

## 32 New Lane

### Daily Trip Generation Note

205452/N10

## Introduction

1. Vectos has been retained by Kingsbridge Estates to provide highways and transport advice in relation to the re-development of former Pfizer Site, New Lane, Havant.
2. Vectos prepared various transport documents to support the planning application at the site which included both a summary of the peak hour and the daily traffic profile for the proposed development site. The trip generation summary included within the text of the various submissions has been queried by the Civic Society online and the information presented has therefore been reviewed.
3. This Note has therefore been prepared to provide a final trip generation summary which reflects the daily trip generation profile approved by Hampshire CC following extensive discussions and scrutiny by County Council Officers acting on behalf of the local highway authority.

## Trip Generation

4. Vectos prepared the following documents to support the planning application which set out the proposed trip generation of the proposed development. These documents have all been submitted to Hampshire County Council (HCC):
  - Transport Assessment (TA) (dated February 2021)
  - Supplementary Transport Assessment (STA) (dated July 2021).
  - Framework Operational Management Plan (OMP) (dated July 2021)
5. The total daily traffic profile for the proposed development was also appended to each report. A summarised version of the proposed trip generation of the development site was set out in Table 5.1 of the TA, Table 5.1 of the STA and Table 3.1 of the Framework OMP.
6. The trip generation appended to each report was incorrectly summarised when presented within the text of the reports at the locations mentioned. This table is replicated below at **Table 1**.

**Table 1: Trip Generation Summary Included in Text of Submitted Reports**

| Time Period  | Car        |            |             | LGV (excl. cars) |            |             | HGV       |           |           | Total        |              |              |
|--------------|------------|------------|-------------|------------------|------------|-------------|-----------|-----------|-----------|--------------|--------------|--------------|
|              | In         | Out        | Total       | In               | Out        | Total       | In        | Out       | Total     | In           | Out          | Total        |
| <b>08:00</b> | 12         | 0          | 121         | 0                | 216        | 216         | 1         | 1         | 2         | <b>122</b>   | <b>217</b>   | <b>339</b>   |
| <b>17:00</b> | 0          | 105        | 105         | 216              | 0          | 216         | 0         | 0         | 0         | <b>217</b>   | <b>112</b>   | <b>329</b>   |
| <b>Daily</b> | <b>541</b> | <b>541</b> | <b>1081</b> | <b>505</b>       | <b>505</b> | <b>1010</b> | <b>36</b> | <b>36</b> | <b>72</b> | <b>1,208</b> | <b>1,208</b> | <b>2,415</b> |

7. The updated proposed trip generation summary table which corresponds to the correct traffic profile appended to each report is provided within **Table 2** below.

**Table 2: Updated Trip Generation Summary**

| Time Period  | Car        |            |             | LGV (excl. cars) |            |             | HGV       |           |           | Total       |             |             |
|--------------|------------|------------|-------------|------------------|------------|-------------|-----------|-----------|-----------|-------------|-------------|-------------|
|              | In         | Out        | Total       | In               | Out        | Total       | In        | Out       | Total     | In          | Out         | Total       |
| <b>08:00</b> | 121        | 0          | 121         | 0                | 216        | 216         | 1         | 1         | 2         | <b>122</b>  | <b>217</b>  | <b>339</b>  |
| <b>17:00</b> | 0          | 105        | 105         | 216              | 7          | 223         | 1         | 1         | 2         | <b>217</b>  | <b>112</b>  | <b>329</b>  |
| <b>Daily</b> | <b>541</b> | <b>541</b> | <b>1082</b> | <b>628</b>       | <b>628</b> | <b>1256</b> | <b>39</b> | <b>39</b> | <b>78</b> | <b>1208</b> | <b>1208</b> | <b>2415</b> |

8. The update table provided above provides the correct figures which correspond to the correct totals which are the same in both **Table 1** and **Table 2**.
9. The total trip generation profile included in the appendices of the submissions to date has been consistent with the figures presented above in **Table 2**.
10. The data is taken from sites with the same operation as that proposed on the site.
11. The data in the appendices has been used in all of the analysis of the implications of the proposed redevelopment of the site and as stated above has been agreed with HCC as being robust following extensive scrutiny.

## Summary and Conclusions

12. This Note has been prepared to provide a clear trip generation summary which reflects the peak period and daily trip generation profile approved by HCC.
13. The updated summary table included within this Note is consistent with the traffic generation profile of the proposed development which has been agreed to be robust.

**Appendix A**

