



**LIDL GREAT BRITAIN LIMITED
PROPOSED FOODSTORE
STONEHAM LANE, STONEHAM**

TRANSPORT ASSESSMENT

AUGUST 2022



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Proposed Foodstore
Stoneham Lane, Stoneham
Transport Assessment**

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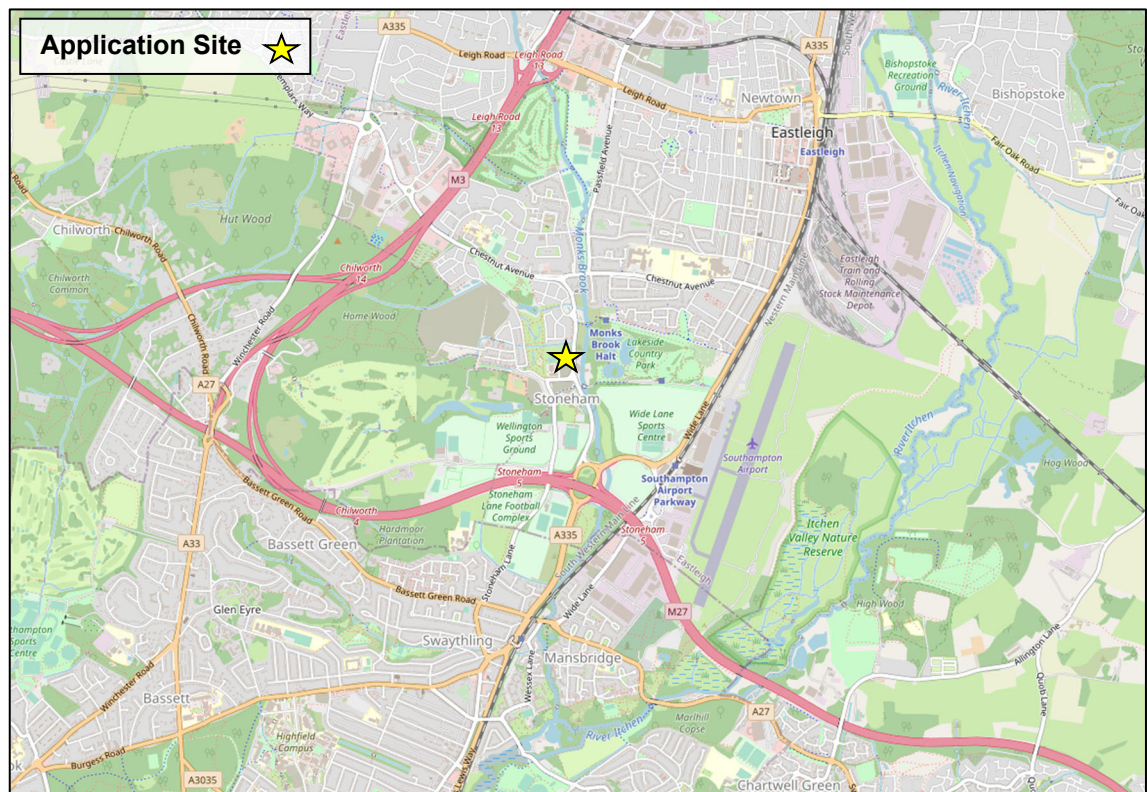
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1 Introduction

- 1.1 Mayer Brown Ltd has been appointed by Lidl Great Britain Limited to prepare this Transport Assessment (TA) in support of the construction of a new discount foodstore in Stoneham, Eastleigh, Hampshire.
- 1.2 The application site forms part of the North Stoneham Park local centre and benefits from planning consent for various land uses on the site within a single building (Block A), including retail units, convenience store, café and gym alongside associated parking.
- 1.3 Planning permission is being sought for construction of a 1,987 sqm Gross Internal Area (GIA) Lidl foodstore to replace the currently consented site layout / Block A uses.
- 1.4 Vehicle access for customers, staff and deliveries will be provided via a new crossover junction arrangement from Whieldon Way which runs along the western edge of the site.
- 1.5 Parking provision for 88 cars will be provided onsite, including designated disabled, parent & child and Electric Vehicle spaces.
- 1.6 This TA addresses the salient aspects of the proposals and is subdivided into the following sections:
 - Existing Site Description (including accessibility);
 - Development Proposals;
 - Trip Generation Assessment;
 - Highway Impact Assessment;
 - Parking Assessment; and
 - Summary and Conclusions.
- 1.7 A Travel Plan has been produced and submitted as a separate document, seeking to promote sustainable modes of travel and reduce reliance on single occupancy car journeys.

2 Existing Site Description

- 2.1 The application site is located on the southern edge of Eastleigh, within Eastleigh Borough Council's area of control and with Hampshire County Council acting as the local highway authority.
- 2.2 The site forms part of the North Stoneham Park (NSP) development, with outline consent for the provision of c. 1,100 residential dwellings alongside associated facilities (O/15/76023). The application site forms part of a new local centre to serve the wider masterplan site, with the approved local centre consisting of the following elements:
- Block A: 3 small retail units, Convenience store, Café and first floor Gym
 - Block B: 2 small retail units and 26 'over 55's' residential units
 - Block C: 3,160sqm Office building
 - Block D: Community centre and Nursery
 - Primary School
- 2.3 The application site forms land associated with the delivery of Block A and associated parking.
- 2.4 The site location is shown in relation to the local highway network in **Figure 2.1**.



Source: Map data © OpenStreetMap contributors, CC BY-SA; www.openstreetmap.org; www.creativecommons.org

Figure 2.1: Site Location Plan

Adjacent Highway Infrastructure

- 2.5 The site is bounded by Stoneham Lane to the east and south (with a roundabout in the south-east corner) and Whieldon Way to the west that provides access to the various local centre uses, including a primary school, retail units, over 55s residential units, community centre and nursery.
- 2.6 Whieldon Way is a single carriageway road around 5.5m in width with double-yellow lines restricting waiting / parking on street. A raised section of carriageway is provided to promote / facilitate a more pedestrian friendly environment in addition to acting as a traffic calming measure to reduce vehicle speeds. Pedestrian provision is provided along both sides of Whieldon Way, with landscaped verge provided between Whieldon Way and footway to the west.
- 2.7 Whieldon Way joins Stoneham Lane via a simple priority junction to the south of the site, which in turn joins the local highway network as one arm of a four-arm roundabout junction to the east (Concorde Roundabout), which was designed and constructed as part of the NSP development whilst to the west Stoneham Lane connects to the NSP main access road (Highwood Avenue) and continues towards Southampton to the south via a number of sports pitches / facilities en route.
- 2.8 To the north of the Concorde Roundabout, Stoneham Lane is a single carriageway road subject to a 30mph speed restriction and with a footway on its western side. Further north, Stoneham Lane connects to Chestnut Avenue via a roundabout junction providing access to Eastleigh to the east and west.
- 2.9 To the south of the Concorde Roundabout, Stoneham Lane becomes Stoneham Way. Stoneham Way is a single carriageway road subject to a 30mph speed restriction and with a footway / cycleway on both sides for a short distance before the speed restriction changes to 40mph and the footway / cycleway ends. Further south, the Stoneham Interchange provides onward access to Swaythling, Southampton via the A335 and the M27 motorway.

Adopted Public Highway

- 2.10 Current adopted highway records indicate that Whieldon Way and Stoneham Lane running along the southern boundary of the application site are privately owned (unadopted), although it is understood that these highways are subject to a current Deed of Dedication via a Section 38 agreement, to be dedicated as public highway.

Highway Safety

- 2.12 A review of collision data for the highways bounding the application site and nearby connecting junctions / carriageways has been undertaken covering the most recent five-year period available (01/08/2016 to 31/07/2021).
- 2.13 Collision data has been provided by Hampshire Constabulary alongside a plan showing the plotted locations of collisions within the search area, provided in **Appendix A**.
- 2.14 Examination of the collision data indicates that a total of 14 collisions were reported within the search area during this period, of which 9 were slight, 5 serious and none identified as fatal in severity.
- 2.15 **Table 2.1** shows all recorded collisions within the assessment area broken down by severity and year of occurrence.

Severity	2016	2017	2018	2019	2020	2021	Total
Fatal	-	-	-	-	-	-	0
Serious	-	3	-	-	2	-	5
Slight	1	3	-	3	2	-	9
Total	1	6	0	3	4	0	14

Table 2.1: All Recorded Collisions within Assessment Area / Period

Vulnerable Road Users

- 2.16 9 collisions (64%) involved vulnerable road users, consisting of 5 involving cyclists and 4 involving two-wheeled motor vehicles. No collisions involved pedestrians.

Fatal and Serious Collisions

- 2.17 Collisions classed as fatal and serious in severity are typically regarded to have greater significance than slight collisions, with local authority targets generally set to reduce killed and seriously injured (KSI) casualties.
- 2.18 A total of 5 serious collisions were recorded in the area and time period assessed, accounting for 36% of total recorded collisions.
- 2.19 No fatal collisions were recorded in the area over the time period assessed.

Baseline Factors

- 2.20 A review of road / traffic conditions was undertaken to identify potential correlation.
- 2.21 Road Conditions - In relation to road surface conditions 13 collisions (93%) occurred during dry conditions with remaining collision occurring in wet / damp road conditions. 71% of collisions occurred during hours of daylight with 29% during hours of darkness, although streetlighting was noted to be present and lit.
- 2.22 Date / Day / Time of Occurrence - No significant clustering of collisions was observed based upon months whilst in terms of the time of day that collisions occurred, analysis demonstrates:
- 0% of collisions occurred between 00:00 – 06:00
 - 28% of collisions occurred between 06:00 – 12:00
 - 36% of collisions occurred between 12:00 – 18:00
 - 36% of collisions 18:00 – 00:00
- 2.23 It is noted that 43% of collisions occurred during the evening between 17:00 – 20:00.

Collision Locations

- 2.24 A review of collision locations indicates the following:
- 5 collisions (1 serious / 4 slight) were recorded in the vicinity of the Concorde Club on Stoneham Lane / Stoneham Way. It is noted that all of these collisions occurred prior to the construction of the Concorde Roundabout as part of the NSP development in 2019, replacing the existing priority arrangement.
 - 3 collisions (2 serious / 1 slight) were recorded on Chestnut Avenue in the vicinity of The Cricketers Arms Public House, all of which involved rear shunts due to slowing traffic / traffic waiting to turn right.
 - 2 collisions, both serious in severity were recorded on Stoneham Lane running to the west of Eastleigh FC.
 - 2 collisions slight in severity were recorded at the Magpie Lane / Chestnut Avenue priority junction.
- 2.25 The remaining 2 collisions were slight in severity, occurring at access points off Stoneham Lane or Chestnut Avenue, with vehicle travelling behind rear shunting vehicle waiting to turn right into access point.

Collision Type

2.26 The recorded collisions can be summarised into the following collision types:

- Rear shunt – 6 collisions (43%)
- Poor manoeuvre – 2 collisions (14.25%)
- Failed to look properly – 2 collisions (14.25%)
- Failed to give way – 2 collisions (14.25%)
- Loss of control – 2 collisions (14.25%)

Causation Factors

2.27 The collision data provided included causation factors for each incident, with each collision potentially having a number of causation factors. The most common identified causation factors were:

- 'Failed to look properly' - cited within 57% of collisions as a causation factor, and within 50% of collisions as the primary (first) causation factor
- 'Failed to judge other person's path / speed' - cited within 43% of collisions although not as the primary (first) causation factor

2.28 1 collision was identified where causation factors directly related to the road layout, associated with a vehicle travelling along Stoneham Lane past Eastleigh FC swerving to avoid colliding with a vehicle exiting a side road and losing control, with the straight carriageway alignment potentially encouraging excessive vehicle speeds, although potential impairment from drugs / alcohol were also noted as additional factors.

Summary

2.29 In summary, it is considered that there are no existing highway safety patterns or concerns which indicate any inherent highway design problems that affect highway safety in the vicinity of the application site which would be exacerbated by the proposed development.

2.30 Additionally, as part of the wider NSP development various highway improvements on local junctions have been undertaken recently, which would result in material changes to the network where collisions have previously been recorded within the past 5 years.

Baseline Traffic Data

- 2.31 To assess the existing baseline traffic flows during the busiest shopping days / periods, a defined study area was developed to cover key junctions on the local highway network where proposals may result in a material change to traffic flows.

Traffic Surveys

- 2.32 Traffic surveys were undertaken by an independent traffic survey company (MHC Traffic) on Thursday 12th and Saturday 14th May 2022, with classified turning count surveys undertaken at the following junctions:
- Whieldon Way / Stoneham Lane priority junction;
 - Concorde Roundabout; and
 - Stoneham Lane / Highwood Avenue priority junction.
- 2.33 Traffic surveys covered the Thursday period 07:00 – 10:00 and 14:00 – 19:00, whilst the Saturday surveys covered the period 10:00 to 15:00. These are generally accepted as being the critical periods associated with development in terms of traffic impact on the adjacent highway network due to higher background traffic flows typically being observed at these times.
- 2.34 Analysis of the survey data indicates that the network peak hours occurred at approximately 08:00 – 09:00 and 17:00 – 18:00 on the weekday and 12:00 – 13:00 on Saturday.
- 2.35 A summary of the peak hour survey data is provided in **Appendix B** of this report.

Accessibility

- 2.36 Whilst it is recognised that a car will often be necessary for bulk food shopping trips, it is important that the store is accessible by non-car modes of transport for those without the use of a car, for customers undertaking smaller shopping trips and for staff regularly travelling to and from work. Therefore, an assessment of how the site can be accessed via non-car modes of travel has been undertaken.

Walking

- 2.37 Walking is the most important mode of travel at a local level as it offers the greatest potential to replace short car trips for journeys.
- 2.38 The Chartered Institute of Highways and Transportation document 'Planning for Walking', published in March 2015, indicates that people will typically only walk if their destination is less than a mile away, with a typical catchment of around 800m or a 10-minute walk time based on a comfortable walking pace of 80m per minute.

- 2.39 In relation to commuting trips, it is considered that staff may be willing to walk further than this (800m) but typically not more than 2km.
- 2.40 An 800m walk from the site includes the adjacent new build residential areas that form the NSP development, along with some of the residential areas bounding Chestnut Avenue. Southampton Airport Parkway rail station is located just beyond 800m to the south-east of the site.
- 2.41 Extending walking distances to 2km suggests that a large area of Eastleigh to the north and Swaythling to the south, including Swaythling rail station, is located within an appropriate walking distance of the site.
- 2.42 There is a footway along both sides of Highwood Avenue and a shared footway / cycleway on Stoneham Lane. Regularly spaced street lighting is provided along all routes along with uncontrolled pedestrian crossing points consisting of dropped kerbs at junctions and with central refuges at roundabouts. A Toucan crossing is provided across Stoneham Lane south of the Concorde Roundabout where the shared footway / cycleway ends. This provides a link towards an off-road footway / cycleway leading eastwards towards Southampton Airport Parkway station.
- 2.43 Within the NSP development, a series of connecting off-road pedestrian routes are provided.

Cycling

- 2.44 Cycling is seen as a viable alternative for journeys of up to 5km, equivalent to a 20-minute cycle time based on a speed of 10mph (16kph).
- 2.45 A 5km cycle distance suggests that all of Eastleigh and the majority of Chandler's Ford is likely to be accessible via cycle to the north, as well as Swaythling, Portswood and some of Southampton to the south.
- 2.46 As previously discussed, Stoneham Lane has a shared footway / cycleway which forms part of National Cycle Network Route 23 that runs from Reading to Southampton via Basingstoke, Alresford, Winchester and Eastleigh.
- 2.47 In addition, there is a network of quieter residential streets identified by Eastleigh Borough Council as having 'light' or 'very light' traffic that allow cyclists to travel around the local area whilst avoiding the busiest vehicular routes. There are a number of Toucan crossings provided on roads where traffic levels are higher.

Public Transport

- 2.48 There are bus stops provided on both sides of Stoneham Lane adjacent to the site and connected via the existing footway / cycleway provision. Both stops have poles with timetable information.
- 2.49 A summary of non-school services operating to / from the stops in the vicinity of the site are outlined in **Table 2.2**.

Service Number	Description / Route	Frequency		
		Mon – Fri	Sat	Sun & Bank Holidays
Bluestar 2	Southampton – Portswood – Eastleigh – Fair Oak	Every 15 minutes	Every 20 minutes	Every 30 minutes

Table 2.2: Bus services stopping in the vicinity of the site

- 2.50 **Table 2.2** indicates that the site benefits from a good level of daytime bus services to / from surrounding areas.
- 2.51 As previously discussed, the nearest railway station to the site is Southampton Airport Parkway, approximately 825m from the site and therefore easily accessible by both walking and cycling via an off-road path.
- 2.52 Southampton Airport Parkway station is on the South West Main Line with trains running between London Waterloo and Weymouth. Typical services include 2 trains per hour to London Waterloo via Winchester, Basingstoke, Woking and Clapham Junction, and 3 trains per hour to Bournemouth via Southampton Central.

Accessibility Summary

- 2.53 In summary, it is considered that the site benefits from good links to surrounding residential areas via active travel modes with footway / cycleways, Toucan crossing facilities and regularly spaced street lighting provided on the local highway.
- 2.54 The site also provides convenient access to frequent bus services serving residential areas in the vicinity of the site and further afield, in addition to connecting rail services at Southampton Airport Parkway.
- 2.55 Overall, it is considered that the application site is well located to promote and facilitate travel via sustainable modes.

3 Development Proposals

3.1 Development proposals seek to provide a 1,987sqm GIA Lidl foodstore, consisting of 1,210sqm of retail floor area (RFA), plus warehouse and ancillary floor space, including staff welfare facilities, offices and toilets.

3.2 The proposed site layout is provided in **Appendix C** and detailed herein.

Store Operation

3.3 The store opening hours are envisaged to be 07:00 - 22:00 Monday to Saturday including bank holidays, and 10:00 - 16:00 on Sundays.

3.4 The proposed foodstore will employ c.40 employees, who will occupy a combination of both part and full-time positions with numbers of staff onsite typically ranging from 3 to 10 at any one-time depending on the day / time of the week.

Access Arrangements

3.5 The development proposals will provide a new vehicle crossover arrangement from Whieldon Way to the west to give priority to pedestrians crossing the vehicular site access, with give-way / priority markings placed at the back of the footway to emphasise this priority.

3.6 The vehicle crossover arrangement would be utilised for all vehicles accessing the site: customers, staff and delivery vehicles.

3.7 2.4m x 25m vehicle visibility splays are achievable at the proposed site access, across land within the control of the developer, commensurate with requirements for a 20mph vehicle speed. This is considered appropriate based upon visibility splays previously assessed as part of the local centre S278 works and raised surface traffic calming feature in the immediate vicinity of the access.

3.8 The proposed access arrangement, including relevant geometry and visibility splays are illustrated in **Appendix D**.

3.9 As the current raised section of carriageway on Whieldon Way terminates midway across the proposed vehicle crossover, it is proposed that the existing raised carriageway is extended around 10m to the north, along the whole width of the proposed access and to provide a raised table crossing point between the remaining local centre to the west and a proposed 3m shared footway / cycleway along the western side of the foodstore.

- 3.10 As part of the extension of the raised section of carriageway on Whieldon Way and provision of a raised crossing point, a new section of 3m shared footway / cycleway will be provided on the eastern side of Whieldon Way connecting the crossing point and pedestrian / cycle links within the western local centre area.
- 3.11 The eastern shared footway / cycleway will link to a new cycle link running along the northern edge of the application site, running between Whieldon Way and Stoneham Lane to the east via a stair link with bicycle track. A further shared pedestrian / cycle route is provided along the eastern boundary of the building, forming a direct link between the store entrance and northern cycle link.
- 3.12 Whilst pedestrians approaching the site from the north would typically utilise the shared pedestrian / cycle route running along the eastern edge of the site to access the store entrance, a 2m wide footway is provided for pedestrians approaching from the west, with crossing facilities provided within the site where this route crosses the access to the store loading bay. Cyclists will also be able to utilise this route, although they would be expected to dismount and walk alongside their cycle when entering the site via this route or alternatively cycle on the internal carriageway.

Alternative Access Arrangements

- 3.13 Based upon the proposed store positioning and hence location of the associated car park etc it was considered infeasible to provide access to the application site along the eastern and southern site boundaries from a highway safety viewpoint due to the proximity of the Concorde Roundabout and required separation between access junctions, which were further compounded by significant level differences between Stoneham Lane and the application site along the eastern site perimeter.
- 3.14 Consequently, continuing to provide access to the application site from Whieldon Way was considered the most suitable and appropriate arrangement.

Existing Access Arrangement

- 3.15 As part of the development proposals it is envisaged that existing vehicular crossover access points to the application site from Whieldon Way would be removed and standard kerbs / footway reinstated.

Internal Arrangement

- 3.16 Within the site, internal carriageways provide sufficient aisle widths of greater than 6m to enable two-way vehicle flows and appropriate access to parking spaces.
- 3.17 Standard parking bay widths of 2.5m are provided to accommodate larger modern vehicles in addition to providing additional room for vehicle manoeuvring and for drivers / passengers when getting into / out of their vehicles. In relation to parking bay length dimensions, central aisle spaces are 5m in length whilst perimeter spaces are 4.7m in length, with landscaping strips bounding these periphery spaces allowing for an element of vehicle overhang to the front if necessary.
- 3.18 Proposed parent & toddler spaces would have an increased width of 3.6m whilst disabled spaces would consist of a 2.4m x 4.8m space and 1.2m hatched area to the sides and rear of each bay.

Parking

- 3.19 The proposed store will provide a total of 88 car parking spaces (1 space per 22.6sqm GFA), inclusive of 5 designated disabled, 8 parent & child and 2 Electric Vehicle (EV) charging spaces.
- 3.20 All disabled and parent & child parking spaces have been positioned so that they are close to the building entrance with convenient / level access and reducing the need to cross busier internal carriageways.
- 3.21 10 cycle spaces will be provided onsite in the form of 5 'Sheffield' stands located close to the store entrance primarily for use by customers. This location benefits from good natural surveillance, shelter from the elements and provides a safe location for cyclists to mount / dismount. In relation to long stay staff cycle parking provision, appropriate space is available within the store warehouse for staff to store cycles securely / safely if required.
- 3.22 A detailed assessment of parking provision associated with the proposals, specifically in relation to local parking standards and expected parking demand / capacity, is outlined within Section 6 of this report.

Delivery & Servicing

- 3.23 Lidl stores typically have only 2 - 3 HGV deliveries per day. The HGV delivers frozen, chilled and ambient goods, and transports waste and recycling on the return trip in order to reduce servicing / delivery trip numbers.
- 3.24 A dedicated loading bay will be provided within the site, to the west of the proposed store accommodating a single HGV. Given Lidl's operational requirements, with a maximum of one delivery vehicle onsite at any one time, this level of provision is considered appropriate to accommodate deliveries without causing problems for other site users.
- 3.25 Delivery vehicles access the site via the western site vehicular access before manoeuvring within the site to access the loading bay. This arrangement is considered appropriate due to a very low frequency of delivery vehicles and associated low vehicle speeds, with a speed limit of 10mph for delivery and servicing vehicles and the internal road arrangements also constraining vehicle speeds and suitable lighting provided within the car park to ensure good visibility.
- 3.26 The largest expected delivery / service vehicle would be a 16.5m articulated vehicle. Swept path analysis for an articulated delivery vehicle safely accessing the site, delivering to the loading bay and leaving the site in a forward gear is provided in **Appendix E**.

4 Trip Generation Assessment

- 4.1 A review of trip generation associated with the application site has been undertaken, with associated calculations and TRICS output data provided in **Appendix F**.

Consented Trip Generation

- 4.2 When considering the trip generation associated with any proposed development, it is also important to consider the trip generation associated with any existing or consented use.
- 4.3 To assess trip generation associated with the consented use of the application site the TA produced by Paul Basham Associates (PBA) dated February 2015 and submitted alongside the original outline application has been reviewed, with associated trip rates extracted from Appendix H of the document.
- 4.4 For robustness, as part of the PBA TA trip rates were applied for a local centre retail use to all floor space within Block A, which would be replaced by the Lidl foodstore. Associated trip rates have been extracted from the PBA TA for use within this assessment.
- 4.5 As part of the PBA TA no review of Saturday trip generation was undertaken, therefore for completeness local centre trip rates have been derived from the TRICS database for a Saturday utilising the same filtering criteria as applied in the PBA TA.

Proposed Trip Generation

- 4.6 To assess potential trip generation associated with the proposed Lidl foodstore, trip rates have been derived from the TRICS database.
- 4.7 The discount foodstore retail land use classification has been selected and the proposed unit GIA utilised for trip generation calculation purposes.
- 4.8 Available TRICS sites have been filtered to provide sites comparable to the application site - specifically those located in England, excluding Greater London and situated in edge of town locations and car ownership levels over 1 car per household.
- 4.9 2 closely comparable TRICS sites were identified where weekday and Saturday surveys were available.

Weekday Trip Generation

- 4.10 Weekday vehicular trip generation associated with the consented Block A use and the proposed foodstore is shown in **Table 4.1**, alongside predicted net change in trips.

	Consented Block A			Proposed Lidl			Net Change		
Time Period	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
06:00-07:00	19	19	38	0	0	0	-19	-19	-38
07:00-08:00	52	48	100	3	0	3	-49	-48	-97
08:00-09:00	64	61	125	37	27	64	-27	-34	-61
09:00-10:00	70	65	135	70	56	126	0	-9	-9
10:00-11:00	69	66	135	79	77	156	+10	+11	+21
11:00-12:00	66	67	133	92	91	183	+26	+24	+50
12:00-13:00	80	79	159	92	89	181	+12	+10	+22
13:00-14:00	71	71	142	90	97	187	+19	+26	+45
14:00-15:00	63	63	126	87	94	181	+24	+31	+55
15:00-16:00	66	69	135	93	91	184	+27	+22	+49
16:00-17:00	72	73	145	81	75	156	+9	+2	+11
17:00-18:00	73	75	148	83	78	161	+10	+3	+13
18:00-19:00	67	67	134	60	67	127	-7	0	-7
19:00-20:00	49	52	101	43	48	91	-6	-4	-10
20:00-21:00	32	36	68	32	39	71	0	+3	+3
21:00-22:00	40	42	82	0	11	11	-40	-31	-71
22:00-23:00	0	0	0	0	1	1	0	+1	+1
Daily	953	953	1906	942	941	1883	-11	-12	-23

Table 4.1: Vehicular Trip Generation – Weekday

- 4.11 **Table 4.1** indicates that the consented development is predicted to generate marginally more vehicular trips daily compared to the proposed development, although looking at the hourly trip generation indicates that the differing land uses result in different levels of trips throughout the day.
- 4.12 In relation to the identified key network peak periods, during the weekday morning peak (08:00 – 09:00) the proposed development is envisaged to generate 61 fewer vehicular trips (27 arrivals / 34 departures) compared to that consented, whilst during the weekday evening peak (17:00 – 18:00) the proposed development is envisaged to generate 13 additional vehicular trips compared to consented (10 arrivals / 3 departures).

- 4.13 At key school times, proposals are predicted to result in a net reduction at drop-off (08:30 – 09:00) and an increase at pick-up (15:00 – 15:30). It is noted though that it is envisaged that a large proportion of trips to the foodstore at school pick-up time would be cross visitation trips between these uses, resulting in minimal levels of actual ‘new’ trips to the site during this time. Additionally, it is noted that trips to / from the school undertaken on foot or via cycle would have priority over traffic accessing the Lidl foodstore due to the crossover access arrangement proposed.
- 4.14 Consequently, it is considered that vehicular trip generation associated with the proposed development at key network periods is fairly comparable to that already consented.

Saturday Trip Generation

- 4.15 Saturday vehicular trip generation associated with the consented Block A use and the proposed foodstore is shown in **Table 4.2**, alongside predicted net change in trips.

Time Period	Consented Block A			Proposed Lidl			Net Change		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
06:00-07:00	0	0	0	0	0	0	0	0	0
07:00-08:00	25	22	47	6	0	6	-19	-22	-41
08:00-09:00	55	41	96	38	27	65	-17	-14	-31
09:00-10:00	78	71	149	76	55	131	-2	-16	-18
10:00-11:00	92	97	189	90	84	174	-2	-13	-15
11:00-12:00	83	85	168	121	116	237	+38	+31	+69
12:00-13:00	72	80	152	109	123	232	+37	+43	+80
13:00-14:00	83	80	163	90	87	177	+7	+7	+14
14:00-15:00	86	81	167	93	87	180	+7	+6	+13
15:00-16:00	68	74	142	91	100	191	+23	+26	+49
16:00-17:00	72	73	145	98	100	198	+26	+27	+53
17:00-18:00	99	97	196	91	93	184	-8	-4	-12
18:00-19:00	88	94	182	51	64	115	-37	-30	-67
19:00-20:00	106	101	207	36	47	83	-70	-54	-124
20:00-21:00	63	73	136	14	18	32	-49	-55	-104
21:00-22:00	13	11	24	8	12	20	-5	+1	-4
22:00-23:00	0	0	0	0	0	0	0	0	0
Daily	1083	1080	2163	1012	1013	2025	-71	-67	-138

Table 4.2: Vehicular Trip Generation – Saturday

- 4.16 **Table 4.2** indicates that again the consented and proposed land uses for the application site are expected to generate fairly comparable levels of trip generation daily, albeit with the differing land uses between the consented and proposed developments resulting in differences in profile of trips throughout the day, with the consented use generating significantly more trips on a Saturday evening and proposed foodstore generating more trips during the daytime.
- 4.17 During the identified Saturday peak hour (12:00 – 13:00) the proposed Lidl development is envisaged to generate an additional 80 vehicular trips, 37 arrivals and 43 departures.

Multimodal Trip Generation

- 4.18 In relation to non-car modes of travel, whilst the consented and proposed developments are expected to result in varying levels of trips undertaken throughout the day via sustainable travel modes, current infrastructure and proposed improvements to facilitate travel via walking, cycling and public transport to the local centre and application site are considered appropriate to accommodate demand.

5 Highway Impact Assessment

- 5.1 A number of transport and highways matters have already been addressed through the determination of the NSP outline and reserved matters planning consents, including the impact of traffic associated with the approved local centre uses and wider residential development, with appropriate mitigation agreed to address any concerns.
- 5.2 Based upon the proposed development being predicted to result in 61 fewer vehicular movements (arrival or departure) during the weekday morning peak hour compared to the consented scheme and only 13 additional movements during the weekday evening network peak hour, it is considered that no detailed highway impact assessment is required due to a reduction or minimal net change in trips generation.
- 5.3 During the Saturday midday peak hour, the proposed development is expected to generate 80 additional vehicular movements compared to the consented scheme, consequently it is considered that the impact of the proposed development is investigated in further detail for this period.
- 5.4 Associated calculations referenced and detailed herein are provided in **Appendix G**.

Proposed Development Trip Assignment

- 5.5 It is important to acknowledge that a vast majority, if not all, of trips to foodstores are already on the local highway network. New foodstores provide an alternative destination for an existing trip, with customers generally utilising a new store if they either perceive it more convenient or economical than their usual food store.
- 5.6 Retail development trips can therefore be broken down into the following categories:
- **Primary Trips** – trips specifically undertaken to access a foodstore, typically being undertaken between the store and home, and can be broken down further as follows:
 - *Primary Transferred Trips* – trips already utilising local highways to access existing foodstore sites, with these customers changing their destination / routing to access the proposed foodstore upon opening.
 - *Primary New Trips* – trips undertaken to existing foodstore sites which do not currently utilise local highways but would do upon opening of the proposed foodstore.
 - **Secondary (Linked / Pass-by) Trips** – trips where a vehicle is already travelling past or in close proximity to the site as part of an existing journey e.g. commuting or leisure journey, with vehicles diverting from their existing journey to stop at the store before continuing on their onward journey.

- **Cross Visitation Trips** – trips undertaken to nearby / neighbouring uses where vehicle occupants would also access the proposed foodstore as part of this existing journey, hence extending their stay within the local area but not necessarily resulting in an additional trip to the site.

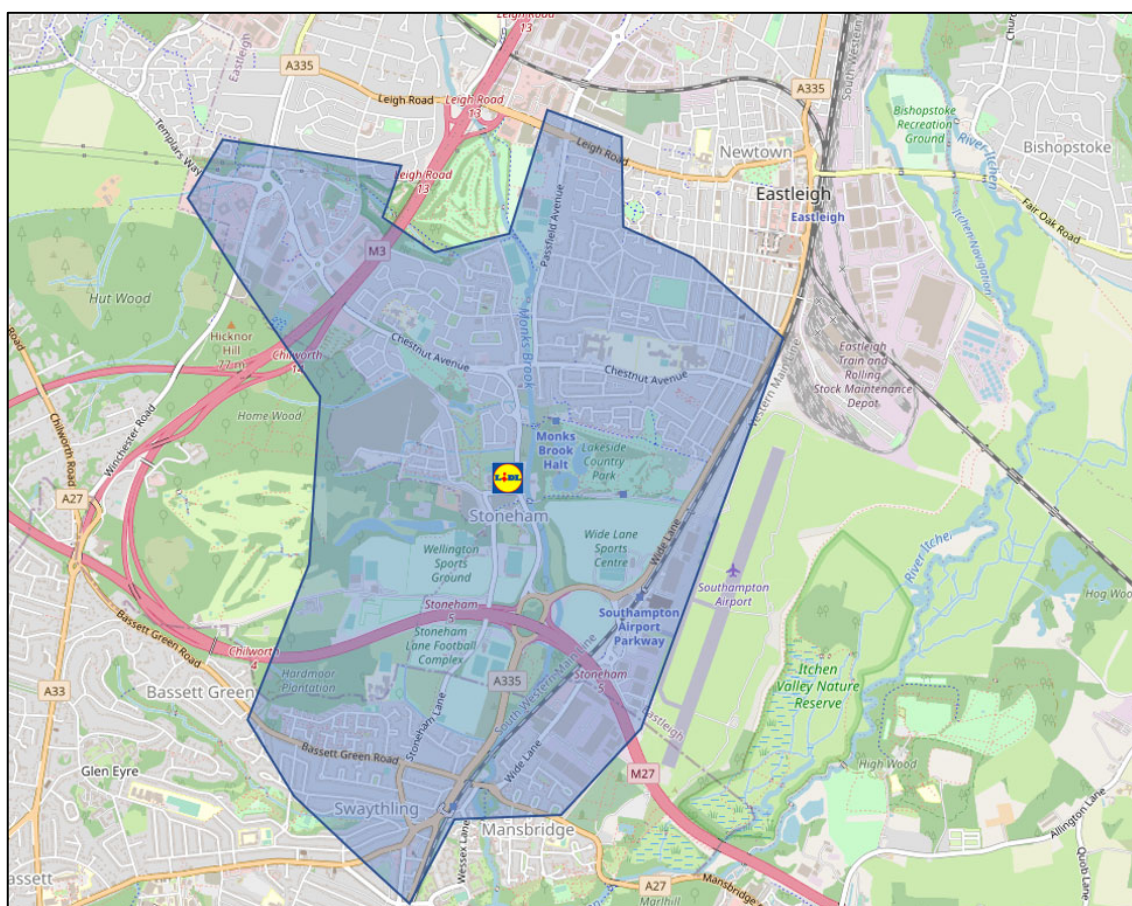
5.7 Consequently, vehicular trip generation associated with a new foodstore is generally different to the resulting level of additional vehicular trips utilising the local highway network, with the new foodstore predominantly resulting in changes in vehicle routing / turning proportions rather than a significant increase in traffic utilising the local highway network.

Secondary & Cross Visitation Trips

- 5.8 As noted within the PBA TA supporting the original outline application, a proportion of trips generated by the local centre uses will be pass-by trips, already on the local network during network peak periods.
- 5.9 To be consistent with the assumption outlined and agreed at the outline stage a 30% discount has been made for pass-by trips, which accounted for pass-by trips being reduced at weekends.
- 5.10 It is considered that due to the proximity of the application site to neighbouring local centre uses there is expected to be a proportion of cross visitation trips between these uses and hence a 30% discount is considered robust.

Primary Trips

- 5.11 The PBA TA supporting the original outline application, noted that around 20% of primary trips to the local centre retail uses would consist of internal trips associated with NSP residents, with the remaining 80% of primary trips being associated with customers originating off site.
- 5.12 Based upon a review of existing foodstore provision within the local area it is envisaged that the customer catchment area for the proposed Lidl store would be comparable to around a 5-minute drive time, shown in **Figure 5.1**.



Source: Map data © OpenStreetMap contributors, CC BY-SA; www.openstreetmap.org; www.creativecommons.org

Figure 5.1: Envisaged 5-minute Drive Time Catchment

- 5.13 Consequently, for the purpose of this assessment, primary trip assignment has focused on customer trade draw from residential areas located within this defined area.
- 5.14 A review of local resident population numbers indicates that trips to the site would be split fairly evenly between Eastleigh (52%) and Southampton (48%) residential areas.
- 5.15 It is noted that, residents located to the north would most likely currently access existing foodstores within Eastleigh whilst residents located in areas to the south would most likely currently access existing foodstores within Southampton. Consequently, trips to / from these offsite residential areas are unlikely to be primary transferred trips within the study area but rather primary new trips that are introduced into the study area.

Primary Trip Distribution

- 5.16 A review of the quickest / most convenient vehicular routes between primary customer catchment areas and the proposed Lidl store has been undertaken, to better understand routing of trips to the site and therefore predicted impact on local highways.

- 5.17 In relation to primary trips originating outside NSP:
- 52% are expected to be from / to the north via Stoneham Lane;
 - 37% are expected to be from / to the south via Stoneham Way / M27 Junction 5; and
 - 11% are expected to be from / to the south via Stoneham Lane past Eastleigh FC.
- 5.18 In relation to primary trips originating within NSP:
- 20% are expected to be from / to the north via Stoneham Lane; and
 - 80% are expected to be from / to the west via Highwood Avenue.

Primary Transferred Trips

- 5.19 It should be noted that in relation to existing food store shopping trips associated with NSP residents, these would likely already be present on the local highway network as part of journeys to access stores in Eastleigh or Southampton dependant on the resident's preferred choice.
- 5.20 Therefore, there is potential that a proportion of these trips would already be on the local highway network, with the proposed more convenient foodstore resulting in a transfer of these trips and resulting in a reduced drive time / travel distance. Nonetheless, for the purposes of this assessment no account has been made for transferred trips for robustness.

Proposed Development Trip Assignment & Distribution

- 5.21 Resulting assignment of the predicted net increase in vehicular trips associated with the proposed foodstore are shown in **Table 5.1**.

		Saturday Peak (12:00 – 13:00)		
Vehicular Trip Assignment	Proportion	Arrivals	Departures	Total
Secondary – Pass-by	30%	11	13	24
Primary New - North Stoneham Park	20%	7	9	16
Primary Transferred - North Stoneham Park	0%	0	0	0
Primary New - Off Site	50%	19	21	40

Table 5.1: Proposed Lidl Foodstore – Additional Vehicular Trip Assignment

- 5.22 **Table 5.1** indicates that the proposed development is expected to result in approximately 56 additional vehicular movements on the local highway network during the Saturday midday peak, associated with Primary new trips (NSP and Off Site).
- 5.23 Based upon consideration of routing of primary trips the predicted net change in traffic flows on local highway for the Saturday midday peak hour are summarised in **Table 5.2**.

Local Highway Link	Arrivals	Departures	Total
Stoneham Lane (North)	+11	+13	+24
Stoneham Way (South)	+7	+8	+15
Highwood Avenue	+6	+7	+13
Stoneham Lane (South)	+2	+2	+4

Table 5.2: Net Change in Traffic Movements on Local Highway Links

Local Highway Network Impact

- 5.24 In relation to the proposed development impact upon the operation of the nearby Concorde roundabout, the current development is envisaged to generate around 39 additional vehicular movements through the roundabout during the Saturday midday peak compared to that already consented.
- 5.25 It is noted that comparison of the weekday morning, evening and Saturday observed peak period traffic flows indicates that during the Saturday the roundabout has around 319 to 404 fewer vehicle movements through it compared to during the weekday peaks. This is equivalent to traffic utilising the roundabout being c. 14 – 18% less on a Saturday midday compared to weekday peaks.
- 5.26 It follows that should the effect of development traffic on the local highway network be considered acceptable during busier weekday peak periods then it would also be acceptable during other, less busy, periods of the week such as the Saturday midday peak.
- 5.27 In summary, the proposed development is not envisaged to result in a significant increase on any local highway links compared to that already consented, being within daily variations in traffic flows and therefore development proposals are not expected to have a material impact on the safety or operation of the local highway network.
- 5.28 Predicted impact on junctions located beyond those assessed is envisaged to be negligible due to a greater potential for additional development traffic to already be present on the wider highway network as part of their existing foodstore destination journey and development traffic further dispersing / diluting across the wider network.
- 5.29 Therefore, proposals are considered to accord with the principles set out within the National Planning Policy Framework which notes that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”* (NPPF paragraph 111).

Strategic Highway Network Impact

- 5.30 In relation to the net change in traffic utilising the Strategic Highway Network (SRN), namely the M27, whilst the proposed development is expected to generate around 15 additional trips during the Saturday peak hour travelling through the Stoneham Interchange compared to that consented, these trips are not envisaged to utilise the M27 but rather be to / from residential areas within Swaythling.
- 5.31 Consequently, based upon Saturday peak hour network flows typically being lower than that experienced during weekday peaks, the nominal increase in trips through the Stoneham Interchange is well within typical daily variations in traffic flows and minimal (if any) additional trips utilising the M27, the proposed development is envisaged to have no material impact upon the operation of the SRN.

6 Parking Assessment

- 6.1 Proposals provide 88 car parking spaces onsite to serve the Lidl foodstore, consisting of 73 standard, 5 disabled, 8 parent & child and 2 EV parking spaces.

Parking Provision

- 6.2 In relation to parking standards for non-residential developments, Eastleigh Borough Council guidance indicates that these remain the responsibility of HCC and are set out in the *Hampshire Parking Strategy and Standards* (2002).
- 6.3 In relation to food retail land uses, the HCC standards indicates that the maximum level of parking permitted is 1 space per 14sqm of covered area and a reduced provision of 1.5 spaces per 28sqm in highly accessible locations (75% of maximum permitted standard).
- 6.4 Based upon the proposed foodstore floor space (1,987sqm), local parking guidance indicates a maximum provision of 142 car parking spaces onsite with this maximum potentially reduced to 106 spaces for a store located in highly accessible location.
- 6.5 Based upon 88 parking spaces being proposed the store provides a parking ratio of 1 space per 22.6 sqm.

Operational Parking Demand

- 6.6 To assess predicted parking demand associated with the development proposals and hence the suitability of the proposed parking provision, the vehicular trip generation data outlined in Section 4 has been utilised to provide an indication of the parking accumulation throughout the day.
- 6.7 This methodology involves having a starting accumulation onsite to which the net change in vehicles onsite (arrivals minus departures) is added to give the starting accumulation for the next period. This process is applied throughout the day to provide a daily parking demand profile.
- 6.8 Based upon a review of dwell time data by Mayer Brown at numerous Lidl stores extracted from store ANPR systems, although each specific site is unique based upon local site-specific characteristics, the following characteristics have been observed:
- c.20 – 30% of vehicles are onsite for 15 minutes or less;
 - c.25 – 35% of vehicles are onsite for between 15 and 30 minutes;
 - c.30 – 40% of vehicles are onsite for between 30 and 45 minutes; and
 - Remaining vehicles are typically onsite for less than an hour.

- 6.9 To take account of varied dwell times hourly arrivals have been broken down equally into 15-minute intervals and portions of vehicle allocated to various dwell times in line with the above characteristics observed at other Lidl stores, namely:
- 25% of vehicles are onsite for 0 – 15 minutes;
 - 30% of vehicles are onsite for 15 – 30 minutes;
 - 35% of vehicles are onsite for 30 – 45 minutes; and
 - 10% of vehicles are onsite for 45 – 60 minutes.
- 6.10 To take account of staff, it has been assumed that all vehicles parked onsite prior to 08:00 are associated with staff and added at the start of the accumulation calculations.
- 6.11 Resulting parking assessment calculations are provided in **Appendix H**.
- 6.12 In summary, the parking assessments indicates that the proposed Lidl foodstore is predicted to have a peak parking demand of 55 spaces during the weekday and 80 spaces on a Saturday.
- 6.13 It is also noted that during key school drop-off and pick up times the foodstore car park is expected to have spare capacity to accommodate additional parking and alleviate an element of the parking pressures experienced in the local area at these times.
- 6.14 In conclusion, it is considered that the level of parking provision provided onsite (88 spaces) is appropriate to meet the operational requirements of the proposed Lidl store in order to mitigate against potential parking overspill onto the surrounding area and impacting on the operation of the local highway network.

Disabled Parking Provision

- 6.15 Local parking standards indicate that a minimum of 5% of total car parking provision should be allocated for disabled use. Based on 88 parking spaces being provided onsite, this equates to a requirement of at least 4 disabled spaces.
- 6.16 Proposals provide 5 disabled spaces onsite in addition to 8 further spaces allocated for parent & child use.

Electric Vehicle Parking Provision

- 6.17 Lidl's standard specification for new foodstore development is to install a 50kW DC rapid rate EV charging point onsite, providing capacity to charge 2 EVs at the same time. Lidl has partnered with POD Point to look after the supply, installation, maintenance and warranty of EV charging at its stores nationwide. Details in relation to the use of the EV charging and any restrictions will be appropriately detailed on signage displayed onsite or found online at www.pod-point.com.

Cycle Parking Provision

- 6.18 HCC cycle parking standards indicates that in relation to food retail land uses a minimum of 1 long stay 'staff' cycle space should be provided per 6 staff or 1 space per 300sqm (whichever greater) whilst 1 short stay 'customer' cycle stand (2 spaces) should be provided per 200sqm.
- 6.19 Based upon the proposed store GIA this equates to a minimum requirement of 10 short stay 'customer cycle stands (20 cycle spaces) and 7 long stay 'staff' cycle spaces.
- 6.20 It is noted that the HCC standards do not take into account the significant difference between differing food retail uses, such as convenience stores, supermarkets and discount foodstores, with each of these having differing operational characteristics and associated customer base requirements.
- 6.21 In relation to short stay 'customer' cycle parking provision, a review of TRICS vehicular trip generation data (detailed in Section 4 of this report) provides specific trip rates for cycles, indicating a predicted maximum demand for 5 cycle spaces at any one time based on predicted cycle arrival / departure trips. Associated calculations are shown in **Appendix H**.
- 6.22 Consequently, whilst proposals provide 10 sheltered short stay cycle spaces to serve the Lidl foodstore, this level of provision for customers is considered appropriate based upon expected demand and allows for spare capacity to cater for future growth.
- 6.23 This level of provision is also in line with LTN 1/20 'Cycle Infrastructure Design', which indicates that for retail uses over 1,000sqm that a minimum of 1 short stay 'customer' space should be provide per 250sqm, equivalent to a minimum of 8 short stay spaces being provided at the proposed Lidl foodstore.
- 6.24 In relation to long stay 'staff' cycle parking provision, as previously noted, the number of staff onsite typically ranges from 3 to 10 at any one-time and local method of travel to work 2011 census data indicates that less than 5% of workers would typically cycle, hence demand is expected to be nearer 1 – 2 cycles at any one time. Appropriate space is available within the store warehouse for staff to store cycles securely / safely if required.

7 Summary & Conclusions

7.1 Mayer Brown Ltd has prepared this Transport Assessment on behalf of Lidl Great Britain Limited in relation to a planning application for construction of a new foodstore within part of the North Stoneham Park local centre.

7.2 This Transport Assessment demonstrates that:

- Development proposals aim to provide a 1,987 sqm Lidl foodstore with vehicular access provided from Whieldon Way to the west and pedestrian / cycle links provided to the adjacent highway network and remaining local centre uses.
- The proposed Lidl foodstore would replace the currently consented local centre Block A uses, including convenience store, retail units, café and private gym.
- The site is accessible via sustainable modes of travel, with infrastructure to facilitate pedestrian and cycle movements between the application site and remaining local centre / nearby residential areas, in addition to convenient access being provided to frequent public transport services.
- No existing highway safety patterns or concerns have been highlighted which could indicate any inherent highway design problems that affect highway safety in the vicinity of the application site.
- Proposals are not predicted to have a significant material impact on the operation or safety of the local highway network, compared to that already assessed and considered as part of the consented development.
- Parking provision is considered appropriate to accommodate expected demand.

7.3 Considering the above and preceding assessment, it is reasonable to conclude that the development proposals are fully acceptable in transport planning terms and do not generate any significant impact to the local transport network. Therefore, the development proposals accord with the principles of sustainable development set out within the National Planning Policy Framework.

APPENDIX A: Collision Data

PROJECT Lid Stoneham

FROM 01 August 2016

TO 31 July 2021

PROVIDED BY Hampshire Police

ACCIDENT SEVERITY

	SLIGHT
	SERIOUS
	FATAL

MB Acc No	Ref	Severity	Date	Month	Year	Time	Dark / Light	Wet / Dry	Road User	Location	Location Detail	Accident Type	Brief Description	Causation Factor 1st	Causation Factor 2nd	Causation Factor 3rd	Causation Factor 4th
1	180455477	Slight	03/12/2016	Dec	2016	11:08	Light	Dry	MV	Stoneham Ln (N)	80m S of Chestnut Ave Rndt	Rear shunt	V2 collides with rear of stationary V1. V3 collides with rear of V2.	Driver using mobile phone (V2)	Failed to judge other persons path or speed (V2)	Failed to judge other persons path or speed (V3)	
2	44170051954	Slight	09/02/2017	Feb	2017	17:45	Dark	Dry	M/C	Stoneham Way	70m S of Concorde Rndt	Loss of control	V1 (MC) accelerated too quickly, causing skid / fall	Loss of control (V1)			
3	44170219901	Slight	10/06/2017	Jun	2017	13:13	Light	Dry	M/C	Concorde Rndt	Concorde Club Access (old priority layout)	Failed to Look properly	V2 turned right into Concord Club, colliding with MC filtering through traffic	Failed to look properly (V2)	Failed to judge other persons path or speed (V1)		
4	44170294779	Serious	31/07/2017	Jul	2017	18:20	Light	Dry	MV	Chestnut Ave (W)	near Cricketers Arms PH	Rear shunt	V2 rear shunt into stationary V1	Dazzling sun (V2)	Failed to look properly (V2)		
5	44170346177	Serious	06/09/2017	Sep	2017	19:30	Dark	Dry	M/C	Stoneham Way	25m S of Concorde Rndt (old priority layout)	Rear shunt	V2 (MC) travelling S failed to slow in time, colliding with rear of V1(MC)	Failed to look properly (V2)			
6	44170381924	Slight	02/10/2017	Oct	2017	15:00	Light	Dry	P/C	Stoneham Way	45m S of Concorde Rndt (old priority layout)	Failed to give way	V1 failed to stop at red light, colliding with PC crossing	Failed to look properly (V1)			
7	44170391203	Serious	09/10/2017	Oct	2017	09:52	Light	Dry	M/C	Stoneham Ln (S)	near St Nicholas Church	Rear shunt	V1 (MC) collided with rear of stationary V2	Careless / reckless / in a hurry (V1)			
8	44190071509	Slight	28/02/2019	Feb	2019	07:19	Light	Dry	P/C	Stoneham Ln (N)	50m N of Concorde Rndt	Poor Manoeuvre	V2 travelling to close caught rear wheel of PC, causing rider to hit kerb	Failed to look properly (V2)			
9	44190355093	Slight	19/09/2019	Sep	2019	16:06	Light	Dry	MV	Chestnut Ave(W)	near Cricketers Arms PH	Rear shunt	V3 waiting to turn right, V2 slowed but V1 rear shunted V2, V2 shunted V3.	Failed to look properly (V1)	Loss of control (V1)		
10	44190359487	Slight	08/10/2019	Oct	2019	08:48	Light	Wet	MV	Maggie Ln / Chestnut Ave Junction	Maggie LaneChestnut Avenue T-junction	Failed to give way	V1 failed to give way when turning right	Failed to look properly (V1)	Failed to judge other persons path or speed (V1)		
11	44200027064	Slight	22/01/2020	Jan	2020	19:02	Dark	Dry	P/C	Maggie Ln / Chestnut Ave Junction	Maggie LaneChestnut Avenue T-junction	Poor Manoeuvre	V1 turned right into Maggie Lane, cutting corner and colliding with PC	Poor manoeuvre (V1)			
12	44200092630	Serious	11/03/2020	Mar	2020	17:29	Light	Dry	P/C	Chestnut Ave (W)	near Cricketers Arms PH	Rear shunt	V1 (PC) failed to stop in time, colliding with rear of V2	Defective brakes (V1)	Failed to judge other persons path or speed (V1)		
13	44200097236	Slight	14/03/2020	Mar	2020	21:45	Dark	Dry	P/C	Chestnut Ave (E)	30m E of Chestnut Ave Rndt	Failed to Look properly	V1 turned right as V2 is overtaking V1 causing V2 to fall off their bicycle	Failed to look properly (V1)	Failed to judge other persons path or speed (V2)		
14	44200264506	Serious	16/07/2020	Jul	2020	19:49	Light	Dry	MV	Stoneham Ln (S)	300m south of Stoneham LaneHighwood Avenue T-junction	Loss of control	V1 swerved to avoid V2 pulling out onto road, V1 lost control	Road layout (V1)	Exceeding speed limit (V1)	Impaired by alcohol (V1)	Impaired by drugs (V1)

PERSONAL INJURY ACCIDENT ANALYSIS

Collisions occurring in the vicinity of Lidl Stoneham
Data provided by Hampshire Police

Total No of collisions in search area **14**

01/08/16 to 31/07/21

SEVERITY

Fatal	0	0%
Serious	5	36%
Slight	9	64%

ROAD SURFACE

Dry	13	93%
Wet	1	7%
Frost/Ice	0	0%

LIGHTING CONDITIONS

Dark	4	29%
Light	10	71%

MOST VULNERABLE ROAD USER INVOLVED

Pedestrian	0	0%
Motorcycle	4	29%
Pedal cycle	5	36%
Motor Vehicle	5	36%

MONTH OF ACCIDENT

January	1	7%
February	2	14%
March	2	14%
April	0	0%
May	0	0%
June	1	7%
July	2	14%
August	0	0%
September	2	14%
October	3	21%
November	0	0%
December	1	7%

YEAR OF ACCIDENT

2016	1	7%
2017	6	43%
2018	0	0%
2019	3	21%
2020	4	29%
2021	0	0%

TIME OF ACCIDENT

00:00	0	0%
01:00	0	0%
02:00	0	0%
03:00	0	0%
04:00	0	0%
05:00	0	0%
06:00	0	0%
07:00	1	7%
08:00	1	7%
09:00	1	7%
10:00	0	0%
11:00	1	7%
12:00	0	0%
13:00	1	7%
14:00	0	0%
15:00	1	7%
16:00	1	7%
17:00	2	14%
18:00	2	14%
19:00	2	14%
20:00	0	0%
21:00	1	7%
22:00	0	0%
23:00	0	0%

ACCIDENT TYPE

Rear Shunt	6	43%
Poor Manouvere	2	14%
Failed to Look Properly	2	14%
Failed to Give Way	2	14%
Loss of Control	2	14%

CAUSATION FACTORS

	1st	2nd	3rd	4th	5th
Failed to judge other persons path or speed	0	5	1	0	0
Failed to look properly	7	1	0	0	0
Driver Using Mobile Phone	1	0	0	0	0
Dazzling Sun	1	0	0	0	0
Defective Brakes	1	0	0	0	0
Careless / Reckless / In a hurry	1	0	0	0	0
Poor manouvere	1	0	0	0	0
Loss of control	1	1	0	0	0
Road Layout	1	0	0	0	0
Exceeding speed limit	0	1	0	0	0
Impaired by Alcohol	0	0	0	1	0
Impaired by Drugs	0	0	1	0	0
Illness or disability, mental or physical	0	0	0	0	0
Other Factor	0	0	0	0	0

No Factor Referenced	0	0	0	0	0
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Total 14 8 2 1 0



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Hampshire Police
Licence No. 01021C 2022
Stoneham

SCALE	1 : 5000
DATE	31/05/2022
DRAWING No.	
DRAWN BY	

Accidents between dates **01/08/2016** **and** **31/07/2021** (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
Stoneham 063")

Selected Polygon:SJ Stoneham 063

Accidents between dates 01/08/2016 and 31/07/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
Stoneham 063")

160455477 03/12/2016 Time 1108 Vehicles 3 Casualties 1 Slight
E:444196 N: 118057 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Driver using mobile phone	Vehicle 2	Possible	
2nd: Failed to judge other persons path or speed	Vehicle 2	Possible	
3rd: Failed to judge other persons path or speed	Vehicle 3		
4th:			
5th:			
6th:			

VEH 2 (VAN) TRAVELLING NW ALONG STONEHAM LANE COLLIDES WITH THE REAR OF VEH 1 (CAR)
STATIONARY DUE TO VEH IN FRONT PERFORMING U-TURN. VEH 3 (CAR) TRAVELLING BEHIND VEH 2
COLLIDES WITH REAR.

Occurred on STONEHAM LANE OUTSIDE OF KINGDOM HALL, EASTLEIGH, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from S to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 44 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from S to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 26 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/08/2016 and 31/07/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
Stoneham 063")

Notes:

Vehicle Reference 3 Car Going ahead other
Vehicle movement from S to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Negative
Left hand drive: No

44170051954 09/02/2017 Time 1745 Vehicles 1 Casualties 1 Slight
E:444256 N: 117450 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING E OUT OF STONEHAM GATE TURNED RIGHT ONTO A335 STONEHAM LANE
AND ACCELERATED TOO QUICKLY CAUSING VEH TO SKID AND RIDER TO FALL OFF.

Occurred on STONEHAM LANE AT JUNCTION WITH STONEHAM GATE, EASTLEIGH, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from W to S No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 59 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/08/2016 and 31/07/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
Stoneham 063")

Notes:

44170219901 10/06/2017 Time 1313 Vehicles 2 Casualties 1 Slight
E:444224 N: 117552 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING N ALONG STONEHAM LANE FILTERING THROUGH TRAFFIC IN THE
MIDDLE OF THE ROAD WHEN VEH 2 (CAR) TRAVELLING IN THE SAME DIRECTION HAS TURNED RIGHT
INTO CONCORDE CLUB AND COLLIDES, CAUSING THE RIDER TO BE KNOCKED OFF.

Occurred on STONEHAM LANE AT JUNCTION WITH CONCORD CLUB CAR PARK, EASTLEIGH, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 31 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning right
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 54 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/08/2016 and 31/07/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
Stoneham 063")

Notes:

44170294779 31/07/2017 Time 1820 Vehicles 2 Casualties 3 Serious
E:444037 N: 118146 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 2	Very Likely
2nd:	Failed to look properly	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING W ALONG CHESTNUT AVENUE FAILS TO STOP IN TIME AND COLLIDES WITH
THE REAR OF VEH 1 (CAR) STATIONARY WAITING FOR THE VEH IN FRONT TO TURN RIGHT INTO
CHESTNUT AVENUE

Occurred on CHESTNUT AVENUE AT JUNCTION WITH CHESTNUT AVENUE, EASTLEIGH, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 47 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 1 Age: 13 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Casualty Reference: 3 Vehicle: 1 Age: 14 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Back seat

Accidents between dates **01/08/2016 and 31/07/2021** (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("SJ
 Stoneham 063")

Vehicle Reference	2	Car	Going ahead other
Vehicle movement from	E	to W	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Jct Approach		No skidding, jack-knifing or overturning
Hit object in road	None		First impact Front
Did not leave carr			Off road: None
Not hit and run			Hit vehicle:
			Age of Driver 71 Female
	Breath test	Negative	
			Left hand drive: No

Casualty Reference:	1	Vehicle:	2	Age:	71	Female	Driver/rider	Severity:	Serious
Not a pupil									
Seatbelt	Not Applicable			Cycle helmet:	Not a cyclist				

Accidents between dates 01/08/2016 and 31/07/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
Stoneham 063")

Notes:

44170346177 06/09/2017 Time 1930 Vehicles 2 Casualties 1 Serious
E:444235 N: 117513 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 2	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 (M/CYCLE) TRAVELLING S ALONG STONEHAM LANE FAILS TO SLOW IN TIME AND COLLIDED
WITH REAR OF VEH 1 (M/CYCLE) SLOWING IN FRONT FOR JUNCTION.
Occurred on STONEHAM LANE AT JUNCTION WITH STONEHAM LANE, EASTLEIGH, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Stopping
Vehicle movement from N to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Stopping
Vehicle movement from N to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 18 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/08/2016 and 31/07/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
Stoneham 063")

Notes:

44170381924 02/10/2017 Time 1500 Vehicles 2 Casualties 1 Slight
E:444241 N: 117501 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S ALONG STONEHAM LANE SLOWED FOR RED LIGHT HOWEVER THEN WENT THROUGH THEM, KNOCKING VEH 2 (P/CYCLE) TRAVELLING NE ACROSS STONEHAM LANE FROM HER BIKE.

Occurred on STONEHAM LANE AT JUNCTION WITH STONEHAM LANE, EASTLEIGH, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 32 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Accidents between dates **01/08/2016** and **31/07/2021** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
Stoneham 063")

Notes:

44170391203 09/10/2017 Time 0952 Vehicles 2 Casualties 1 Serious
E:444099 N: 117313 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Careless/Reckless/In a hurry	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING N ALONG STONEHAM LANE FAILS TO SLOW AND STOP IN TIME AND COLLIDES WITH THE REAR OF VEH 2 (CAR) STATIONARY IN FRONT.

Occurred on STONEHAM LANE OUTSIDE ST NICHOLAS CHURCH, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 17 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 44 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/08/2016 and 31/07/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
Stoneham 063")

44190071509 28/02/2019 Time 0719 Vehicles 2 Casualties 1 Slight
E:444218 N: 117608 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH1 (P/CYCLE) TRAVELLING N ALONG STONEHAM LANE. VEH2 (CAR) TRAVELLING BEHIND GOT TO
CLOSE AND STRUCK VEH1 ON THE REAR WHEEL, CAUSING IT TO HIT THE KERB.
Occurred on STONEHAM LANE, OUTSIDE THE CONCORDE CLUB, EASTLEIGH, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road Kerb Off road: None
Did not leave carr Age of Driver 28 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 28 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/08/2016 and 31/07/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
Stoneham 063")

Notes:

44190335093 19/09/2019 Time 1606 Vehicles 3 Casualties 3 Slight
E:444035 N: 118146 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W LONG CHESTNUT AVENUE FAILS TO NOTICE SLOWING TRAFFIC AND
COLLIDES INTO REAR OF VEH 2 (CAR) IN FRONT SHUNTING IT FORWARD INTO VEH 3 (CAR) WAITING TO
TURN RIGHT INTO CHESTNUT AVENUE EVEN NOS 208-246 SERVICE ROAD

Occurred on CHESTNUT AVENUE OPPOSITE THE CRICKETERS ARMS PUBLIC HOUSE AT JUNCTION WITH
SERVICE ROAD TO EVEN NOS 208-246, CHANDLERS FORD, EASTLEIGH, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 39 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 40 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/08/2016 and 31/07/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
Stoneham 063")

Vehicle Reference	3	Car	Waiting to turn right
Vehicle movement from	E	to W	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Mid Junction - on roundabout or r	First impact	No skidding, jack-knifing or overturning
Hit object in road	None	Off road:	Back
Did not leave carr			Hit vehicle:
Not hit and run	Breath test	Driver not contacted	Age of Driver 31 Female
		Left hand drive:	No

Casualty Reference:	3	Vehicle:	3	Age:	31	Female	Driver/rider	Severity:	Slight
Not a pupil									
Seatbelt	Not Applicable		Cycle helmet:	Not a cyclist					

Accidents between dates **01/08/2016** and **31/07/2021** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
Stoneham 063")

Notes:

44190359487 08/10/2019 Time 0846 Vehicles 2 Casualties 1 Slight
E:444220 N: 118175 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING S ALONG MAGPIE LANE PULLED ONTO CHESTNUT AVENUE WITHOUT GIVING
WAY TO VEH2 (CAR) TRAVELLING E ALONG CHESTNUT AVENUE.

Occurred on CHESTNUT AVENUE AT JUNCTION WITH MAGPIE LANE, CHANDLERS FORD, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from N to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 46 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/08/2016 and 31/07/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
Stoneham 063")

Notes:

44200027064 22/01/2020 Time 1802 Vehicles 2 Casualties 1 Slight
E:444217 N: 118180 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor turn or manoeuvre	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING W ALONG CHESNUT AVENUE TURNS RIGHT INTO MAGPIE LANE BUT CUTS THE CORNER AND COLLIDES WITH VEH2 (P/CYCLE) TRAVELLING S ALONG MAGPIE LANE, CAUSING THE RIDER TO FALL OFF.

Occurred on MAGPIE LANE AT JUNCTION WITH CHESNUT AVENUE, EASTLEIGH, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Stopping
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 41 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates **01/08/2016** and **31/07/2021** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
Stoneham 063")

Notes:

44200092632 11/03/2020 Time 1729 Vehicles 2 Casualties 1 Serious
E:444011 N: 118148 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Defective brakes	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) TRAVELLING E ALONG CHESTNUT AVENUE IN HEAVY TRAFFIC HAS FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 2 (CAR) TRAVELLING E ALONG CHESTNUT AVENUE.

Occurred on CHESTNUT AVENUE, OUTSIDE THE CRICKETERS ARMS PUBLIC HOUSE, EASTLEIGH, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Stopping
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 30 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Taxi/Private hire car Stopping
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Male
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates 01/08/2016 and 31/07/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
Stoneham 063")

Notes:

44200097226 14/03/2020 Time 2145 Vehicles 2 Casualties 1 Slight
E:444173 N: 118162 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd: Failed to judge other persons path or speed	Vehicle 2	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) EXITS THE RBT TRAVELLING E ALONG CHESTNUT AVENUE AND IMMEDIATELY SLOWS TO
TURN RIGHT INTO THE UN-NAMED SIDE ROAD AT THE SAME TIME AS VEH2 (P/CYCLE) ALSO
TRAVELLING E GOES TO OVERTAKE VEH1 AS IT TURNS, KNOCKING THE RIDER OFF.

Occurred on CHESTNUT AVENUE AT JUNCTION WITH CHESTNUT AVENUE SIDE-ROAD, EASTLEIGH,
HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from W to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Overtaking moving vehicle O/S
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 23 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/08/2016 and 31/07/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("SJ
Stoneham 063")

Notes:

44200264508 16/07/2020 Time 1949 Vehicles 2 Casualties 1 Serious
E:444105 N: 117223 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Road layout (eg bend, hill etc.)	Vehicle 1	Very Likely
2nd:	Exceeding speed limit	Vehicle 1	Very Likely
3rd:	Impaired by alcohol	Vehicle 1	Very Likely
4th:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely
5th:			
6th:			

VEH 1 (VAN) TRAVELLING S ALONG STONEHAM LANE IT IS BELIEVE AT SPEED SWERVES TO AVOID VEH 2 (CAR) PULLING OUT OF EASTLEIGH FOOTBALL CLUB CAUSING VEH 1 TO LEAVE THE CARRIAGEWAY TO THE NEARSIDE CRASHING THROUGH A BT POLE AND INTO A DITCH.

Occurred on STONEHAM LANE AT JUNCTION WITH EASTLEIGH FOOTBALL CLUB, EASTLEIGH, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: Entered ditch
Nearside Age of Driver 41 Male
Not hit and run Breath test Positive
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 41 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates **01/08/2016 and 31/07/2021** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("SJ
 Stoneham 063")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	2	3	5
2-wheeled motor vehicles	0	2	2	4
Pedal cycles	0	1	4	5
Horses & other	0	0	0	0
Total	0	5	9	14

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	2	5	7
Passenger	0	0	2	2
Motorcycle rider	0	2	2	4
Cyclist	0	1	4	5
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	5	13	18

APPENDIX B: Traffic Survey Peak Flows

PEAK HOUR CALCULATION

JUNCTION A Stoneham Lane Roundabout

JUNCTION B Local Centre Access

JUNCTION C Highwood Ave / Stoneham Lane

WEEKDAY AM				
	A	B	C	COMBINED
07:00 - 08:00	2025	370	262	2747
08:00 - 09:00	2223	585	538	3334
09:00 - 10:00	1407	313	298	2018
PEAK				3334

WEEKDAY PM				
	A	B	C	
14:00 - 15:00	1829	387	373	2589
15:00 - 16:00	1726	458	433	2617
16:00 - 17:00	2223	487	477	3184
17:00 - 18:00	2295	580	534	3409
18:00 - 19:00	1773	498	483	2752
PEAK				3409

SATURDAY				
	A	B	C	COMBINED
10:00 - 11:00	1836	419	398	2653
11:00 - 12:00	1913	442	436	2794
12:00 - 13:00	1963	486	485	2934
13:00 - 14:00	1763	445	483	2691
14:00 - 15:00	1502	347	354	2203
PEAK				2885

08:00 - 09:00

17:00 - 18:00

12:00 - 13:00

OBSERVED TRAFFIC SURVEY FLOWS

WEEKDAY AM PEAK

08:00 - 09:00

TOTAL VEHICLES						
Junction A	A	B	C	D	Total	
STONEHAM LANE (W)	A	0	13	804	172	989
LOCAL ACCESS	B	0	0	2	1	3
LOCAL ROAD (S)	C	894	11	3	52	960
STONEHAM LANE (W)	D	243	0	86	0	329
Total		1077	24	895	225	2221

TOTAL VEHICLES					
Junction B	A	B	C	Total	
STONEHAM LANE (W)	A	0	18	263	281
LOCAL CENTRE	B	9	0	47	56
STONEHAM LANE (S)	C	178	50	0	228
Total		187	68	330	585

TOTAL VEHICLES					
Junction C		A	B	C	Total
STONEHAM LANE (E)	A	0	153	34	187
STONEHAM LANE (S)	B	191	0	16	207
HIGHWOOD AVE	C	111	13	0	124
	Total	302	166	50	518

HGV (OVU) + OVU2 + BUS					
	A	B	C	D	Total
A	0	0	28	10	38
B	0	0	0	0	0
C	21	0	0	3	24
D	12	0	9	0	21
Total	33	0	37	13	83

3.7%

HGV (OVU) + OVU2 + BUS				
	A	B	C	Total
A	0	1	20	21
B	0	0	1	1
C	12	1	0	13
Total	12	2	21	35

6.0%

HGV (OVU) + OVU2 + BUS				
	A	B	C	Total
A	0	4	8	12
B	11	0	0	11
C	10	0	0	10
Total	21	4	8	33

6.4%

WEEKDAY PM PEAK

17:00 - 18:00

TOTAL VEHICLES						
Junction A	A	B	C	D	Total	
STONEHAM LANE (W)	A	0	5	987	209	1211
LOCAL ACCESS	B	7	0	13	0	20
LOCAL ROAD (S)	C	732	8	5	111	856
STONEHAM LANE (W)	D	187	1	51	0	239
Total		906	14	1056	320	2396

TOTAL VEHICLES					
Junction B	A	B	C	Total	
STONEHAM LANE (W)	A	0	10	186	196
LOCAL CENTRE	B	11	0	22	33
STONEHAM LANE (S)	C	287	34	0	321
Total		298	44	218	560

TOTAL VEHICLES					
Junction C	A	B	C	Total	
STONEHAM LANE (E)	A	0	208	88	296
STONEHAM LANE (S)	B	136	0	17	153
HIGHWOOD AVE	C	70	15	0	85
	Total	206	223	105	534

HGV (OVU) + OVU2 + BUS					
	A	B	C	D	Total
A	0	0	4	3	7
B	0	0	0	0	0
C	2	0	0	0	2
D	3	0	0	0	3
Total	5	0	4	3	12

0.5%

HGV (OVU) + OVU2 + BUS				
	A	B	C	Total
A	0	0	3	3
B	0	0	0	0
C	3	0	0	3
Total	3	0	3	6

1.1%

HGV (OVU) + OVU2 + BUS				
	A	B	C	Total
A	0	3	0	3
B	3	0	0	3
C	0	0	0	0
Total	3	3	0	6

1.1%

SATURDAY PEAK

12:00 - 13:00

TOTAL VEHICLES						
Junction A	A	B	C	D	Total	
STONEHAM LANE (W)	A	0	3	806	141	950
LOCAL ACCESS	B	3	0	6	1	10
LOCAL ROAD (S)	C	580	6	7	87	680
STONEHAM LANE (W)	D	185	3	92	0	280
Total		748	12	913	229	1902

TOTAL VEHICLES					
Junction B	A	B	C	Total	
STONEHAM LANE (W)	A	0	5	242	247
LOCAL CENTRE	B	2	0	20	22
STONEHAM LANE (S)	C	212	17	0	229
Total		214	22	262	498

TOTAL VEHICLES					
Junction C		A	B	C	Total
STONEHAM LANE (E)	A	0	134	81	215
STONEHAM LANE (S)	B	179	0	12	191
HIGHWOOD AVE	C	70	9	0	79
	Total	249	143	93	485

HGV (OVU) + OVU2 + BUS					
	A	B	C	D	Total
A	0	0	3	3	6
B	0	0	0	0	0
C	3	0	0	1	4
D	3	0	0	0	3
Total	6	0	3	4	13

0.7%

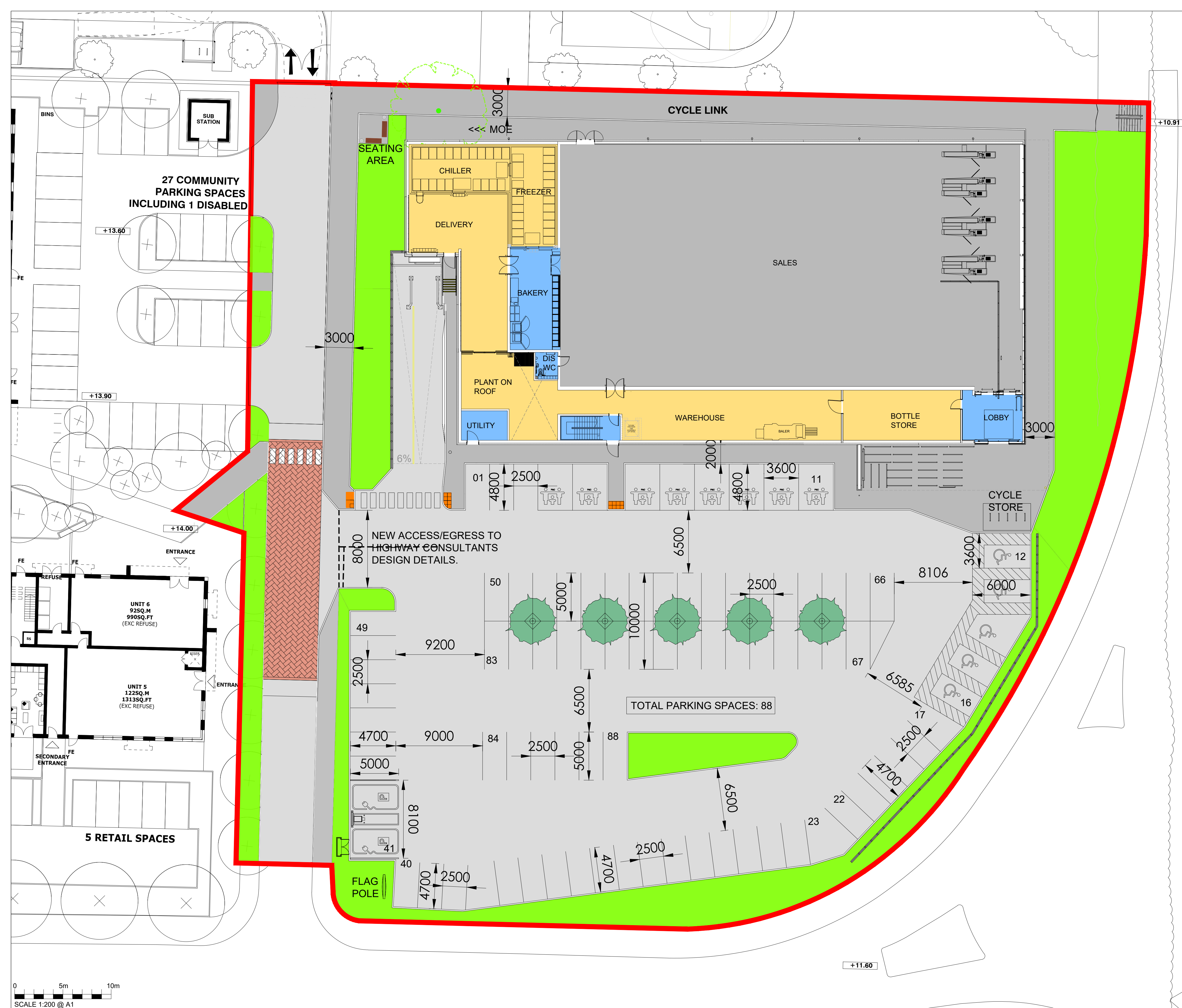
HGV (OVU) + OVU2 + BUS				
	A	B	C	Total
A	0	0	3	3
B	0	0	0	0
C	4	0	0	4
Total	4	0	3	7

1.4%

HGV (OVU) + OVU2 + BUS				
	A	B	C	Total
A	0	4	0	4
B	3	0	0	3
C	0	0	0	0
Total	3	4	0	7

1.4%

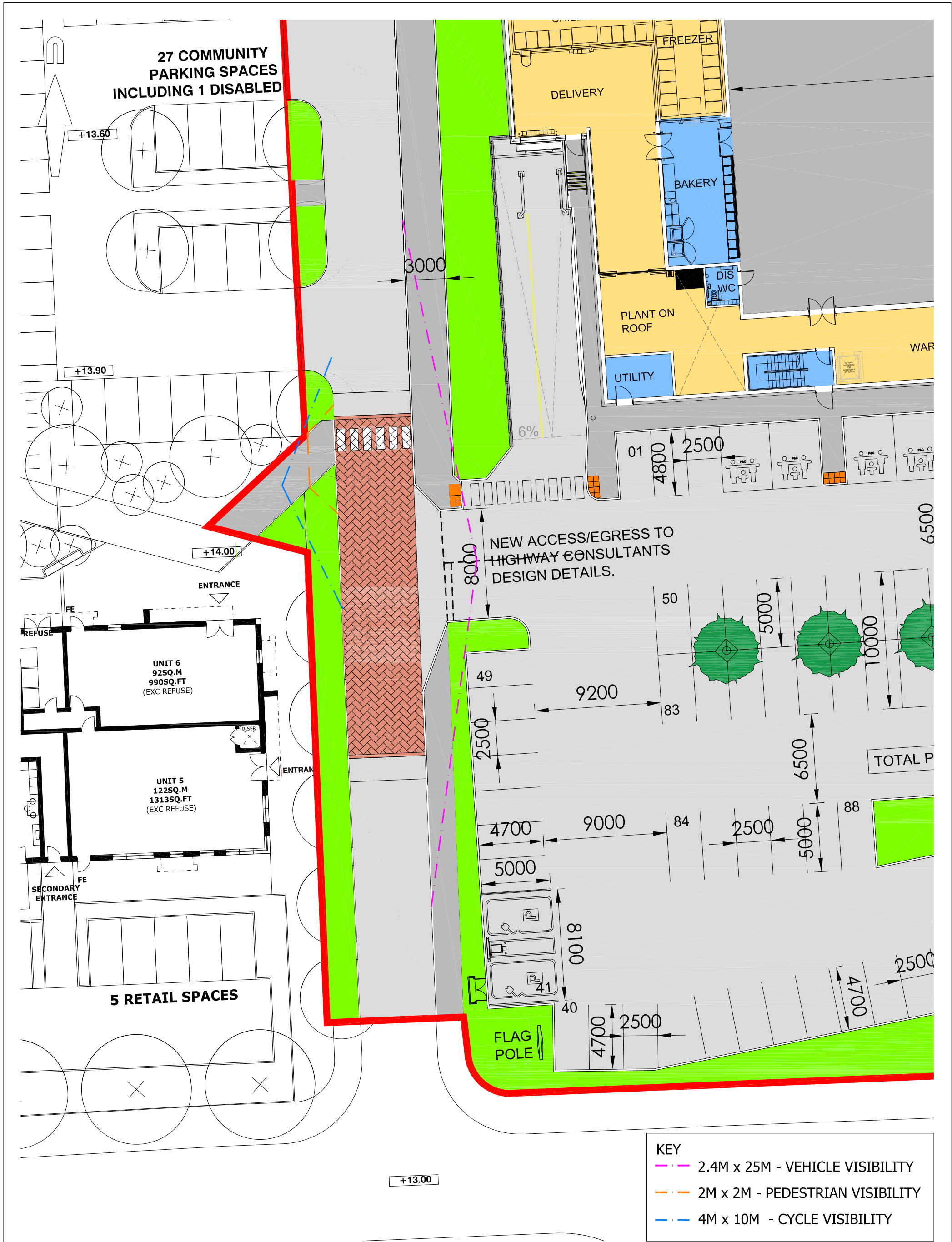
APPENDIX C: Proposed Site Layout



- LEGEND**
- BOUNDARY LINE
 - PROPOSED ZEBRA CROSSING AND TACTILE PAVING
 - PROPOSED PARENT AND CHILD CAR PARKING SPACES
 - PROPOSED DISABLED CAR PARKING SPACES
 - PROPOSED LANDSCAPED AREAS
 - PROPOSED CYCLE PARKING
 - PROPOSED TROLLEY BAY

SCHEDULE	
LIDL - BESPOKE ECO STORE	
GROUND FLOOR	
Sales Area	1210m ²
Warehouse GIA inc. freezer/chiller	485 m ²
Ancillary GIA inc all welfare & bakery	123 m ²
Internal walls	30 m ²
GIA	1848 m ²
FIRST FLOOR	
Ancillary	132 m ²
Internal walls	7 m ²
GIA (excluding vertical circulation)	139 m ²
TOTAL GIA	1987 m ²
Total Site Area Red (Approximate)	7239 m ²
Standard Parking Spaces	73 spaces
Disabled Parking Spaces	05 spaces
P&T Parking Spaces	08 spaces
EVC Spaces	02 spaces
Total Parking Spaces	88 spaces

APPENDIX D: Access Arrangement



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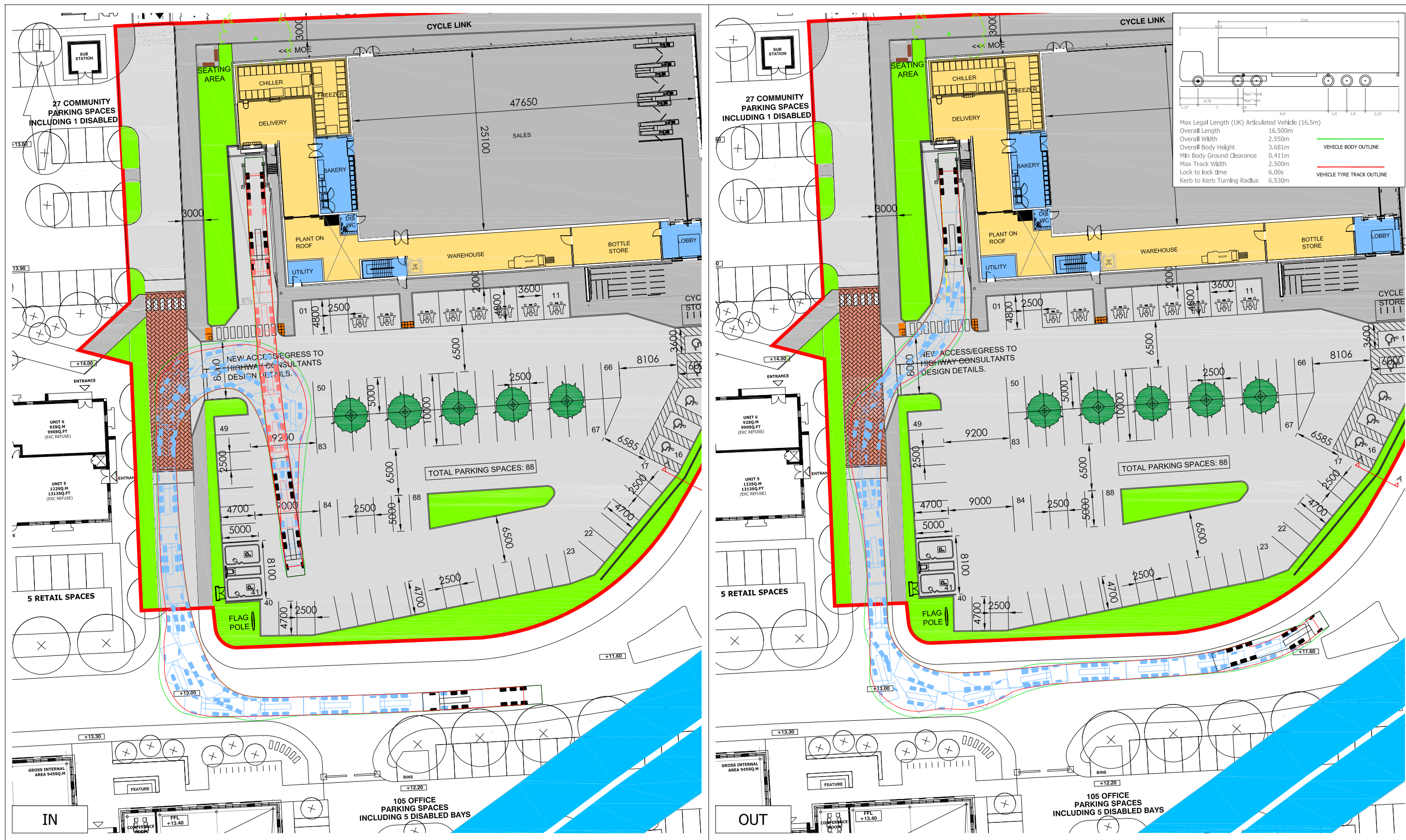
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client
LIDL GREAT BRITAIN LIMITED
title
PROPOSED LIDL FOODSTORE
STONEHAM, EASTLEIGH
PROPOSED ACCESS ARRANGEMENTS

KEY
2.4M x 25M - VEHICLE VISIBILITY
2M x 2M - PEDESTRIAN VISIBILITY
4M x 10M - CYCLE VISIBILITY

scale 1:250 @ A3 drawn by RB checked by -
date AUG 2022 cad file 220817 - ACCESS
drawing number B/LIDLSTONEHAM.1/03 rev. A

APPENDIX E: Swept Path Analysis



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client
LIDL GREAT BRITAIN LIMITED

project
**LIDL FOODSTORE
STONEHAM LANE, SOUTHAMPTON**

title
**SWEPT PATH ANALYSIS
DELIVERY VEHICLE ACCESSING LOADING BAY**

scale 1:500 @ A3 drawn by RB checked by -

date AUG 2022 cad file 220817 - 02F - TRACKING

drawing number **B/LIDLSTONEHAM.1/02** rev. **F**

APPENDIX F: Trip Generation Calculations & TRICS Data

PROJECT: Lidl Stoneham

	GIA (sq.m)
UNIT 1 - retail	85
UNIT 2 - retail	85
UNIT 3 - retail	144
GYM	640
CAFÉ	180
CONVENIENCE STORE	370

WEEKDAY TRIP RATES
FROM TA
8.1 PART 5 PAGE 26
TA APPLIED LOCAL CENTRE RETAIL TRIP RATES TO ALL UNITS FOR ROBUSTNESS

SATURDAY TRIP RATES
MB TRICS - 13-05-22

TRIP RATES

CONSENTED

VEHICLES

WEEKDAY SATURDAY

Time Range	IN	OUT	TOTAL	IN	OUT	TOTAL
00:00-01:00			0.000	0.000	0.000	0.000
01:00-02:00			0.000	0.000	0.000	0.000
02:00-03:00			0.000	0.000	0.000	0.000
03:00-04:00			0.000	0.000	0.000	0.000
04:00-05:00			0.000	0.000	0.000	0.000
05:00-06:00			0.000	0.000	0.000	0.000
06:00-07:00	1.296	1.296	2.592	0.000	0.000	0.000
07:00-08:00	3.460	3.207	6.667	1.659	1.456	3.115
08:00-09:00	4.251	4.040	8.291	3.681	2.751	6.432
09:00-10:00	4.627	4.292	8.919	5.178	4.733	9.911
10:00-11:00	4.558	4.361	8.919	6.149	6.472	12.621
11:00-12:00	4.381	4.483	8.864	5.502	5.663	11.165
12:00-13:00	5.343	5.241	10.584	4.814	5.299	10.113
13:00-14:00	4.709	4.688	9.397	5.502	5.299	10.801
14:00-15:00	4.204	4.197	8.401	5.744	5.380	11.124
15:00-16:00	4.402	4.613	9.015	4.490	4.895	9.385
16:00-17:00	4.797	4.825	9.622	4.814	4.854	9.668
17:00-18:00	4.852	4.995	9.847	6.594	6.432	13.026
18:00-19:00	4.442	4.422	8.864	5.866	6.230	12.096
19:00-20:00	3.258	3.450	6.708	7.027	6.731	13.758
20:00-21:00	2.107	2.372	4.479	4.216	4.882	9.098
21:00-22:00	2.634	2.769	5.403	0.888	0.740	1.628
22:00-23:00			0.000	0.000	0.000	0.000
23:00-24:00			0.000	0.000	0.000	0.000
Daily	63.321	63.251	126.572	72.124	71.817	143.941

TRIP GENERATION

GFA 1504 sqm

FACTORED 15.04

WEEKDAY SATURDAY

IN	OUT	TOTAL
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
19	19	38
52	48	100
64	61	125
70	65	135
69	66	135
66	67	133
80	79	159
71	71	142
63	63	126
66	69	135
72	73	145
73	75	148
67	67	134
49	52	101
32	36	68
40	42	82
0	0	0
0	0	0
952	951	1903

IN	OUT	TOTAL
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
25	22	47
55	41	96
78	71	149
92	97	189
83	85	168
72	80	152
83	80	163
86	81	167
68	74	142
72	73	145
99	97	196
88	94	182
106	101	207
63	73	136
13	11	24
0	0	0
0	0	0
1085	1080	2165

PROJECT: Lidl Stoneham

TRIP RATES

PROPOSED

01 - RETAIL/C - DISCOUNT FOOD STORES
TRIP RATES PER 100 sq.m GFA

VEHICLES

	WEEKDAY			SATURDAY		
Time Range	IN	OUT	TOTAL	IN	OUT	TOTAL
00:00-01:00	0.000	0.000	0.000	0.000	0.000	0.000
01:00-02:00	0.000	0.000	0.000	0.000	0.000	0.000
02:00-03:00	0.000	0.000	0.000	0.000	0.000	0.000
03:00-04:00	0.000	0.000	0.000	0.000	0.000	0.000
04:00-05:00	0.000	0.000	0.000	0.000	0.000	0.000
05:00-06:00	0.000	0.000	0.000	0.000	0.000	0.000
06:00-07:00	0.000	0.000	0.000	0.000	0.000	0.000
07:00-08:00	0.128	0.021	0.149	0.277	0.021	0.298
08:00-09:00	1.856	1.365	3.221	1.899	1.344	3.243
09:00-10:00	3.520	2.795	6.315	3.840	2.752	6.592
10:00-11:00	3.968	3.862	7.830	4.523	4.203	8.726
11:00-12:00	4.608	4.566	9.174	6.102	5.846	11.948
12:00-13:00	4.630	4.459	9.089	5.462	6.209	11.671
13:00-14:00	4.544	4.886	9.430	4.523	4.374	8.897
14:00-15:00	4.374	4.737	9.111	4.694	4.374	9.068
15:00-16:00	4.672	4.566	9.238	4.587	5.057	9.644
16:00-17:00	4.096	3.776	7.872	4.907	5.035	9.942
17:00-18:00	4.182	3.947	8.129	4.587	4.694	9.281
18:00-19:00	3.030	3.392	6.422	2.582	3.222	5.804
19:00-20:00	2.176	2.432	4.608	1.835	2.347	4.182
20:00-21:00	1.600	1.942	3.542	0.725	0.896	1.621
21:00-22:00	0.021	0.576	0.597	0.384	0.597	0.981
22:00-23:00	0.000	0.064	0.064	0.000	0.000	0.000
23:00-24:00	0.000	0.000	0.000	0.000	0.000	0.000
Daily	47.405	47.386	94.791	50.927	50.971	101.898

TRIP GENERATION

GFA **1987** sqm
FACTORED 19.87

WEEKDAY

IN	OUT	TOTAL
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
3	0	3
37	27	64
70	56	126
79	77	156
92	91	183
92	89	181
90	97	187
87	94	181
93	91	184
81	75	156
83	78	161
60	67	127
43	48	91
32	39	71
0	11	11
0	1	1
0	0	0
942	942	1884

SATURDAY

IN	OUT	TOTAL
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
6	0	6
38	27	65
76	55	131
90	84	174
121	116	237
109	123	232
90	87	177
93	87	180
91	100	191
98	100	198
91	93	184
51	64	115
36	47	83
14	18	32
8	12	20
0	0	0
0	0	0
1012	1013	2025

Calculation Reference: AUDIT-807401-220513-0542

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : I - SHOPPING CENTRE - LOCAL SHOPS
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HF HERTFORDSHIRE	1 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

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: Gross floor area
 Actual Range: 676 to 1120 (units: sqm)
 Range Selected by User: 210 to 8310 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 15/10/21

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:

Saturday 3 days

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

Selected survey types:

Manual count 3 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:

Edge of Town 1
 Neighbourhood Centre (PPS6 Local Centre) 2

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 2
 Village 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:

n/a 3 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	1 days
5,001 to 10,000	1 days
10,001 to 15,000	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	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	2 days
No	1 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	3 days
-----------------	--------

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

Mayer Brown Oriental Road Woking

Licence No: 807401

LIST OF SITES relevant to selection parameters

1	ES-01-I-02	LOCAL SHOPS	EAST SUSSEX
	BROWNS CLOSE		
	UCKFIELD		
	MANOR PARK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	676 sqm	
	Survey date: SATURDAY	31/03/01	Survey Type: MANUAL
2	HF-01-I-01	LOCAL SHOPS	HERTFORDSHIRE
	NEW HOUSE PARK		
	ST ALBANS		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	1120 sqm	
	Survey date: SATURDAY	23/02/02	Survey Type: MANUAL
3	WY-01-I-01	LOCAL SHOPS	WEST YORKSHIRE
	DENHOLME ROAD		
	NEAR HALIFAX		
	LIGHTCLIFFE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	676 sqm	
	Survey date: SATURDAY	03/05/14	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.

Mayer Brown Oriental Road Woking

Licence No: 807401

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	824	1.659	3	824	1.456	3	824	3.115
08:00 - 09:00	3	824	3.681	3	824	2.751	3	824	6.432
09:00 - 10:00	3	824	5.178	3	824	4.733	3	824	9.911
10:00 - 11:00	3	824	6.149	3	824	6.472	3	824	12.621
11:00 - 12:00	3	824	5.502	3	824	5.663	3	824	11.165
12:00 - 13:00	3	824	4.814	3	824	5.299	3	824	10.113
13:00 - 14:00	3	824	5.502	3	824	5.299	3	824	10.801
14:00 - 15:00	3	824	5.744	3	824	5.380	3	824	11.124
15:00 - 16:00	3	824	4.490	3	824	4.895	3	824	9.385
16:00 - 17:00	3	824	4.814	3	824	4.854	3	824	9.668
17:00 - 18:00	3	824	6.594	3	824	6.432	3	824	13.026
18:00 - 19:00	3	824	5.866	3	824	6.230	3	824	12.096
19:00 - 20:00	2	676	7.027	2	676	6.731	2	676	13.758
20:00 - 21:00	2	676	4.216	2	676	4.882	2	676	9.098
21:00 - 22:00	1	676	0.888	1	676	0.740	1	676	1.628
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			72.124			71.817			143.941

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	676 - 1120 (units: sqm)
Survey date range:	01/01/00 - 15/10/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
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.

Calculation Reference: AUDIT-807401-211007-1028

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	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: Gross floor area
 Actual Range: 2247 to 2440 (units: sqm)
 Range Selected by User: 1500 to 2635 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 24/10/20

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	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 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:

Edge of Town	2
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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	1
No Sub Category	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:

E(a)	2 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 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	1 days
50,001 to 75,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	1 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	NT-01-C-01	LIDL	NOTTINGHAMSHIRE
	CHAPEL LANE		
	BINGHAM		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2440 sqm	
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL
2	SM-01-C-01	LIDL	SOMERSET
	SEAWARD WAY		
	MINEHEAD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	2247 sqm	
	Survey date: THURSDAY	22/06/17	Survey Type: MANUAL

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.

Mayer Brown Oriental Road Woking

Licence No: 807401

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2344	0.128	2	2344	0.021	2	2344	0.149
08:00 - 09:00	2	2344	1.856	2	2344	1.365	2	2344	3.221
09:00 - 10:00	2	2344	3.520	2	2344	2.795	2	2344	6.315
10:00 - 11:00	2	2344	3.968	2	2344	3.862	2	2344	7.830
11:00 - 12:00	2	2344	4.608	2	2344	4.566	2	2344	9.174
12:00 - 13:00	2	2344	4.630	2	2344	4.459	2	2344	9.089
13:00 - 14:00	2	2344	4.544	2	2344	4.886	2	2344	9.430
14:00 - 15:00	2	2344	4.374	2	2344	4.737	2	2344	9.111
15:00 - 16:00	2	2344	4.672	2	2344	4.566	2	2344	9.238
16:00 - 17:00	2	2344	4.096	2	2344	3.776	2	2344	7.872
17:00 - 18:00	2	2344	4.182	2	2344	3.947	2	2344	8.129
18:00 - 19:00	2	2344	3.030	2	2344	3.392	2	2344	6.422
19:00 - 20:00	2	2344	2.176	2	2344	2.432	2	2344	4.608
20:00 - 21:00	2	2344	1.600	2	2344	1.942	2	2344	3.542
21:00 - 22:00	2	2344	0.021	2	2344	0.576	2	2344	0.597
22:00 - 23:00	2	2344	0.000	2	2344	0.064	2	2344	0.064
23:00 - 24:00									
Total Rates:			47.405				47.386	94.791	

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: 2247 - 2440 (units: sqm)
 Survey date range: 01/01/13 - 24/10/20
 Number of weekdays (Monday-Friday): 2
 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.

Mayer Brown Oriental Road Woking

Licence No: 807401

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
08:00 - 09:00	2	2344	0.085	2	2344	0.021	2	2344	0.106
09:00 - 10:00	2	2344	0.171	2	2344	0.064	2	2344	0.235
10:00 - 11:00	2	2344	0.213	2	2344	0.171	2	2344	0.384
11:00 - 12:00	2	2344	0.043	2	2344	0.235	2	2344	0.278
12:00 - 13:00	2	2344	0.064	2	2344	0.107	2	2344	0.171
13:00 - 14:00	2	2344	0.107	2	2344	0.085	2	2344	0.192
14:00 - 15:00	2	2344	0.043	2	2344	0.043	2	2344	0.086
15:00 - 16:00	2	2344	0.043	2	2344	0.021	2	2344	0.064
16:00 - 17:00	2	2344	0.085	2	2344	0.043	2	2344	0.128
17:00 - 18:00	2	2344	0.128	2	2344	0.192	2	2344	0.320
18:00 - 19:00	2	2344	0.128	2	2344	0.128	2	2344	0.256
19:00 - 20:00	2	2344	0.043	2	2344	0.043	2	2344	0.086
20:00 - 21:00	2	2344	0.085	2	2344	0.085	2	2344	0.170
21:00 - 22:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
22:00 - 23:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
23:00 - 24:00									
Total Rates:			1.238				1.238	2.476	

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.

Mayer Brown Oriental Road Woking

Licence No: 807401

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
08:00 - 09:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
09:00 - 10:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
10:00 - 11:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
11:00 - 12:00	2	2344	0.064	2	2344	0.043	2	2344	0.107
12:00 - 13:00	2	2344	0.043	2	2344	0.021	2	2344	0.064
13:00 - 14:00	2	2344	0.000	2	2344	0.021	2	2344	0.021
14:00 - 15:00	2	2344	0.021	2	2344	0.000	2	2344	0.021
15:00 - 16:00	2	2344	0.000	2	2344	0.021	2	2344	0.021
16:00 - 17:00	2	2344	0.021	2	2344	0.021	2	2344	0.042
17:00 - 18:00	2	2344	0.064	2	2344	0.043	2	2344	0.107
18:00 - 19:00	2	2344	0.000	2	2344	0.021	2	2344	0.021
19:00 - 20:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
20:00 - 21:00	2	2344	0.000	2	2344	0.021	2	2344	0.021
21:00 - 22:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
22:00 - 23:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
23:00 - 24:00									
Total Rates:			0.213				0.212	0.425	

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.

Calculation Reference: AUDIT-807401-211007-1003

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	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: Gross floor area
 Actual Range: 2247 to 2440 (units: sqm)
 Range Selected by User: 1500 to 2635 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 24/10/20

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:

Saturday 2 days

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

Selected survey types:

Manual count 2 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:

Edge of Town 2

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 1
 No Sub Category 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:

E(a) 2 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000 2 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 1 days

50,001 to 75,000 1 days

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

1.1 to 1.5 2 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.*Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 2 days

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*Travel Plan:

Not Known 1 days

Yes 1 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 2 days

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

LIST OF SITES relevant to selection parameters

1	NT-01-C-01	LIDL	NOTTINGHAMSHIRE
	CHAPEL LANE		
	BINGHAM		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	2440 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL
2	SM-01-C-01	LIDL	SOMERSET
	SEAWARD WAY		
	MINEHEAD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	2247 sqm	
	Survey date: SATURDAY	24/06/17	Survey Type: MANUAL

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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NR-01-C-03	covid

Mayer Brown Oriental Road Woking

Licence No: 807401

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2344	0.277	2	2344	0.021	2	2344	0.298
08:00 - 09:00	2	2344	1.899	2	2344	1.344	2	2344	3.243
09:00 - 10:00	2	2344	3.840	2	2344	2.752	2	2344	6.592
10:00 - 11:00	2	2344	4.523	2	2344	4.203	2	2344	8.726
11:00 - 12:00	2	2344	6.102	2	2344	5.846	2	2344	11.948
12:00 - 13:00	2	2344	5.462	2	2344	6.209	2	2344	11.671
13:00 - 14:00	2	2344	4.523	2	2344	4.374	2	2344	8.897
14:00 - 15:00	2	2344	4.694	2	2344	4.374	2	2344	9.068
15:00 - 16:00	2	2344	4.587	2	2344	5.057	2	2344	9.644
16:00 - 17:00	2	2344	4.907	2	2344	5.035	2	2344	9.942
17:00 - 18:00	2	2344	4.587	2	2344	4.694	2	2344	9.281
18:00 - 19:00	2	2344	2.582	2	2344	3.222	2	2344	5.804
19:00 - 20:00	2	2344	1.835	2	2344	2.347	2	2344	4.182
20:00 - 21:00	2	2344	0.725	2	2344	0.896	2	2344	1.621
21:00 - 22:00	2	2344	0.384	2	2344	0.597	2	2344	0.981
22:00 - 23:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
23:00 - 24:00									
Total Rates:			50.927				50.971	101.898	

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:	2247 - 2440 (units: sqm)
Survey date range:	01/01/13 - 24/10/20
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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.

Mayer Brown Oriental Road Woking

Licence No: 807401

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
08:00 - 09:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
09:00 - 10:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
10:00 - 11:00	2	2344	0.085	2	2344	0.064	2	2344	0.149
11:00 - 12:00	2	2344	0.064	2	2344	0.064	2	2344	0.128
12:00 - 13:00	2	2344	0.064	2	2344	0.021	2	2344	0.085
13:00 - 14:00	2	2344	0.085	2	2344	0.128	2	2344	0.213
14:00 - 15:00	2	2344	0.064	2	2344	0.085	2	2344	0.149
15:00 - 16:00	2	2344	0.043	2	2344	0.043	2	2344	0.086
16:00 - 17:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
17:00 - 18:00	2	2344	0.043	2	2344	0.043	2	2344	0.086
18:00 - 19:00	2	2344	0.021	2	2344	0.021	2	2344	0.042
19:00 - 20:00	2	2344	0.107	2	2344	0.085	2	2344	0.192
20:00 - 21:00	2	2344	0.107	2	2344	0.107	2	2344	0.214
21:00 - 22:00	2	2344	0.021	2	2344	0.000	2	2344	0.021
22:00 - 23:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
23:00 - 24:00									
Total Rates:			0.704				0.661	1.365	

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.

Mayer Brown Oriental Road Woking

Licence No: 807401

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
08:00 - 09:00	2	2344	0.021	2	2344	0.021	2	2344	0.042
09:00 - 10:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
10:00 - 11:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
11:00 - 12:00	2	2344	0.021	2	2344	0.021	2	2344	0.042
12:00 - 13:00	2	2344	0.043	2	2344	0.043	2	2344	0.086
13:00 - 14:00	2	2344	0.043	2	2344	0.021	2	2344	0.064
14:00 - 15:00	2	2344	0.021	2	2344	0.000	2	2344	0.021
15:00 - 16:00	2	2344	0.021	2	2344	0.043	2	2344	0.064
16:00 - 17:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
17:00 - 18:00	2	2344	0.043	2	2344	0.064	2	2344	0.107
18:00 - 19:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
19:00 - 20:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
20:00 - 21:00	2	2344	0.021	2	2344	0.000	2	2344	0.021
21:00 - 22:00	2	2344	0.000	2	2344	0.021	2	2344	0.021
22:00 - 23:00	2	2344	0.000	2	2344	0.000	2	2344	0.000
23:00 - 24:00									
Total Rates:			0.234			0.234			0.468

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.

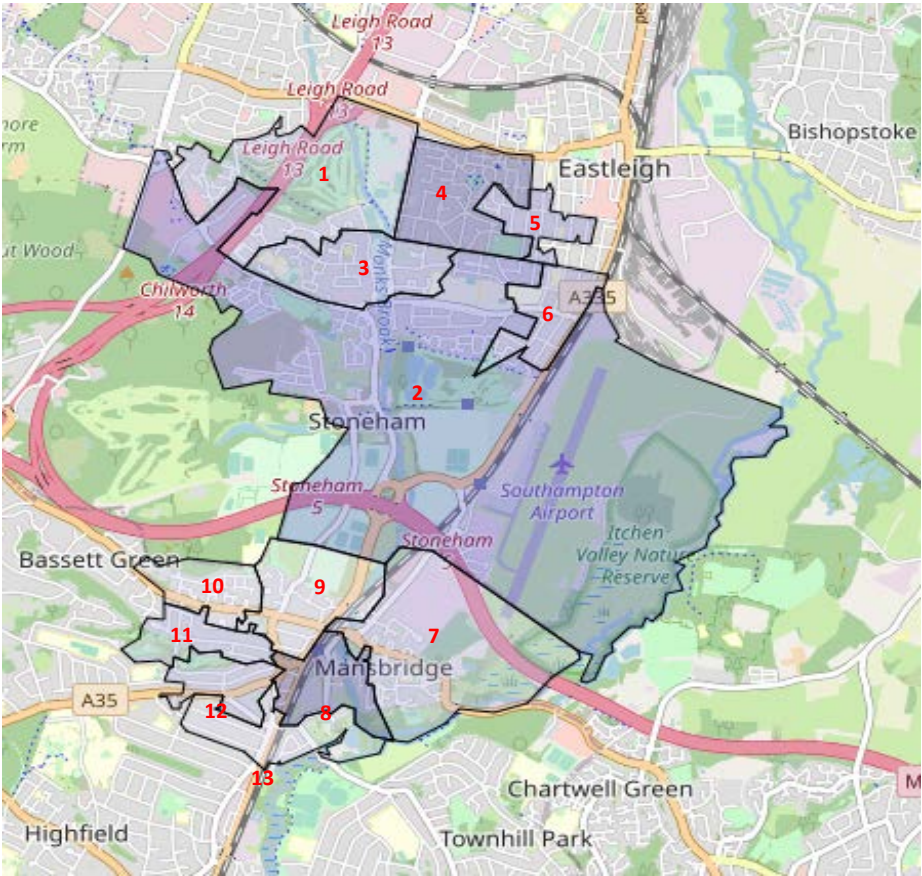
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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 G: Traffic Flow Calculations

PRIMARY TRIP - CUSTOMER DRAW

External Trips

	Area	2011	%
1	E01022681 : Eastleigh 006E	1,574	7.0%
2	E01022677 : Eastleigh 006B	2,007	8.9%
3	E01022678 : Eastleigh 006C	1,891	8.4%
4	E01022668 : Eastleigh 006A	2,606	11.6%
5	E01022669 : Eastleigh 007B	1,792	8.0%
6	E01022679 : Eastleigh 007E	1,827	8.1%
7	E01017265 : Southampton 003B	1,632	7.3%
8	E01017264 : Southampton 003A	2,582	11.5%
9	E01017271 : Southampton 003D	1,086	4.8%
10	E01017270 : Southampton 003C	1,355	6.0%
11	E01017272 : Southampton 005E	1,413	6.3%
12	E01017266 : Southampton 005A	1,442	6.4%
13	E01017267 : Southampton 005B	1,238	5.5%
		22,445	
	Route to / from Site	2011 CENSUS	
A	NORTH via Stoneham Lane	11,697	52%
B	SOUTH via Stoneham Way	8,307	37%
C	SOUTH via Stoneham Lane	2,441	11%
		22,445	100%



Internal Trips - North Stoneham Park Development

	Route to / from Site			
A	NORTH via Stoneham Lane	230	dwelling	20%
B	WEST via Highwood Ave	901	dwelling	80%
	Total Consented	1,131		

LIDL Stoneham, Eastleigh

TRIP GENERATION

SATURDAY PEAK		
12:00	-	13:00
Arrivals	Departures	Total
37	43	80

TRIP ASSIGNMENT

		SATURDAY PEAK			
		%	Arrivals	Departures	Total
SECONDARY & CROSS VISITATION		30%	11	13	24
PRIMARY		70%	26	30	56
PRIMARY NEW - NORTH STONEHAM PARK		20%	7	9	16
VIA STONEHAM LANE (N)		20%	1	2	3
VIA HIGHWOOD AVE		80%	6	7	13
PRIMARY TRANSFERRED - NORTH STONEHAM PARK		0%	0	0	0
PRIMARY NEW - OFFSITE		50%	19	21	40
EASTLEIGH VIA STONEHAM LANE (N)		52%	10	11	21
SOUTHAMPTON VIA STONEHAM WAY (S)		37%	7	8	15
SOUTHAMPTON VIA STONEHAM LANE (S)		11%	2	2	4
COMBINED		SATURDAY PEAK			
		Arrivals	Departures	Total	
VIA STONEHAM LANE (N)		11	13	24	
VIA HIGHWOOD AVE		6	7	13	
SOUTHAMPTON VIA STONEHAM WAY (S)		7	8	15	
SOUTHAMPTON VIA STONEHAM LANE (S)		2	2	4	

APPENDIX H: Parking Calculations

COMBINED

10%

MAX 80

PROJECT: Lidl Stoneham

Parking Assessment - Cycles

WEEKDAY

HOURLY TRIP RATES

		1987		sqm GFA		0
TIME	IN	OUT	IN	OUT	ACCUM	
00:00-01:00	0.000	0.000	0	0	0	
01:00-02:00	0.000	0.000	0	0	0	
02:00-03:00	0.000	0.000	0	0	0	
03:00-04:00	0.000	0.000	0	0	0	
04:00-05:00	0.000	0.000	0	0	0	
05:00-06:00	0.000	0.000	0	0	0	
06:00-07:00	0.000	0.000	0	0	0	
07:00-08:00	0.000	0.000	0	0	0	
08:00 - 09:00	0.085	0.021	2	0	2	
09:00 - 10:00	0.171	0.064	3	1	4	
10:00 - 11:00	0.213	0.171	4	3	5	
11:00 - 12:00	0.043	0.235	1	5	1	
12:00 - 13:00	0.064	0.107	1	2	0	
13:00 - 14:00	0.107	0.085	2	2	0	
14:00 - 15:00	0.043	0.043	1	1	0	
15:00 - 16:00	0.043	0.021	1	0	1	
16:00 - 17:00	0.085	0.043	2	1	2	
17:00 - 18:00	0.128	0.192	3	4	1	
18:00 - 19:00	0.128	0.128	3	3	1	
19:00 - 20:00	0.043	0.043	1	1	1	
20:00-21:00	0.085	0.085	2	2	1	
21:00-22:00	0.000	0.000	0	0	1	
22:00-23:00	0.000	0.000	0	0	1	
23:00-24:00	0.000	0.000	0	0	1	

MAX 5

SATURDAY

HOURLY TRIP RATES

		1987		sqm GFA		0
TIME	IN	OUT	IN	OUT	ACCUM	
00:00-01:00	0.000	0.000	0	0	0	
01:00-02:00	0.000	0.000	0	0	0	
02:00-03:00	0.000	0.000	0	0	0	
03:00-04:00	0.000	0.000	0	0	0	
04:00-05:00	0.000	0.000	0	0	0	
05:00-06:00	0.000	0.000	0	0	0	
06:00-07:00	0.000	0.000	0	0	0	
07:00-08:00	0.000	0.000	0	0	0	
08:00 - 09:00	0.000	0.000	0	0	0	
09:00 - 10:00	0.000	0.000	0	0	0	
10:00 - 11:00	0.085	0.064	2	1	1	
11:00 - 12:00	0.064	0.064	1	1	1	
12:00 - 13:00	0.064	0.021	1	0	2	
13:00 - 14:00	0.085	0.128	2	3	1	
14:00 - 15:00	0.064	0.085	1	2	0	
15:00 - 16:00	0.043	0.043	1	1	0	
16:00 - 17:00	0.000	0.000	0	0	0	
17:00 - 18:00	0.043	0.043	1	1	0	
18:00 - 19:00	0.021	0.021	0	0	0	
19:00 - 20:00	0.107	0.085	2	2	0	
20:00-21:00	0.107	0.107	2	2	0	
21:00-22:00	0.021	0.000	0	0	0	
22:00-23:00	0.000	0.000	0	0	0	
23:00-24:00	0.000	0.000	0	0	0	

MAX 2

