



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

TRANSPORT ASSESSMENT ADDENDUM

NOVEMBER 2022



the journey is the reward

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Lidl Great Britain Limited
Proposed Foodstore
Stoneham Lane, Stoneham
Transport Assessment Addendum

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1 Introduction

1.1 Mayer Brown Ltd has prepared this Addendum in response to the consultation response received from Hampshire County Council (HCC) dated 5 October 2022, within their role of the Local Highway Authority and relating to the construction of a new Lidl foodstore at the North Stoneham Park (NSP) local centre (Application No: F/22/93720) and the supporting Transport Assessment (TA) submitted as part of the application.

1.2 Salient comments outlined within the consultation response have been discussed with highway officers at HCC, with this Addendum prepared to consider and address the comments as appropriate.

Development Summary

1.3 Planning application F/22/93720 relates to the proposed construction of a 1,987sqm gross internal area (GIA) Lidl foodstore, with access for vehicles provided via a crossover junction arrangement from Whieldon Way running along the western perimeter of the application site.

1.4 The application site forms part of the NSP 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.

1.5 Parking provision for 88 cars will be provided onsite, including designated disabled, parent & child and Electric Vehicle spaces.

1.6 Planning permission is being sought for construction of a Lidl foodstore to replace the currently consented site layout / Block A uses.

Updated Proposed Site Plan

1.7 An updated site plan incorporating various changes to address comments raised and detailed within this Addendum, in addition to other consultee comments, is provided at **Appendix A**.

1.8 For reference, the key site layout amendments incorporated include:

- Widening of cycle routes along the northern and eastern boundaries;
- Marked pedestrian routes provided within internal car park layout;
- Surfacing colouring revised to emphasise priority for north-south pedestrian movements over vehicular movements at site access; and
- Crossing point on Whieldon Way changed from zebra crossing arrangement to uncontrolled facility with dropped kerbs / tactile paving in line with comment received.

2 Access

Proposed Access Arrangement

Junction Arrangement

- 2.1 For clarification, access to the site would be taken from Whieldon Way via a dual width vehicle crossover to allow for pedestrian priority over the footway.
- 2.2 Give way lines have been set back to emphasise the priority of pedestrian movements over vehicular entry / exit movements at this location, with HCC subsequently confirming that these can be retained, although specific details would need to be agreed at the detailed design stage.

Junction Operation

- 2.3 HCC raised concerns within their response over the potential for queuing associated with vehicles waiting to turn right into the site resulting in queuing extending back to Highwood Avenue at peak times, and in turn adversely impacting upon the operation of the highway network.
- 2.4 It is noted that following construction of the proposed development, the movements which would have priority over traffic turning right into the Lidl foodstore car park store would be vehicles exiting the Stoneham Park Academy and YMCA Eastleigh Community Centre & Café car park, along with pedestrians utilising the footway running along the eastern side of Whieldon Way.
- 2.5 In relation to pedestrian movements, it is noted that footways and infrastructure is to be provided as part of the development proposals to allow pedestrians travelling to / from areas to the north and west of the site to access the local centre and associated amenities without crossing the proposed foodstore access. Additionally, limited residential areas are located within an appropriate walking distance of the site to the east and southeast (via Stoneham Way), highlighted by limited infrastructure for pedestrians along this route. Consequently, the level of pedestrian movements predicted to cross the proposed car park access and restrict right turning traffic movements is expected to be minimal, even during busier school drop-off and pick-up times.
- 2.6 In relation to traffic movements along Whieldon Way, a review of traffic survey data at the Whieldon Way / Highwood Avenue junction has been undertaken and outlined herein.

- During the weekday morning survey period (07:00 – 10:00), the number exiting Whieldon Way peaked between 08:45 – 09:00 with 32 vehicles, whilst outside of this period 10 or less vehicles exited during any other 15-minute period, with an average of 7 vehicles. During the Weekday AM Peak (08:00 – 09:00), a total of 56 vehicles exited Whieldon Way.
- During the weekday afternoon survey period (14:00 – 19:00), the number exiting Whieldon Way peaked between 15:15 – 15:30 with 25 vehicles, whilst outside of this period vehicles exiting ranged from 1 to 14 during any other 15-minute period, with an average of 6 vehicles. During the Weekday PM Peak (17:00 – 18:00), a total of 33 vehicles exited Whieldon Way.
- During the Saturday survey period (10:00 – 15:00) 10 or less vehicles exited during any 15-minute period, with an average of 4 vehicles. During the Saturday Peak (12:00 – 13:00), a total of 22 vehicles exited Whieldon Way.

- 2.7 Based upon the level of traffic utilising Whieldon Way, this is not expected to have a material impact upon the safe and efficient operation of the Lidl store access.
- 2.8 Additionally, it is envisaged that a majority of trips to / from Whieldon Way during peak times (08:45 – 09:00 and 15:15 – 15:30) are associated with school drop-off and pick-up. Consequently, as per outlined in Section 5 of this Addendum, based on the proposed Lidl foodstore car park providing spare capacity to accommodate vehicles currently parking inconsiderately within the YMCA site and along Whieldon Way, it is envisaged that a large proportion of these observed vehicle movements along Whieldon Way would be transferred into the Lidl store post development and hence would not conflict with right turning vehicles at the site access.
- 2.9 Following discussion with HCC in relation to the specific concerns raised in relation to the proposed access operation, it was advised that these concerns stem partially from existing issues experienced at the Lidl store in Eastleigh town centre, located adjacent to the council offices and hence observed on a regular basis.
- 2.10 Following review of the Lidl Eastleigh store location, access and discussions with Lidl on this matter, whilst it is accepted that during busier periods the highways around Lidl Eastleigh do suffer from significant delay and congestion it is considered that this is due to a number of factors.
- 2.11 In particular, the Lidl Eastleigh store is located in central Eastleigh, with the adjacent 5-arm roundabout junction forming one of the key routes into / out of Eastleigh and therefore as such, accommodating high volumes of vehicular traffic and in turn suffering from congestion and delay during peak periods during the weekday and at weekends.

- 2.12 In relation to the specific access arrangements for the Lidl Eastleigh store, the internal mini-roundabout provides priority to the M&S Foodhall, resulting in vehicles exiting Lidl potentially being delayed by M&S traffic during busier shopping times, with M&S traffic blocking vehicles wishing to turn right into Lidl site when queuing from the main roundabout extends back to the M&S car park.

Existing Access Points

- 2.13 As noted within HCCs response and referenced within the TA, the existing access points constructed along Whieldon Way as part of the originally consented scheme layout would be formally closed and kerb heights / footway or verges re-instated as appropriate.

Vehicle Tracking

- 2.14 Within their response HCC requested clarification on potential interaction between foodstore delivery vehicles and general traffic utilising Whieldon Way.
- 2.15 An updated tracking plan is provided in **Appendix B**, which illustrates the body outline of a large car (1.87m x 5m) where the width and tracking of the articulated vehicle allow these to pass on Whieldon Way.
- 2.16 Deliveries to the store shall only take place in line with what is agreed with the local authority and outlined within an appropriately worded planning condition, although it is envisaged that deliveries would be undertaken outside of school drop-off / pick-up times to minimise potential delivery vehicle and school traffic interaction on Whieldon Way.

Consented Scheme

- 2.17 It is noted within HCCs response that the site, and in particular the access road (Whieldon Way) was originally designed for small local retail units which would not have required such large delivery vehicles.
- 2.18 Review of the reserved matters application for the local centre (RM/18/84537), which included the design details for Whieldon Way included associated vehicle tracking for an appropriate refuse and delivery vehicle serving the consented Block A scheme.
- 2.19 Namely, vehicle tracking was undertaken for a 2.5m x 12.5m Heavy Rigid Vehicle (HRV) and 2.53m x 11.2m Super Large Refuse Vehicle, with the associated vehicle tracking plan extracted from the supporting information and provided in **Appendix C** for ease.
- 2.20 Servicing of the proposed Lidl foodstore would be undertaken by a 2.55m x 16.5m articulated vehicle, with this vehicle delivering goods to the stores in addition to collecting refuse / recycling for return to the Regional Distribution Centre for processing.

- 2.21 Consequently, on review of the vehicles and tracking plans associated with the consented and proposed schemes it is considered that the associated vehicle widths and paths are fairly comparable, and despite being longer in length the foodstore delivery vehicle results in similar tracking to the consented 12.5m rigid truck due to the articulated nature of the vehicle.

Non-Vehicular Access

- 2.22 Whilst HCC raised no specific concerns in relation to the accessible nature of the site and proposed infrastructure to accommodate non-vehicular trips, the proposed site layout has also been updated to address comments received from Eastleigh Borough Councils Sustainable Transport Planner as appropriate, namely:

- On carriageway pedestrian routes provided within the car park onsite;
- Cycle path running along the northern and eastern perimeter of the store widened from 3m to 3.5m due to each route being constrained on one side by a boundary structure (building / fence);
- Proposed priority for pedestrians emphasised at access junction on proposed site plan through revised surface hatching; and
- Crossing point on Whieldon Way (immediately to the north of the Lidl access) revised to be dropped kerbs and tactile paving rather than zebra crossing in line with what was previously consented. This arrangement is considered to be acceptable due to reduced traffic travelling through this crossing point within the proposed development compared to the consented scheme due to the access being relocated to the south of the crossing point.

3 Trip Generation

- 3.1 A review of trip generation associated with the application site has been undertaken, with detailed associated calculations provided in **Appendix D**.

Proposed Foodstore Trip Generation

- 3.2 Within the TA, trip rates were derived from the TRICS database to assess potential trip generation associated with the proposed Lidl foodstore, utilising the 'discount foodstore' retail land use classification.
- 3.3 It is noted that following filtering of the available TRICS sites, 2 closely comparable sites were identified with weekday and Saturday surveys available, and both were Lidl stores and hence these took into account Lidl specific operation characteristics.
- 3.4 A summary of the key network peaks and associated predicted trip generation for the proposed Lidl foodstore has been extracted from the TA and is shown in **Table 3.1**.

Peak Period	Trip Generation		
	Arrive	Depart	Total
Weekday AM Peak 08:00 – 09:00	37	27	64
Weekday PM Peak 17:00 – 18:00	83	78	161
Saturday Peak 12:00 – 13:00	109	123	232

Table 3.1: Predicted Lidl Foodstore Trip Generation – TRICS Data

Comparable Lidl Stores

- 3.5 Within their response, HCC has requested that that survey data from a comparable Lidl foodstore is reviewed and used to inform trip rates for the proposed store rather than sites extracted from TRICS.
- 3.6 Following liaison with HCC, it was agreed that data for this purpose would be derived from the Lidl Whiteley store, with this being a newer store and hence offering more modern facilities which may attract customers to the store over other operators e.g. in-store bakery.
- 3.7 ANPR data outlining hourly vehicular arrivals / departures has been provided by Lidl for the Whiteley store in September 2022.

- 3.8 A summary of the vehicular trip rates extracted from the Lidl Whiteley ANPR data for the critical peak periods identified, alongside the resulting vehicular trip generation associated with the proposed Lidl store at NSP based upon these trip rates, is shown in **Table 3.2**.

Peak Period	Whiteley Trip Rates (per 100sqm GIA)			Trip Generation (1,899 sqm)		
	Arrive	Depart	Total	Arrive	Depart	Total
Weekday AM Peak	3.057	2.486	5.543	61	49	110
Weekday PM Peak	4.384	4.623	9.007	87	92	179
Saturday Peak	5.851	5.661	11.512	116	112	228

Table 3.2: Predicted Lidl Foodstore Trip Generation – Lidl Whiteley ANPR Data

- 3.9 In comparison with the original predicted trip generation based upon data extracted from TRICS (**Table 3.1**), the updated trip rates extracted from ANPR data indicates that during critical peak periods being assessed, the proposed foodstore is expected to generate:

- Weekday AM Peak: +46 vehicular movements (+24 arrivals / +22 departures)
- Weekday PM Peak: +18 vehicular movements (+4 arrivals / +14 departures)
- Saturday Middy Peak: -4 vehicular movements (+7 arrivals / -11 departures)

Trip Generation Net Change

- 3.10 Resulting updated net change in vehicular trip generation associated with the consented Block A scheme and the proposed Lidl foodstore for the critical peak periods identified is shown in **Table 3.3**.

Peak Period	Consented Block A			Proposed Lidl			Net Change		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Weekday AM	64	61	125	61	49	110	-3	-12	-15
Weekday PM	73	75	148	87	92	179	14	17	31
Saturday Middy	72	80	152	116	112	228	44	32	76

Table 3.3: Vehicular Trip Generation – Net Change

- 3.11 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 15 fewer vehicular movements compared to that consented, whilst during the weekday evening peak (17:00 – 18:00) the proposed development is envisaged to generate 31 additional vehicular trips compared to consented.

- 3.12 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.
- 3.13 During the identified Saturday peak hour (12:00 – 13:00) the proposed Lidl development is envisaged to generate an additional 76 vehicular trips, 44 arrivals and 32 departures.

Trip Generation Summary

- 3.14 A comparison of predicted trip generation outlined within the submitted TA (based upon TRICS data) and for a comparable Lidl foodstore (Lidl Whiteley) indicates that whilst the Lidl Whiteley data predicts trip generation higher than predicted within the TA for the weekday morning peak, during the busier development / network peak periods (Weekday evening / Saturday midday) trip generation calculations utilising TRICS data and Lidl Whiteley data were considered to be fairly comparable.
- 3.15 Updated net change in application site vehicular trip generation (based upon utilising the Lidl Whiteley data) indicates that during the critical network weekday peak periods, the proposed development is expected to result in a reduction in vehicle movements during the weekday morning peak compared to that already consented, an additional 31 movements during the weekday evening peak and 76 additional vehicular trips during the Saturday peak.

4 Highway Impact Assessment

- 4.1 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.
- 4.2 Based upon the proposed development being predicted to result in 15 fewer vehicular movements (arrival or departure) during the weekday morning peak hour compared to the consented scheme, it is considered that no detailed highway impact assessment is required for this period.
- 4.3 The impact of the proposed development for the weekday evening peak and Saturday have been investigated in further detail based upon the predicted net increase in trips compared to that consented.

Trip Assignment

Secondary & Cross Visitation Trips

- 4.4 As noted within the TA, in relation to secondary / cross visitation trips, to be consistent with the assumption outlined and agreed at the local centre outline stage a 30% discount has been made for pass-by and cross visitation trips, which accounted for pass-by trips being reduced at weekends.

Primary Trip Distribution

- 4.5 Within the TA, based upon a review of existing foodstore provision within the local area it is envisaged that the primary trip customer catchment area for the proposed Lidl store would be comparable to around a 5-minute drive time.
- 4.6 This is consistent with Lidl's typical customer trade draw assumptions that within built up / urban areas the core catchment area would be within a 5 minutes' drive of the site, whilst for more rural sites a 10-minute customer drive time is typically more appropriate.
- 4.7 Within their consultation response, HCC requested that the assessed customer trade draw be expanded. Following liaison with HCC, it was agreed to expand the customer catchment area to include residential areas of Valley Park and Knightswood Park to the northwest of the site.
- 4.8 It should be emphasised that this extended catchment area would not materially change outlined trip generation but rather the distribution of trips generated by the proposed development.

Revised Catchment Area

- 4.9 A review of the extended area local resident population numbers indicates that trips to the site would be split 70% from / to Eastleigh residential areas and 30% from / to Southampton residential areas.
- 4.10 A review of the quickest / most convenient vehicular routes between the expanded 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.
- 4.11 In relation to primary trips originating outside NSP:
- 70% are expected to be from / to the north via Stoneham Lane;
 - 23% are expected to be from / to the south via Stoneham Way / M27 Junction 5; and
 - 7% are expected to be from / to the south via Stoneham Lane past Eastleigh FC.
- 4.12 As outlined within the original TA, 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.
- 4.13 Associated details in relation to revised extended catchment and routing is detailed in **Appendix E**.

Primary Transferred Trips

- 4.14 As noted within the TA, in relation to existing foodstore 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.
- 4.15 Therefore, it is considered likely that a proportion of these trips would already be on the local highway network, with the proposed foodstore in a closer / more convenient location resulting in a transfer of these trips and also a reduced drive time / travel distance.
- 4.16 Nonetheless, for the purposes of this assessment no account has be made for transferred trips for robustness.

Proposed Development Trip Assignment & Distribution

- 4.17 Updated calculations in relation to vehicular traffic flows generated by the proposed development are outlined within **Appendix F** and summarised herein.
- 4.18 Based upon the revised trip generation figures utilising Lidl Whiteley ANPR data, updated assignment of the predicted net increase in vehicular trips associated with the proposed foodstore are shown in **Table 4.1**.

		Assigned Trip Generation		
Weekday PM Peak (17:00 – 18:00)	Proportion	Arrivals	Departures	Total
Secondary – Pass-by	30%	4	5	9
Primary New - North Stoneham Park	20%	3	3	6
Primary New - Off Site	50%	7	9	16
Saturday Peak (12:00 – 13:00)	Proportion	Arrivals	Departures	Total
Secondary – Pass-by	30%	13	10	23
Primary New - North Stoneham Park	20%	9	6	15
Primary New - Off Site	50%	22	16	38

Table 4.1: Proposed Lidl Foodstore – Additional Vehicular Trip Assignment

- 4.19 **Table 4.1** indicates that the proposed development is expected to result in approximately 22 additional vehicular movements on the local highway network, associated with primary new trips (NSP and Off Site) during the weekday evening peak and 53 additional vehicular trips during the Saturday midday peak.

Transport Modelling

- 4.20 As noted within the TA, various transport and highways matters have already been addressed through the determination of the NSP outline and reserved matters planning consents, including the impact of associated trip generation, with appropriate mitigation agreed.
- 4.21 Detailed junction capacity modelling is typically required if there is around a 5% or 30 vehicle increase at a junction during peak times, with values below these thresholds generally considered to be consistent with daily variations / fluctuations in traffic flows.
- 4.22 Based on the current proposals being predicted to generate fewer vehicular movements during the weekday morning peak hour compared to that consented and only 22 - 26 additional trips during the weekday evening network peak hour, it is considered that no detailed assessment is required for these periods.

- 4.23 During the Saturday midday peak hour, the proposed development is expected to generate 53 additional vehicular movements compared to the consented scheme, and consequently it is considered that the impact of the proposed development during this period should be investigated in further detail.
- 4.24 Based upon consideration of routing of primary trips, the predicted net change in traffic flows on the local highway for the Saturday midday peak hour are summarised in **Table 4.2**.

Local Highway Link	Arrivals	Departures	Total
Stoneham Lane (North)	+17	+12	+29
Stoneham Way (South)	+5	+4	+9
Highwood Avenue	+7	+5	+12
Stoneham Lane (South)	+2	+1	+3

Table 4.2: Net Change in Traffic Movements - Saturday Peak

- 4.25 In relation to the proposed development impact upon the operation of the nearby Concorde roundabout, the current development is envisaged to generate around 38 additional vehicular movements through the roundabout during the Saturday midday peak compared to that already consented.
- 4.26 Whilst more detailed modelling would typically be undertaken, it is noted that comparison of the weekday morning, evening and Saturday observed peak period traffic flows indicates that during the Saturday peak the roundabout has around 319 to 404 fewer vehicle movements through it compared to the weekday peaks. This is equivalent to traffic utilising the roundabout being c. 14 – 18% less on a Saturday midday peak compared to weekday peaks.
- 4.27 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.
- 4.28 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.
- 4.29 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.

- 4.30 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

- 4.31 In relation to the net change in traffic utilising the Strategic Highway Network (SRN), namely the M27, the proposed development is expected to generate around 9 additional vehicular movements 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 from / to residential areas within Swaythling.
- 4.32 Consequently, based upon Saturday peak hour network flows typically being lower than those experienced during weekday peaks, the nominal increase in trips through the Stoneham Interchange is well within typical daily variations in traffic flows and with minimal (if any) additional trips utilising the M27, the proposed development is envisaged to have no material impact upon the operation of the SRN.

5 Parking

- 5.1 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 Standards

- 5.2 HCC confirmed within their consultation response that the HCC non-residential parking standards referenced within Eastleigh Borough Council parking guidance was withdrawn in 2013 and therefore, with no subsequent standards being developed for non-residential development within Eastleigh, there are no current adopted local parking standards for the proposed development.
- 5.3 Consequently, a review of parking associated with the proposed development has been undertaken based upon national guidance and predicted demand as appropriate.

Existing Parking Situation

- 5.4 As requested, a review of the existing parking situation / pressures in the local vicinity of the application site has been undertaken.
- 5.5 Due to a lack of existing parking provision within the vicinity of the local centre and school, it is understood that during school drop-off / pick-up times for the adjacent Stoneham Park Academy there is inconsiderate parking locally, in particular along Whieldon Way and within the YMCA centre car park.

Whieldon Way

- 5.6 Whieldon Way has double yellow line parking restrictions along both sides of the carriageway for its entire length.
- 5.7 Despite this restriction, during school drop-off / pick-up times vehicles are observed to park along the eastern side of Whieldon Way, with most vehicles parking half-on / half-off the footway.
- 5.8 These inconsiderately parked vehicles impact on pedestrian movement along the footway running along the eastern side of Whieldon Way, along with restricting the running carriageway width to that of a one-way route, resulting in increased conflict / congestion associated with vehicles traversing Whieldon Way.
- 5.9 It is considered that as Whieldon Way is not currently adopted highway, albeit the process of adoption is ongoing, it is envisaged that drivers are likely to be aware of the lack of legality / enforcement of the existing parking restrictions by the local authority.

- 5.10 Based upon the utilisation of the existing bellmouth at the north-eastern terminus of Whieldon Way and the c. 60m length of kerbline along the eastern side of Whieldon Way, it is envisaged that by ignoring the existing parking restrictions a maximum of 12 parked vehicles could be accommodated on carriageway.

YMCA Centre

- 5.11 The YMCA centre has a 26-space car park which is understood to be utilised by vehicles accessing the school for drop-off / pick-up. These parking pressures have resulted in the YMCA centre losing bookings at these times due to constrained access along Whieldon Way and a lack of spare parking provision.
- 5.12 Signage onsite indicates that the YMCA car park is a private car park for centre users only. Car park users are required to obtain a parking permit at the YMCA café, with restrictions managed through Automatic Number Plate Recognition (ANPR) cameras and manual attendant patrols.

Highwood Avenue

- 5.13 Similar to Whieldon Way, Highwood Avenue has double yellow lining parking restrictions along both sides of the carriageway in the vicinity of the local centre, although as it is not currently adopted highway, these parking restrictions currently lack legality / enforcement.
- 5.14 Traffic survey video footage did identify on street parking occurring along Highwood Avenue in the vicinity of the local centre, and 2-3 vehicles were observed to park within the bellmouth constructed to serve development land to the south of Highwood Avenue during school drop-off / pick-up times.

Summary

- 5.15 Whilst it is understood that Stoneham Park Academy currently promote the use of sustainable travel modes when dropping off and picking up students, a number of students do get dropped off and picked up by vehicles. Due to the lack of parking provision within the vicinity of the school, this in turn results in drivers currently parking inconsiderately along Whieldon Way, resulting in an adverse impact upon the local highway and operation of the YMCA centre.
- 5.16 Whilst enforcement of parking restrictions would potentially address an element of the inconsiderate parking once local highway links are adopted, this would not address the underlying issue of a lack of spare parking capacity within the local area to accommodate student drop-offs / pick-ups, some of whom may have no alternative other than accessing the site via car due to their specific circumstances.

Lidl Car Park Management

- 5.17 It is proposed that an appropriate car park management system will be implemented at the Lidl car park to ensure the safe and efficient operation of the proposed car park, ensuring the development does not prejudice highway safety or cause inconvenience to other highway users.
- 5.18 Initially it is envisaged that ANPR cameras will be installed at the car park access point, recording vehicle registrations and time of arrival / departure to ascertain vehicle duration of stay 24hrs a day, 7 days a week.

Restrictions

- 5.19 The car park shall be initially free to use for customers for up to 90 minutes to enable linked visits to other local amenities in the area. On entry to and within the car park, static signage will be displayed to clearly outline the terms and conditions of its use.
- 5.20 To discourage long stay parking, following 90 minutes a charge of £90 shall be applied.
- 5.21 At present, no implementation of minimum spend is proposed, but if in the future a minimum spend arrangement is implemented, then the minimum spend shall be no more than £1 for each individual use of the car park. Multiple return visits during the day shall require the minimum spend of up to £1 on each visit.

Trolley Management

- 5.22 Shopping trolleys provided for the Lidl store will be coin operated, reducing trolley theft / abandonment and encouraging customers to return trolleys to designated collection bays rather than potentially blocking parking bays.

Monitoring / Review

- 5.23 Regular monthly monitoring of the car park management system would be undertaken by Lidl's chosen car parking management company.
- 5.24 If substantiated issues are identified relating to parking onsite, resulting in the development prejudicing highway safety or causing inconvenience, then a review of the car park management will be undertaken, including liaison with the local planning / highway authority as appropriate and actions put into place as soon as reasonably possible to address these concerns.

Operational Parking Demand

- 5.25 An updated parking demand assessment has been undertaken based upon the vehicular trip generation data outlined within Section 3 of this Addendum, utilising the same calculation methodology detailed within the TA. Associated calculations are provided in **Appendix G** and summarised herein.
- 5.26 Resulting parking demand profile for the proposed foodstore is shown in **Figure 5.1**.

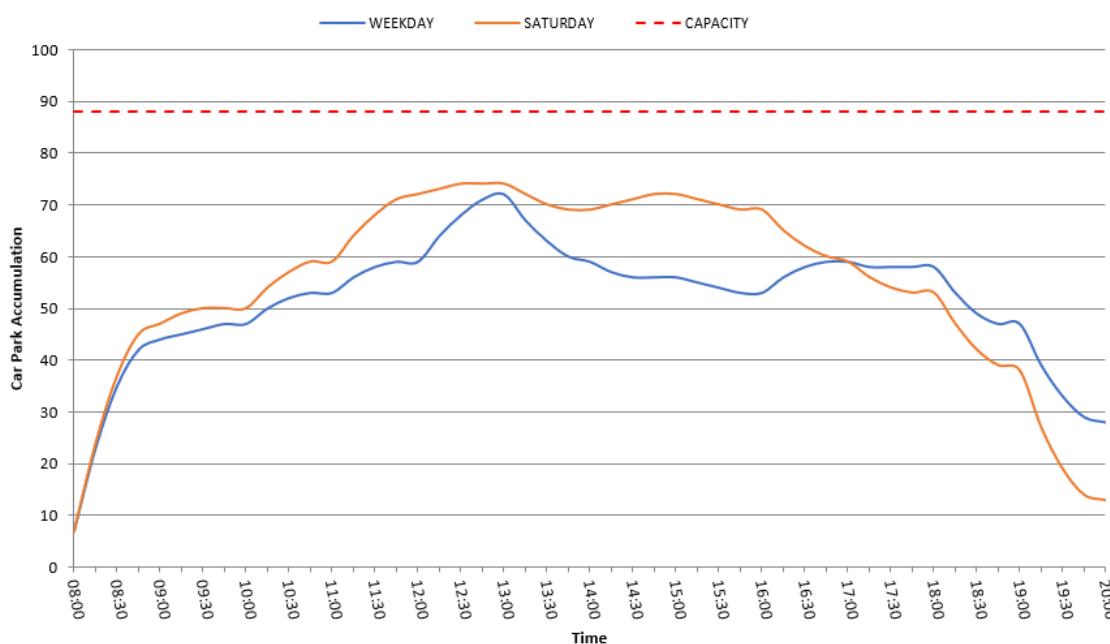


Figure 5.1: Predicted Parking Demand Profile – Proposed Lidl Foodstore

- 5.27 In summary, the updated parking assessment indicates that the proposed Lidl foodstore is predicted to have a peak parking demand of 72 spaces during the weekday and 74 spaces on a Saturday.
- 5.28 It is noted that during key school drop-off and pick up times, the foodstore car park is expected to have spare capacity to accommodate an element of short stay non-Lidl traffic / parking. The car park is predicted to be at around 50% occupancy at school drop-off times with 44 unoccupied spaces onsite and around 60% occupancy at around school pick up with 34 spaces onsite predicted to be unoccupied.
- 5.29 Consequently, the proposed development is envisaged to improve the existing parking pressures experienced in the local area, in particular during key school times through providing a convenient alternative location for vehicles currently parking inconsiderately within the local area along Whieldon Way and at the YMCA centre.
- 5.30 In conclusion, it is considered that the updated parking assessment continues to demonstrate that the proposed level of parking proposed onsite (88 spaces) is

appropriate to meet the operational requirements of the proposed Lidl store, and provides spare capacity to accommodate an element of the existing parking pressure experienced within the local area during school drop-off / pick-up times.

Cycle Parking Provision

- 5.31 It is noted that parking in the vicinity of the Lidl foodstore is primarily for store customers, with additional provision provided for cyclists in the vicinity of other local centre blocks located to the west of Whieldon Way.

Short Stay (Customer) Cycle Parking

- 5.32 In the absence of current local authority standards in relation to cycle parking provision, consideration has been given to standards outlined within national guidance, namely LTN 1/20 'Cycle Infrastructure Design'.
- 5.33 LTN 1/20 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.
- 5.34 Additionally, as noted within the TA, a review of discount foodstore TRICS data (which only included Lidl sites) indicated a predicted maximum demand for 5 cycle spaces at any one time based on predicted cycle arrival / departure trips.
- 5.35 Proposals provide 10 sheltered short stay (customer) cycle spaces to serve the Lidl foodstore, which is considered appropriate based upon the expected demand and allowing for spare capacity to cater for future growth.

Long Stay (Staff) Cycle Parking

- 5.36 In relation to long stay (staff) cycle parking provision, as previously noted within the TA, 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.
- 5.37 Appropriate space is available within the store warehouse for staff to store cycles securely / safely if required.

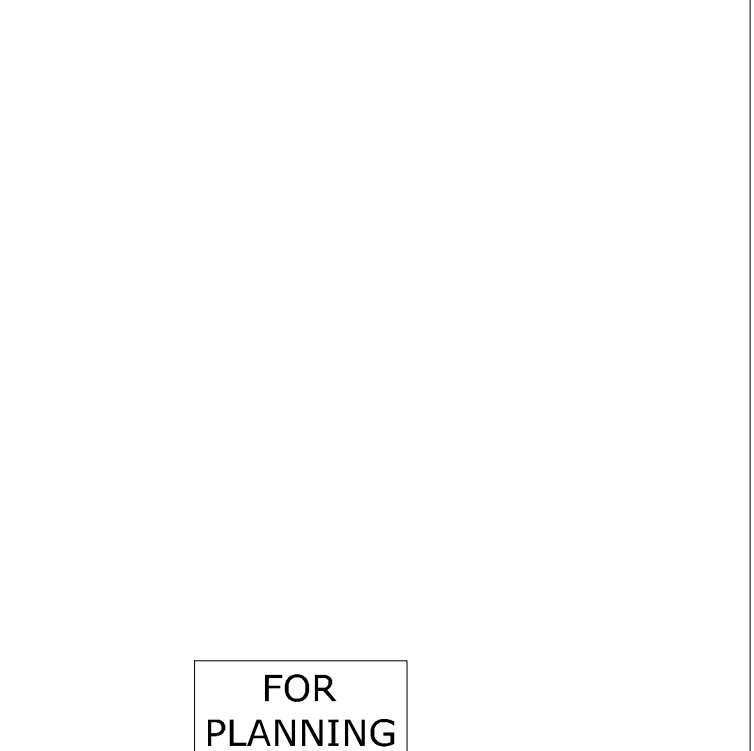
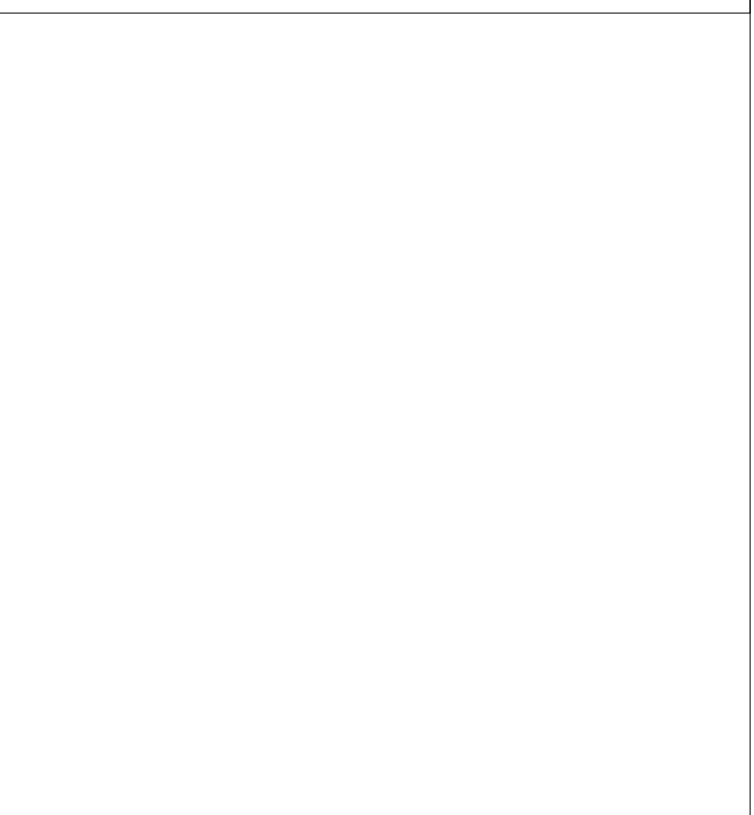
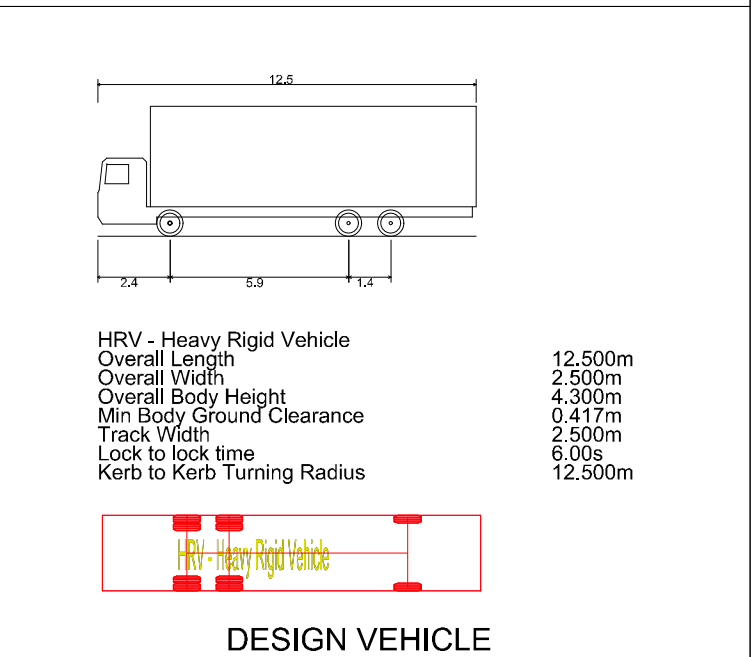
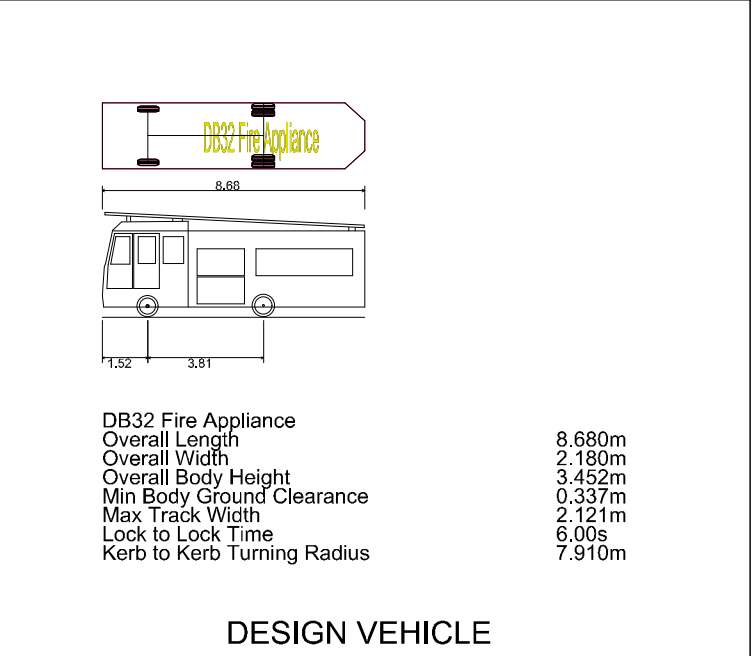
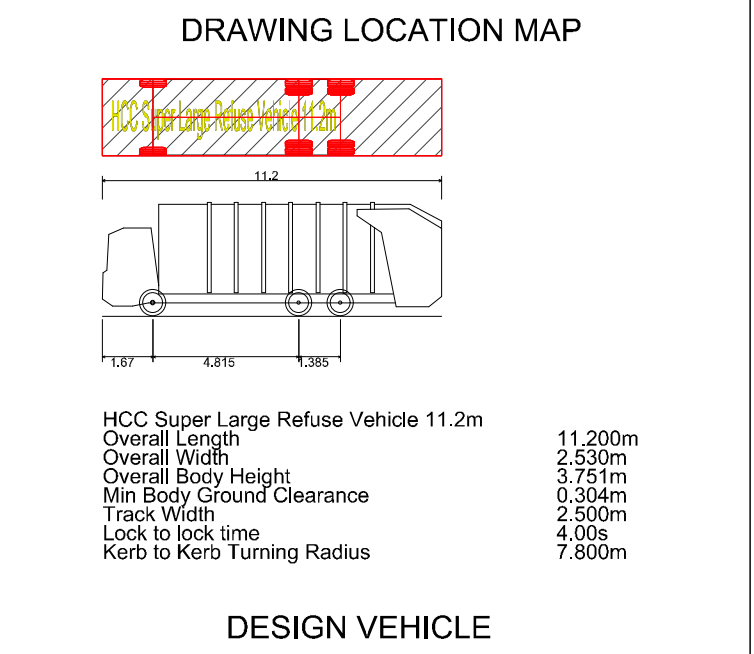
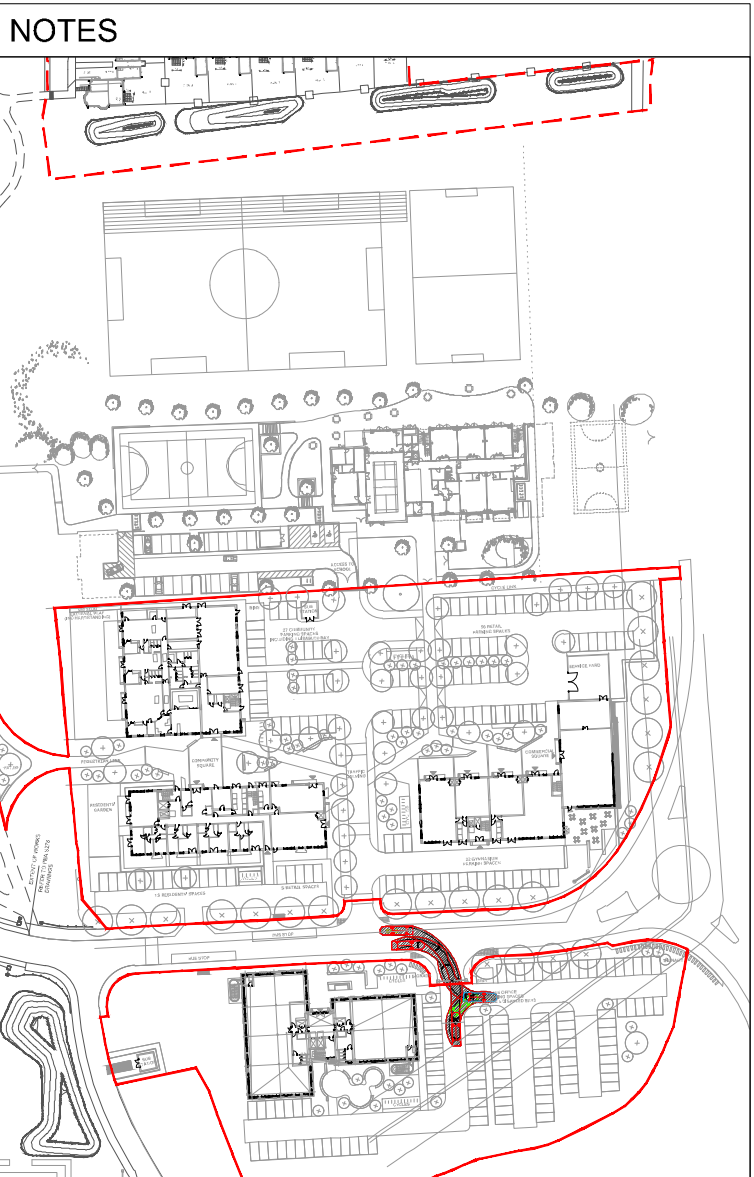
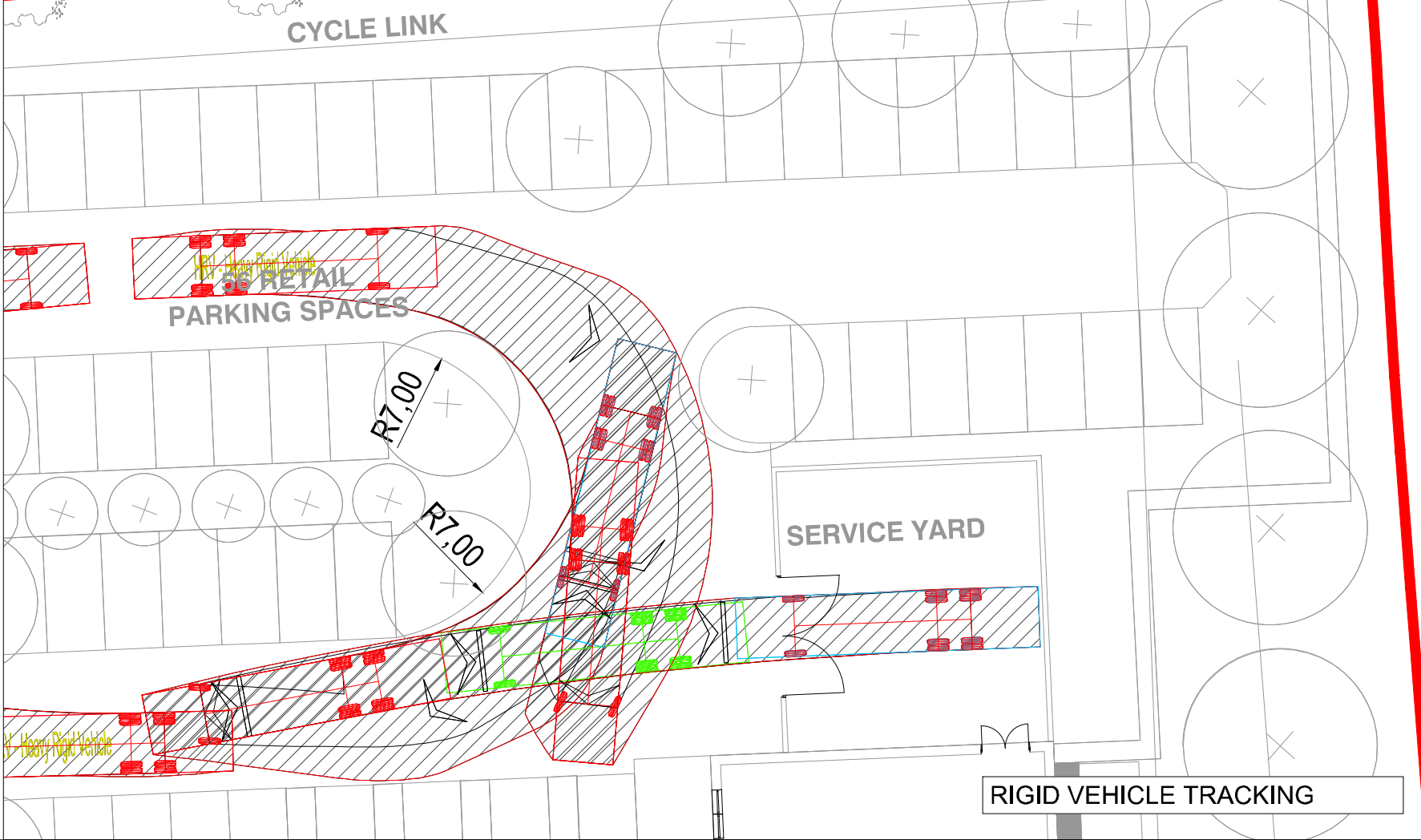
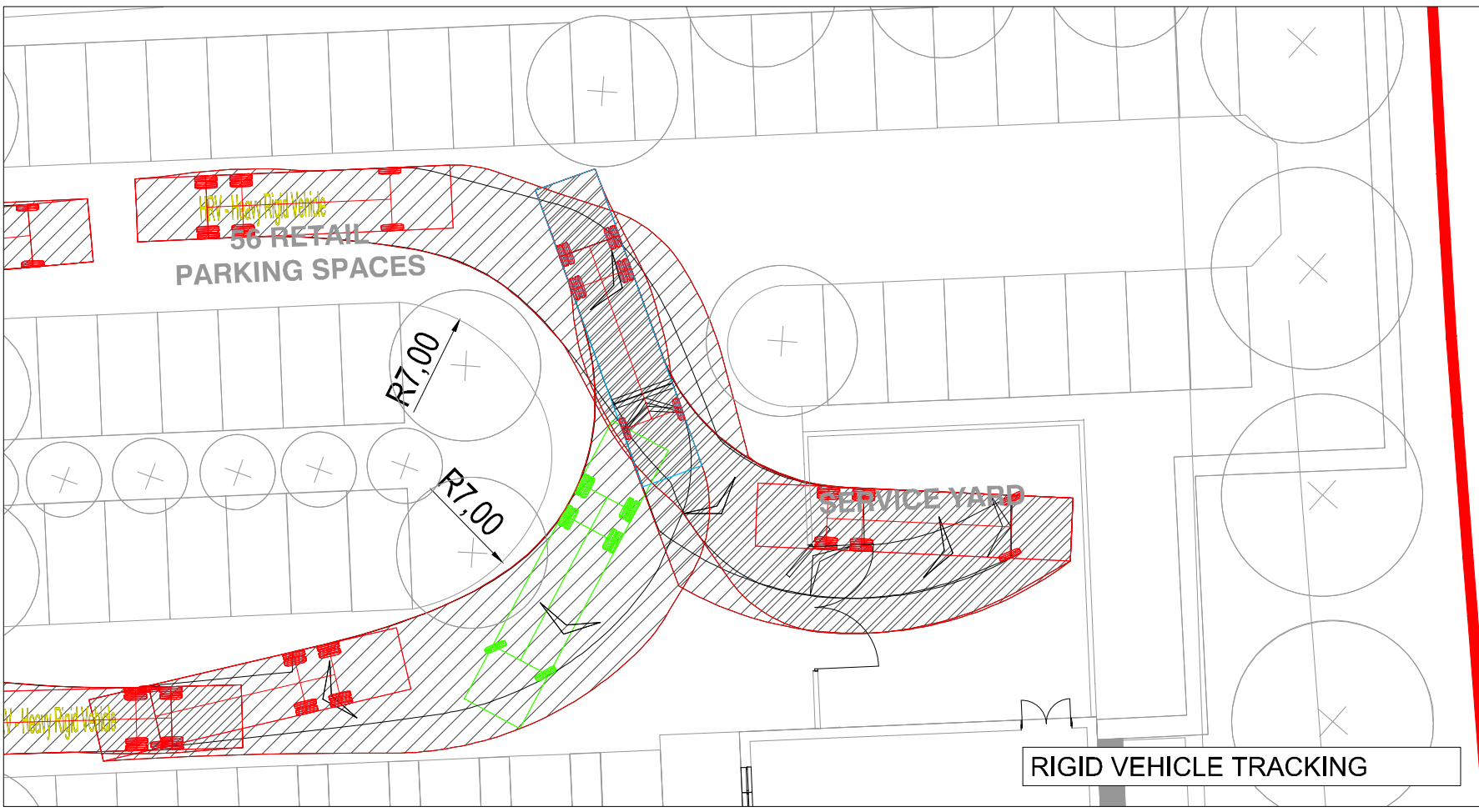
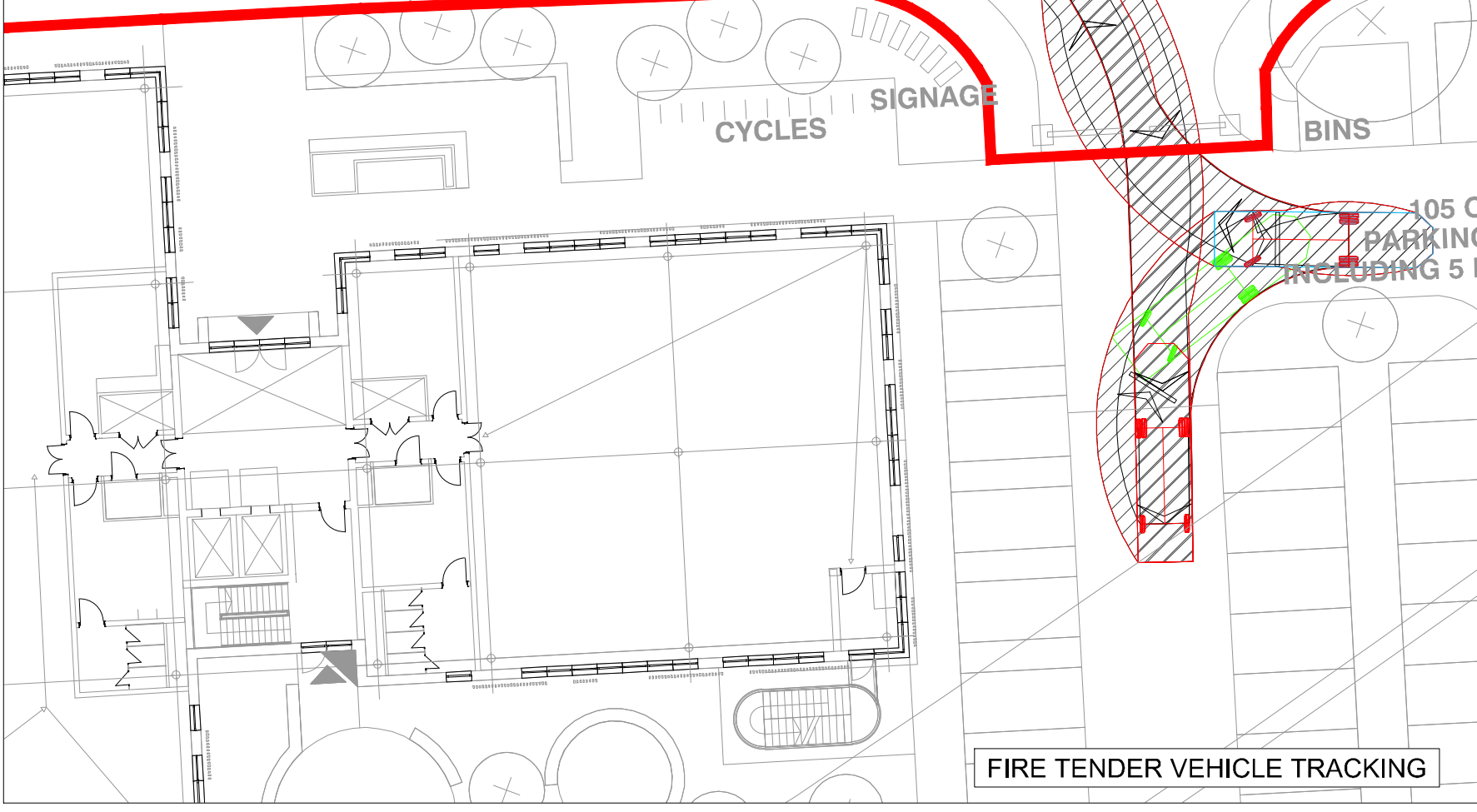
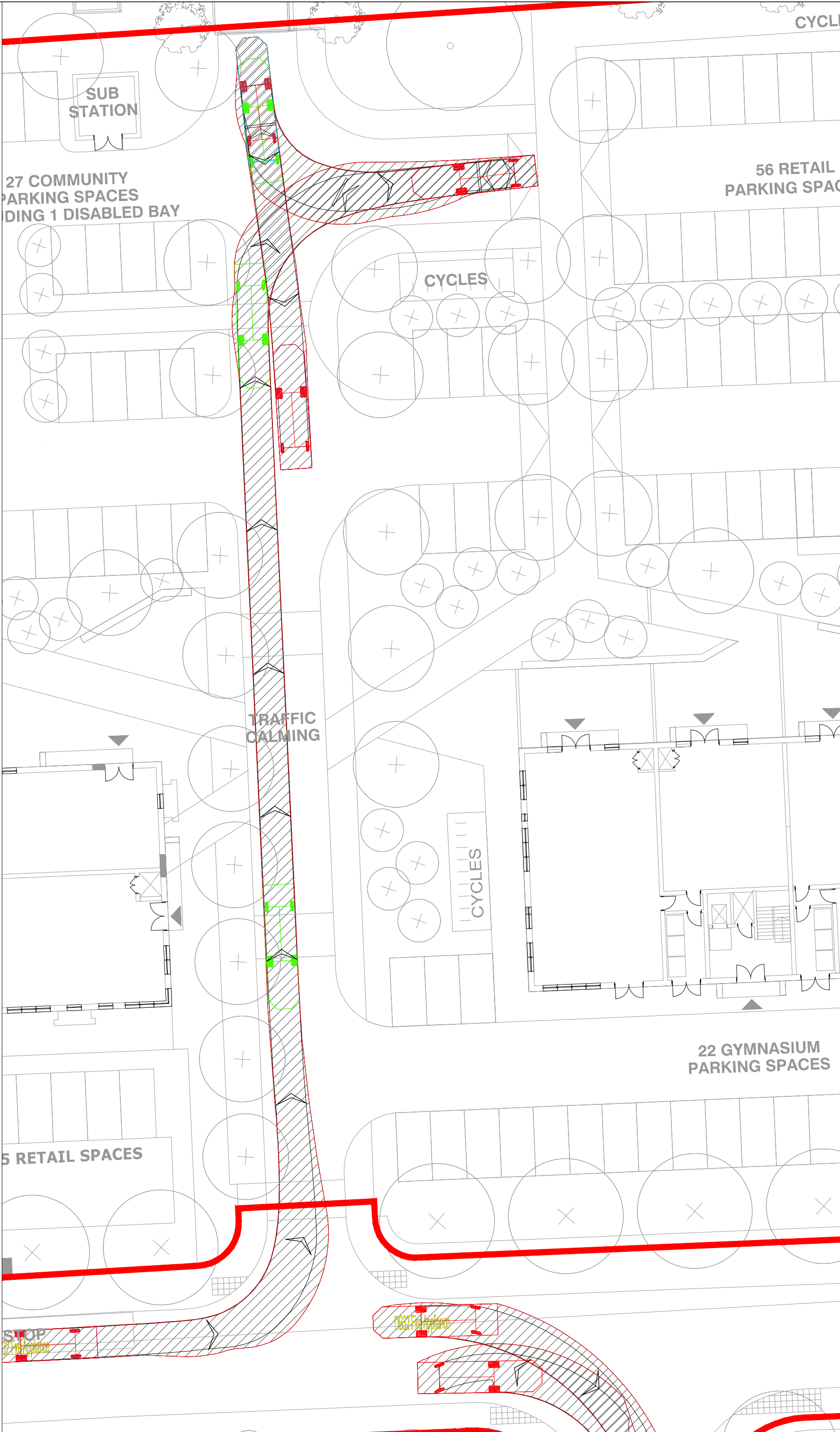
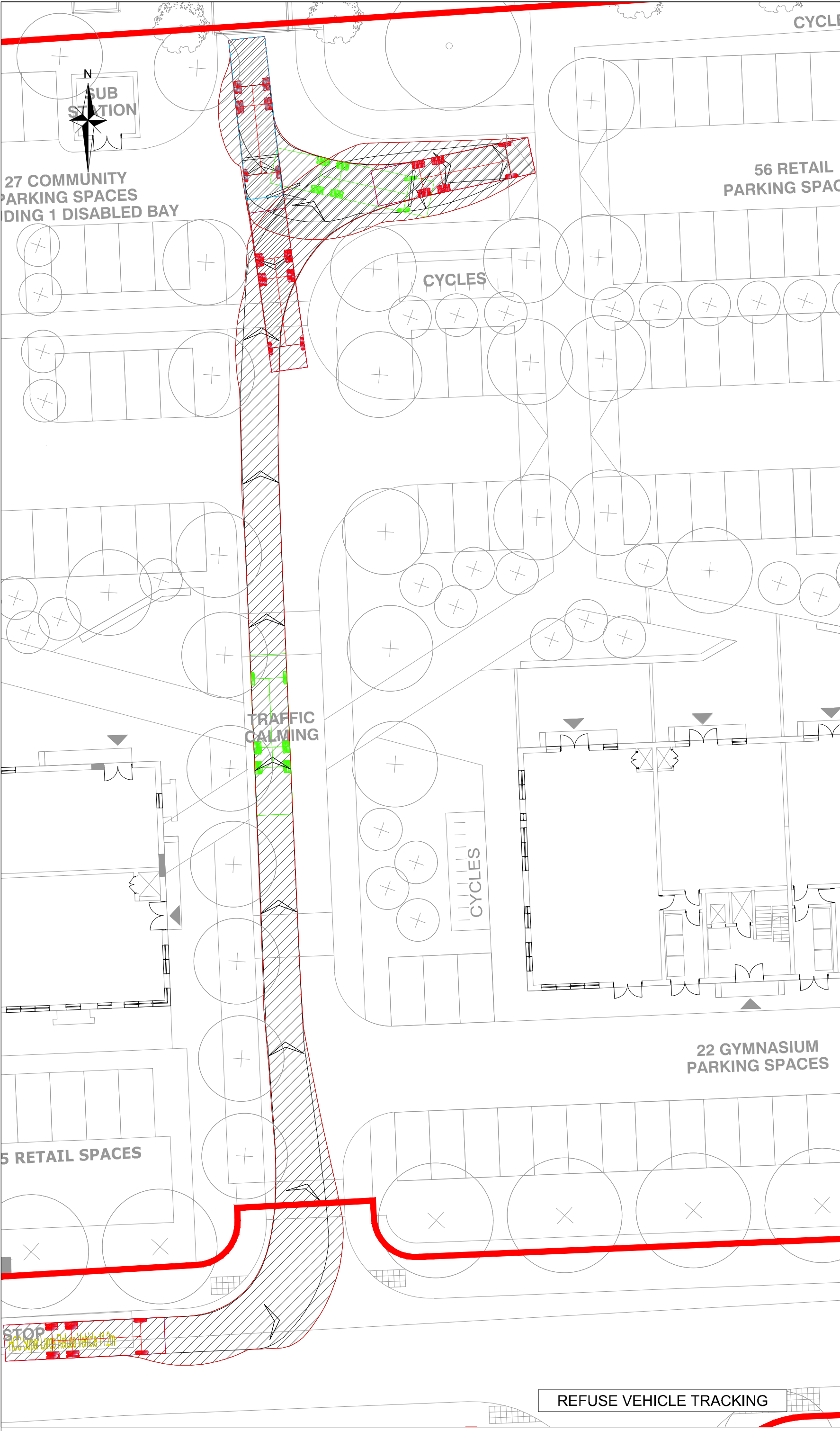
6 Summary & Conclusions

- 6.1 This Addendum has been produced in response to formal consultation comments provided by HCC highways dated 5 October 2022, regarding proposals to construct a new Lidl foodstore at North Stoneham Park in Eastleigh, planning application reference F/22/93720.
- 6.2 Salient points dealt with within this Addendum, include:
- **Proposed Access** – providing clarification in relation to the proposed access arrangement and commentary regarding the predicted operation of the junction.
 - **Existing Access** – clarification provided in relation to the closure and reinstatement of existing access points along the eastern side of Whieldon Way.
 - **Vehicle Tracking** – revised vehicle tracking provided to illustrate potential interaction between foodstore delivery vehicles and general traffic utilising Whieldon Way, in addition to outlining consented vehicle tracking which is considered comparable to that proposed in terms of interaction with Whieldon Way traffic.
 - **Trip Generation** – providing updated trip generation calculations, utilising data from the Lidl Whiteley foodstore.
 - **Trip Assignment** – providing updated trip assignment figures based upon an extended customer catchment area.
 - **Transport Modelling** – updated assessment based upon revised traffic flows, indicating that the proposed development is not envisaged to result in any significant impact upon local highway network operation.
 - **Car Parking** – outlining details in relation to existing parking pressures within the local area, planned car park management and an updated parking demand assessment based upon updated trip generation data.
 - **Cycle Parking** – Appropriate justification outlined within the TA is reiterated in relation to the level of cycle parking provision proposed.
- 6.3 Based upon the content provided within this Addendum to address the comments and additional information requested by HCC, it is considered that suitable detail has been provided to demonstrate that proposals are appropriate in transport planning terms.

APPENDIX A: Updated Proposed Site Plan

APPENDIX B: Updated Lidl Swept Path Analysis

APPENDIX C: Consented Scheme Swept Path Analysis



APPENDIX D: Trip Generation Calculations

PROJECT: Lidl Stoneham

TRIP RATES

PROPOSED

LIDL WHITELEY ANPR DATA
September 2022

WEEKDAY

SATURDAY

VEHICLES

Time Range	IN	OUT	TOTAL	IN	OUT	TOTAL
00:00-01:00	0.007	0.014	0.021	0.027	0.027	0.054
01:00-02:00	0.006	0.006	0.012	0.000	0.000	0.000
02:00-03:00	0.003	0.007	0.010	0.009	0.009	0.018
03:00-04:00	0.001	0.003	0.004	0.009	0.009	0.018
04:00-05:00	0.038	0.012	0.050	0.036	0.000	0.036
05:00-06:00	0.236	0.034	0.270	0.226	0.000	0.226
06:00-07:00	0.060	0.045	0.105	0.054	0.036	0.090
07:00-08:00	0.551	0.219	0.770	0.462	0.091	0.553
08:00-09:00	3.057	2.486	5.543	3.261	2.092	5.353
09:00-10:00	3.409	2.962	6.371	3.714	3.288	7.002
10:00-11:00	3.862	3.497	7.359	4.764	4.248	9.012
11:00-12:00	4.514	4.283	8.797	5.697	5.743	11.440
12:00-13:00	5.465	5.506	10.971	5.851	5.661	11.512
13:00-14:00	4.890	5.064	9.954	5.344	5.996	11.340
14:00-15:00	4.317	4.427	8.744	5.471	5.208	10.679
15:00-16:00	4.204	4.403	8.607	5.335	5.399	10.734
16:00-17:00	4.511	4.557	9.068	4.891	5.000	9.891
17:00-18:00	4.384	4.623	9.007	4.031	4.058	8.089
18:00-19:00	3.545	4.014	7.559	2.899	3.007	5.906
19:00-20:00	1.825	2.325	4.150	0.861	1.549	2.410
20:00-21:00	1.164	1.384	2.548	0.915	0.815	1.730
21:00-22:00	0.494	0.735	1.229	0.462	0.679	1.141
22:00-23:00	0.091	0.223	0.314	0.072	0.190	0.262
23:00-24:00	0.030	0.034	0.064	0.027	0.063	0.090
Daily	50.664	50.863	101.527	54.418	53.168	107.586

TRIP GENERATION

GFA **1987** sqm
FACTORED 19.87

WEEKDAY

SATURDAY

IN	OUT	TOTAL
0	0	0
0	0	0
0	0	0
0	0	0
1	0	1
5	1	6
1	1	2
11	4	15
61	49	110
68	59	127
77	69	146
90	85	175
109	109	218
97	101	198
86	88	174
84	87	171
90	91	181
87	92	179
70	80	150
36	46	82
23	28	51
10	15	25
2	4	6
1	1	2
1007	1011	2018

IN	OUT	TOTAL
1	1	2
0	0	0
0	0	0
0	0	0
1	0	1
4	0	4
1	1	2
9	2	11
65	42	107
74	65	139
95	84	179
113	114	227
116	112	228
106	119	225
109	103	212
106	107	213
97	99	196
80	81	161
58	60	118
17	31	48
18	16	34
9	13	22
1	4	5
1	1	2
1081	1056	2137

PROJECT: Lidl Stoneham

VEHICULAR TRIP GENERATION - COMPARISON

CONSENTED USE - LOCAL CENTRE

Time Range	WEEKDAY			SATURDAY		
	IN	OUT	TOTAL	IN	OUT	TOTAL
00:00-01:00	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0
06:00-07:00	19	19	38	0	0	0
07:00-08:00	52	48	100	25	22	47
08:00-09:00	64	61	125	55	41	96
09:00-10:00	70	65	135	78	71	149
10:00-11:00	69	66	135	92	97	189
11:00-12:00	66	67	133	83	85	168
12:00-13:00	80	79	159	72	80	152
13:00-14:00	71	71	142	83	80	163
14:00-15:00	63	63	126	86	81	167
15:00-16:00	66	69	135	68	74	142
16:00-17:00	72	73	145	72	73	145
17:00-18:00	73	75	148	99	97	196
18:00-19:00	67	67	134	88	94	182
19:00-20:00	49	52	101	106	101	207
20:00-21:00	32	36	68	63	73	136
21:00-22:00	40	42	82	13	11	24
22:00-23:00	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0
Daily	952	951	1903	1085	1080	2165

PROPOSED USE - LIDL FOODSTORE

LIDL WHITELEY ANPR DATA					
WEEKDAY			SATURDAY		
IN	OUT	TOTAL	IN	OUT	TOTAL
0	0	0	1	1	2
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	0	1	1	0	1
5	1	6	4	0	4
1	1	2	1	1	2
11	4	15	9	2	11
61	49	110	65	42	107
68	59	127	74	65	139
77	69	146	95	84	179
90	85	175	113	114	227
109	109	218	116	112	228
97	101	198	106	119	225
86	88	174	109	103	212
84	87	171	106	107	213
90	91	181	97	99	196
87	92	179	80	81	161
70	80	150	58	60	118
36	46	82	17	31	48
23	28	51	18	16	34
10	15	25	9	13	22
2	4	6	1	4	5
1	1	2	1	1	2
1007	1011	2018	1081	1056	2137

NET CHANGE

WEEKDAY			SATURDAY		
IN	OUT	TOTAL	IN	OUT	TOTAL
0	0	0	1	1	2
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	0	1	1	0	1
5	1	6	4	0	4
-18	-18	-36	1	1	2
-41	-44	-85	-16	-20	-36
-3	-12	-15	10	1	11
-2	-6	-8	-4	-6	-10
8	3	11	3	-13	-10
24	18	42	30	29	59
29	30	59	44	32	76
26	30	56	23	39	62
23	25	48	23	22	45
18	18	36	38	33	71
18	18	36	25	26	51
14	17	31	-19	-16	-35
3	13	16	-30	-34	-64
-13	-6	-19	-89	-70	-159
-9	-8	-17	-45	-57	-102
-30	-27	-57	-4	2	-2
2	4	6	1	4	5
1	1	2	1	1	2
55	60	115	-4	-24	-28

APPENDIX E: Trip Distribution Catchment Area

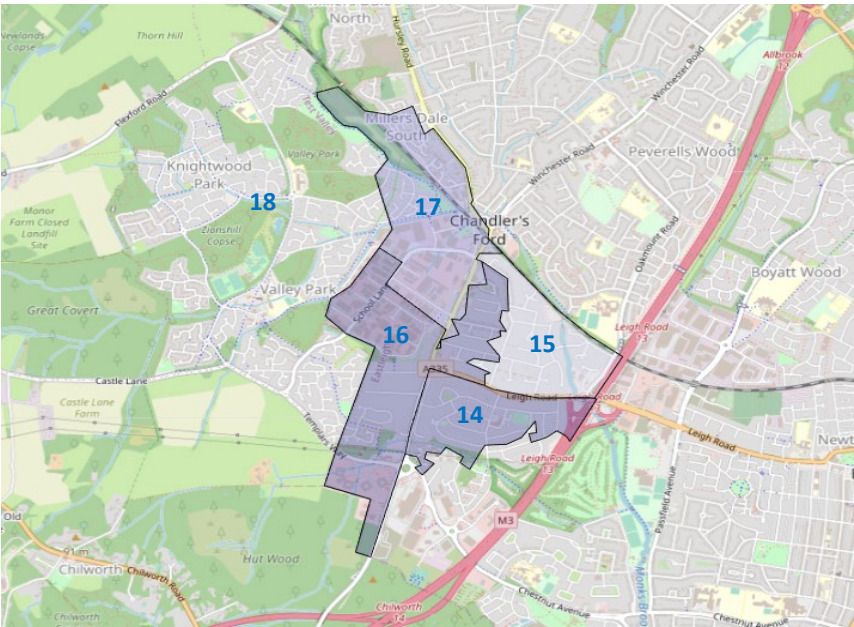
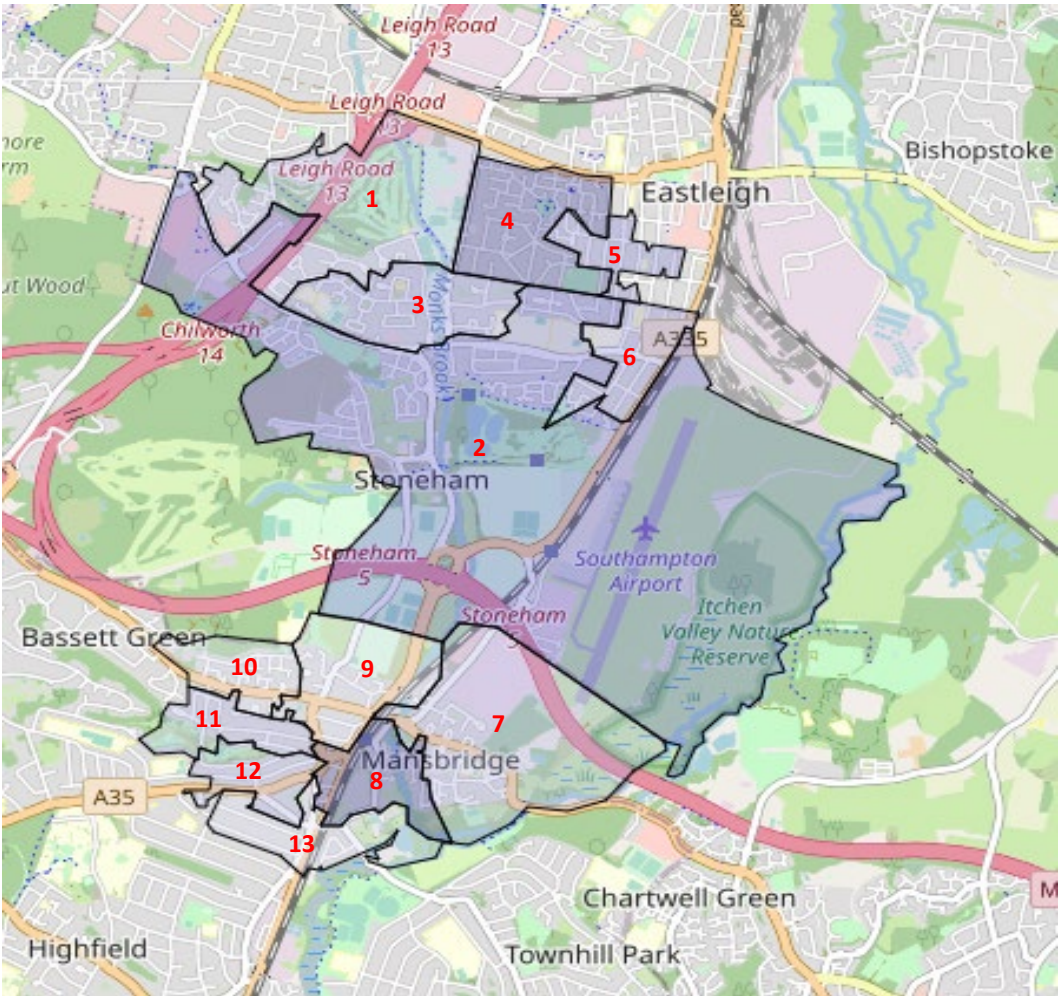
PRIMARY TRIP - CUSTOMER DRAW

External Trips

	Area	2011	%
1	E01022681 : Eastleigh 006E	1,574	4.3%
2	E01022677 : Eastleigh 006B	2,007	5.5%
3	E01022678 : Eastleigh 006C	1,891	5.2%
4	E01022668 : Eastleigh 006A	2,606	7.2%
5	E01022669 : Eastleigh 007B	1,792	4.9%
6	E01022679 : Eastleigh 007E	1,827	5.0%
7	E01017265 : Southampton 003B	1,632	4.5%
8	E01017264 : Southampton 003A	2,582	7.1%
9	E01017271 : Southampton 003D	1,086	3.0%
10	E01017270 : Southampton 003C	1,355	3.7%
11	E01017272 : Southampton 005E	1,413	3.9%
12	E01017266 : Southampton 005A	1,442	4.0%
13	E01017267 : Southampton 005B	1,238	3.4%
14	E01022680 : Eastleigh 006D	1,604	4.4%
15	E01022662 : Eastleigh 003B	1,344	3.7%
16	E01022663 : Eastleigh 003C	1,625	4.5%
17	E01022665 : Eastleigh 003E	1,497	4.1%
18	E02004827 : Test Valley 014	7,713	21.3%
		36,228	
	Route to / from Site	2011 CENSUS	
A	NORTH via Stoneham Lane	25,480	70%
B	SOUTH via Stoneham Way	8,307	23%
C	SOUTH via Stoneham Lane	2,441	7%
		36,228	100%

Internal Trips - North Stoneham Park Development

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



APPENDIX F: Traffic Flow Calculations

LIDL Stoneham, Eastleigh

TRIP GENERATION

WEEKDAY - PM PEAK			SATURDAY PEAK		
17:00		-	18:00		
Arrivals	Departures	Total	Arrivals	Departures	Total
14	17	31	44	32	76

TRIP ASSIGNMENT

		WEEKDAY - PM PEAK			SATURDAY PEAK			
		%	Arrivals	Departures	Total	Arrivals	Departures	Total
SECONDARY & CROSS VISITATION		30%	4	5	9	13	10	23
PRIMARY		70%	10	12	22	31	22	53
PRIMARY NEW - NORTH STONEHAM PARK		20%	3	3	6	9	6	15
VIA STONEHAM LANE (N)		20%	1	1	2	2	1	3
VIA HIGHWOOD AVE		80%	2	2	4	7	5	12
PRIMARY TRANSFERRED - NORTH STONEHAM PARK		0%	0	0	0	0	0	0
PRIMARY NEW - OFFSITE		50%	7	9	16	22	16	38
EASTLEIGH VIA STONEHAM LANE (N)		70%	5	6	11	15	11	26
SOUTHAMPTON VIA STONEHAM WAY (S)		23%	2	2	4	5	4	9
SOUTHAMPTON VIA STONEHAM LANE (S)		7%	0	1	1	2	1	3
COMBINED		WEEKDAY - PM PEAK			SATURDAY PEAK			
		Arrivals	Departures	Total	Arrivals	Departures	Total	
VIA STONEHAM LANE (N)		6	7	13	17	12	29	
SOUTHAMPTON VIA STONEHAM WAY (S)		2	2	4	5	4	9	
VIA HIGHWOOD AVE		2	2	4	7	5	12	
SOUTHAMPTON VIA STONEHAM LANE (S)		0	1	1	2	1	3	

APPENDIX G: Updated Parking Assessment

PROJECT: Lidl Stoneham

Parking Assessment - Lidl

WEEKDAY

LIDL WHITELEY ANPR HOURLY TRIP RATES

TIME	1987		sqm GFA		1
	IN	OUT	IN	OUT	
00:00-01:00	0.007	0.014	0	0	1
01:00-02:00	0.006	0.006	0	0	1
02:00-03:00	0.003	0.007	0	0	1
03:00-04:00	0.001	0.003	0	0	1
04:00-05:00	0.038	0.012	1	0	2
05:00-06:00	0.236	0.034	5	1	6
06:00-07:00	0.060	0.045	1	1	6
07:00-08:00	0.551	0.219	11	4	13
08:00-09:00	3.057	2.486	61	49	25
09:00-10:00	3.409	2.962	68	59	34
10:00-11:00	3.862	3.497	77	69	42
11:00-12:00	4.514	4.283	90	85	47
12:00-13:00	5.465	5.506	109	109	47
13:00-14:00	4.890	5.064	97	101	43
14:00-15:00	4.317	4.427	86	88	41
15:00-16:00	4.204	4.403	84	87	38
16:00-17:00	4.511	4.557	90	91	37
17:00-18:00	4.384	4.623	87	92	32
18:00-19:00	3.545	4.014	70	80	22
19:00-20:00	1.825	2.325	36	46	12
20:00-21:00	1.164	1.384	23	28	7
21:00-22:00	0.494	0.735	10	15	2
22:00-23:00	0.091	0.223	2	4	0
23:00-24:00	0.030	0.034	1	1	0

0 - 15 MINUTE DWELL TIME

25%

TIME	IN	IN	OUT	ACCUM
	-	-	-	0
0800-0815	6.3%	4	0	4
0815-0830	6.3%	4	4	4
0830-0845	6.3%	4	4	4
0845-0900	6.3%	4	4	4
0900-0915	6.3%	4	4	4
0915-0930	6.3%	4	4	4
0930-0945	6.3%	4	4	4
0945-1000	6.3%	4	4	4
1000-1015	6.3%	5	4	5
1015-1030	6.3%	5	5	5
1030-1045	6.3%	5	5	5
1045-1100	6.3%	5	5	5
1100-1115	6.3%	6	5	6
1115-1130	6.3%	6	6	6
1130-1145	6.3%	6	6	6
1145-1200	6.3%	6	6	6
1200-1215	6.3%	7	6	7
1215-1230	6.3%	7	7	7
1230-1245	6.3%	7	7	7
1245-1300	6.3%	7	7	7
1300-1315	6.3%	6	7	6
1315-1330	6.3%	6	6	6
1330-1345	6.3%	6	6	6
1345-1400	6.3%	6	6	6
1400-1415	6.3%	5	6	5
1415-1430	6.3%	5	5	5
1430-1445	6.3%	5	5	5
1445-1500	6.3%	5	5	5
1500-1515	6.3%	5	5	5
1515-1530	6.3%	5	5	5
1530-1545	6.3%	5	5	5
1545-1600	6.3%	5	5	5
1600-1615	6.3%	6	5	6
1615-1630	6.3%	6	6	6
1630-1645	6.3%	6	6	6
1645-1700	6.3%	6	6	6
1700-1715	6.3%	5	6	5
1715-1730	6.3%	5	5	5
1730-1745	6.3%	5	5	5
1745-1800	6.3%	5	5	5
1800-1815	6.3%	4	5	4
1815-1830	6.3%	4	4	4
1830-1845	6.3%	4	4	4
1845-1900	6.3%	4	4	4
1900-1915	6.3%	2	4	2
1915-1930	6.3%	2	2	2
1930-1945	6.3%	2	2	2
1945-2000	6.3%	2	2	2

15 - 30 MINUTE DWELL TIME

30%

TIME	IN	IN	OUT	ACCUM
	-	-	-	0
0800-0815	7.5%	5	0	5
0815-0830	7.5%	5	0	10
0830-0845	7.5%	5	5	10
0845-0900	7.5%	5	5	10
0900-0915	7.5%	5	5	10
0915-0930	7.5%	5	5	10
0930-0945	7.5%	5	5	10
0945-1000	7.5%	5	5	10
1000-1015	7.5%	6	5	11
1015-1030	7.5%	6	5	12
1030-1045	7.5%	6	6	12
1045-1100	7.5%	6	6	12
1100-1115	7.5%	7	6	13
1115-1130	7.5%	7	6	14
1130-1145	7.5%	7	7	14
1145-1200	7.5%	7	7	14
1200-1215	7.5%	8	7	15
1215-1230	7.5%	8	7	16
1230-1245	7.5%	8	8	16
1245-1300	7.5%	8	8	16
1300-1315	7.5%	7	8	15
1315-1330	7.5%	7	8	14
1330-1345	7.5%	7	7	14
1345-1400	7.5%	7	7	14
1400-1415	7.5%	6	7	13
1415-1430	7.5%	6	7	12
1430-1445	7.5%	6	6	12
1445-1500	7.5%	6	6	12
1500-1515	7.5%	6	6	12
1515-1530	7.5%	6	6	12
1530-1545	7.5%	6	5	10
1545-1600	7.5%	6	6	12
1600-1615	7.5%	7	6	13
1615-1630	7.5%	7	6	14
1630-1645	7.5%	7	7	14
1645-1700	7.5%	7	7	14
1700-1715	7.5%	7	7	14
1715-1730	7.5%	7	7	14
1730-1745	7.5%	7	7	14
1745-1800	7.5%	7	7	14
1800-1815	7.5%	5	7	12
1815-1830	7.5%	5	7	10
1830-1845	7.5%	5	5	10
1845-1900	7.5%	5	5	10
1900-1915	7.5%	3	5	8
1915-1930	7.5%	3	5	6
1930-1945	7.5%	3	3	6
1945-2000	7.5%	3	3	6

30 - 45 MINUTE DWELL TIME

35%

TIME	IN	IN	OUT	ACCUM
	-	-	-	0
0800-0815	8.8%	5	0	5
0815-0830	8.8%	5	0	10
0830-0845	8.8%	5	0	15
0845-0900	8.8%	5	5	15
0900-0915	8.8%	6	5	16
0915-0930	8.8%	6	5	17
0930-0945	8.8%	6	5	18
0945-1000	8.8%	6	6	18
1000-1015	8.8%	7	6	19
1015-1030	8.8%	7	6	20
1030-1045	8.8%	7	6	21
1045-1100	8.8%	7	7	21
1100-1115	8.8%	8	7	22
1115-1130	8.8%	8	7	23
1130-1145	8.8%	8	7	24
1145-1200	8.8%	8	8	24
1200-1215	8.8%	10	8	26
1215-1230	8.8%	10	8	28
1230-1245	8.8%	10	8	30
1245-1300	8.8%	10	10	30
1300-1315	8.8%	8	10	28
1315-1330	8.8%	8	10	26
1330-1345	8.8%	8	10	24
1345-1400	8.8%	8	8	24
1400-1415	8.8%	8	8	24
1415-1430	8.8%	8	8	24
1430-1445	8.8%	8	8	24
1445-1500	8.8%	8	8	24
1500-1515	8.8%	7	8	23
1515-1530	8.8%	7	8	22
1530-1545	8.8%	8	7	21
1545-1600	8.8%	7	7	21
1600-1615	8.8%	8	7	22
1615-1630	8.8%	8	7	23
1630-1645	8.8%	8	7	24
1645-1700	8.8%	8	8	24
1700-1715	8.8%	8	8	24
1715-1730	8.8%	8	8	24
1730-1745	8.8%	8	8	24
1745-1800	8.8%	8	8	24
1800-1815	8.8%	6	8	22
1815-1830	8.8%	6	8	20
1830-1845	8.8%	6	8	18
1845-1900	8.8%	6	8	18
1900-1915	8.8%	3	6	15
1915-1930	8.8%	3	6	12
1930-1945	8.8%	3	6	9
1945-2000	8.8%	3	3	9

45 - 60 MINUTE DWELL TIME

10%

TIME	IN	IN	OUT	ACCUM
	-	-	-	0
0800-0815	2.5%	2	0	2
0815-0830	2.5%	2	0	4
0830-0845	2.5%	2	0	6
0845-0900	2.5%	2	2	8
0900-0915	2.5%	2	2	8
0915-0930	2.5%	2	2	8
0930-0945	2.5%	2	2	8
0945-1000	2.5%	2	2	8
1000-1015	2.5%	2	2	8
1015-1030	2.5%	2	2	8
1030-1045	2.5%	2	2	8
1045-1100	2.5%	2	2	8
1100-1115	2.5%	2	2	8
1115-1130	2.5%	2	2	8
1130-1145	2.5%	2	2	8
1145-1200	2.5%	2	2	8
1200-1215	2.5%	3	2	9
1215-1230	2.5%	3	2	10
1230-1245	2.5%	3	2	11
1245-1300	2.5%	3	2	12
1300-1315	2.5%	2	3	11
1315-1330	2.5%	2	3	10
1330-1345	2.5%	2	3	9
1345-1400	2.5%	2	3	8
1400-1415	2.5%	2	2	8
1415-1430	2.5%	2	2	8
1430-1445	2.5%	2	2	8
1445-1500	2.5%	2	2	8
1500-1515	2.5%	2	2	8
1515-1530	2.5%	2	2	8
1530-1545	2.5%	2	2	8
1545-1600	2.5%	2	2	8
1600-1615	2.5%	2	2	8
1615-1630	2.5%	2	2	8
1630-1645	2.5%	2	2	8
1645-1700	2.5%	2	2	8
1700-1715	2.5%	2	2	8
1715-1730	2.5%	2	2	8
1730-1745	2.5%	2	2	8
1745-1800	2.5%	2	2	8
1800-1815	2.5%	2	2	8
1815-1830	2.5%	2	2	8
1830-1845	2.5%	2	2	8
1845-1900	2.5%	2	2	8
1900-1915	2.5%	1	2	7
1915-1930	2.5%	1	2	6
1930-1945	2.5%	1	2	5
1945-2000	2.5%	1	2	4

COMBINED

100%

TIME	IN	OUT	ACCUM
	-	-	7
0800-0815	16	0	23
0815-0830	16	4	35
0830-0845	16	9	42
0845-0900	16	14	44
0900-0915	17	16	45
0915-0930	17	16	46
0930-0945	17	16	47
0945-1000	17	17	47
1000-1015	20	17	50
1015-1030	20	18	52
1030-1045	20	19	53
1045-1100	20	20	53
1100-1115	23	20	56
1115-1130	23	21	58
1130-1145	23	22	59
1145-1200	23	23	59
1200-1215	28	23	64
1215-1230	28	24	68
1230-1245	28	25	71
1245-1300	28	27	72
1300-1315	23	28	67
1315-1330	23	27	63
1330-1345	23	26	60
1345-1400	23	24	59
1400-1415	21	23	57
1415-1430	21	22	56
1430-1445	21	21	56
1445-1500	21	21	56
1500-1515	20	21	55
1515-1530	20	21	54
1530-1545	20	21	53
1545-1600	20	20	53
1600-1615	23	20	58
1615-1630	23	21	58
1630-1645	23	22	59
1645-1700	23	23	59
1700-1715	22	23	58
1715-1730	22	22	58
1730-1745	22	22	58
1745-1800	22	22	58
1800-1815	17	22	53
1815-1830	17	21	49
1830-1845	17	19	47
1845-1900	17	17	47
1900-1915	9	17	39
1915-1930	9	15	33
1930-1945	9	13	29
1945-2000	9	10	26

