyond Brookside.

Could HCC please confirm that the above approach is acceptable? **I understand your point regarding the information contained within the Langstone Tech, however the committed development traffic needs to be included in the wider network and within your study area. Can we set up a quick meeting before x-mas to discuss how to move this point forward?**

## Additional Modelling at Teardrop Junction and Elmleigh Road Roundabout

You note the potential need to consider wider junctions, namely the Teardrop and Elmleigh Road junctions, depending on the distribution analysis.

The updated distribution diagrams attached indicate that in either of the peak periods:

- A maximum of 28 two-way development trips will route along Harts Farm Way toward the teardrop roundabout; and
- A maximum of 9 two-way development trips will route along New Road towards the B2149 / Elmleigh Road / Park Road North / New Road roundabout.

This broadly equates to one additional vehicle movement every 2 minutes to/from the teardrop roundabout and one additional vehicle movement every 7 minutes to/from the Elmleigh Road roundabout in the morning and evening peak periods respectively. We do not consider that these impacts pass the threshold for detailed analysis and therefore do not propose to undertake modelling at these junctions.

Please can you confirm your agreement on this point. – I am still of the opinion that the teardrop junction should be assessed – if it is the complexity of the modelling is an issue, I am aware of PBA's model which could potentially be used. Again, we can discuss this at the meeting.

## Existing Local Planning Position at the Site

Whilst we appreciate that HCC do not at this stage wish to accept the argument of a net reduction in trips at the site, we do believe that consideration of the 'fall back' planning position at the site is fair. At this stage, could we at least agree that the trip rates extracted for the 'fall back' position are acceptable, which will allow the assessment to be completed on an agreed basis, and leave each party to take the conclusions from the assessment it considers acceptable? How do these trip rates compare to other applications within the area?

## Permanent Traffic Count Data – Covid-19 Uplift in Traffic Flows

We have now reviewed permanent traffic count data, supplied by Mike Kester, at the Park Road South / Solent Road traffic signal-controlled junction for September 2019 and September 2020 (period of our traffic surveys). We have attached our analysis, which shows the following:

- During the morning peak hour - traffic flows at the junction were some 19% higher in 2019 than 2020; and
- During the evening peak hour – traffic flows at the junction were some 13% higher in 2019 than 2020.

Whilst we do not expect traffic flows to necessarily return to pre-covid levels (due to increased home / flexible working, increased retailing online and unemployment), and have reservations about the value of seeking to replicate these conditions, in order to provide a robust assessment we therefore intend to apply a Covid-19 uplift factor to our observed traffic flows throughout the network, increasing the surveyed flows by some 19% in the morning peak hour and some 13% in the evening peak hour. Could you please confirm that HCC consider this approach to be acceptable? I can confirm that this is a suitable methodology and the uplift factors for the AM and PM peaks are considered acceptable. Please note, this is accepted in this instance however does not necessarily represent conditions across the wider Hampshire road network and should be considered on a case by case basis.

Subject to the detailed matters outlined within this email, can HCC also confirm that all other matters presented in the Scoping Note are agreed? Not sure all agreed (access proposed etc).

I hope this helps and if you have any queries on the above, please do not hesitate to get in touch.

Kind Regards

 Ben Burrows



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**From:** Fisher, Tom (ETE) <[Tom.Fisher@hants.gov.uk](mailto:Tom.Fisher@hants.gov.uk)>

**Sent:** 13 November 2020 11:44

**To:** Ben Burrows <[ben.burrows@i-transport.co.uk](mailto:ben.burrows@i-transport.co.uk)>; Joyce, Oliver <[Oliver.Joyce@hants.gov.uk](mailto:Oliver.Joyce@hants.gov.uk)>

**Cc:** Tim Wall <[tim.wall@i-transport.co.uk](mailto:tim.wall@i-transport.co.uk)>

**Subject:** RE: Kingscroft Farm Scoping Discussions - Development Trip Distribution Figures [Filed 17 Nov 2020 13:14]

Hi Ben

Sorry for the delay.

The majority of the flows look acceptable. The only movements I query is those travelling on West Street and Park Road North – If travelling to the east and north, route planners show that the quickest journey time and shortest distance would be turning left from Meyrick Road, then right from West Street on to New Road and onwards. It doesn't appear that this has been factored in to your distribution as there is only 1 right turner at the West Street/New Road junction in the AM peak. Can you please provide justification? Knox Road may also be used, but I am content that distribution does not show this but you will need to provide commentary that there will be some additional movements on this road throughout a 24 hour period as I believe we discussed at our meeting.

With regard to committed development, the only site in the area which is likely to significantly impact the proposed study area is Langstone Tech application (APP/19/00703). They are redistributing trips from their existing site access on Langstone Road and diverting more to the west onto the Brockhampton Road/Brookside Road/Harts Farm Way/Southmoor Lane junction. Can you please review their TA and additional trips through that junction. TEMPRO won't capture these redistributed trips. TEMPRO should be used across the remaining network and I am happy to discuss removing trips from the CD to avoid double counting.

The above may require additional junctions to be assessed, particularly the A27/Harts Farm Way teardrop junction and the New Road/Park Road North/Petersfield Road/Elmleigh Road RAB. I would advise reviewing your distribution and updating us before we agree a final study area.

Trip rates for residential appear acceptable and similar when I interrogate TRICS database for similar site locations. At this time, I don't accept the use of net reduction in trips due to existing allocation on the site and therefore I have not reviewed the TRICS.

I hope the above is clear however I am happy to discuss. I am yet to go out on site due to COVID restrictions so the above is purely desk based and internal discussion with colleagues. I hope to visit the site after this lockdown.

Kind Regards

**Tom Fisher**  
**Senior Transport Planner**

**Highways Development Planning**

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2<sup>nd</sup> Floor Elizabeth II Court West  
The Castle Winchester SO23 8UD



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<https://www.hants.gov.uk/transport/developers/preapplication>

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**From:** Ben Burrows <[ben.burrows@i-transport.co.uk](mailto:ben.burrows@i-transport.co.uk)>

**Sent:** 09 November 2020 10:13

**To:** Fisher, Tom (ETE) <[Tom.Fisher@hants.gov.uk](mailto:Tom.Fisher@hants.gov.uk)>; Joyce, Oliver <[Oliver.Joyce@hants.gov.uk](mailto:Oliver.Joyce@hants.gov.uk)>

**Cc:** Tim Wall <[tim.wall@i-transport.co.uk](mailto:tim.wall@i-transport.co.uk)>

**Subject:** RE: Kingscroft Farm Scoping Discussions - Development Trip Distribution Figures

Good morning Tom and Oliver,

Sorry to chase, but have you had the chance to collate some of your thoughts on the below, as well as what we discussed during the pre-app meeting in general?

Kind Regards,



**Ben Burrows**

Senior Consultant  
for i-Transport LLP

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**From:** Ben Burrows <[ben.burrows@i-transport.co.uk](mailto:ben.burrows@i-transport.co.uk)>

**Sent:** 23 October 2020 11:22

**To:** Fisher, Tom (ETE) <[Tom.Fisher@hants.gov.uk](mailto:Tom.Fisher@hants.gov.uk)>; Joyce, Oliver <[Oliver.Joyce@hants.gov.uk](mailto:Oliver.Joyce@hants.gov.uk)>

**Cc:** Tim Wall <[tim.wall@i-transport.co.uk](mailto:tim.wall@i-transport.co.uk)>

**Subject:** Kingscroft Farm Scoping Discussions - Development Trip Distribution Figures

Hi Tom and Oliver,

Thanks for your time earlier, it was great to chat.

Further to our discussions, please find attached two traffic flow diagrams which represent our development traffic distributions throughout the local highway network. Please let me know if you have any questions, but I do hope this will help inform your decision making re junction modelling and capacity analysis.

Kind Regards,



**Ben Burrows**

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