

Transport Assessment

Stoke Park Farm SANG



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Project

Stoke Park Farm, SANG

Transport Assessment

Client Name

Transport Assessment

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Executive Summary

Client	Eastleigh Brough Council
Site	The proposed development site is on 20-25ha of greenfield land, located at Stoke Park Farm, located off Stoke Common Road on the outskirts of Bishopstoke within the borough of Eastleigh. It can be located by the nearest postcode SO50 6JF and National Grid Reference (NGR) SU 47900 20241.
Development Description	An area of approximately 20-25 hectares at Stoke Park Farm has been identified as a favourable location for a SANG. The undulated landscape provided a natural environment with the opportunity to: • Improve the biodiversity of the area. • Compliment the river with wetlands and other water attenuation, diversion, and improvements. • Create circulating walking routes within – both surfaces and unsurfaced; Improve connectivity between existing rights of way. • Provide vehicular access and car parking provisions. • Benefit from the connection with the surrounding woodlands. • Develop a focal point with reaching views
Policy	The proposed SANG accords with the requirements of national and local planning policy and guidance in that it provides a safe and appropriate access; and is suitably located to be accessed on foot or by bike.
Existing Conditions	The proposed SANG will be accessed via an existing access road from Sewall Drive which connects with Stoke Common Road to the west. A review of collision data indicates that the road network within the locality operates safely.
Accessibility	Walking accessibility to the proposed SANG is of high quality and provides access from local residential areas to the west. There is an excellent PROW network and bridleway connecting the SANG.
Trip Generation and Traffic Impact	The existing volume of traffic on Sewall Drive and the access road serving Stoke Park Farm is low. The predicted level of traffic associated with the SANG would be low and would not impact on highway capacity. The highway network operates safely and will continue to do so with the SANG in place. Sufficient car parking is provided for the SANG to cater for the anticipated demand.
Summary	The data in this Transport Assessment presents potential vehicle movements to and from the site at full use and is shown to be broadly comparable to the worst-case peak seasonal scenario level of viable movements from the site as a working dairy farm. Added to this is the reasonable expectation that many users of this facility will access by foot owing to strong connections to existing PROW's, permeability with existing amenity features and more conveniently located public parking adjacent to the site.

However, the proposed layout, features and parking provision of the SANG are in line with advice from Natural England and it is demonstrated that proposed vehicular movements to and from the proposed facility are acceptable in Planning terms.

1 Introduction

1.1 Background

Clarkebond (UK) Ltd has been appointed by Eastleigh Brough Council to provide a Transport Assessment (TA) to support a planning application for the proposed development of a Suitable Alternative Natural Green Space (SANG) at Stoke Park Farm in Eastleigh.

Eastleigh Borough Council (EBC) has recently acquired 243 hectares of agricultural land at Stoke Park Farm. The strategic land acquisition has enabled the council to address nitrate mitigation and explore additional environmental benefits such as biodiversity net gain, phosphates, tree planting and woodland creation, solar energy, and the creation of the SANG. An area of circa 20-25 hectares has been identified as a favourable location for the SANG. The SANG will seek to provide the opportunity to:

- Improve the biodiversity of the area.
- Compliment the river with wetlands and other water attenuation, diversion, and improvements.
- Create circulating walking routes within – both surfaces and unsurfaced; Improve connectivity between existing rights of way.
- Provide vehicular access and car parking provisions.
- Benefit from the connection with the surrounding woodlands.
- Develop a focal point with reaching views.

The extent of the agricultural land holding that will accommodate the proposed SANG is shown on the redline ownership boundary extract below on **Figure 1.1**.

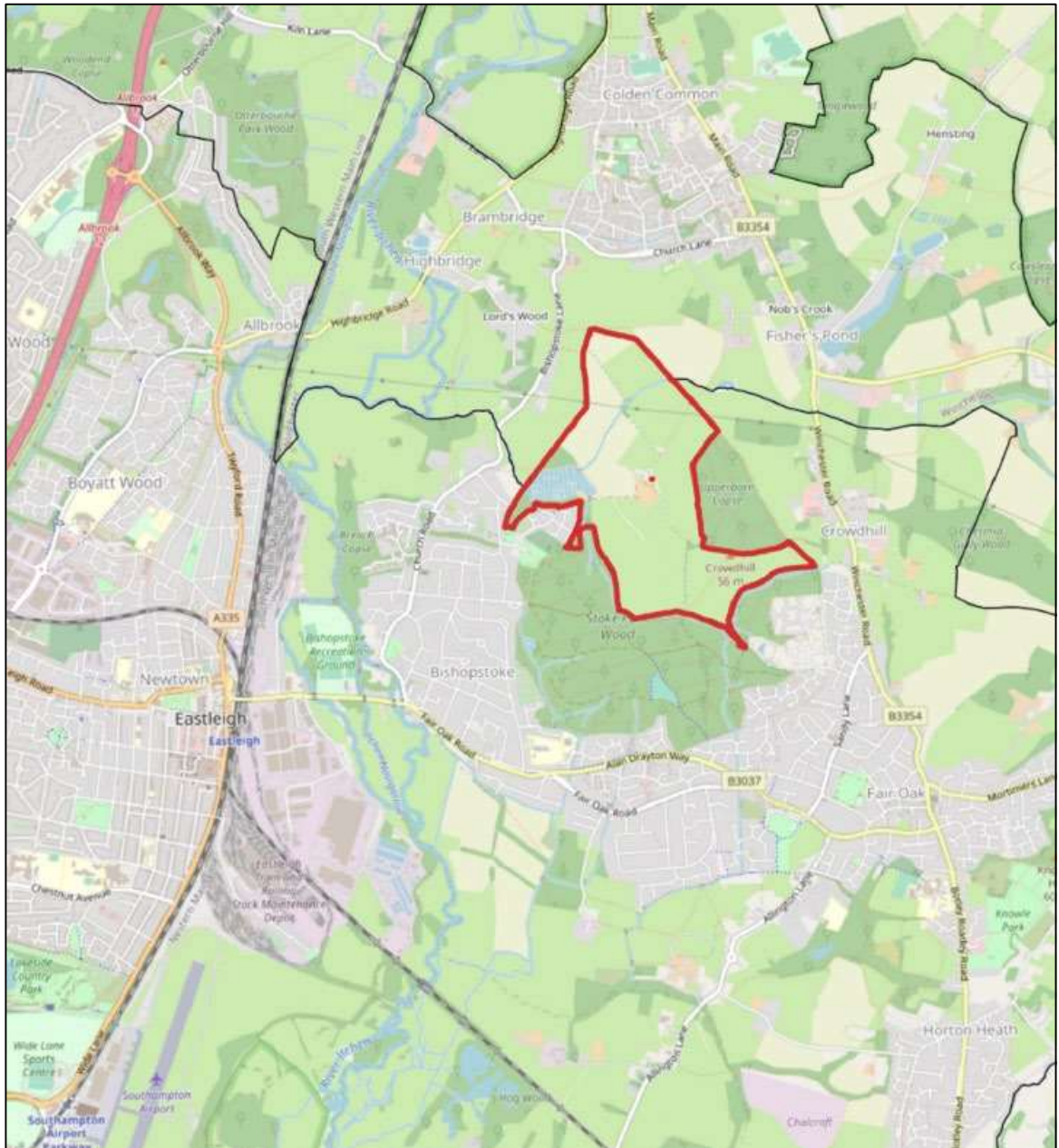


Figure 1.1: Stoke Park Farm Ownership Boundary

The extract **Figure 1.2** below shows the extent of the SANG (edged blue), the proposed access route from Sewall Drive connecting Stoke Common Road (black dashed line) access to the existing Public Rights of Way network (red dots) and the proposed walking route within the SANG (orange solid and dashed lines).



Figure 2.2: Proposed SANG Extents

The proposed site plan is included as **Appendix A**.

1.2 Structure of Report

This TA is set out as follows:

- Chapter 2 provides a summary of relevant national and local policy;
- Chapter 3 describes the development context, including the existing highway and transport conditions in the vicinity of the site. It also includes an assessment of highway safety through reference to personal injury collision data;
- Chapter 4 assesses the accessibility of the proposed development by sustainable transport modes;
- Chapter 5 summarises the proposed development and site access arrangements;
- Chapter 6 details the trip generation, traffic impact, car park accumulation associated with the proposed SANG; and
- Chapter 7 provides a summary and conclusion.

1.3 Limitations

The information, views and conclusions drawn concerning the site are based, in part, on information supplied to Clarkebond by other parties. Clarkebond has proceeded in good faith on the assumption that this information is accurate. Clarkebond accepts no liability for any inaccurate conclusions, assumptions or actions taken resulting from any inaccurate information supplied to Clarkebond from others.

2 Planning Policy Review

2.1 Introduction

This chapter reviews the national and local transport policies that are of relevance to the proposed development as follows:

- National Planning Policy Framework (2023);
- PPG: Travel Plans, Transport Assessments and Statements in Decision Taking (2014);
- Hampshire County Council Draft Local Transport Plan 4 (LTP4 2022-2050);
- Eastleigh Local Plan (2016-2036); and
- Natural England's Guidelines for Creation of SANGs

2.2 National Planning Policy Framework (2023)

The National Planning Policy Framework (NPPF) was first published in March 2012 and replaced the previous national planning policies that were set out in the various Planning Policy Guidance Notes and Statements. Regarding transport, the NPPF replaced policy contained within PPG13 (Transport).

The NPPF sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development. It also aims to promote sustainable transport whilst recognising that opportunities vary between urban and rural areas.

Paragraphs 104 and 105 set out the transport issues that should be considered at the earliest stages of planning:

104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed, and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

105. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

Paragraph 110 sets out the transport requirements for allocations or applications:

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

Paragraphs 111 and 112 state that developments should not be prevented on highways grounds unless the cumulative impacts are severe:

111. 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.

112. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

Paragraph 113 states the requirement for significant developments to produce Travel Plans and Transport Statements or Transport Assessments:

113. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

2.3 NPPF Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision Taking (2014)

Transport Assessments (TAs) and Transport Statements (TSs) are seen as ways of assessing the potential impacts or developments. TAs are thorough assessments of the transport implications of development and TSs are a 'lighter touch' evaluation to be used where this would be more proportionate to the potential impact of the development.

Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.*

This planning practice guidance identifies when a TA or TS is required and recommends that local planning authorities consider several considerations including local plan policies, scale of development and existing intensity of transport use.

In determining whether a Travel Plan is required local planning authorities are asked to take account of several relevant matters including any Travel Plan policies in the Local Plan, the scale of the development, the intensity of transport use and the availability of public transport.

Travel Plans should identify the specific required outcomes, targets and measures and set out clear future monitoring and management arrangements. They should be scoped at pre-application stage and address all journeys from the proposed development.

Travel Plans should benchmark travel data, provide travel forecasts, and include proposals to reduce the need to travel as well as proposals for improved public transport services and walking and cycling facilities. They should be monitored until the objectives and targets are met.

2.4 Hampshire County Council Draft Local Transport Plan 4 (LTP4 2022-2050)

The current Local Transport Plan 2011-2031 (LTP3) was developed in 2011. HCC consider it to be no longer relevant in today's challenges and opportunities. HCC are currently developing their new Local Transport Plan (LTP4). The draft plan was published during April 2022 which is currently subject to consultation prior to its adoption.

To deliver the proposed LTP4 outcomes several core policies are identified, these are summarised below:

Policy C1: Putting people and places at the heart of our decisions

- Promotes a shift away from ‘planning for vehicles’ to ‘planning for people’ and ‘planning for places’.
- Requires transport solutions to be developed in light of our new Movement and Place Framework, our Road User Utility Framework and a ‘Healthy Streets’ approach.
- Establishes our ‘Ten Point Plan’ for a more equitable transport system.

Policy C2: Efficient and sustainable movement of goods

- Seeks to improve journey time reliability on strategic lorry and rail freight routes, including those which improve access to international ports.
- Encourages a shift from road freight to less environmentally damaging modes.
- Addresses the impact of freight and delivery vehicles in villages, urban centres, and neighbourhoods.
- Supports a transition to low carbon HGVs.

Policy C3: Transport strategies and schemes to be developed in accordance with consideration of all users

- Requires the application of our Road User Utility Framework (which complements the Movement and Place Framework) to ensure that local infrastructure and how we manage it does not exclude those who cannot drive or choose not to.
- Focuses not just on safety, but also the usefulness of infrastructure and spaces by different modes.

Policy C4: Place climate change at the heart of decision-making

- Promotes local action to change travel behaviour and accelerate the shift to zero emission vehicles in order to become carbon neutral.
- Favours transport investments that also deliver benefits for our other LTP4 outcomes covering environment, economy, and people.
- Embraces a ‘designing for climate change’ approach for new transport schemes and existing infrastructure to reduce the carbon impact and improve resilience to the effects of climate change.

Policy C5: Support local living and reduce demands on transport

- Promotes community-led place and transport improvements and enables residents to make greater use of local services and facilities.
- Supports measures to enable people to ‘live locally’ and access many of their daily needs within a 20-minute walk of their home (‘20-minute neighbourhoods’).
- Supports the roll out of superfast / gigabit broadband to enable home working and online access to services, so that people can travel less.

Policy C6: Encourage sustainable travel behaviour

- Sets out the need for raising awareness of alternative travel options and behaviour change initiatives (e.g., travel planning), in addition to developing transport infrastructure which will provide affordable, safe, attractive, and easy to use alternatives to the private car.
- Supports the requirement for a 10% reduction (approx.) in car use (vehicle-kilometres) by 2030.

Policy C7: A Safe System approach for Hampshire

- Embeds road safety within all aspects of our scheme development and delivery, with a proactive and evidence-led approach to casualty reduction, and a particular focus on our vulnerable users.
- Seeks to tackle negative perceptions of safety and security where this could deter people from travelling, particularly by walking, cycling, and public transport.

Policy C8: Managing the harmful health effects of poor air quality and noise disturbance due to transport

- Sets out the strategic co-ordination role of the County Council on actions to reduce transport-related pollutants and traffic-related noise levels, working closely with the District and Borough Councils, the neighbouring unitary authorities of Portsmouth and Southampton, and other relevant stakeholders.
- Establishes a focus on working towards zero Air Quality Management Areas in Hampshire (from transport emissions) through proactive and remedial measures.

Policy C9: Protecting the environment

- Establishes a requirement for an overall net gain in biodiversity because of new transport infrastructure schemes, and the aim for an overall net environmental gain by 2050.
- Requires the adverse impacts of transport schemes (including maintenance) on our natural and built environment to be assessed, minimised, and mitigated.

2.5 Eastleigh Borough Council Local Plan 2016-2036 (April 2022)

The Eastleigh Borough Local Plan 2016-2036 was formally adopted in April 2022 and sets out the policies and plans to guide future development.

Policy DM13 outlines general development criteria for transport, as summarised below:

1. All new development must have safe and convenient access to the highway network and make provision for access to, and by, other transport modes including public transport and cycle and pedestrian routes as appropriate. Access arrangements to the highway network must:
 - a. meet national and local guidance and standards with all highway improvements meeting the standard required to be adopted by the Highway Authority;
 - b. not cause or increase danger to road users or have a significant detrimental impact on the operation or safety of the highway network; and
 - c. be provided without unacceptable environmental impact.
2. All new development will be assessed to establish whether it should contribute to off-site improvements to transport infrastructure in accordance with Hampshire County Council's Transport Contributions Policy, to the extent that these are necessitated by the development and proportionate to the scale of development.
3. Development proposals that will generate vehicle movements likely to have an adverse impact on traffic conditions beyond the immediate vicinity of the development site must be subject to Transport Assessment and will be required to incorporate and implement mitigation measures such as:
 - a. provision of/contribution towards on and off-site highway improvements such as junction improvements and potentially new road links
 - b. on-site pedestrian, cycle, and public transport infrastructure
 - c. contributions towards relevant off-site sustainable transport infrastructure, public rights of way and service improvements where appropriate
 - d. on-site measures aimed at increasing uptake of non-car travel options (e.g., Travel Plans) to reduce car use.
4. New development intended to serve or accommodate large numbers of people will only be permitted in locations that as well as having adequate road access, or will have because of the development, are or can be served by means of transport other than the private car, including bus, train, cycle, and pedestrian access.

2.6 Natural England's Guidelines for Creation of SANGs (2021)

The criteria contained in the Natural England's SANG guidance with respect to transport and accessibility are summarised below:

Most visitors come by car and want the site to be close to home. Unless SANG are provided for the sole use of a local population living within a 400-metre catchment around the site, then the availability of adequate car parking at sites larger than 4 ha is essential. The amount and nature of parking provision should reflect the anticipated use of the site by visitors and the catchment size of the SANG. It should provide an attractive alternative to parking by the part of SPA for which it is mitigation. Car parks should be clearly signposted and easily accessed.

New parking provision for SANG should be advertised as necessary to ensure that it is known of by potential visitors.

2.7 Summary

The proposed SANG accords with the requirements of national and local planning policy and guidance in that it provides a safe and appropriate access; and is suitably located to be accessed on foot or by bike.

3 Existing Conditions

3.1 Introduction

This chapter describes the location of the proposed SANG, setting out its context within the surrounding highway network. It then goes onto provide an overview of the collision history on the network under assessment.

The proposed SANG is on 20-25ha of greenfield land, located at Stoke Park Farm, located off Stoke Common Road on the outskirts of Bishopstoke within the Borough of Eastleigh. It can be located by the nearest postcode SO50 6JF and National Grid Reference (NGR) SU 47900 20241.

3.2 SANG Location & Local Highway Network

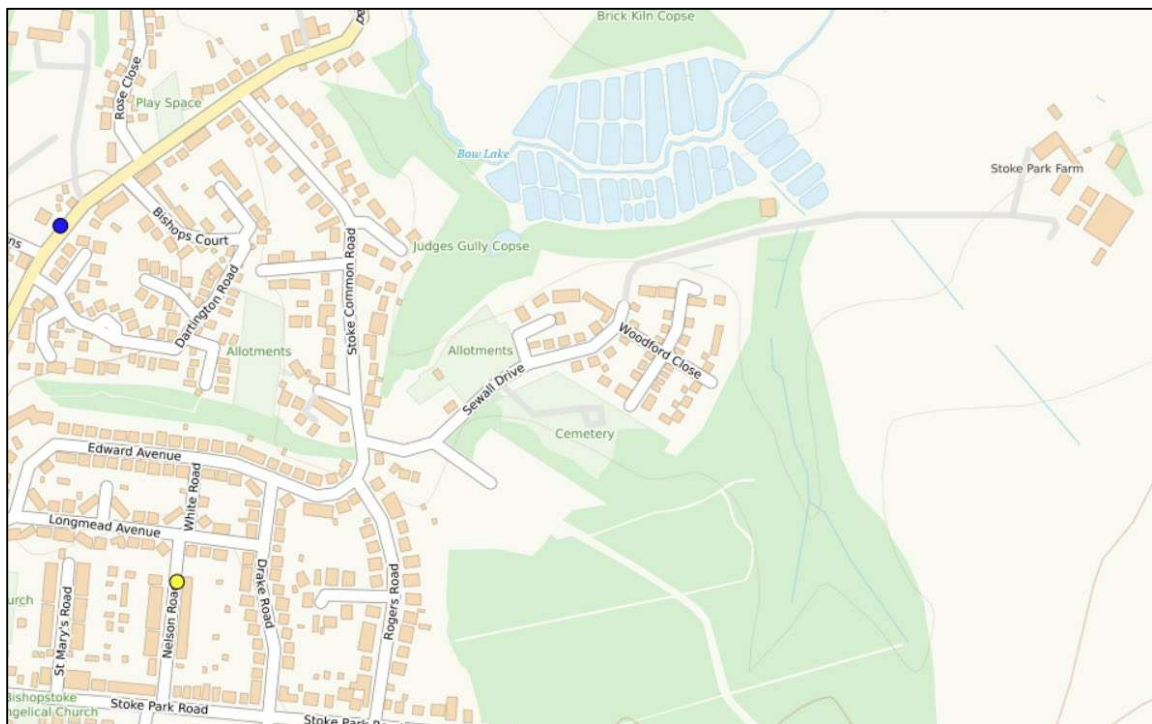
The proposed SANG is located to the northeast of Bishopstoke, Hampshire, to the east of Sewall Drive. It is currently accessed via an existing track from Sewall Drive which connects with Stoke Common Road to the west. Sewall Drive also provides access to residential development, Bishopstoke Cemetery, Allotments and Stoke Park Wood. The location of the proposed SANG in relation to the local highway network is shown on **Figure 3.1**.



Figure 3.1: SANG Location and Local Highway Network

3.3 Highway Safety Record

Recorded Personal Injury Collision (PICs) data for the latest three-year period have been identified through reference to the Traffweb website which displays the location of reported road traffic collisions that occurred within the area policed by Hampshire Constabulary. The website displays collisions recorded between 1st January 2020 and 31st December 2022. The database was updated on the 16 June 2023. The extract from the database is shown in **Figure 3.2** below.



Source: <https://tvphampshire.traffweb.app/traffweb/1/RoadTrafficCollisions>

Figure 3.2: PIC Extract

The extract above indicates there have been no reported PICs upon the local highway network over the most recent three-year period connecting the proposed SANG, this includes the existing access route, Sewall Drive, and its connecting junction with Stoke Common Road. It can be concluded that the network within the locality operates safely.

4 Accessibility by Sustainable Transport Modes

4.1 Introduction

This chapter describes the accessibility of proposed SANG. It is divided into sub-sections that provide:

- A description of the local walking network;
- A description of the local cycling network;
- Details of local bus services; and
- Details of local rail services.

4.2 Walking Network

Connecting Sewall Drive there is a network of good quality footways in the area surrounding the site. Stoke Common Road has street-lit footways of 1.5-2.0m width on both sides of the carriageway. These continue southwards on Edward Avenue and Rogers Road, providing walking routes to the centre of Bishopstoke.

There are several Public Rights of Way (PRoW) in the vicinity of the proposed SANG. Bridleway 724 extends eastwards from Stoke Common Road via Sewall Drive where it joins the access track connecting Stoke Park Farm. On the western side of Stoke Common Road, footpaths 734 and 502 head eastwards towards Church Road. There is an extensive PRoW network connecting the SANG from Stoke Park Wood. The PRoW network in relation to the proposed SANG is shown on **Figure 4.1**.



Source: <https://maps.hants.gov.uk/rightsofwaydefinitivemap/>

Figure 4.1: PRoW Network

Hampshire County Council's Definitive Map of Public Rights of Way is provided within **Appendix C**.

4.3 Cycling Network

There are no dedicated cycle routes in the vicinity of the proposed SANG, however local roads are lightly trafficked and subject to low vehicle speeds which are suitable for cycling.

The B3337 Bishopstoke Road includes on-street advisory cycle lanes on both sides of the carriageway between Riverside and Alan Drayton Way. The Eastleigh Cycle Network map for is provided within **Appendix D**.

4.4 Public Transport Accessibility

The nearest bus stops to the site are located on Stoke Park Road to the south-west. These stops are approximately 1km walking distance (12 minutes' walk) from the proposed access point to the SANG. It is acknowledged the walking distance is beyond normal thresholds, however, this is not of concern due to the traditionally expected users of SANGs either accessing them by walking, cycling or by car who live locally within Bishopstoke.

Table 4.1 summarises the service operating at this bus stop. Service number 2 is operated by Bluestar and provides a frequent Monday to Saturday service (every 20 minutes) to Eastleigh Bus Station, located some 100m from Eastleigh Rail Station. Service number 2 operates between and Southampton City Centre and Fair Oak. The frequency is reduced to one service per hour on Sundays.

Table 4.1: Summary of Existing Bus Services

Service	Day	First Bus	Approximate Frequency ^[1]	Last Bus
2 - Bluestar				
Southampton – Eastleigh Bus Station – Fair Oak	Mon-Fri	0030	Every 20 Minutes	2320
	Sat	0030	Every 20 Minutes	2320
	Sun	0030	Hourly	2345
Fair oak – Eastleigh Bus Station - Southampton	Mon-Fri	0540	Every 20 Minutes	2302
	Sat	0645	Every 20 Minutes	2302
	Sun	0810	Hourly	2317

Notes: [1] Frequency may vary slightly through the day e.g., during peak/ off-peak periods.
* Bank holiday services may vary.

The bus route and timetable information for service number 2 is provided within **Appendix E**.

Eastleigh Rail Station is circa 2.2k from the site and is accessible via bus service number 2. **Table 4.2** summarises the destinations that can be reached from the station.

Table 4.2: Summary of Existing Rail Services – Eastleigh Station

Service	Day	First Train	Approximate Frequency ^[1]	Last Train
South Western Railway				
Totton – Southampton Central – Eastleigh – Winchester – Basingstoke – Woking – Clapham Junction – London Waterloo	Mon – Fri	0507	Every 30 Minutes	2338
	Sat	0523	Every 30 Minutes	0018
	Sun	0707	Hourly	2311
London Waterloo – Clapham Junction – Woking – Basingstoke – Winchester – Eastleigh – Southampton Central – Totton	Mon - Fri	0612	Every 30 Minutes	0100
	Sat	0536	Every 30 Minutes	0125
	Sun	0821	Every 30 Minutes	0127

Notes: [1] Frequency may vary slightly through the day e.g., during peak/ off-peak periods.
* Bank holiday services may vary.

Table 4.2 demonstrates that a good range of destinations are accessible from Eastleigh Rail Station with fast and frequent services operating to Southampton, Winchester, Basingstoke, and London Waterloo, where further connections are also possible.

4.5 Summary

Walking accessibility to the proposed SANG is of high quality and provides access from local residential areas to the west. There is an excellent PRow network and bridleways connecting the SANG.

Access to public transport is beyond normal walking distance thresholds but is still possible. This is not of concern as the expected demand to the SANG will mainly generate from locations within walking and cycling distance or by car.

5 Proposed Development

5.1 Overview

An area of circa 20-25 hectares at Stoke Park Farm has been identified by Eastleigh Borough Council as a favourable location for the SANG. The proposed site plan is provided within **Appendix A**.

5.2 SANG Access Strategy

The entrance to the proposed SANG will utilise an existing field access point. Access to the SANG by all modes of travel will be taken from Sewall Drive to the west.

Due to the function and character of the existing access road from Sewall Drive it lends itself to low vehicle speeds and is lightly trafficked. The access road provides adequate forward visibility requirements along its length. The proposed access arrangement to the SANG car park benefits from the appropriate visibility splays of 2.4m x 70m in either direction.

The overall length of the proposed access route, apart from a section adjacent to residential property number 22 Sewall Drive, is classified as a public bridleway. Any surface treatment for the access route will be made suitable for equine use.

It is proposed to improve sections of the access road where localised narrowing occurs and to upgrade the existing passing place provision along its length between Sewall Drive and the proposed car park to the SANG.

The access arrangement and the proposed improvements to the access road from Sewall Drive are shown on **Drawings 0200 and 0201**.

5.3 Car Parking

The proposals include a 20-space car park, 4 of which will accommodate disabled parking, along with vehicle and pedestrian access from the access road via Sewall Drive. The number of proposed parking spaces is based on SANG best practice guide which advises to provide a minimum of 1 parking space per hectare.

The proposed car park arrangement and points of access for vehicles and pedestrians is shown on **Figure 5.1**.

The car park has been designed to appropriate standards with each parking bay measuring 2.8m by 5.0m with 6.3m aisle widths. This exceeds the requirements of the parking standard of 2.4m by 4.8m bays with a 6.0m aisle width.

Timber posts and fencing will be provided around the perimeter of the car park. A gated maintenance access point will be provided within the car park itself.

Vehicle tracking analysis has been undertaken along Sewall Drive and the proposed car park to ensure the access is sufficiently wide enough to accommodate the expected use and the safe passing of vehicles. Tracking has also been undertaken with a Fire Tender to ensure turning movements within the car park can be achieved in the event of an emergency. The tracking analysis is shown on **Drawings 0300 to 0302**.

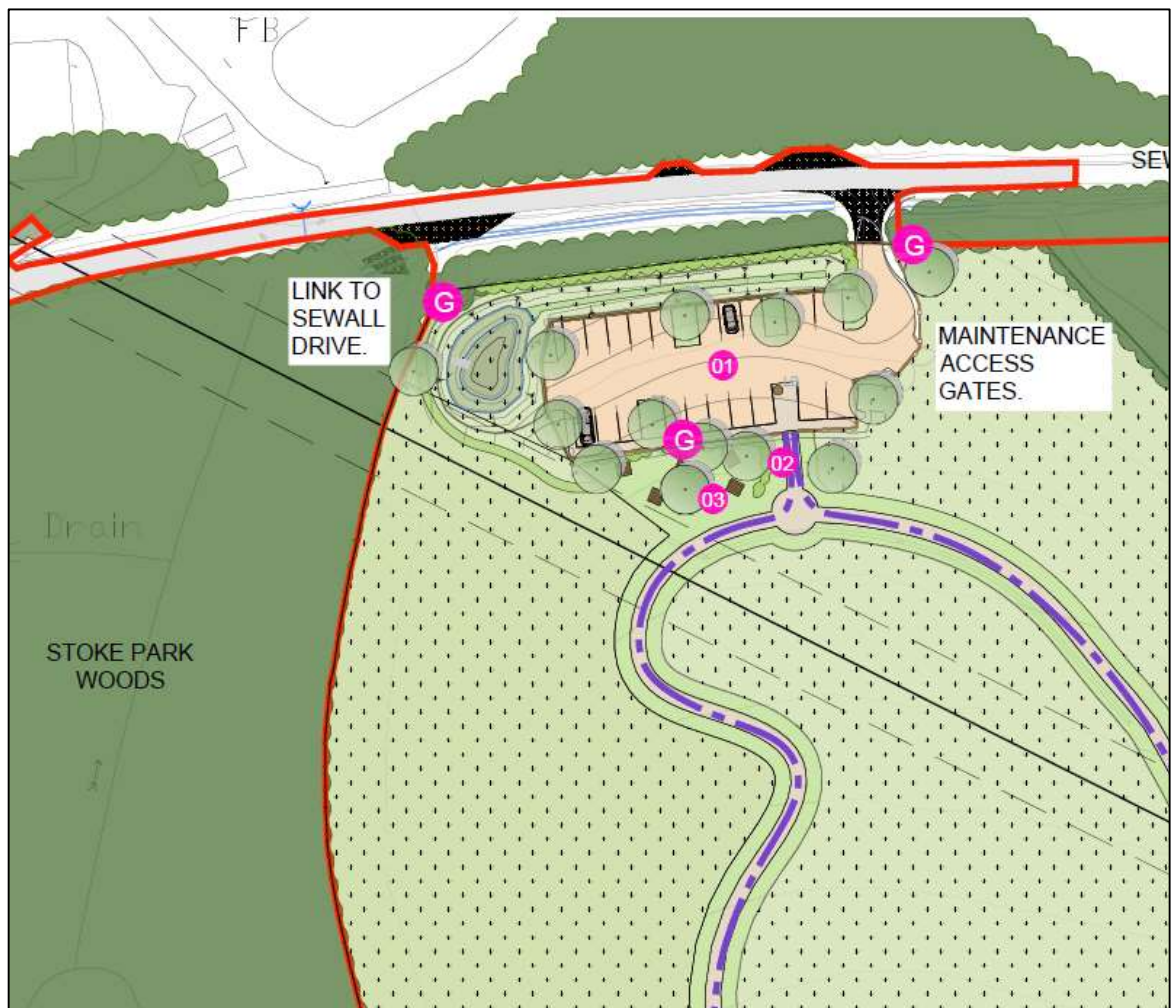


Figure 5.1: Proposed Car Park and Access Plan

6 Trip Generation

6.1 Introduction

To understand the potential traffic impact an assessment has been undertaken of the vehicular trip generation based on existing movements generated by Stoke Park Farm, the residential development accessed from Sewall Drive, and by the proposed SANG.

6.2 Existing Trip Generation

Data provided by Eastleigh Borough Council, and their land agents Ian Judd & Partners, has been used to estimate the current traffic on Sewall Drive and the access road serving Stoke Park Farm. The total number of weekday trips generated over 24 hours and the AM 0800-0900 and PM 1700-1800 peaks for the commercial units, the Hampshire Carp Hatcheries fish farm and activity associated with the farm itself. This information is provided within **Appendix B** and is summarised in **Table 6.1**.

The data shown in **Table 6.1** represents peak seasonal vehicle movements associated with Stoke Park Farm and its silaging activity which can occur over a 2/3 weeks during the Spring and Autumn periods. During these periods vehicle movements are primarily associated with heavy tractor and trailer traffic which represents some 30/40 movements per day, 20 movements associated with the delivery of tractor and spreader units and 2 Artic (HGV) movements per day. The number of staff employed at the farm during these peak periods of activity can also vary.

Table 6.1: Stoke Park Farm & Fish Farm – Peak Seasonal Vehicle Movements

Vehicle Type	24 Hours	AM	PM
Milk Lorry	2		
Feed Lorry	2		
Tractor*	40		
Dairy Farm Staff (Car)	12	4	4
Delivery (Vans/Rigid)	8		
Artic (HGV)*	2		
Tractor Delivery*	20		
Commercial Units (Car)	12	6	6
Fish Farm Staff (Car)	12	6	6
Fish Farm Delivery (Vans/Rigid)	2		
Total	112	16	16

* Seasonal movements associated with the silaging activity 2/3 weeks during the Spring and Autumn

The worst-case seasonal scenario estimates that 112 vehicle movements occur per day and 16 movements during the AM and PM peaks accessing Sewall Drive and Stoke Park Farm. To estimate the out of season scenario **Table 6.1** has been adjusted to represent the typical vehicle movements. These are summarised in **Table 6.2**.

Table 6.2: Stoke Park Farm & Fish Farm - Adjusted Vehicle Movements

Vehicle Type	24 Hours	AM	PM
Milk Lorry	2		
Feed Lorry	2		
Dairy Farm Staff (Car)	12	4	4
Delivery (Vans/Rigid)	8		
Commercial Units (Car)	12	6	6
Fish Farm Staff (Car)	12	6	6
Fish Farm Delivery (Vans/Rigid)	2		
Total	50	16	16

The adjusted vehicle scenario estimates that 50 vehicle movements occur per day and 16 movements during the AM and PM peaks accessing Sewall Drive and Stoke Park Farm.

Sewall Drive itself is primarily a residential cul-de-sac serving 60 dwellings. The residential development was granted outline planning approval in June 2014 by Eastleigh Borough Council (planning application reference O/13/73660).

Sewall Drive also provides access to Bishopstoke Cemetery and local allotments comprising approximately 30 plots. Trips generated by the cemetery and the allotments are expected to be in the daytime period outside of the traditional AM and PM network peaks.

The approved Transport Assessment which accompanied planning application O/13/73660 predicted that the total vehicle trip generation associated with the 60 dwellings, the cemetery, and the allotments, would generate a total of 34 two-way vehicle movements during the AM peak and 39 two-way vehicle movements during the PM peak upon Sewall Drive. These vehicle movements are summarised in **Table 6.4**.

6.3 Proposed Trip Generation

The TRICS version 7.10.2 database has been interrogated to identify the typical traffic attraction and generation of equivalent land-uses with characteristics comparable with Stoke Park Woods and the proposed SANG which lies adjacent.

The TRICS category '07-LEISURE / M – COUNTRY PARKS has been used, as this category is the most relevant and comparable.

To ensure that a robust sample size is used, the TRICS database has been filtered to include sample surveys of country parks from the year 2021 onwards for regions within England. This resulted in a dataset comprising two surveys recorded over a Saturday and Sunday. This is a robust dataset as it is considered that visitors are likely to be highest rather than the traditional AM and PM peak periods associated with a weekday. The TRICS output is provided within **Appendix F**.

The predicted vehicle trip generation for the proposed SANG is based on an area of 20 hectares. **Table 6.3** summarises the hourly arrival and departure profile of vehicles across the whole day between 0700-2000.

Table 6.3: Vehicle Trip Generation – Area of Proposed SANG 20 hectares

Hour	Arrivals	Departures	Total Two-Way
0700-0800	1	0	1
0800-0900	7	1	8
0900-1000	4	3	7
1000-1100	7	4	11
1100-1200	5	4	9
1200-1300	7	5	12
1300-1400	6	6	12
1400-1500	5	6	11
1500-1600	4	9	13
1600-1700	3	7	10
1700-1800	1	4	5
1800-1900	0	1	1
1900-2000	0	1	1
Total	50	50	100

As shown in **Table 6.3** there is a noticeable peak, namely between 1500-1600 generating 13 two-way vehicle movements over the weekend period, which equates to one additional vehicle movement every 4-5 minutes.

It should be noted the fish farm is to remain operational during and following the completion of the SANG and will continue to generate 6 peak hour vehicle movements and a total of 14 movements throughout the day comprising staff and deliveries. The 12 staff movements travelling by car associated with the operation of the dairy farm are to cease.

6.4 Traffic Impact

Based on the existing vehicle movements presented above in Section 6.2, and by adopting the vehicle trip generation presented in **Table 6.3** as a proxy, an estimate of traffic impact from the proposed SANG during the AM 0800-0900 and PM 1700-1800 peak periods on Sewall Drive has been undertaken and is summarised in **Table 6.4**.

Table 6.4: Traffic Impact on Sewall Drive

Vehicle Movements	AM Peak Total Two-Way	PM Peak Total Two-Way
60 Residential Units, Cemetery & Allotments	34	39
Stoke Park Farm (including fish farm)	16	16
Existing Total (without SANG)	50	55
Proposed SANG	8	5
Total (with SANG) (- 12 dairy farm staff movements)	54	56

Table 6.4 clearly demonstrates that existing traffic flows on Sewall Drive are low during the AM and PM peaks. During the AM peak hour without the proposed SANG there is 1 vehicle movement every 72 seconds on Sewall Drive. With the proposed SANG in place, and the removal of vehicles associated with staff from the dairy farm, this represents a minor increase in vehicle movements of between 4 and 1 during the AM and PM peaks respectively. The level traffic of Sewall Drive and the access route to the SANG would therefore not be noticeable and would have no impact on highway operation or capacity.

6.5 Parking Accumulation

Parking accumulation analysis has been undertaken to demonstrate the forecast demand for car parking based on the trip generation for the SANG.

The parking accumulation is summarised in **Table 6.5**.

Table 6.5: Car Parking Accumulation – Proposed 20 Spaces

Hour	Arrivals	Departures	Accumulation	% Occupancy
0700-0800	1	0	1	5%
0800-0900	7	1	7	35%
0900-1000	4	3	8	40%
1000-1100	7	4	11	55%
1100-1200	5	4	12	60%
1200-1300	7	5	14	70%
1300-1400	6	6	15	75%
1400-1500	5	6	14	70%
1500-1600	4	9	9	45%
1600-1700	3	7	5	25%
1700-1800	1	4	2	10%
1800-1900	0	1	1	5%
1900-2000	0	1	0	0%

The parking accumulation assessment confirms that the proposed 20 spaces is sufficient to meet the likely demand for car parking. The car park is forecast to operate with some 25% spare capacity, and this provides a reserve for fluctuations in use and provision for circulation.

6.6 Summary

The existing volume of traffic on Sewall Drive and the access road serving Stoke Park Farm is low. The predicted level of traffic associated with the proposed SANG would also be low and would not impact on highway capacity.

Peak traffic movements are likely to occur outside of the traditional AM and PM networks peaks and trips are most likely to be attracted to the SANG over the weekend period. The highway network operates safely and will continue to do so with the SANG in place. Sufficient car parking is provided for the SANG within the site to cater for the anticipated demand.

7 Summary & Conclusion

7.1 Summary

Clarkebond (UK) Ltd has been appointed by Eastleigh Brough Council to provide a Transport Assessment (TA) to support a planning application for the proposed development of a Suitable Alternative Natural Green Space (SANG) at Stoke Park Farm in Eastleigh.

The access road to the proposed SANG currently serves Stoke Park Farm and generates minimal traffic movements. Sewall Drive serves residential development, a cemetery, and local allotments.

No personal injury collisions have occurred in the vicinity of the access road, along Sewall Drive or where it connects with the Stoke Common Road junction during the most recent three-year period. The minimal increase in traffic that is expected to be generated by the proposed SANG is unlikely to have a detrimental effect on road safety.

The entrance to the proposed SANG will utilise an existing field access point. Access to the SANG by all modes of travel will be taken from Sewall Drive.

It is proposed to improve sections of the access road where localised narrowing occurs and to upgrade the existing passing place provision between Sewall Drive and the access to the proposed car park for the SANG.

The proposed SANG is anticipated to generate at most 13 vehicles in an hour, equating to no more than one vehicle movement every 4-5 minutes.

A car parking accumulation assessment confirms that the proposed car park would operate with 25% spare capacity.

7.2 Conclusion

The data in this Transport Assessment presents potential vehicle movements to and from the site at full use and is shown to be broadly comparable to the worst-case peak seasonal scenario level of viable movements from the site as a working dairy farm.

It is acknowledged that there could be an increase to the average daily movements, however, the overall level of predicted movements remain low throughout the day and are not considered to be unacceptable in highways terms and that they would not result in a severe impact on the highway network.

Added to this is the reasonable expectation that many users of this facility will serve residents from the surrounding area and will access the SANG by foot owing to strong connections to existing PROW's, permeability with existing amenity features and more conveniently located public parking adjacent to the site.

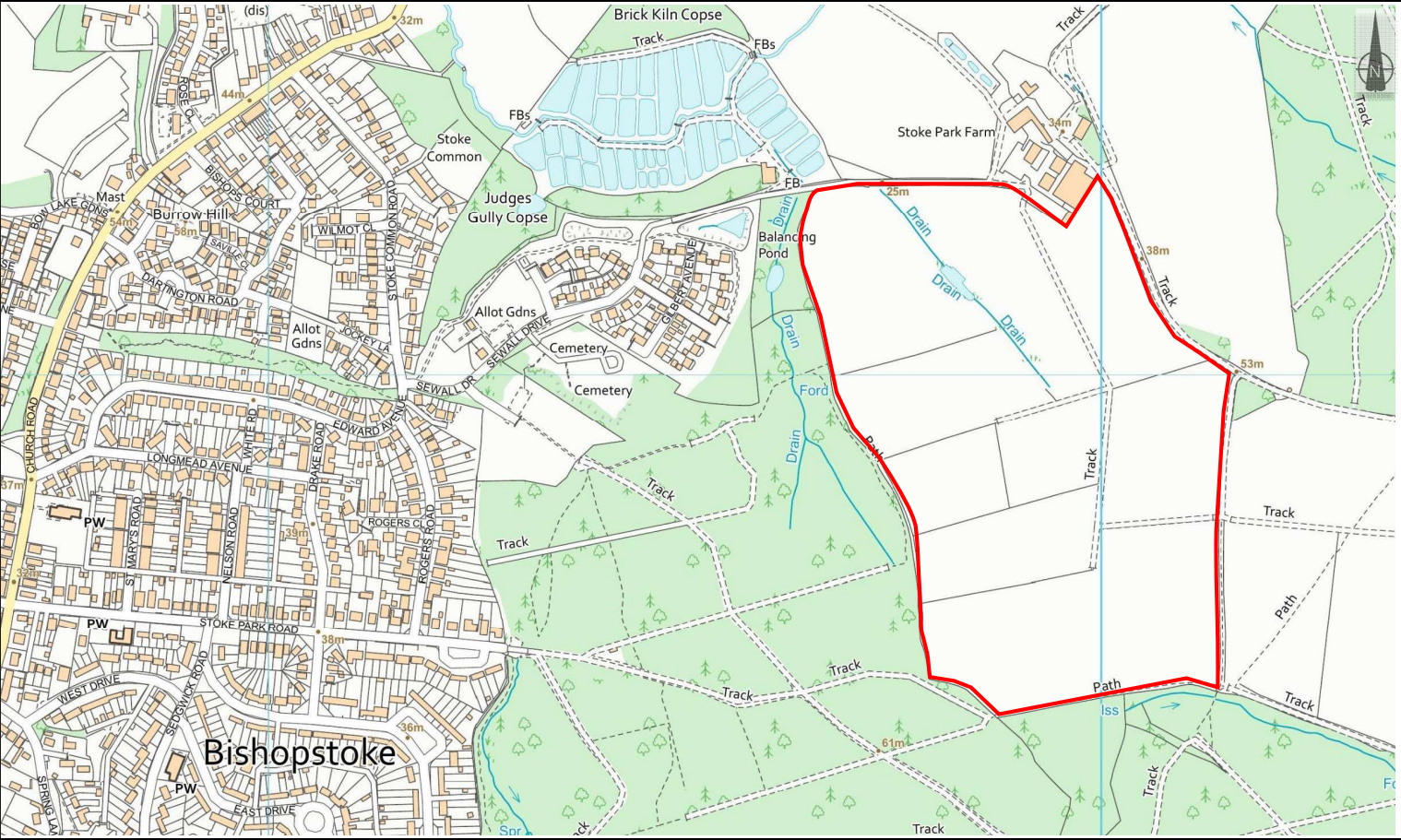
The proposed layout features and parking provision of the SANG are in line with advice from Natural England and it is demonstrated that proposed vehicular movements to and from the proposed facility are acceptable in Planning terms.

Paragraph 111 of the NPPF states that:

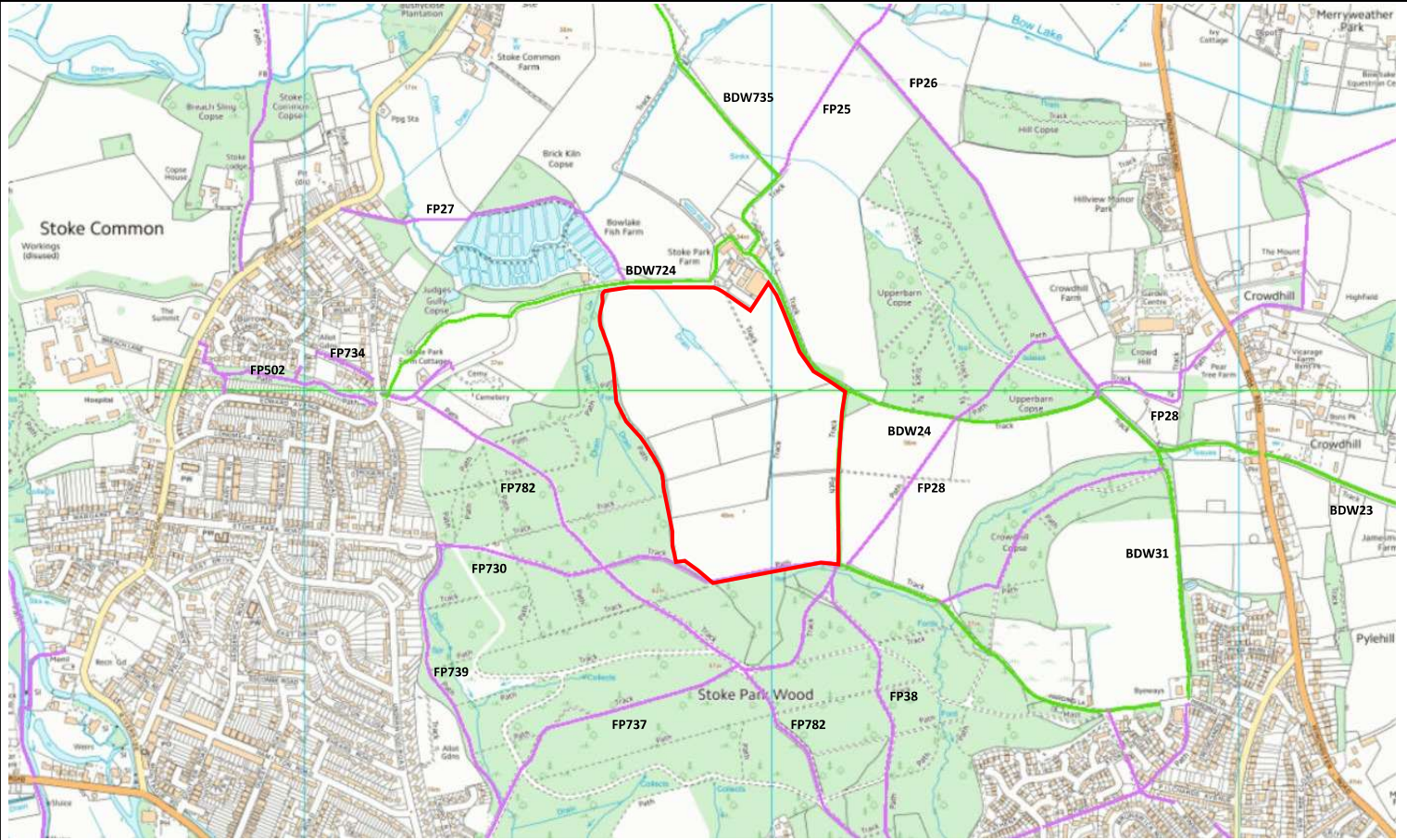
Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

On this basis it is therefore considered that there are no transport or highway reasons why the proposed SANG should not be granted approval.

Figures

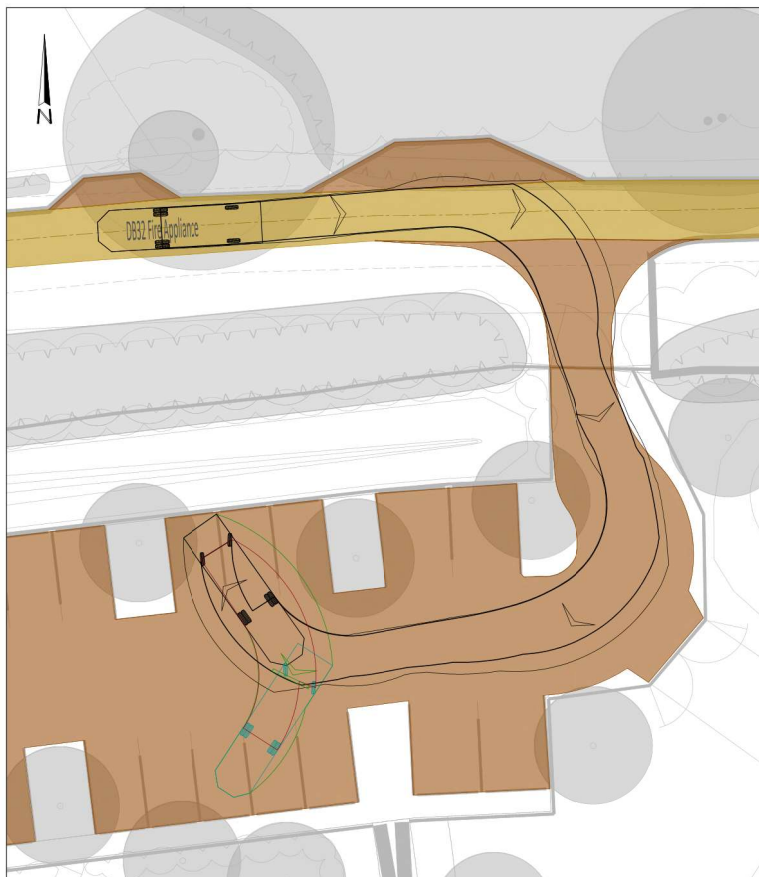


Client: Eastleigh Borough Council		Drawing Title: SANG Location & Local Highway Network		7 Hatchers Mews Bermondsey Street London SE1 3GS +44(0) 207 939 0959 www.clarkebond.com	clarkebond
Job Title: Stoke Park Farm SANG	Date: June 2023	Job No: B06275	Dwg No: Figure 3.1		

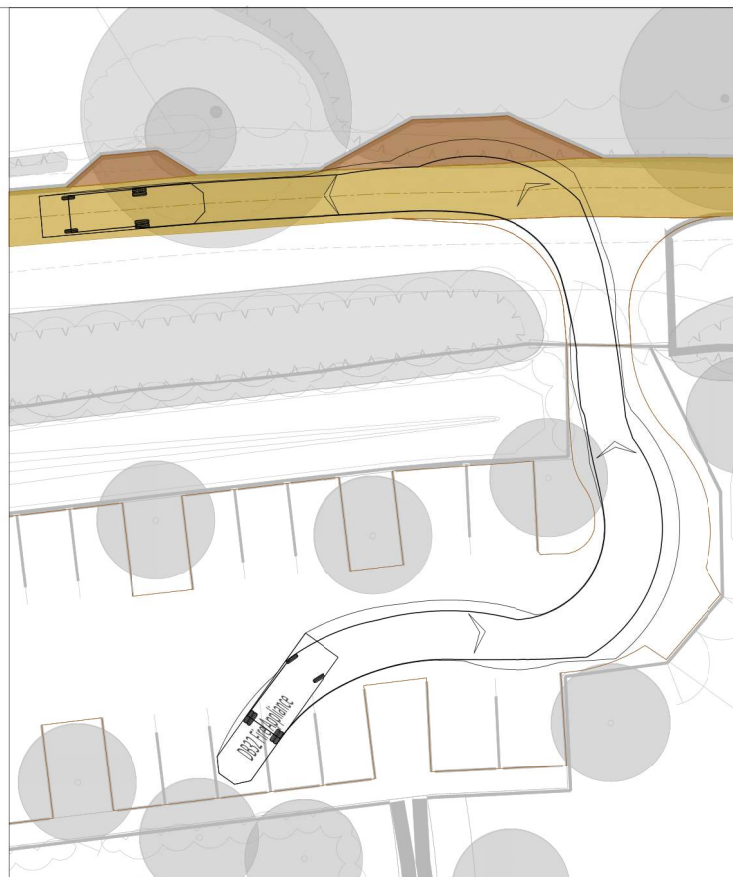


Client: Eastleigh Borough Council		Drawing Title: PROW Network		7 Hatchers Mews Bermondsey Street London SE1 3GS +44(0) 207 939 0959 www.clarkebond.com	clarkebond
Job Title: Stoke Park Farm SANG	Date: June 2023	Job No: B06275	Dwg No: Figure 4.1		

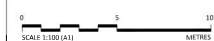
Drawings



TRACKING LAYOUT
ENTERING SANG PARKING
SCALE 1:100



TRACKING LAYOUT
EXITING SANG PARKING
SCALE 1:100



CONSTRUCTION NOTES

The work shown on this drawing is to be undertaken in accordance with the specifications and standards set out in the relevant standards and specifications. The work is to be completed in accordance with the specifications and standards set out in the relevant standards and specifications.

Drawn: [Name] Date: 14/07/2024

DO NOT SCALE THIS DRAWING OR CONSTRUCTION PLANS.

CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ALL DISCREPANCIES AND OMISSIONS TO THE DESIGNER.

NOTE

DB32 FIRE APPLIANCE USED FOR VEHICLE TRACKING.

- TURNING EFFICIENCY ALLOWED TO 100M.
- TURN ON SPOT ALLOWED FOR.

LEGEND

- NEW ROADWAY AND PARKING SURFACE
- EXISTING ROADWAY SURFACE TO BE GRASSED AND CHIPPED AFTER REMEDIAL WORKS.

DB32 Fire Appliance

Overall Length: 10.0m
Overall Width: 2.5m
Overall Height: 3.0m
Min. Body Ground Clearance: 0.1m

8.00m
2.50m
3.00m
0.10m

EASTLEIGH
ROUSH COUNCIL

STOKE PARK SANG

PROJECT: [Name]
DATE: 14/07/2024
DRAWN: [Name]
CHECKED: [Name]
APPROVED: [Name]

REVIEW AND COMMENT

clarkebond

The Clarke Bond
1200 Commercial Road
Bristol BS1 6UY
Tel: 0117 917 829 2244
Email: sales@clarkebond.com
Web: www.clarkebond.com

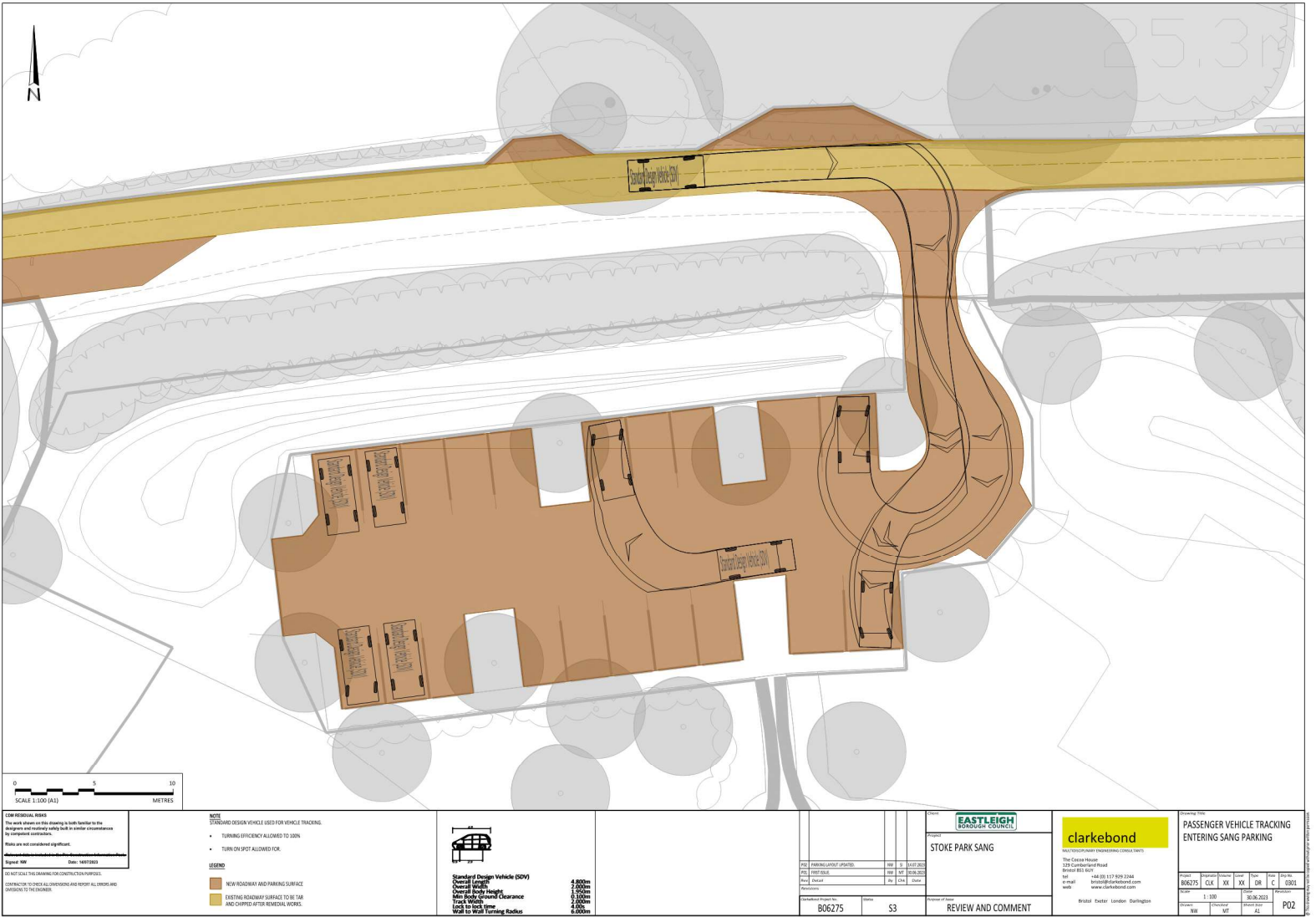
Bristol Eastern London Dorset Devon

**FIRE ENGINE TRACKING
SANG PARKING**

Project	Drawn	Checked	Approved	Scale	Sheet No.
B06275	CLK	AK	DR	C	0580

Drawn: AK SHAW
Checked: [Name]
Approved: [Name]

PO2



CDM REGULATIONS, RISKS
You must show on this drawing to both parties to the contract the risks, safety, health and other circumstances by competent contractors.
Risks are not considered significant.
Approved by the client on 10/10/2023
Signed: NW Date: 10/10/2023
DO NOT SCALE THIS DRAWING FOR CONSTRUCTION PURPOSES
CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ALL DISCREPANCIES TO THE ENGINEER.

NOTE
STANDARD DESIGN VEHICLE USED FOR VEHICLE TRACKING.
• TURNING EFFICIENCY ALLOWED TO 100%
• TURN ON SPOT ALLOWED FOR.

LEGEND
NEW ROADWAY AND PARKING SURFACE
EXISTING ROADWAY SURFACE TO BE TAR AND CHIPPED AFTER REMOVAL WORKS

Standard Design Vehicle (SDV)
Overall Length: 4.800m
Overall Width: 2.000m
Overall Height: 3.500m
Min Body Height: 0.700m
Min Body Ground Clearance: 0.200m
Load to front axle: 4.000t
Load to rear axle: 4.000t
Wall to Wall Turning Radius: 6.000m

PREPARED BY: PROJECT MANAGER	DATE: 10/10/2023
PREPARED BY: PROJECT MANAGER	DATE: 10/10/2023
PREPARED BY: PROJECT MANAGER	DATE: 10/10/2023
PREPARED BY: PROJECT MANAGER	DATE: 10/10/2023

Project: B06275
Drawn: S3
Reviewed: REVIEW AND COMMENT

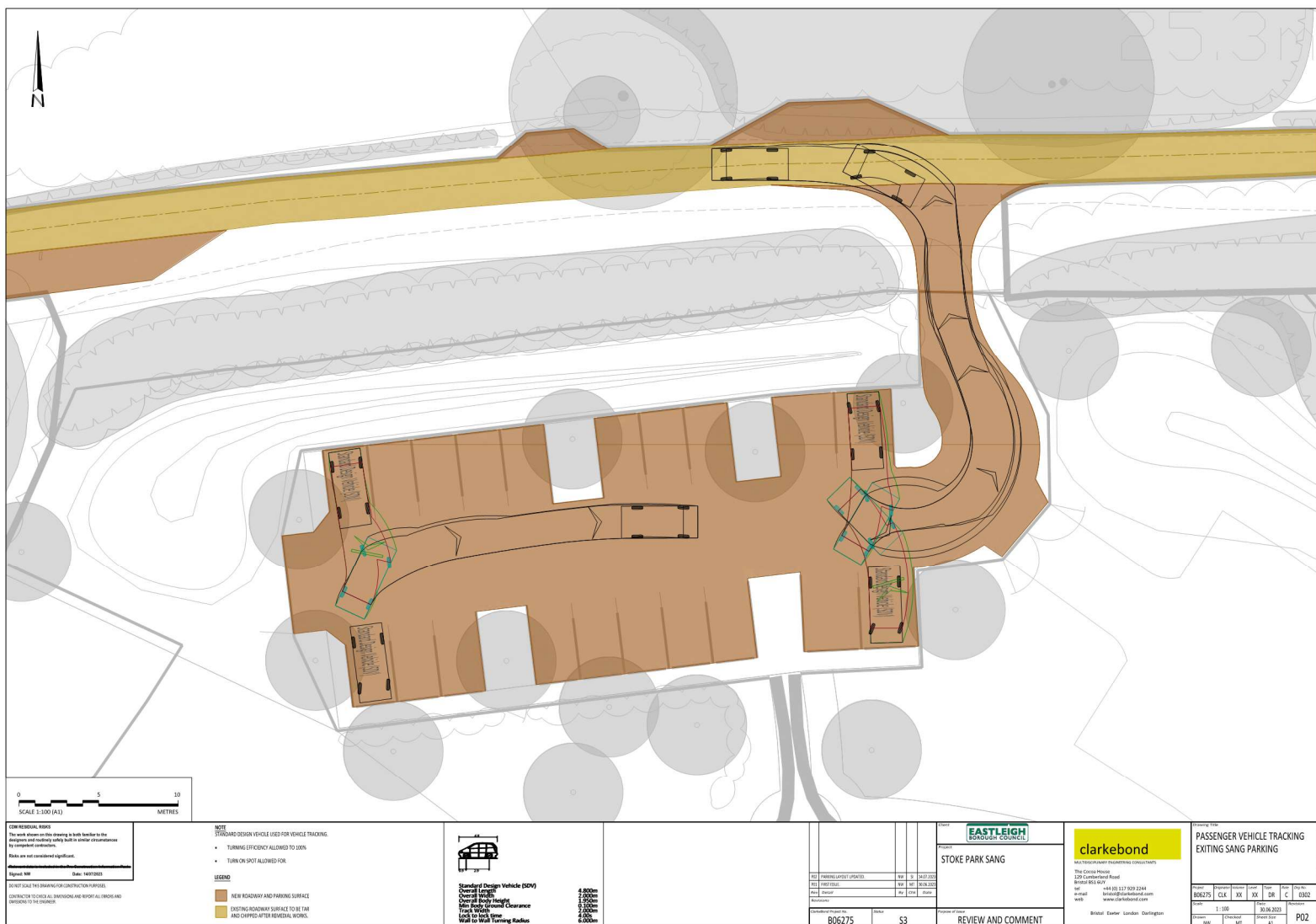
EASTLEIGH BOROUGH COUNCIL
STOKE PARK SANG

clarkebond
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Email: info@clarkebond.com
Web: www.clarkebond.com
Bristol Oxford London Darlington

PASSENGER VEHICLE TRACKING ENTERING SANG PARKING

Project	Drawn	Check	Date	Rev	By
B06275	CLK	XX	XX	DN	C

Scale: 1:100
Date: 10/10/2023
Rev: NW
Rev: MT
Rev: AL
Rev: P02



Appendices

Appendix A – Proposed SANG Site Plan

Appendix B – Stoke Park Farm Associated Vehicular Movements

From: [Watson-Newman, Rory](#)
To: [Bond, Natalie](#)
Cc: [Payne, Chris](#)
Subject: SPF - Pre acquisition vehicular movements
Date: 15 February 2023 20:18:07
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Natalie

I enquired with the land agent who acted on the previous owners (Dunford) behalf with regards to traffic movements on/off the farm. Please find email trail within.

I suspect that it may be useful during the planning process (inc consultants) for the proposed SANG.

Thanks

Rory

Rory Watson-Newman
Horton Heath - Estates and Contracts Manager
Ext.: 8487
Mobile: 07500516074

From: [REDACTED]
Sent: Wednesday, February 15, 2023 6:05 pm
To: Watson-Newman, Rory
Subject: RE: SPF - Public Consultation

Hi Rory

Many thanks for sending on your slides – I will take a good look through and will respond in due course; its certainly a great project to be involved with

I have sent copies on to both Mark and David Dunford for their interest

Regarding traffic movements you were nearly spot on

Milk lorry – once every 24 hours 365 days a year. Feed lorry once a week 52 weeks of the year, heavy tractor and trailer traffic – up to 30/40 movements per day during silaging over a period of 2/3 weeks every spring and sometimes all over again in a good season with a second cut in September. Ordinary staff/farm/employee movements in tractors – 20/30 movements per day in and around the farm yard, drive and tracks. Other deliveries in of oil, fuel, tractor spares, ag engineers, vets etc – at least three or four every day 365 days of the year . Remember there were a lot of cows there that moved in and around all the farm tracks, parlour, livestock sheds and yards every day as well.

All their hay and straw was delivered in as well – 20 artic lorries in and out every season and muck spreading every spring after winter - probably 200 tractor movements plus spreaders in and out over a period of 10/14 days every spring

Staff – up to 2 employees two/three times a day both in and out

Commercial lettings (x3 or sometimes x4) – two/three ins and outs per day per unit

Fish Farm – I think they have up to 6 employers/staff there most days coming and going at least twice a day each - plus their own feed deliveries once a week depending upon the season and fish deliveries out/off the farm daily

I'm sure there might be a good deal more but hope that is all that you need at this stage

With many thanks

Tim

TJ Gardner FRICS FAAV
Partner
For Ian Judd and Partners LLP

www.ianjuddandpartners.co.uk

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From: Watson-Newman, Rory <Rory.Watson-Newman@eastleigh.gov.uk>

Sent: 15 February 2023 13:58

To: [REDACTED]

Subject: SPF - Public Consultation

Afternoon Tim

Good to see you the other evening at the community centre and pleased that you haven't lost sight of the Farm.

Please find attached a PDF copy of the slides I ran through. The intention was very much to tease out questions, comments and/or concerns from attendees as opposed to share anything new. You may notice some very slight variance on the plans from that of the initial proposal document but the themes remain the same.

If you haven't already done so please follow the link and complete the questionnaire -

<https://eastleighboroughcouncil.citizenspace.com/communications/stoke-park-farm>

I would like to ascertain the extent of 'farm traffic' whilst the farm was in operation, I suspect 1 x milk lorry a day, 1 x cake mix weekly, daily/weekly/harvest tractor movements, staff daily, commercial occupiers daily, fish farm daily, residential daily etc etc Are yourself or David Dunford able to provide some numbers regarding movements?

Separately, if you stumble across anything that maybe of interest to me then please let me know.

All the best

Rory

Rory Watson-Newman

Horton Heath - Estates and Contracts Manager

023 8068 8487

[07500516074](tel:07500516074)



Eastleigh Borough Council | Eastleigh House | Upper Market Street | Eastleigh | SO50 9YN



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Eastleigh Borough Council

Appendix C – HCC Definitive PRow Map

THE HAMPSHIRE COUNTY COUNCIL (s.57(3) WILDLIFE AND COUNTRYSIDE ACT 1981)
DEFINITIVE MAP OF PUBLIC RIGHTS OF WAY 2008



This sheet was reprinted on 10.02.2023
to take account of an order, or orders,
confirmed after the publication of the
2008 definitive map.

Given this day of
The Common Seal of Hampshire County
Council was hereunto affixed in the
presence of:-

Authorised Signatory

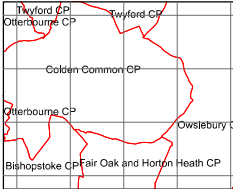
Map Scale 1:10,000

Legend

- Footpath
- Bridleway
- Restricted Byway
- Byway Open to All Traffic
- Parish Boundary
- County Boundary



Public Rights of Way are not shown over any areas shaded in grey on
the map below, as these are outside the administrative boundary of
Hampshire County Council



Index to adjoining maps

11,12	12,12	13,12
11,11	12,11	13,11
11,10	12,10	13,10

Map
Number

12.11

Appendix D – Eastleigh Cycle Network Map

[1]

Bassett Green, adj Leaside Way	dep															
Boorley Park, opp Primary School	dep	07:10														
Boorley Park, nr Braxells Roac		07:11														
Boorley Park, opp Morant Crescent		07:11														
Long Common, Chancellors Lane (NW-bound)		07:12														
Horton Heath, Shamblehurst Lane North (NW-bound)		07:13														
Horton Heath, Denhams Corner (NW-bound)		07:14														
Horton Heath, nr The Brigadier Gerard		07:15														
Horton Heath, opp Dumpers Drove		07:15														
Horton Heath, Horton Heath Crossroads (N-bound)		07:16														
Botley Road adjacent Daisy Fields, Fair Oak		07:17														
Fair Oak, adj Wyvern School		07:18														
Fair Oak, adj New Clock Inn	dep	05:40	06:00	06:20	06:40	07:00	07:40	08:05	08:30	08:50	09:07	09:37	09:57	10:12		
Fair Oak, adj New Road		05:41	06:01	06:21	06:41	07:01	07:41	08:06	08:31	08:51	09:08	09:38	09:58	10:13		
Fair Oak, opp Victena Road	arr	05:42	06:02	06:22	06:42	07:02	07:42	08:07	08:32	08:52	09:09	09:39	09:59	10:14		
Fair Oak, opp Victena Road	dep	05:42	06:02	06:22	06:42	07:02	07:42	08:08	08:35	08:55	09:10	09:25	09:40	10:00	10:15	
Fair Oak, nr Winchester Road		05:43	06:03	06:23	06:43	07:03	07:43	08:09	08:36	08:56	09:11	09:26	09:41	10:01	10:16	
Fair Oak, opp Witt Road		05:44	06:04	06:24	06:44	07:04	07:45	08:11	08:38	08:58	09:13	09:28	09:43	10:02	10:17	
Fair Oak, opp The Square	arr	05:46	06:06	06:26	06:46	07:06	07:47	08:13	08:40	09:00	09:15	09:30	09:45	10:04	10:19	
Fair Oak, opp The Square	dep	05:46	06:06	06:26	06:46	07:06	07:49	08:17	08:42	09:02	09:17	09:32	09:47	10:07	10:22	
Fair Oak, nr Dean Road		05:47	06:07	06:27	06:47	07:07	07:19	07:50	08:18	08:43	09:03	09:18	09:33	09:48	10:08	10:23
Fair Oak, nr New Clock Inn		05:47	06:07	06:27	06:47	07:08	07:20	07:51	08:19	08:43	09:03	09:18	09:33	09:48	10:08	10:23
Fair Oak, adj New Road							07:21									
Fair Oak, opp Victena Road							07:22									
Fair Oak, nr Winchester Road							07:23									
Fair Oak, opp Witt Road							07:25									
Fair Oak, opp The Square	arr						07:26									
Fair Oak, opp The Square	dep						07:27									
Fair Oak, nr Dean Road							07:28									
Fair Oak, nr New Clock Inn							07:29									
Fair Oak, adj Stoke Wood Surgery		05:48	06:08	06:28	06:48	07:09	07:30	07:52	08:20	08:44	09:04	09:19	09:34	09:49	10:09	10:24
Bishopstoke, Haig Road (W-bound)		05:49	06:09	06:29	06:49	07:10	07:31	07:53	08:21	08:45	09:05	09:20	09:35	09:50	10:10	10:25
Bishopstoke, Weavills Road (SW-bound)		05:50	06:10	06:30	06:50	07:11	07:32	07:54	08:22	08:46	09:06	09:21	09:36	09:51	10:11	10:26
Bishopstoke, Welcome Inn (NW-bound)		05:51	06:11	06:31	06:51	07:12	07:33	07:55	08:23	08:47	09:07	09:22	09:37	09:52	10:12	10:27
Bishopstoke, nr Alan Drayton Way		05:51	06:11	06:31	06:51	07:12	07:34	07:56	08:24	08:47	09:07	09:22	09:37	09:52	10:12	10:27
Bishopstoke, Stoke Park Junior School (N-bound)		05:52	06:12	06:32	06:52	07:13	07:34	07:57	08:24	08:48	09:08	09:23	09:38	09:53	10:13	10:28
Bishopstoke, Hamilton Road (N-bound)		05:53	06:13	06:33	06:53	07:14	07:36	07:58	08:26	08:49	09:09	09:24	09:39	09:54	10:14	10:29
Bishopstoke, East Drive (N-bound)		05:53	06:13	06:33	06:53	07:15	07:37	07:59	08:27	08:50	09:10	09:25	09:40	09:55	10:15	10:30
Bishopstoke, Colchester Avenue (W-bound)		05:54	06:14	06:34	06:54	07:16	07:38	08:00	08:28	08:51	09:11	09:26	09:41	09:56	10:16	10:31
Bishopstoke, opp Drake Road		05:55	06:15	06:35	06:55	07:17	07:39	08:01	08:29	08:52	09:12	09:27	09:42	09:57	10:17	10:32

Sedgwick Road opposite West Drive, Bishopstoke		05:55	06:15	06:35	06:55	07:18	07:40	08:02		08:30	08:53	09:13	09:28	09:43	09:58	10:18	10:33
Bishopstoke, Hamilton Road (SW-bound)		05:56	06:16	06:36	06:56	07:19	07:42	08:04		08:32	08:55	09:15	09:30	09:45	10:00	10:19	10:34
Bishopstoke, opp The River Inn		05:58	06:18	06:38	06:58	07:21	07:45	08:07		08:34	08:57	09:17	09:32	09:47	10:02	10:21	10:36
Bishopstoke, Recreation Ground (W-bound)		05:59	06:19	06:39	06:59	07:22	07:47	08:09		08:36	08:58	09:18	09:33	09:48	10:03	10:22	10:37
Eastleigh, opp Dutton Lane		06:00	06:20	06:40	07:01	07:24	07:49	08:11		08:38	09:00	09:20	09:35	09:50	10:05	10:24	10:39
Eastleigh, o/s Eastleigh Station	arr	06:03	06:23	06:43	07:04	07:27	07:55	08:18		08:45	09:05	09:23	09:38	09:53	10:08	10:27	10:42
Eastleigh, o/s Eastleigh Station	dep	04:56	05:34	06:04	06:24	06:44	07:07	07:30	07:59	08:22	08:37	08:52	09:09	09:26	09:41	09:56	10:11
Eastleigh, nr Campbell Road		04:57	05:35	06:05	06:25	06:45	07:09	07:32	08:01	08:24	08:39	08:54	09:11	09:28	09:43	09:58	10:13
Eastleigh, opp All Saints Church		04:58	05:36	06:06	06:26	06:46	07:10	07:33	08:02	08:25	08:40	08:55	09:12	09:29	09:44	09:59	10:14
Eastleigh, opp Nutbeam Road		04:59	05:38	06:08	06:28	06:48	07:12	07:35	08:04	08:27	08:42	08:57	09:14	09:31	09:46	10:01	10:16
Eastleigh, adj Tennyson Road		05:00	05:39	06:09	06:29	06:49	07:13	07:36	08:06	08:29	08:44	08:59	09:15	09:32	09:47	10:02	10:17
Eastleigh, opp Spencer Road		05:01	05:40	06:10	06:30	06:50	07:14	07:37	08:07	08:30	08:45	09:00	09:16	09:33	09:48	10:03	10:18
Eastleigh, nr Nightingale Bridge		05:02	05:41	06:11	06:31	06:51	07:15	07:39	08:09	08:32	08:47	09:02	09:18	09:35	09:50	10:05	10:20
Eastleigh, adj Linnet Square		05:02	05:41	06:11	06:31	06:51	07:15	07:40	08:10	08:33	08:48	09:03	09:19	09:35	09:50	10:05	10:20
Eastleigh, nr Nightingale School		05:03	05:42	06:12	06:32	06:52	07:16	07:41	08:11	08:34	08:49	09:04	09:20	09:36	09:51	10:06	10:21
Eastleigh, opp Robin Square		05:04	05:43	06:13	06:33	06:53	07:17	07:42	08:12	08:35	08:50	09:05	09:21	09:37	09:52	10:07	10:22
Eastleigh, opp Avenue Park		05:05	05:44	06:14	06:34	06:54	07:18	07:43	08:13	08:36	08:51	09:06	09:22	09:38	09:53	10:08	10:23
Eastleigh, The Cricketers (E-bound)		05:05	05:44	06:14	06:34	06:54	07:19	07:44	08:14	08:37	08:52	09:07	09:23	09:39	09:54	10:09	10:24
North Stoneham, adj Concorde Club		05:06	05:46	06:16	06:36	06:56	07:21	07:47	08:17	08:39	08:54	09:09	09:25	09:41	09:56	10:11	10:26
North Stoneham, opp St Nicolas Church		05:07	05:47	06:17	06:37	06:57	07:22	07:48	08:18	08:40	08:55	09:10	09:26	09:42	09:57	10:12	10:27
North Stoneham, opp Trojans Sports Club		05:08	05:48	06:18	06:38	06:58	07:23	07:49	08:19	08:41	08:56	09:11	09:27	09:43	09:58	10:13	10:28
Swaythling, BTC Sports Ground (SW-bound)		05:09	05:49	06:19	06:39	06:59	07:24	07:51	08:21	08:42	08:57	09:12	09:28	09:44	09:59	10:14	10:29
Swaythling, Greenways (S-bound)		05:09	05:49	06:19	06:39	07:00	07:25	07:52	08:22	08:43	08:58	09:13	09:29	09:45	10:00	10:15	10:30
Swaythling, Bassett Green Road (S-bound)		05:10	05:50	06:20	06:40	07:01	07:26	07:53	08:23	08:44	08:59	09:14	09:30	09:46	10:01	10:16	10:31
Swaythling, Market Buildings (SE-bound)		05:10	05:50	06:20	06:40	07:01	07:27	07:54	08:24	08:45	09:00	09:15	09:31	09:47	10:02	10:17	10:32
Swaythling, opp McDonalds		05:11	05:51	06:21	06:41	07:02	07:28	07:55	08:25	08:46	09:01	09:16	09:32	09:48	10:03	10:18	10:33
Swaythling, nr Woodmill Lane		05:11	05:51	06:21	06:41	07:02	07:29	07:56	08:26	08:47	09:02	09:17	09:33	09:49	10:04	10:19	10:34
Swaythling, Mayfield Road (SW-bound)		05:12	05:52	06:22	06:42	07:03	07:30	07:57	08:27	08:48	09:03	09:18	09:34	09:50	10:05	10:20	10:35
Swaythling, Sirdar Road (SW-bound)		05:13	05:53	06:23	06:43	07:04	07:30	07:58	08:28	08:49	09:04	09:19	09:35	09:51	10:06	10:21	10:36
Portswood, Bowden Lane (S-bound)		05:14	05:54	06:24	06:44	07:05	07:32	08:00	08:30	08:50	09:05	09:20	09:36	09:52	10:07	10:22	10:37
Portswood, Sainsbury (Stop PJ o/s)		05:15	05:55	06:25	06:45	07:06	07:34	08:02	08:32	08:52	09:07	09:22	09:38	09:54	10:09	10:24	10:39
Portswood, Portswood Broadway (Stop PB)		05:16	05:56	06:26	06:46	07:07	07:35	08:03	08:33	08:53	09:08	09:23	09:39	09:55	10:10	10:25	10:40
Portswood, Waitrose (Stop PC)		05:17	05:57	06:27	06:47	07:08	07:36	08:04	08:34	08:54	09:09	09:24	09:40	09:56	10:11	10:26	10:41
Portswood, Spring Crescent (S-bound)		05:18	05:58	06:28	06:48	07:09	07:37	08:06	08:36	08:56	09:11	09:26	09:42	09:57	10:12	10:27	10:42
Portswood, Cedar Road (W-bound)		05:19	05:59	06:29	06:49	07:10	07:38	08:08	08:38	08:58	09:13	09:28	09:43	09:58	10:13	10:28	10:43
Banister Park, Stag Gates (SE-bound)		05:20	06:00	06:30	06:50	07:11	07:39	08:09	08:39	08:59	09:14	09:29	09:44	09:59	10:14	10:29	10:44
Banister Park, opp Archers Road		05:20	06:00	06:30	06:50	07:11	07:40	08:10	08:40	09:00	09:15	09:30	09:45	10:00	10:15	10:30	10:45
Bedford Place, Law Courts (SW-bound)		05:21	06:01	06:31	06:51	07:12	07:41	08:11	08:41	09:01	09:16	09:31	09:46	10:01	10:16	10:31	10:46
Bedford Place, Giddy Bridge (SW-bound)		05:22	06:02	06:32	06:52	07:14	07:43	08:13	08:43	09:03	09:18	09:33	09:48	10:03	10:18	10:33	10:48
Southampton City Centre, Cenotaph (Stop HA)		05:23	06:03	06:33	06:53	07:15	07:44	08:14	08:44	09:04	09:19	09:34	09:49	10:04	10:19	10:34	10:49
Southampton City Centre, Civic Centre (Stop AI)		05:24	06:04	06:34	06:54	07:16	07:46	08:16	08:46	09:06	09:21	09:36	09:51	10:06	10:21	10:36	10:51
Southampton City Centre, Marlands (Stop AK)		05:25	06:05	06:35	06:55	07:17	07:47	08:17	08:47	09:07	09:22	09:37	09:52	10:07	10:22	10:37	10:52
Southampton City Centre, Bargate (Stop CU)	arr	05:29	06:09	06:39	06:59	07:20	07:50	08:20	08:50	09:10	09:25	09:40	09:55	10:10	10:25	10:40	10:55

Bassett Green, adj Leaside Way	dep																		15:10	
Boorley Park, opp Primary School	dep																			
Boorley Park, nr Braxells Road																				
Boorley Park, opp Morant Crescent																				
Long Common, Chancellors Lane (NW-bound)																				
Horton Heath, Shamblehurst Lane North (NW-bound)																				
Horton Heath, Denhams Corner (NW-bound)																				
Horton Heath, nr The Brigadier Gerard																				
Horton Heath, opp Dumpers Drove																				
Horton Heath, Horton Heath Crossroads (N-bound)																				
Botley Road adjacent Daisy Fields, Fair Oak																				
Fair Oak, adj Wyvern School																				
Fair Oak, adj New Clock Inn	dep	10:27	10:42	10:57	11:12	11:27	11:42	11:57	12:12	12:27	12:42	12:57	13:12	13:27	13:42	13:57	14:12		14:27	
Fair Oak, adj New Road		10:28	10:43	10:58	11:13	11:28	11:43	11:58	12:13	12:28	12:43	12:58	13:13	13:28	13:43	13:58	14:13		14:28	
Fair Oak, opp Victena Road	arr	10:29	10:44	10:59	11:14	11:29	11:44	11:59	12:14	12:29	12:44	12:59	13:14	13:29	13:44	13:59	14:14		14:29	
Fair Oak, opp Victena Road	dep	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15		14:30	
Fair Oak, nr Winchester Road		10:31	10:46	11:01	11:16	11:31	11:46	12:01	12:16	12:31	12:46	13:01	13:16	13:31	13:46	14:01	14:16		14:31	
Fair Oak, opp Witt Road		10:32	10:47	11:02	11:17	11:32	11:47	12:02	12:17	12:32	12:47	13:02	13:17	13:32	13:47	14:02	14:17		14:32	
Fair Oak, opp The Square	arr	10:34	10:49	11:04	11:19	11:34	11:49	12:04	12:19	12:34	12:49	13:04	13:19	13:34	13:49	14:04	14:19		14:34	
Fair Oak, opp The Square	dep	10:37	10:52	11:07	11:22	11:37	11:52	12:07	12:22	12:37	12:52	13:07	13:22	13:37	13:52	14:07	14:22		14:37	
Fair Oak, nr Dean Road		10:38	10:53	11:08	11:23	11:38	11:53	12:08	12:23	12:38	12:53	13:08	13:23	13:38	13:53	14:08	14:23		14:38	
Fair Oak, nr New Clock Inn		10:38	10:53	11:08	11:23	11:38	11:53	12:08	12:23	12:38	12:53	13:08	13:23	13:38	13:53	14:08	14:23		14:38	
Fair Oak, adj New Road																				
Fair Oak, opp Victena Road																				
Fair Oak, nr Winchester Road																				
Fair Oak, opp Witt Road																				
Fair Oak, opp The Square	arr																			
Fair Oak, opp The Square	dep																			
Fair Oak, nr Dean Road																				
Fair Oak, nr New Clock Inn																				
Fair Oak, adj Stoke Wood Surgery		10:39	10:54	11:09	11:24	11:39	11:54	12:09	12:24	12:39	12:54	13:09	13:24	13:39	13:54	14:09	14:24		14:39	
Bishopstoke, Haig Road (W-bound)		10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25		14:40	
Bishopstoke, Weavills Road (SW-bound)		10:41	10:56	11:11	11:26	11:41	11:56	12:11	12:26	12:41	12:56	13:11	13:26	13:41	13:56	14:11	14:26		14:41	
Bishopstoke, Welcome Inn (NW-bound)		10:42	10:57	11:12	11:27	11:42	11:57	12:12	12:27	12:42	12:57	13:12	13:27	13:42	13:57	14:12	14:27		14:42	
Bishopstoke, nr Alan Drayton Way		10:42	10:57	11:12	11:27	11:42	11:57	12:12	12:27	12:42	12:57	13:12	13:27	13:42	13:57	14:12	14:27		14:42	
Bishopstoke, Stoke Park Junior School (N-bound)		10:43	10:58	11:13	11:28	11:43	11:58	12:13	12:28	12:43	12:58	13:13	13:28	13:43	13:58	14:13	14:28		14:43	
Bishopstoke, Hamilton Road (N-bound)		10:44	10:59	11:14	11:29	11:44	11:59	12:14	12:29	12:44	12:59	13:14	13:29	13:44	13:59	14:14	14:29		14:44	
Bishopstoke, East Drive (N-bound)		10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30		14:45	
Bishopstoke, Colchester Avenue (W-bound)		10:46	11:01	11:16	11:31	11:46	12:01	12:16	12:31	12:46	13:01	13:16	13:31	13:46	14:01	14:16	14:31		14:46	
Bishopstoke, opp Drake Road		10:47	11:02	11:17	11:32	11:47	12:02	12:17	12:32	12:47	13:02	13:17	13:32	13:47	14:02	14:17	14:32		14:47	
Sedgwick Road opposite West Drive, Bishopstoke		10:48	11:03	11:18	11:33	11:48	12:03	12:18	12:33	12:48	13:03	13:18	13:33	13:48	14:03	14:18	14:33		14:48	
Bishopstoke, Hamilton Road (SW-bound)		10:49	11:04	11:19	11:34	11:49	12:04	12:19	12:34	12:49	13:04	13:19	13:34	13:49	14:04	14:19	14:34		14:49	
Bishopstoke, opp The River Inn		10:51	11:06	11:21	11:36	11:51	12:06	12:21	12:36	12:51	13:06	13:21	13:36	13:51	14:06	14:21	14:36		14:51	
Bishopstoke, Recreation Ground (W-bound)		10:52	11:07	11:22	11:37	11:52	12:07	12:22	12:37	12:52	13:07	13:22	13:37	13:52	14:07	14:22	14:37		14:52	
Eastleigh, opp Dutton Lane		10:54	11:09	11:24	11:39	11:54	12:09	12:24	12:39	12:54	13:09	13:24	13:39	13:54	14:09	14:24	14:39		14:54	
Eastleigh, o/s Eastleigh Station	arr	10:57	11:12	11:27	11:42	11:57	12:12	12:27	12:42	12:57	13:12	13:27	13:42	13:57	14:12	14:27	14:42		14:57	
Eastleigh, o/s Eastleigh Station	dep	11:01	11:16	11:31	11:46	12:01	12:16	12:31	12:46	13:01	13:16	13:31	13:46	14:01	14:16	14:31	14:46		15:01	

Eastleigh, nr Campbell Road	11:03	11:18	11:33	11:48	12:03	12:18	12:33	12:48	13:03	13:18	13:33	13:48	14:03	14:18	14:33	14:48	15:03
Eastleigh, opp All Saints Church	11:04	11:19	11:34	11:49	12:04	12:19	12:34	12:49	13:04	13:19	13:34	13:49	14:04	14:19	14:34	14:49	15:04
Eastleigh, opp Nutbeam Road	11:06	11:21	11:36	11:51	12:06	12:21	12:36	12:51	13:06	13:21	13:36	13:51	14:06	14:21	14:36	14:51	15:06
Eastleigh, adj Tennyson Road	11:07	11:22	11:37	11:52	12:07	12:22	12:37	12:52	13:07	13:22	13:37	13:52	14:07	14:22	14:37	14:52	15:07
Eastleigh, opp Spencer Road	11:08	11:23	11:38	11:53	12:08	12:23	12:38	12:53	13:08	13:23	13:38	13:53	14:08	14:23	14:38	14:53	15:08
Eastleigh, nr Nightingale Bridge	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55	15:10
Eastleigh, adj Linnet Square	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55	15:10
Eastleigh, nr Nightingale School	11:11	11:26	11:41	11:56	12:11	12:26	12:41	12:56	13:11	13:26	13:41	13:56	14:11	14:26	14:41	14:56	15:11
Eastleigh, opp Robin Square	11:12	11:27	11:42	11:57	12:12	12:27	12:42	12:57	13:12	13:27	13:42	13:57	14:12	14:27	14:42	14:57	15:12
Eastleigh, opp Avenue Park	11:13	11:28	11:43	11:58	12:13	12:28	12:43	12:58	13:13	13:28	13:43	13:58	14:13	14:28	14:43	14:58	15:13
Eastleigh, The Cricketers (E-bound)	11:14	11:29	11:44	11:59	12:14	12:29	12:44	12:59	13:14	13:29	13:44	13:59	14:14	14:29	14:44	14:59	15:14
North Stoneham, adj Concorde Club	11:16	11:31	11:46	12:01	12:16	12:31	12:46	13:01	13:16	13:31	13:46	14:01	14:16	14:31	14:46	15:01	15:16
North Stoneham, opp St Nicolas Church	11:17	11:32	11:47	12:02	12:17	12:32	12:47	13:02	13:17	13:32	13:47	14:02	14:17	14:32	14:47	15:02	15:17
North Stoneham, opp Trojans Sports Club	11:18	11:33	11:48	12:03	12:18	12:33	12:48	13:03	13:18	13:33	13:48	14:03	14:18	14:33	14:48	15:03	15:18
Swaythling, BTC Sports Ground (SW-bound)	11:19	11:34	11:49	12:04	12:19	12:34	12:49	13:04	13:19	13:34	13:49	14:04	14:19	14:34	14:49	15:04	15:19
Swaythling, Greenways (S-bound)	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35	14:50	15:05	15:20
Swaythling, Bassett Green Road (S-bound)	11:21	11:36	11:51	12:06	12:21	12:36	12:51	13:06	13:21	13:36	13:51	14:06	14:21	14:36	14:51	15:06	15:11
Swaythling, Market Buildings (SE-bound)	11:22	11:37	11:52	12:07	12:22	12:37	12:52	13:07	13:22	13:37	13:52	14:07	14:22	14:37	14:52	15:07	15:12
Swaythling, opp McDonalds	11:23	11:38	11:53	12:08	12:23	12:38	12:53	13:08	13:23	13:38	13:53	14:08	14:23	14:38	14:53	15:08	15:13
Swaythling, nr Woodmill Lane	11:24	11:39	11:54	12:09	12:24	12:39	12:54	13:09	13:24	13:39	13:54	14:09	14:24	14:39	14:54	15:09	15:14
Swaythling, Mayfield Road (SW-bound)	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55	15:10	15:25
Swaythling, Sirdar Road (SW-bound)	11:26	11:41	11:56	12:11	12:26	12:41	12:56	13:11	13:26	13:41	13:56	14:11	14:26	14:41	14:56	15:11	15:26
Portswood, Bowden Lane (S-bound)	11:27	11:42	11:57	12:12	12:27	12:42	12:57	13:12	13:27	13:42	13:57	14:12	14:27	14:42	14:57	15:12	15:27
Portswood, Sainsbury (Stop PJ o/s)	11:29	11:44	11:59	12:14	12:29	12:44	12:59	13:14	13:29	13:44	13:59	14:14	14:29	14:44	14:59	15:14	15:29
Portswood, Portswood Broadway (Stop PB)	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30
Portswood, Waitrose (Stop PC)	11:31	11:46	12:01	12:16	12:31	12:46	13:01	13:16	13:31	13:46	14:01	14:16	14:31	14:46	15:01	15:16	15:31
Portswood, Spring Crescent (S-bound)	11:32	11:47	12:02	12:17	12:32	12:47	13:02	13:17	13:32	13:47	14:02	14:17	14:32	14:47	15:02	15:17	15:32
Portswood, Cedar Road (W-bound)	11:33	11:48	12:03	12:18	12:33	12:48	13:03	13:18	13:33	13:48	14:03	14:18	14:33	14:48	15:03	15:18	15:33
Banister Park, Stag Gates (SE-bound)	11:34	11:49	12:04	12:19	12:34	12:49	13:04	13:19	13:34	13:49	14:04	14:19	14:34	14:49	15:04	15:19	15:34
Banister Park, opp Archers Road	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35	14:50	15:05	15:20	15:35
Bedford Place, Law Courts (SW-bound)	11:36	11:51	12:06	12:21	12:36	12:51	13:06	13:21	13:36	13:51	14:06	14:21	14:36	14:51	15:06	15:21	15:36
Bedford Place, Giddy Bridge (SW-bound)	11:38	11:53	12:08	12:23	12:38	12:53	13:08	13:23	13:38	13:53	14:08	14:23	14:38	14:53	15:08	15:23	15:38
Southampton City Centre, Cenotaph (Stop HA)	11:39	11:54	12:09	12:24	12:39	12:54	13:09	13:24	13:39	13:54	14:09	14:24	14:39	14:54	15:09	15:24	15:39
Southampton City Centre, Civic Centre (Stop AI)	11:41	11:56	12:11	12:26	12:41	12:56	13:11	13:26	13:41	13:56	14:11	14:26	14:41	14:56	15:11	15:26	15:41
Southampton City Centre, Marlands (Stop AK)	11:42	11:57	12:12	12:27	12:42	12:57	13:12	13:27	13:42	13:57	14:12	14:27	14:42	14:57	15:12	15:27	15:42
Southampton City Centre, WestQuay (Stop BP)	11:43	11:58	12:13	12:28	12:43	12:58	13:13	13:28	13:43	13:58	14:13	14:28	14:43	14:58	15:13	15:28	15:43
Southampton City Centre, Bargate (Stop CU)	arr	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30

[illegible]

Eastleigh, opp All Saints Church	15:19	15:37	15:52	16:10	16:38	16:53	17:13	17:33	17:53	18:13	18:33	19:03	19:42	20:42	21:39	22:39
Eastleigh, opp Nutbeam Road	15:21	15:39	15:54	16:12	16:40	16:55	17:15	17:35	17:55	18:15	18:35	19:05	19:43	20:43	21:40	22:40
Eastleigh, adj Tennyson Road	15:22	15:41	15:56	16:15	16:42	16:57	17:17	17:37	17:57	18:16	18:36	19:06	19:45	20:45	21:41	22:41
Eastleigh, opp Spencer Road	15:23	15:42	15:57	16:17	16:43	16:58	17:18	17:38	17:58	18:17	18:37	19:07	19:46	20:46	21:42	22:42
Eastleigh, nr Nightingale Bridge	15:25	15:44	15:59	16:19	16:45	17:00	17:20	17:40	18:00	18:19	18:39	19:09	19:47	20:47	21:43	22:43
Eastleigh, adj Linnet Square	15:25	15:45	16:00	16:20	16:46	17:01	17:21	17:41	18:01	18:20	18:39	19:09	19:47	20:47	21:43	22:43
Eastleigh, nr Nightingale School	15:26	15:46	16:01	16:21	16:47	17:02	17:22	17:42	18:02	18:21	18:40	19:10	19:48	20:48	21:44	22:44
Eastleigh, opp Robin Square	15:27	15:47	16:02	16:22	16:48	17:03	17:23	17:43	18:03	18:22	18:41	19:11	19:49	20:49	21:45	22:45
Eastleigh, opp Avenue Park	15:28	15:48	16:03	16:23	16:49	17:04	17:24	17:44	18:04	18:23	18:42	19:12	19:50	20:50	21:46	22:46
Eastleigh, The Cricketers (E-bound)	15:29	15:49	16:04	16:24	16:50	17:05	17:25	17:45	18:05	18:24	18:43	19:13	19:51	20:51	21:47	22:47
North Stoneham, adj Concorde Club	15:31	15:51	16:06	16:27	16:52	17:07	17:27	17:47	18:07	18:26	18:44	19:14	19:52	20:52	21:48	22:48
North Stoneham, opp St Nicolas Church	15:32	15:52	16:07	16:28	16:53	17:09	17:29	17:49	18:09	18:27	18:45	19:15	19:53	20:53	21:49	22:49
North Stoneham, opp Trojans Sports Club	15:33	15:53	16:08	16:29	16:54	17:10	17:30	17:50	18:10	18:28	18:45	19:16	19:54	20:54	21:50	22:50
Swaythling, BTC Sports Ground (SW-bound)	15:34	15:54	16:09	16:31	16:56	17:11	17:31	17:51	18:11	18:29	18:46	19:17	19:55	20:55	21:51	22:51
Swaythling, Greenways (S-bound)	15:35	15:55	16:10	16:32	16:57	17:12	17:32	17:52	18:12	18:30	18:47	19:17	19:55	20:55	21:51	22:51
Swaythling, Bassett Green Road (S-bound)	15:36	15:56	16:11	16:33	16:58	17:13	17:33	17:53	18:13	18:31	18:48	19:18	19:56	20:56	21:52	22:52
Swaythling, Market Buildings (SE-bound)	15:37	15:57	16:12	16:34	16:59	17:14	17:34	17:54	18:14	18:31	18:48	19:18	19:56	20:56	21:52	22:52
Swaythling, opp McDonalds	15:38	15:58	16:13	16:35	17:00	17:15	17:35	17:55	18:15	18:32	18:49	19:19	19:57	20:57	21:53	22:53
Swaythling, nr Woodmill Lane	15:39	15:59	16:14	16:36	17:01	17:16	17:36	17:56	18:16	18:33	18:50	19:20	19:57	20:57	21:53	22:53
Swaythling, Mayfield Road (SW-bound)	15:40	16:00	16:15	16:37	17:02	17:17	17:37	17:57	18:17	18:34	18:50	19:20	19:58	20:58	21:54	22:54
Swaythling, Sirdar Road (SW-bound)	15:41	16:01	16:16	16:38	17:03	17:18	17:38	17:58	18:18	18:35	18:51	19:21	19:59	20:59	21:55	22:55
Portswood, Bowden Lane (S-bound)	15:42	16:02	16:17	16:40	17:05	17:20	17:40	18:00	18:20	18:37	18:52	19:22	20:00	21:00	21:56	22:56
Portswood, Sainsbury (Stop PJ o/s)	15:44	16:04	16:19	16:42	17:07	17:22	17:42	18:02	18:22	18:39	18:54	19:24	20:01	21:01	21:57	22:57
Portswood, Portswood Broadway (Stop PB)	15:45	16:05	16:20	16:43	17:08	17:23	17:43	18:03	18:23	18:40	18:55	19:25	20:02	21:02	21:58	22:58
Portswood, Waitrose (Stop PC)	15:46	16:06	16:21	16:44	17:09	17:24	17:44	18:04	18:24	18:41	18:56	19:26	20:03	21:03	21:59	22:59
Portswood, Spring Crescent (S-bound)	15:47	16:07	16:22	16:45	17:11	17:26	17:46	18:06	18:26	18:42	18:57	19:27	20:04	21:04	22:00	23:00
Portswood, Cedar Road (W-bound)	15:48	16:08	16:23	16:47	17:13	17:28	17:48	18:08	18:28	18:44	18:59	19:29	20:05	21:05	22:01	23:01
Banister Park, Stag Gates (SE-bound)	15:49	16:09	16:24	16:48	17:14	17:29	17:49	18:09	18:29	18:45	19:00	19:30	20:06	21:06	22:02	23:02
Banister Park, opp Archers Road	15:50	16:10	16:25	16:49	17:15	17:30	17:50	18:10	18:30	18:46	19:01	19:31	20:07	21:07	22:03	23:03
Bedford Place, Law Courts (SW-bound)	15:51	16:11	16:26	16:51	17:16	17:31	17:51	18:11	18:31	18:47	19:02	19:32	20:08	21:08	22:04	23:04
Bedford Place, Giddy Bridge (SW-bound)	15:53	16:13	16:28	16:53	17:18	17:33	17:53	18:13	18:33	18:49	19:04	19:34	20:09	21:09	22:05	23:05
Southampton City Centre, Cenotaph (Stop HA)	15:54	16:14	16:29	16:54	17:19	17:34	17:54	18:14	18:34	18:50	19:05	19:35	20:10	21:10	22:06	23:06
Southampton City Centre, Civic Centre (Stop AI)	15:56	16:16	16:31	16:56	17:21	17:36	17:56	18:16	18:36	18:51	19:06	19:36	20:11	21:11	22:07	23:07
Southampton City Centre, Marlands (Stop AK)	15:57	16:17	16:32	16:57	17:22	17:37	17:57	18:17	18:37	18:52	19:07	19:37	20:12	21:12	22:08	23:08
Southampton City Centre, WestQuay (Stop BP)	15:58	16:18	16:33	16:58	17:23	17:38	17:58	18:18	18:38	18:53	19:08	19:38	20:13	21:13	22:09	23:09
Southampton City Centre, Bargate (Stop CU, arr)	16:00	16:20	16:35	17:00	17:25	17:40	18:00	18:20	18:40	18:55	19:10	19:40	20:15	21:15	22:10	23:10

[1] Only runs on Monday (Mon 17-Jul-2023)
Compiled from data for the period Tue 11-Jul-2023 to Mon 17-Jul-2023. Times not in bold are estimated by using the distance between the stops.

Mondays to Fridays
[1]

Southampton City Centre, Bargate (Stop CU)	dep	05:30	06:10	06:40	07:00	07:20	07:40	07:50	07:55	08:25	08:55	09:10	09:25	09:40	09:55	10:10	10:25	10:40	10:55
Southampton City Centre, Above Bar (Stop AD)		05:32	06:12	06:42	07:02	07:22	07:42	07:52	07:57	08:27	08:57	09:12	09:27	09:42	09:57	10:12	10:27	10:42	10:57
Southampton City Centre, Cenotaph (Stop HD)		05:33	06:13	06:43	07:03	07:24	07:44	07:54	07:59	08:29	08:59	09:14	09:29	09:44	09:59	10:14	10:29	10:44	10:59
Bedford Place, Giddy Bridge (NE-bound)		05:34	06:14	06:44	07:04	07:25	07:45	07:55	08:00	08:30	09:00	09:15	09:30	09:45	10:00	10:15	10:30	10:45	11:00
Bedford Place, Law Courts (N-bound)		05:35	06:15	06:45	07:05	07:27	07:47	07:57	08:02	08:32	09:02	09:17	09:32	09:47	10:02	10:17	10:32	10:47	11:02
Banister Park, adj Archers Road		05:36	06:16	06:46	07:06	07:28	07:48	07:58	08:03	08:33	09:03	09:18	09:33	09:48	10:03	10:18	10:33	10:48	11:03
Banister Park, Stag Gates (E-bound)		05:37	06:17	06:47	07:07	07:29	07:49	07:59	08:04	08:34	09:04	09:19	09:34	09:49	10:04	10:19	10:34	10:49	11:04
Portswood, Cedar Road (E-bound)		05:38	06:18	06:48	07:08	07:30	07:50	08:00	08:05	08:35	09:05	09:20	09:35	09:50	10:05	10:20	10:35	10:50	11:05
Portswood, Spring Crescent (N-bound)		05:39	06:19	06:49	07:09	07:32	07:52	08:02	08:07	08:37	09:07	09:22	09:37	09:52	10:07	10:22	10:37	10:52	11:07
Portswood, Waitrose (Stop PD)		05:40	06:20	06:50	07:10	07:33	07:53	08:03	08:08	08:38	09:08	09:23	09:38	09:53	10:08	10:23	10:38	10:53	11:08
Portswood, Portswood Broadway (Stop PH)		05:42	06:22	06:52	07:12	07:35	07:55	08:05	08:10	08:40	09:10	09:25	09:40	09:55	10:10	10:25	10:40	10:55	11:10
Portswood, Sainsbury (Stop PI opp)		05:42	06:22	06:52	07:13	07:36	07:56	08:06	08:11	08:41	09:11	09:26	09:41	09:56	10:11	10:26	10:41	10:56	11:11
Portswood, Bowden Lane (N-bound)		05:44	06:24	06:54	07:14	07:37	07:57	08:07	08:12	08:42	09:12	09:27	09:42	09:57	10:12	10:27	10:42	10:57	11:12
Swaythling, Sirdar Road (NE-bound)		05:45	06:25	06:55	07:15	07:39	07:59	08:09	08:14	08:44	09:13	09:28	09:43	09:58	10:13	10:28	10:43	10:58	11:13
Swaythling, Mayfield Road (NE-bound)		05:46	06:26	06:56	07:16	07:40	08:00	08:10	08:15	08:45	09:14	09:29	09:44	09:59	10:14	10:29	10:44	10:59	11:14
Swaythling, opp Woodmill Lane		05:47	06:27	06:57	07:18	07:42	08:02	08:12	08:17	08:47	09:16	09:31	09:46	10:01	10:16	10:31	10:46	11:01	11:16
Swaythling, adj McDonalds		05:48	06:28	06:58	07:19	07:43	08:03	08:13	08:18	08:48	09:17	09:32	09:47	10:02	10:17	10:32	10:47	11:02	11:17
Swaythling, Market Buildings (NW-bound)		05:48	06:28	06:59	07:20	07:43	08:03	08:13	08:18	08:48	09:18	09:33	09:48	10:03	10:18	10:33	10:48	11:03	11:18
Swaythling, Bassett Green Road (N-bound)		05:48	06:28	06:59	07:20	07:44	08:04	08:14	08:19	08:49	09:18	09:33	09:48	10:03	10:18	10:33	10:48	11:03	11:18
Swaythling, adj Greenways		05:49	06:29	07:00	07:21	07:44	08:05	08:14	08:19	08:49	09:19	09:34	09:49	10:04	10:19	10:34	10:49	11:04	11:19
Swaythling, BTC Sports Ground (N-bound)		05:49	06:29	07:00	07:21	07:45	08:06	08:15	08:20	08:50	09:19	09:34	09:49	10:04	10:19	10:34	10:49	11:04	11:19
North Stoneham, adj Trojans Sports Club		05:50	06:30	07:01	07:22	07:47	08:07	08:17	08:22	08:52	09:20	09:35	09:50	10:05	10:20	10:35	10:50	11:05	11:20
North Stoneham, adj St Nicolas Church		05:51	06:31	07:02	07:23	07:48	08:08	08:18	08:23	08:53	09:21	09:36	09:51	10:06	10:21	10:36	10:51	11:06	11:21
North Stoneham, opp Concorde Club		05:52	06:32	07:03	07:25	07:50	08:10	08:20	08:25	08:55	09:22	09:37	09:52	10:07	10:22	10:37	10:52	11:07	11:22
Eastleigh, The Cricketers (W-bound)		05:53	06:33	07:04	07:26	07:52	08:12	08:22	08:27	08:57	09:23	09:38	09:53	10:08	10:23	10:38	10:53	11:08	11:23
Eastleigh, o/s Avenue Park		05:54	06:34	07:05	07:27	07:53	08:13	08:23	08:28	08:58	09:24	09:39	09:54	10:09	10:24	10:39	10:54	11:09	11:24
Eastleigh, adj Robin Square		05:55	06:35	07:06	07:29	07:55	08:15	08:25	08:30	09:00	09:25	09:40	09:55	10:10	10:25	10:40	10:55	11:10	11:25
Eastleigh, opp Nightingale School		05:55	06:35	07:06	07:29	07:55	08:15	08:26	08:31	09:01	09:26	09:41	09:56	10:11	10:26	10:41	10:56	11:11	11:26
Eastleigh, opp Linnet Square		05:56	06:36	07:07	07:30	07:56	08:16	08:27	08:32	09:02	09:27	09:42	09:57	10:12	10:27	10:42	10:57	11:12	11:27
Eastleigh, adj Nightingale Bridge		05:57	06:37	07:09	07:32	07:58	08:18	08:28	08:33	09:03	09:28	09:43	09:58	10:13	10:28	10:43	10:58	11:13	11:28
Eastleigh, adj Spencer Road		05:58	06:38	07:10	07:33	07:59	08:19	08:29	08:34	09:04	09:29	09:44	09:59	10:14	10:29	10:44	10:59	11:14	11:29
Eastleigh, nr Tennyson Road		05:59	06:39	07:12	07:35	08:01	08:21	08:31	08:36	09:06	09:30	09:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30
Eastleigh, adj Nutbeam Road		06:00	06:40	07:13	07:36	08:03	08:23	08:33	08:38	09:08	09:32	09:47	10:02	10:17	10:32	10:47	11:02	11:17	11:32
Eastleigh, adj All Saints Church		06:01	06:41	07:14	07:37	08:04	08:24	08:35	08:40	09:10	09:33	09:48	10:03	10:18	10:33	10:48	11:03	11:18	11:33
Eastleigh, opp Campbell Road		06:03	06:43	07:16	07:39	08:06	08:26	08:37	08:42	09:12	09:34	09:49	10:04	10:19	10:34	10:49	11:04	11:19	11:34
Eastleigh, adj The Swan Centre	arr	06:05	06:45	07:19	07:42	08:10	08:30	08:40	08:45	09:15	09:37	09:52	10:07	10:22	10:37	10:52	11:07	11:22	11:37
Eastleigh, adj The Swan Centre	dep	06:07	06:47	07:22	07:45	08:14	08:34		08:51	09:21	09:41	09:56	10:11	10:26	10:41	10:56	11:11	11:26	11:41
Eastleigh, opp Chickenhall Lane		06:09	06:49	07:25	07:48	08:17	08:37		08:54	09:24	09:44	09:59	10:14	10:29	10:44	10:59	11:14	11:29	11:44
Bishopstoke, Recreation Ground (E-bound)		06:10	06:49	07:26	07:49	08:18	08:38		08:55	09:25	09:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45
Bishopstoke, Spring Lane Post Office (N-bound)		06:11	06:51	07:28	07:51	08:20	08:40		08:57	09:27	09:47	10:02	10:17	10:32	10:47	11:02	11:17	11:32	11:47
Bishopstoke, Hamilton Road (N-bound)		06:12	06:52	07:29	07:52	08:21	08:41		08:58	09:28	09:48	10:03	10:18	10:33	10:48	11:03	11:18	11:33	11:48

Sedgwick Road, adjacent West Drive, Bishopstoke	06:13	06:53	07:31	07:54	08:22	08:42		08:59	09:29	09:49	10:04	10:19	10:34	10:49	11:04	11:19	11:34	11:49
Bishopstoke, adj Drake Road	06:14	06:54	07:32	07:56	08:23	08:43		09:00	09:30	09:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50
Bishopstoke, Colchester Avenue (E-bound)	06:14	06:54	07:32	07:56	08:23	08:43		09:00	09:30	09:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50
Bishopstoke, East Drive (S-bound)	06:15	06:55	07:33	07:57	08:24	08:44		09:01	09:31	09:51	10:06	10:21	10:36	10:51	11:06	11:21	11:36	11:51
Bishopstoke, Hamilton Road (S-bound)	06:16	06:56	07:34	07:58	08:25	08:45		09:02	09:32	09:52	10:07	10:22	10:37	10:52	11:07	11:22	11:37	11:52
Bishopstoke, Stoke Park Junior School (S-bound)	06:17	06:57	07:35	08:00	08:26	08:46		09:03	09:33	09:53	10:08	10:23	10:38	10:53	11:08	11:23	11:38	11:53
Bishopstoke, Welcome Inn (SE-bound)	06:18	06:58	07:37	08:02	08:28	08:48		09:05	09:35	09:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55
Bishopstoke, Weavills Road (NE-bound)	06:18	06:58	07:37	08:02	08:28	08:48		09:05	09:35	09:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55
Bishopstoke, Haig Road (E-bound)	06:19	06:59	07:38	08:03	08:29	08:49		09:06	09:36	09:56	10:11	10:26	10:41	10:56	11:11	11:26	11:41	11:56
Fair Oak, opp Stoke Wood Surgery	06:19	06:59	07:38	08:03	08:29	08:49		09:06	09:36	09:56	10:11	10:26	10:41	10:56	11:11	11:26	11:41	11:56
Fair Oak, adj New Clock Inn	06:20	07:00	07:40	08:05	08:30	08:50		09:07	09:37	09:57	10:12	10:27	10:42	10:57	11:12	11:27	11:42	11:57
Fair Oak, adj New Road	06:21	07:01	07:41	08:06	08:31	08:51		09:08	09:38	09:58	10:13	10:28	10:43	10:58	11:13	11:28	11:43	11:58
Fair Oak, opp Victena Road <i>arr</i>	06:22	07:02	07:42	08:07	08:32	08:52		09:09	09:39	09:59	10:14	10:29	10:44	10:59	11:14	11:29	11:44	11:59
Fair Oak, opp Victena Road <i>dep</i>	06:22	07:02	07:42	08:08	08:35	08:55		09:10	09:40	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00
Fair Oak, nr Winchester Road	06:23	07:03	07:43	08:09	08:36	08:56		09:11	09:41	10:01	10:16	10:31	10:46	11:01	11:16	11:31	11:46	12:01
Fair Oak, opp Witt Road	06:24	07:04	07:45	08:11	08:38	08:58		09:13	09:43	10:02	10:17	10:32	10:47	11:02	11:17	11:32	11:47	12:02
Fair Oak, opp The Square <i>arr</i>	06:26	07:06	07:47	08:13	08:40	09:00		09:15	09:45	10:04	10:19	10:34	10:49	11:04	11:19	11:34	11:49	12:04

Southampton City Centre, Bargate (Stop CU)	<i>dep</i>	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55	15:10	15:25
Southampton City Centre, Above Bar (Stop AD)		11:12	11:27	11:42	11:57	12:12	12:27	12:42	12:57	13:12	13:27	13:42	13:57	14:12	14:27	14:42	14:57	15:12	15:27
Southampton City Centre, Cenotaph (Stop HD)		11:14	11:29	11:44	11:59	12:14	12:29	12:44	12:59	13:14	13:29	13:44	13:59	14:14	14:29	14:44	14:59	15:14	15:30
Bedford Place, Giddy Bridge (NE-bound)		11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:31
Bedford Place, Law Courts (N-bound)		11:17	11:32	11:47	12:02	12:17	12:32	12:47	13:02	13:17	13:32	13:47	14:02	14:17	14:32	14:47	15:02	15:17	15:33
Banister Park, adj Archers Road		11:18	11:33	11:48	12:03	12:18	12:33	12:48	13:03	13:18	13:33	13:48	14:03	14:18	14:33	14:48	15:03	15:18	15:34
Banister Park, Stag Gates (E-bound)		11:19	11:34	11:49	12:04	12:19	12:34	12:49	13:04	13:19	13:34	13:49	14:04	14:19	14:34	14:49	15:04	15:19	15:35
Portswood, Cedar Road (E-bound)		11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35	14:50	15:05	15:20	15:36
Portswood, Spring Crescent (N-bound)		11:22	11:37	11:52	12:07	12:22	12:37	12:52	13:07	13:22	13:37	13:52	14:07	14:22	14:37	14:52	15:07	15:22	15:38
Portswood, Waitrose (Stop PD)		11:23	11:38	11:53	12:08	12:23	12:38	12:53	13:08	13:23	13:38	13:53	14:08	14:23	14:38	14:53	15:08	15:23	15:40
Portswood, Portswood Broadway (Stop PH)		11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55	15:10	15:25	15:42
Portswood, Sainsbury (Stop PI opp)		11:26	11:41	11:56	12:11	12:26	12:41	12:56	13:11	13:26	13:41	13:56	14:11	14:26	14:41	14:56	15:11	15:26	15:43
Portswood, Bowden Lane (N-bound)		11:27	11:42	11:57	12:12	12:27	12:42	12:57	13:12	13:27	13:42	13:57	14:12	14:27	14:42	14:57	15:12	15:27	15:44
Swaythling, Sirdar Road (NE-bound)		11:28	11:43	11:58	12:13	12:28	12:43	12:58	13:13	13:28	13:43	13:58	14:13	14:28	14:43	14:58	15:13	15:28	15:46
Swaythling, Mayfield Road (NE-bound)		11:29	11:44	11:59	12:14	12:29	12:44	12:59	13:14	13:29	13:44	13:59	14:14	14:29	14:44	14:59	15:14	15:29	15:46
Swaythling, opp Woodmill Lane		11:31	11:46	12:01	12:16	12:31	12:46	13:01	13:16	13:31	13:46	14:01	14:16	14:31	14:46	15:01	15:16	15:31	15:48
Swaythling, adj McDonalds		11:32	11:47	12:02	12:17	12:32	12:47	13:02	13:17	13:32	13:47	14:02	14:17	14:32	14:47	15:02	15:17	15:32	15:49
Swaythling, Market Buildings (NW-bound)		11:33	11:48	12:03	12:18	12:33	12:48	13:03	13:18	13:33	13:48	14:03	14:18	14:33	14:48	15:03	15:18	15:33	15:50
Swaythling, Bassett Green Road (N-bound)		11:33	11:48	12:03	12:18	12:33	12:48	13:03	13:18	13:33	13:48	14:03	14:18	14:33	14:48	15:03	15:18	15:33	15:50
Swaythling, adj Greenways		11:34	11:49	12:04	12:19	12:34	12:49	13:04	13:19	13:34	13:49	14:04	14:19	14:34	14:49	15:04	15:19	15:34	15:51
Swaythling, BTC Sports Ground (N-bound)		11:34	11:49	12:04	12:19	12:34	12:49	13:04	13:19	13:34	13:49	14:04	14:19	14:34	14:49	15:04	15:19	15:34	15:51
North Stoneham, adj Trojans Sports Club		11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35	14:50	15:05	15:20	15:35	15:52
North Stoneham, adj St Nicolas Church		11:36	11:51	12:06	12:21	12:36	12:51	13:06	13:21	13:36	13:51	14:06	14:21	14:36	14:51	15:06	15:21	15:36	15:53
North Stoneham, opp Concorde Club		11:37	11:52	12:07	12:22	12:37	12:52	13:07	13:22	13:37	13:52	14:07	14:22	14:37	14:52	15:07	15:22	15:37	15:54
Eastleigh, The Cricketers (W-bound)		11:38	11:53	12:08	12:23	12:38	12:53	13:08	13:23	13:38	13:53	14:08	14:23	14:38	14:53	15:08	15:23	15:38	15:56
Eastleigh, o/s Avenue Park		11:39	11:54	12:09	12:24	12:39	12:54	13:09	13:24	13:39	13:54	14:09	14:24	14:39	14:54	15:09	15:24	15:39	15:57
Eastleigh, adj Robin Square		11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55	15:10	15:25	15:40	15:58
Eastleigh, opp Nightingale School		11:41	11:56	12:11	12:26	12:41	12:56	13:11	13:26	13:41	13:56	14:11	14:26	14:41	14:56	15:11	15:26	15:41	15:59
Eastleigh, opp Linnet Square		11:42	11:57	12:12	12:27	12:42	12:57	13:12	13:27	13:42	13:57	14:12	14:27	14:42	14:57	15:12	15:27	15:42	16:00
Eastleigh, adj Nightingale Bridge		11:43	11:58	12:13	12:28	12:43	12:58	13:13	13:28	13:43	13:58	14:13	14:28	14:43	14:58	15:13	15:28	15:43	16:01
Eastleigh, adj Spencer Road		11:44	11:59	12:14	12:29	12:44	12:59	13:14	13:29	13:44	13:59	14:14	14:29	14:44	14:59	15:14	15:29	15:44	16:02
Eastleigh, nr Pennyson Road		11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:03
Eastleigh, adj Nutbeam Road		11:47	12:02	12:17	12:32	12:47	13:02	13:17	13:32	13:47	14:02	14:17	14:32	14:47	15:02	15:17	15:32	15:47	16:05
Eastleigh, adj All Saints Church		11:48	12:03	12:18	12:33	12:48	13:03	13:18	13:33	13:48	14:03	14:18	14:33	14:48	15:03	15:18	15:33	15:48	16:06
Eastleigh, opp Campbell Road		11:49	12:04	12:19	12:34	12:49	13:04	13:19	13:34	13:49	14:04	14:19	14:34	14:49	15:04	15:19	15:34	15:49	16:07
Eastleigh, adj The Swan Centre	<i>arr</i>	11:52	12:07	12:22	12:37	12:52	13:07	13:22	13:37	13:52	14:07	14:22	14:37	14:52	15:07	15:22	15:37	15:52	16:10
Eastleigh, adj The Swan Centre	<i>dep</i>	11:56	12:11	12:26	12:41	12:56	13:11	13:26	13:41	13:56	14:11	14:26	14:41	14:56	15:11	15:26	15:41	15:56	16:15
Eastleigh, opp Chickenhall Lane		11:59	12:14	12:29	12:44	12:59	13:14	13:29	13:44	13:59	14:14	14:29	14:44	14:59	15:14	15:29	15:44	15:59	16:18
Bishopstoke, Recreation Ground (E-bound)		12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:19
Bishopstoke, Spring Lane Post Office (N-bound)		12:02	12:17	12:32	12:47	13:02	13:17	13:32	13:47	14:02	14:17	14:32	14:47	15:02	15:17	15:32	15:47	16:02	16:21
Bishopstoke, Hamilton Road (N-bound)		12:03	12:18	12:33	12:48	13:03	13:18	13:33	13:48	14:03	14:18	14:33	14:48	15:03	15:18	15:33	15:48	16:03	16:22
Sedgwick Road adjacent West Drive, Bishopstoke		12:04	12:19	12:34	12:49	13:04	13:19	13:34	13:49	14:04	14:19	14:34	14:49	15:04	15:19	15:34	15:49	16:04	16:23
Bishopstoke, adj Drake Road		12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35	14:50	15:05	15:20	15:35	15:50	16:05	16:24
Bishopstoke, Colchester Avenue (E-bound)		12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35	14:50	15:05	15:20	15:35	15:50	16:05	16:24
Bishopstoke, East Drive (S-bound)		12:06	12:21	12:36	12:51	13:06	13:21	13:36	13:51	14:06	14:21	14:36	14:51	15:06	15:21	15:36	15:51	16:06	16:25
Bishopstoke, Hamilton Road (S-bound)		12:07	12:22	12:37	12:52	13:07	13:22	13:37	13:52	14:07	14:22	14:37	14:52	15:07	15:22	15:37	15:52	16:07	16:26
Bishopstoke, Stoke Park Junior School (S-bound)		12:08	12:23	12:38	12:53	13:08	13:23	13:38	13:53	14:08	14:23	14:38	14:53	15:08	15:23	15:38	15:53	16:08	16:27
Bishopstoke, Welcome Inn (SE-bound)		12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55	15:10	15:25	15:40	15:55	16:10	16:29

Bishopstoke, Weavills Road (NE-bound)	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55	15:10	15:25	15:40	15:55	16:10	16:29	
Bishopstoke, Haig Road (E-bound)	12:11	12:26	12:41	12:56	13:11	13:26	13:41	13:56	14:11	14:26	14:41	14:56	15:11	15:26	15:41	15:56	16:11	16:30	
Fair Oak, opp Stoke Wood Surgery	12:11	12:26	12:41	12:56	13:11	13:26	13:41	13:56	14:11	14:26	14:41	14:56	15:11	15:26	15:41	15:56	16:11	16:30	
Fair Oak, adj New Clock Inn	12:12	12:27	12:42	12:57	13:12	13:27	13:42	13:57	14:12	14:27	14:42	14:57	15:12	15:27	15:42	15:57	16:12	16:31	
Fair Oak, adj New Road	12:13	12:28	12:43	12:58	13:13	13:28	13:43	13:58	14:13	14:28	14:43	14:58	15:13	15:28	15:43	15:58	16:13	16:32	
Fair Oak, opp Victena Road	arr	12:14	12:29	12:44	12:59	13:14	13:29	13:44	13:59	14:14	14:29	14:44	14:59	15:14	15:29	15:44	15:59	16:14	16:33
Fair Oak, opp Victena Road	dep	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:44	16:00	16:15	16:35
Fair Oak, nr Winchester Road		12:16	12:31	12:46	13:01	13:16	13:31	13:46	14:01	14:16	14:31	14:46	15:01	15:16	15:31	15:45	16:01	16:16	16:36
Fair Oak, opp Witt Road		12:17	12:32	12:47	13:02	13:17	13:32	13:47	14:02	14:17	14:32	14:47	15:02	15:17	15:32	15:46	16:02	16:17	16:37
Fair Oak, opp The Square	arr	12:19	12:34	12:49	13:04	13:19	13:34	13:49	14:04	14:19	14:34	14:49	15:04	15:19	15:34	15:48	16:04	16:19	16:39

Southampton City Centre, Bargate (Stop CU, dep	15:40	16:00	16:20	16:40	17:00	17:20	17:40	18:00	18:20	18:50	19:20	19:50	20:20	20:50	21:20	22:20	23:20
Southampton City Centre, Above Bar (Stop AD	15:42	16:02	16:22	16:42	17:02	17:22	17:42	18:02	18:22	18:52	19:22	19:52	20:22	20:52	21:22	22:22	23:22
Southampton City Centre, Cenotaph (Stop HD	15:45	16:05	16:25	16:45	17:05	17:25	17:44	18:04	18:24	18:54	19:24	19:54	20:24	20:54	21:24	22:24	23:24
Bedford Place, Giddy Bridge (NE-bound	15:46	16:06	16:26	16:46	17:06	17:26	17:45	18:05	18:25	18:55	19:25	19:55	20:25	20:55	21:25	22:25	23:25
Bedford Place, Law Courts (N-bound	15:48	16:08	16:28	16:48	17:08	17:28	17:47	18:07	18:27	18:57	19:27	19:56	20:26	20:56	21:26	22:26	23:26
Banister Park, adj Archers Road	15:49	16:09	16:29	16:49	17:09	17:29	17:48	18:08	18:28	18:58	19:28	19:57	20:27	20:57	21:27	22:27	23:27
Banister Park, Stag Gates (E-bound	15:50	16:10	16:30	16:50	17:10	17:30	17:49	18:09	18:29	18:59	19:29	19:58	20:28	20:58	21:28	22:28	23:28
Portsmouth, Cedar Road (E-bound	15:51	16:11	16:31	16:51	17:11	17:31	17:50	18:10	18:30	19:00	19:30	19:59	20:29	20:59	21:29	22:29	23:29
Portsmouth, Spring Crescent (N-bound	15:53	16:13	16:33	16:53	17:13	17:33	17:52	18:12	18:32	19:02	19:32	20:00	20:30	21:00	21:30	22:30	23:30
Portsmouth, Waitrose (Stop PD	15:55	16:15	16:35	16:55	17:15	17:35	17:54	18:14	18:33	19:03	19:33	20:01	20:31	21:01	21:31	22:31	23:31
Portsmouth, Portsmouth Broadway (Stop PH	15:57	16:17	16:37	16:57	17:17	17:37	17:56	18:16	18:35	19:05	19:35	20:03	20:33	21:03	21:33	22:32	23:32
Portsmouth, Sainsbury (Stop PI opp	15:58	16:18	16:38	16:58	17:18	17:38	17:57	18:17	18:36	19:06	19:36	20:04	20:34	21:04	21:34	22:32	23:32
Portsmouth, Bowden Lane (N-bound	15:59	16:19	16:39	16:59	17:19	17:39	17:58	18:18	18:37	19:07	19:37	20:05	20:35	21:05	21:35	22:33	23:33
Swaythling, Sirdar Road (NE-bound	16:01	16:21	16:41	17:01	17:21	17:41	18:00	18:20	18:38	19:08	19:38	20:06	20:36	21:06	21:36	22:34	23:34
Swaythling, Mayfield Road (NE-bound	16:01	16:22	16:42	17:02	17:22	17:42	18:01	18:20	18:39	19:09	19:39	20:07	20:37	21:07	21:37	22:35	23:35
Swaythling, opp Woodmill Lane	16:03	16:24	16:44	17:04	17:24	17:44	18:03	18:22	18:40	19:10	19:40	20:08	20:38	21:08	21:38	22:36	23:36
Swaythling, adj McDonalds	16:04	16:25	16:45	17:05	17:25	17:45	18:04	18:23	18:41	19:11	19:41	20:09	20:39	21:09	21:39	22:37	23:37
Swaythling, Market Buildings (NW-bound	16:05	16:26	16:46	17:05	17:25	17:45	18:04	18:23	18:41	19:11	19:41	20:09	20:39	21:09	21:39	22:37	23:37
Swaythling, Bassett Green Road (N-bound	16:05	16:26	16:46	17:06	17:26	17:46	18:05	18:24	18:42	19:12	19:42	20:10	20:40	21:10	21:40	22:37	23:37
Swaythling, adj Greenways	16:06	16:27	16:47	17:06	17:26	17:46	18:05	18:24	18:42	19:12	19:42	20:10	20:40	21:10	21:40	22:38	23:38
Swaythling, BTC Sports Ground (N-bound	16:06	16:27	16:47	17:07	17:27	17:47	18:05	18:25	18:43	19:13	19:43	20:11	20:41	21:11	21:41	22:38	23:38
North Stoneham, adj Trojans Sports Club	16:07	16:28	16:48	17:08	17:28	17:48	18:07	18:26	18:44	19:14	19:44	20:11	20:41	21:11	21:41	22:39	23:39
North Stoneham, adj St Nicolas Church	16:08	16:29	16:49	17:09	17:29	17:49	18:08	18:27	18:44	19:14	19:44	20:12	20:42	21:12	21:42	22:39	23:39
North Stoneham, opp Concorde Club	16:10	16:31	16:51	17:11	17:31	17:51	18:09	18:28	18:45	19:15	19:45	20:13	20:43	21:13	21:43	22:40	23:40
Eastleigh, The Cricketers (W-bound	16:11	16:32	16:52	17:12	17:32	17:52	18:11	18:30	18:47	19:17	19:47	20:14	20:44	21:14	21:44	22:41	23:41
Eastleigh, o/s Avenue Park	16:12	16:33	16:53	17:13	17:33	17:53	18:12	18:31	18:48	19:18	19:48	20:15	20:45	21:15	21:45	22:42	23:42
Eastleigh, adj Robin Square	16:14	16:35	16:55	17:15	17:35	17:55	18:13	18:32	18:49	19:19	19:49	20:16	20:46	21:16	21:46	22:43	23:43
Eastleigh, opp Nightingale School	16:15	16:36	16:56	17:16	17:36	17:56	18:14	18:32	18:49	19:19	19:49	20:16	20:46	21:16	21:46	22:43	23:43
Eastleigh, opp Linnet Square	16:16	16:37	16:57	17:17	17:37	17:57	18:15	18:33	18:50	19:20	19:50	20:17	20:47	21:17	21:47	22:44	23:44
Eastleigh, adj Nightingale Bridge	16:17	16:38	16:58	17:18	17:38	17:58	18:16	18:34	18:51	19:21	19:51	20:18	20:48	21:18	21:48	22:45	23:45
Eastleigh, adj Spencer Road	16:18	16:39	16:59	17:19	17:39	17:59	18:17	18:35	18:52	19:22	19:52	20:19	20:49	21:19	21:49	22:45	23:45
Eastleigh, nr Tennyson Road	16:20	16:41	17:01	17:21	17:41	18:01	18:18	18:36	18:53	19:23	19:53	20:20	20:50	21:20	21:50	22:46	23:46
Eastleigh, adj Nutbeam Road	16:23	16:43	17:03	17:23	17:43	18:03	18:21	18:37	18:54	19:24	19:54	20:21	20:51	21:21	21:51	22:47	23:47
Eastleigh, adj All Saints Church	16:24	16:44	17:04	17:24	17:44	18:04	18:22	18:38	18:55	19:25	19:55	20:22	20:52	21:22	21:52	22:48	23:48
Eastleigh, opp Campbell Road	16:27	16:47	17:07	17:27	17:47	18:07	18:23	18:39	18:56	19:26	19:56	20:23	20:53	21:23	21:53	22:49	23:49
Eastleigh, adj The Swan Centre arr	16:30	16:50	17:10	17:30	17:50	18:10	18:26	18:42	18:58	19:28	19:58	20:25	20:55	21:25	21:55	22:51	23:51
Eastleigh, adj The Swan Centre dep	16:35	16:55	17:15	17:35	17:55	18:15	18:30	18:45	19:00	19:30	20:00		20:57		21:57	22:53	23:53
Eastleigh, opp Chickenhall Lane	16:38	16:58	17:18	17:38	17:58	18:18	18:33	18:47	19:02	19:32	20:02	20:59		21:59	22:54	23:54	
Bishopstoke, Recreation Ground (E-bound	16:39	16:59	17:19	17:39	17:59	18:19	18:34	18:48	19:03	19:33	20:03	21:00		22:00	22:55	23:55	
Bishopstoke, Spring Lane Post Office (N-bound	16:41	17:01	17:21	17:41	18:01	18:21	18:35	18:49	19:04	19:34	20:04		21:01		22:01	22:56	23:56
Bishopstoke, Hamilton Road (N-bound	16:42	17:02	17:22	17:42	18:02	18:22	18:36	18:50	19:05	19:35	20:05	21:02		22:02	22:56	23:56	
Sedgwick Road adjacent West Drive, Bishopstoke	16:43	17:03	17:23	17:43	18:03	18:23	18:37	18:51	19:06	19:36	20:06	21:03		22:03	22:57	23:57	
Bishopstoke, adj Drake Road	16:44	17:04	17:24	17:44	18:04	18:24	18:38	18:52	19:07	19:37	20:07		21:04		22:04	22:58	23:58
Bishopstoke, Colchester Avenue (E-bound	16:44	17:04	17:24	17:44	18:04	18:24	18:38	18:52	19:07	19:37	20:07	21:04		22:04	22:58	23:58	
Bishopstoke, East Drive (S-bound	16:45	17:05	17:25	17:45	18:05	18:25	18:39	18:53	19:08	19:38	20:08	21:05		22:05	22:58	23:58	
Bishopstoke, Hamilton Road (S-bound	16:46	17:06	17:26	17:46	18:06	18:26	18:40	18:54	19:09	19:39	20:09	21:06		22:06	22:59	23:59	
Bishopstoke, Stoke Park Junior School (S-bound	16:47	17:07	17:27	17:47	18:07	18:27	18:41	18:55	19:10	19:40	20:10	21:07		22:07	23:00	00:00	(ND)

Bishopstoke, Welcome Inn (SE-bound)	16:49	17:09	17:29	17:49	18:09	18:29	18:43	18:56	19:11	19:41	20:11		21:08	22:08	23:01	00:01 (ND)
Bishopstoke, Weavills Road (NE-bound)	16:49	17:09	17:29	17:49	18:09	18:29	18:43	18:56	19:11	19:41	20:11		21:08	22:08	23:01	00:01 (ND)
Bishopstoke, Haig Road (E-bound)	16:50	17:10	17:30	17:50	18:10	18:30	18:44	18:57	19:12	19:42	20:12		21:09	22:09	23:01	00:01 (ND)
Fair Oak, opp Stoke Wood Surgery	16:50	17:10	17:30	17:50	18:10	18:30	18:44	18:57	19:12	19:42	20:12		21:09	22:09	23:01	00:01 (ND)
Fair Oak, adj New Clock Inn	16:51	17:11	17:31	17:51	18:11	18:31	18:45	18:58	19:13	19:43	20:13		21:10	22:10	23:02	00:02 (ND)
Fair Oak, adj New Road	16:52	17:12	17:32	17:52	18:12	18:32	18:46	18:59	19:14	19:44	20:14		21:11	22:11	23:03	00:03 (ND)
Fair Oak, opp Victena Road <i>arr</i>	16:53	17:13	17:33	17:53	18:13	18:33	18:47	19:00	19:15	19:45	20:15		21:12	22:12	23:04	00:04 (ND)
Fair Oak, opp Victena Road <i>dep</i>	16:55	17:15	17:35	17:55	18:14	18:35	18:47	19:00	19:16	19:45	20:16		21:12	22:12	23:04	00:04 (ND)
Fair Oak, nr Winchester Road	16:56	17:16	17:36	17:56	18:15	18:36	18:48	19:01	19:16	19:45	20:16		21:12	22:12	23:04	00:04 (ND)
Fair Oak, opp Witt Road	16:57	17:17	17:37	17:57	18:16	18:37	18:49	19:02	19:17	19:46	20:17		21:13	22:13	23:05	00:05 (ND)
Fair Oak, opp The Square <i>arr</i>	16:59	17:19	17:39	17:59	18:18	18:39	18:51	19:04	19:19	19:48	20:19		21:15	22:15	23:07	00:07 (ND)

[1] Only runs on Monday (Mon 17-Jul-2023)
 Compiled from data for the period Tue 11-Jul-2023 to Mon 17-Jul-2023. Times not in bold are estimated by using the distance between the stops.

Appendix E – Bus Route and Timetable Information



Appendix F – TRICS Output Data

Calculation Reference: AUDIT-102301-230710-0727

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : M - COUNTRY PARKS

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	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:	Site area
Actual Range:	48.00 to 350.00 (units: hect)
Range Selected by User:	48.00 to 350.00 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 16/10/21

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	1 days
Sunday	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:

Free Standing (PPS6 Out 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:

Out of Town	2
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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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:Use Class:

F2(c) 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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:

1,000 or Less 1 days

1,001 to 5,000 1 days

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

Population within 5 miles:

50,001 to 75,000 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:

0.6 to 1.0 1 days

1.1 to 1.5 1 days

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

Travel Plan:

No 2 days

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

PTAL Rating:

No PTAL Present 2 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	CA-07-M-02	COUNTRY PARK	CAMBRIDGESHIRE
	BABRAHAM ROAD		
	NEAR CAMBRIDGE		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Site area:	48.00 hect	
	Survey date: SUNDAY	27/06/21	Survey Type: MANUAL
2	HC-07-M-02	COUNTRY PARK	HAMPSHIRE
	GRAVEL HILL		
	NEAR WATERLOOVILLE		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Site area:	350.00 hect	
	Survey date: SATURDAY	16/10/21	Survey Type: MANUAL

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

TRIP RATE for Land Use 07 - LEISURE/M - COUNTRY PARKS

TOTAL VEHICLES**Calculation factor: 1 hect****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	199.00	0.048	2	199.00	0.013	2	199.00	0.061
08:00 - 09:00	2	199.00	0.327	2	199.00	0.045	2	199.00	0.372
09:00 - 10:00	2	199.00	0.196	2	199.00	0.153	2	199.00	0.349
10:00 - 11:00	2	199.00	0.354	2	199.00	0.201	2	199.00	0.555
11:00 - 12:00	2	199.00	0.264	2	199.00	0.206	2	199.00	0.470
12:00 - 13:00	2	199.00	0.334	2	199.00	0.234	2	199.00	0.568
13:00 - 14:00	2	199.00	0.307	2	199.00	0.276	2	199.00	0.583
14:00 - 15:00	2	199.00	0.264	2	199.00	0.314	2	199.00	0.578
15:00 - 16:00	2	199.00	0.204	2	199.00	0.435	2	199.00	0.639
16:00 - 17:00	2	199.00	0.128	2	199.00	0.354	2	199.00	0.482
17:00 - 18:00	2	199.00	0.043	2	199.00	0.176	2	199.00	0.219
18:00 - 19:00	2	199.00	0.023	2	199.00	0.068	2	199.00	0.091
19:00 - 20:00	2	199.00	0.010	2	199.00	0.033	2	199.00	0.043
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.502			2.508			5.010

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:	48.00 to 350.00 (units: hect)
Survey date range:	01/01/15 - 16/10/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	1
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.



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