

Transport Assessment

Stoke Park SANG



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Project

Stoke Park SANG

Transport Assessment

Client Name

Eastleigh Borough Council

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Contents

1	Introduction	4
1.1	Background.....	4
1.2	Structure of Report.....	5
1.3	Limitations.....	6
2	Planning Policy Review	7
2.1	Introduction.....	7
2.2	National Planning Policy Framework (2023)	7
2.3	NPPF Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision Taking (2014)	9
2.4	Hampshire County Council Draft Local Transport Plan 4 (LTP4 2022-2050).....	9
2.5	Eastleigh Borough Council Local Plan 2016-2036 (April 2022)	12
2.6	Natural England’s Guidelines for Creation of SANGs (2021).....	13
2.7	Summary	13
3	Existing Conditions.....	14
3.1	Introduction.....	14
3.2	SANG Location & Local Highway Network	14
3.3	Highway Safety Record.....	15
3.4	Traffic & Cemetery Car Park Data	16
4	Accessibility by Sustainable Transport Modes.....	19
4.1	Introduction.....	19
4.2	Walking Network.....	19
4.3	Cycle Network	20
4.4	Public Transport Accessibility.....	20
4.5	Summary	21
5	Proposed Development.....	22
5.1	Overview	22
5.2	SANG Access Strategy.....	22
6	Trip Generation	23
6.1	Introduction.....	23
6.2	Proposed Trip Generation	23
6.3	Traffic Impact	24
6.4	Parking Accumulation.....	25
6.5	Summary	26
7	Summary & Conclusion	27
7.1	Summary	27
7.2	Conclusion	27

Figures

- Figure 1.1 – Stoke Park Farm Ownership Boundary
- Figure 3.1 – SANG Location and Local Highway Network
- Figure 3.2 – PIC Extract
- Figure 4.1 – PRow Network
- Figure 5.1 – Location of Existing Car Park

Appendices

- Appendix A – ATC Data
- Appendix B – Car Park Data
- Appendix C – HCC Definitive PRow Map
- Appendix D – Eastleigh Cycle Route Map
- Appendix E – Bus Route and Timetable Information
- Appendix F – TRICS Output Data

Executive Summary

Client	Eastleigh Borough Council
Site	The proposed development site is on 20ha of greenfield land, located at Stoke Park, 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 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 and the network of PRoW in the area. 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 is low. The predicted level of traffic associated with the SANG would also 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. 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 features car parking in close proximity to the SANG.

1 Introduction

1.1 Background

Clarkebond (UK) Ltd has been appointed by Eastleigh Borough 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 in Eastleigh.

Eastleigh Borough Council (EBC) has recently acquired 243 hectares of agricultural land at Stoke Park. 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 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**.

Users of the SANG will utilise the existing car park located off Sewall Drive.

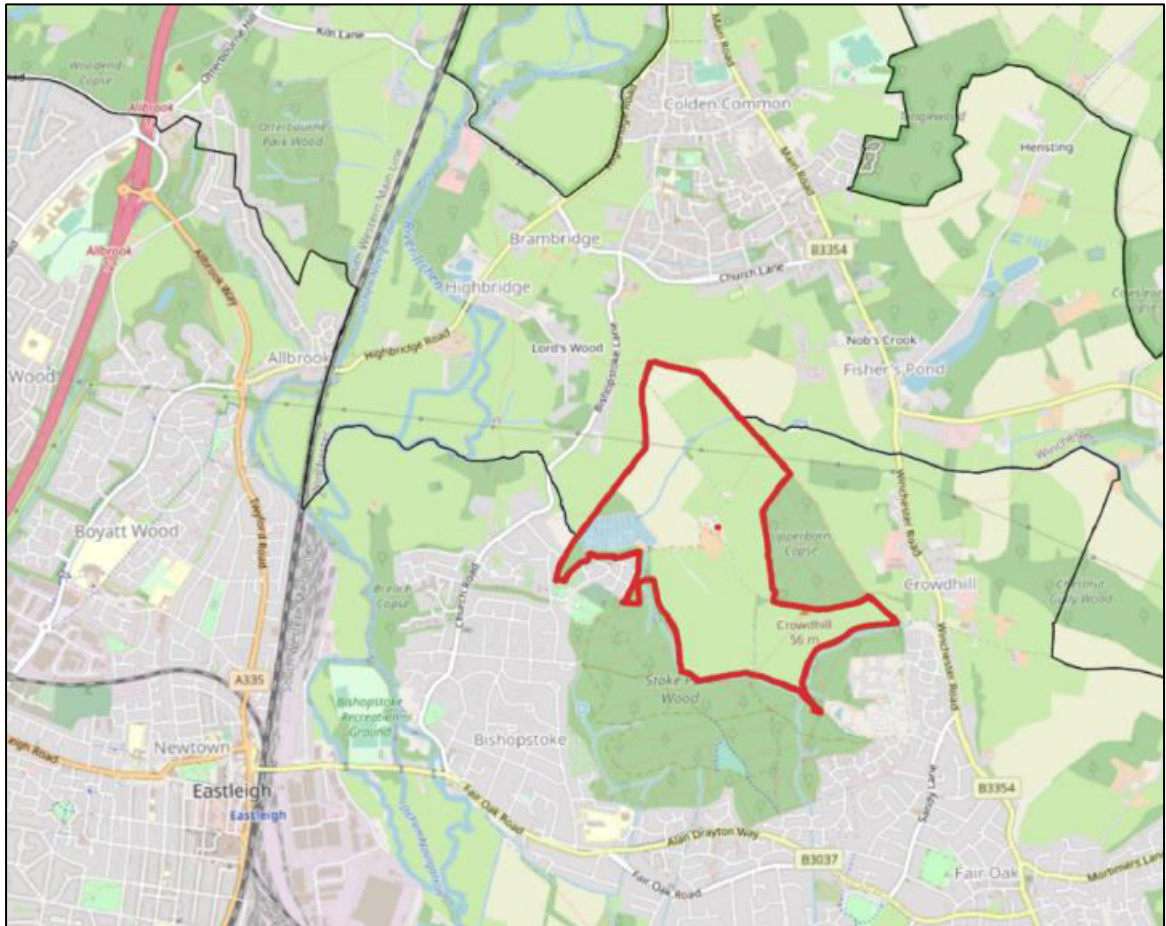


Figure 1.1: Stoke Park Ownership Boundary

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, traffic and car park data;
- Chapter 4 assesses the accessibility of the proposed SANG by sustainable transport modes;
- Chapter 5 summarises the proposed development and site access arrangements;
- Chapter 6 details the trip generation, traffic impact, and 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 updated in December 2023, 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, local planning policy and guidance in that it provides a safe and appropriate access; and is suitably located to be accessed by active travel modes.

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, traffic and car park data.

The proposed SANG is on 20ha 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**.

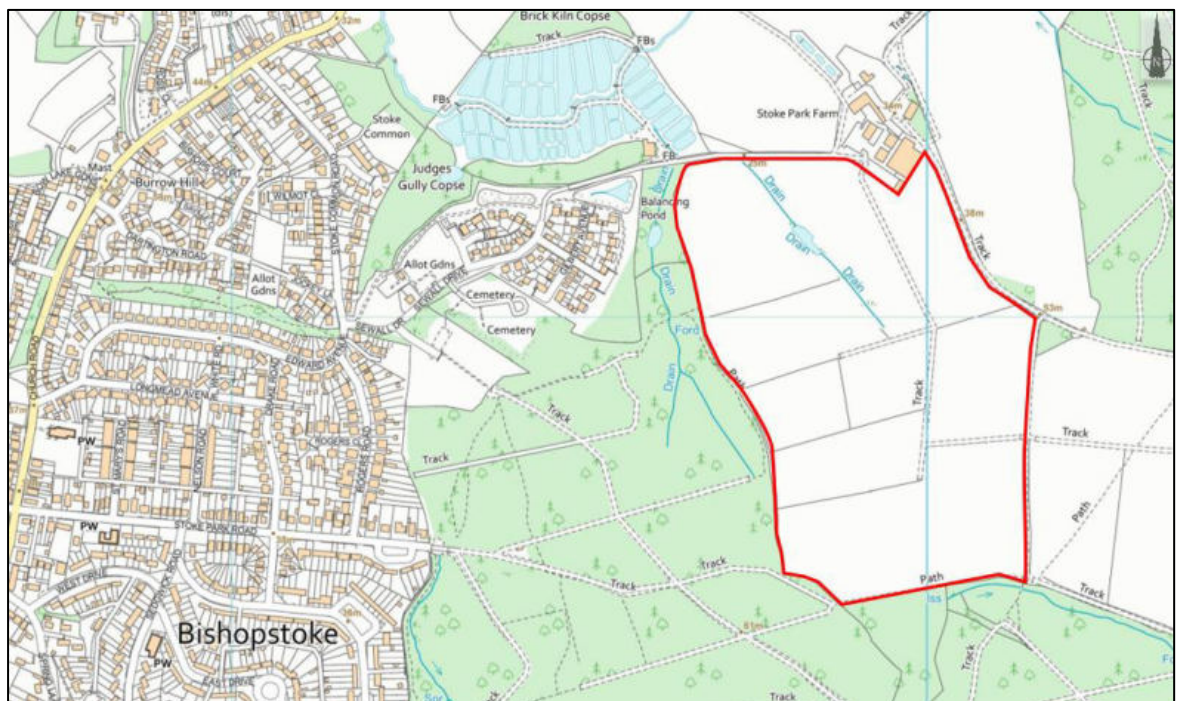
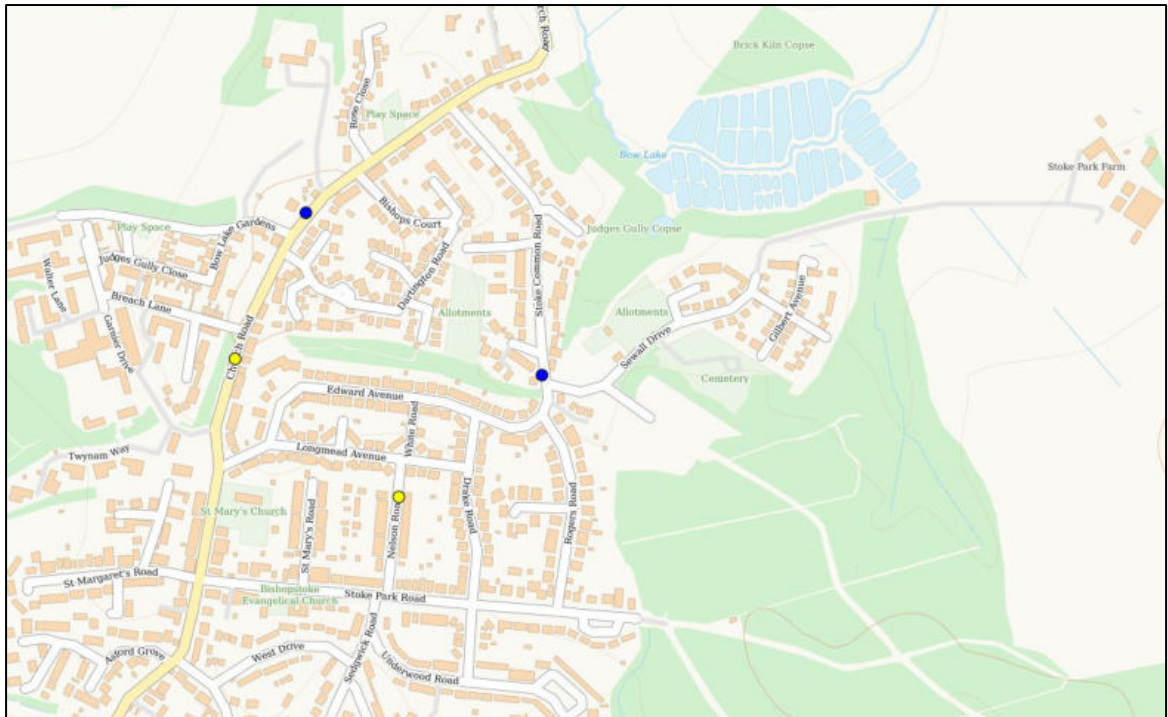


Figure 3.1: SANG Location and Local Highway Network

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 August 2020 and 31st July 2023. The database was updated on the 4th March 2024. 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 has been one reported PIC of serious severity on Stoke Common Road to the north of its junction with Sewall Drive. The PIC occurred on the 4th April 2023 and is understood to have involved two vehicles and a cyclist.

There have been no other reported PICs upon the local highway network over the most recent three-year period. It can be concluded that the network within the locality operates safely.

3.4 Traffic & Cemetery Car Park Data

Existing Traffic Data

To understand the local traffic conditions along Sewall Drive a 7-day Automatic Traffic Count (ATC) was undertaken between Friday 8th March to Thursday 14th March 2024. The ATC was installed along Sewall Drive between the access to the cemetery car park and its junction with Stoke Common Road. A summary of the ATC 7-day average traffic flows and vehicle speeds are summarised in **Table 3.1**.

The ATC data is provided within **Appendix A**.

Table 3.1 Sewall Drive ATC

Sewall Drive ATC	Two-Way Vehicle Flows & Speeds	
	(Eastbound)	(Westbound)
AM Peak (0800-0900)	19	30
PM Peak (1500-1600)	33	25
24 Hour Daily Flow (0000-2400)	279	280
Average Speed (mph)	16	16
85 th Percentile Speed (mph)	19	19
Permitted Speed Limit (mph)	20	20

Table 3.1 indicates 49 and 58 two-way vehicle movements were recorded on Sewall Drive during the AM peak (0800-0900) and the PM peak (15:00-16:00) respectively.

The speed survey indicates that vehicles are travelling below the permitted speed limit of 20mph serving the adjacent residential area, allotments and the cemetery.

Parking Accumulation

To understand the demand for parking at the existing cemetery car park, comprising 26 normal type parking spaces and accessed from Sewall Drive, a survey was undertaken during a Friday and Saturday period between 0700 and 2000. During both two-day periods a single vehicle was parked prior to the start of the survey. The parking accumulation for these periods has been summarised in **Tables 3.2** and **3.3**. The results of the car park survey are provided within **Appendix B**.

Table 3.2 Sewall Drive Cemetery Car Park – Existing Accumulation - Friday

Hour	Total Vehicle Movements			Parking Accumulation	% Parking Spaces Occupied
	Arrivals	Departures	Total Two-Way		
0700-0800	4	3	7	2	8%
0800-0900	2	1	3	3	12%
0900-1000	0	3	3	0	0%
1000-1100	3	0	3	3	12%
1100-1200	0	2	2	1	4%
1200-1300	5	2	7	4	15%
1300-1400	1	4	5	1	4%
1400-1500	2	0	2	3	12%
1500-1600	6	8	14	1	4%
1600-1700	2	3	5	0	0%
1700-1800	3	3	6	0	0%
1800-1900	3	2	5	1	4%
1900-2000	0	0	0	1	4%

Table 3.3 Sewall Drive Cemetery Car Park – Existing Accumulation - Saturday

Hour	Total Vehicle Movements			Parking Accumulation	% Parking Spaces Occupied
	Arrivals	Departures	Total Two-Way		
0700-0800	0	0	0	1	4%
0800-0900	1	0	1	2	8%
0900-1000	2	1	3	3	12%
1000-1100	3	3	6	3	12%
1100-1200	2	3	5	2	8%
1200-1300	1	2	3	1	4%
1300-1400	0	1	1	0	0%
1400-1500	0	0	0	0	0%
1500-1600	1	1	2	0	0%
1600-1700	2	2	4	0	0%
1700-1800	1	0	1	1	4%
1800-1900	1	1	2	1	4%
1900-2000	0	0	0	1	4%

The parking accumulation summary presented in **Tables 3.2** and **3.3** indicates that the existing car parking over the two-day period is operating well within its 26-space capacity. During the Friday period between 1200-1300 the peak accumulation is 4 vehicles, and the during the Saturday period between 1000-1100 the peak accumulation is 3 vehicles. Overall, the car park is shown to be currently operating at some 14% of its available capacity.

4 Accessibility by Sustainable Transport Modes

4.1 Introduction

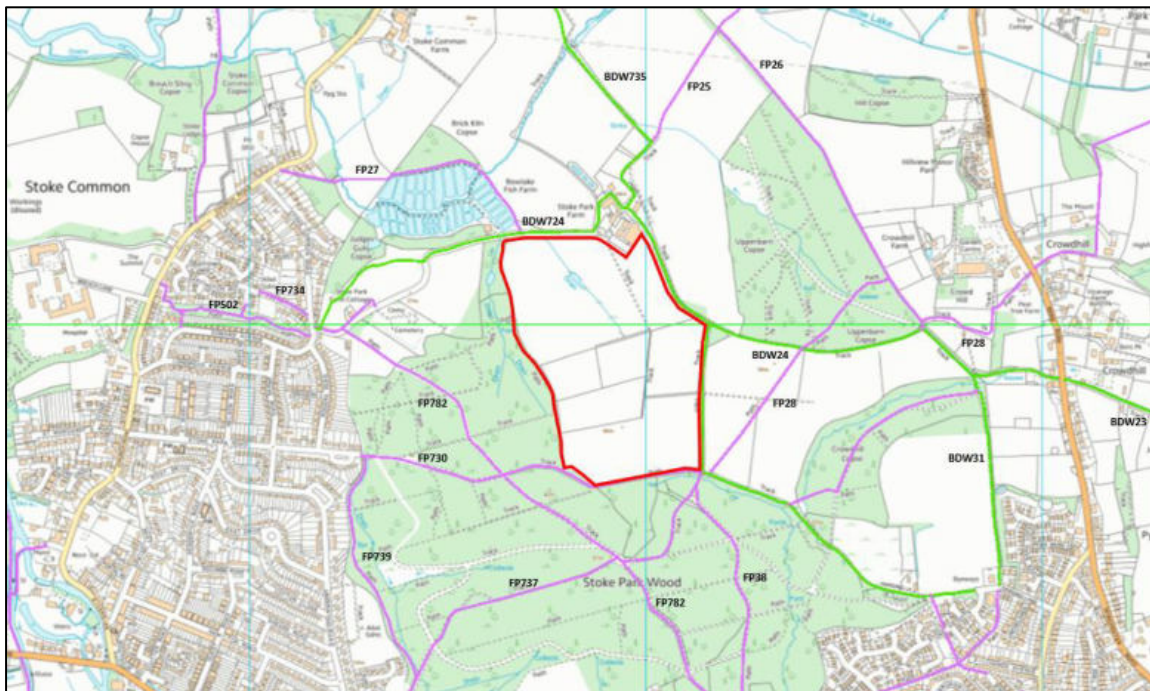
This chapter describes the accessibility of proposed SANG. It is divided into sub-sections that provide:

- 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 Cycle 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 B3037 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 western boundary of 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	0614	Every 15-20 Minutes	0053
	Sat	0639	Every 20-30 Minutes	0053
	Sun	0903	Hourly	2314
Fair oak – Eastleigh Bus Station - Southampton	Mon-Fri	0554	Every 15-20 Minutes	2326
	Sat	0659	Every 20-30 Minutes	2326
	Sun	0825	Hourly	2331

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.

5 Proposed Development

5.1 Overview

An area of circa 20 hectares at Stoke Park Farm has been identified by Eastleigh Borough Council as a favourable location for the SANG. Which will create circulating walking routes within, improve connectivity between existing Public Rights of Way, provide vehicular access and car parking provisions.

5.2 SANG Access Strategy

Access to the SANG by vehicles will be taken from Sewall Drive and the cemetery car park to the west. Users of the car park will be able to access the SANG on foot via footpath PRoW number FP782, which connects with PRoW number FP730 before joining the southwest corner of the SANG.

It is understood that the Council are engaging positively with Forestry England with regards to mitigating the impacts of additional pedestrian movements through the woodland. Improvements are likely to comprise of surfacing, signage and maintenance of the route between the SANG and the cemetery car park. The location of the existing car park in relation to the SANG is shown on **Figure 5.1**.

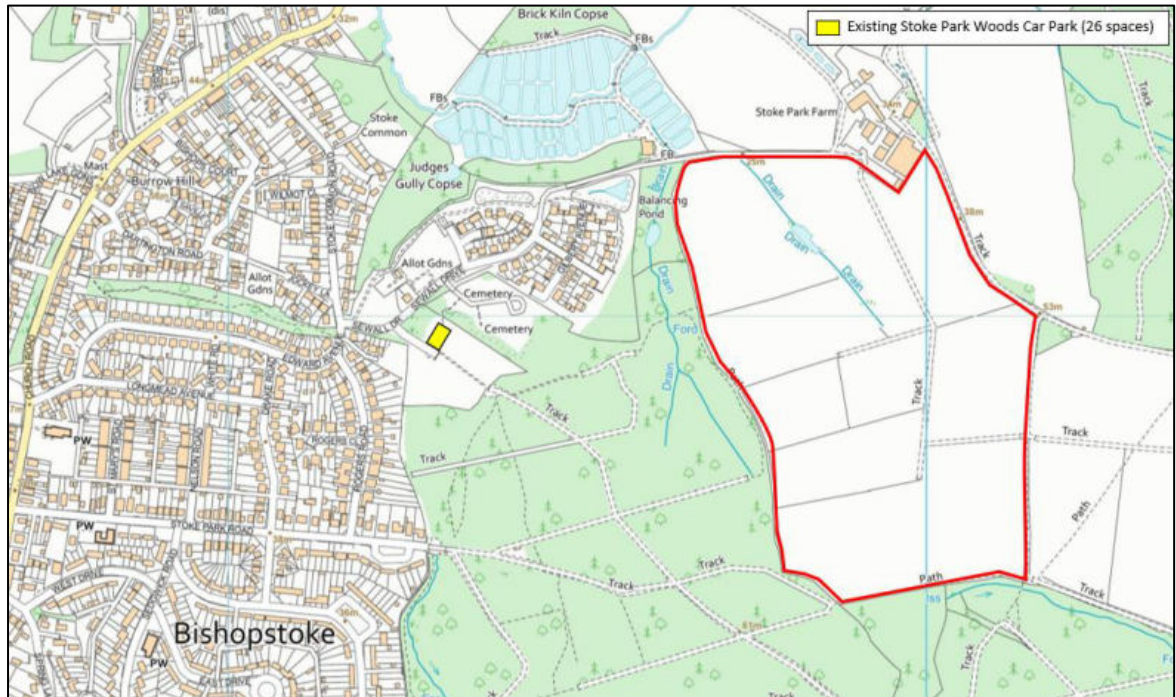


Figure 5.1 Location of Existing Car Park

6 Trip Generation

6.1 Introduction

To understand the potential traffic impact an assessment has been undertaken of the vehicular trip generation by the proposed SANG.

6.2 Proposed Trip Generation

The TRICS version 7.10.4 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 applied, 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 considered that users of the SANG 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 6.1** summarises the hourly arrival and departure profile of vehicles across the whole day between 0700-2000.

Table 6.1: 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	51	101

As shown in **Table 6.1** 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.

6.3 Traffic Impact

Based on the existing vehicle movements presented above in **Section 3.4**, and by adopting the vehicle trip generation presented in **Table 6.1**, an estimate of traffic impact from the proposed SANG during the AM 0800-0900 and PM 1500-1600 peak periods on Sewall Drive has been undertaken and is summarised in **Table 6.2**.

Table 6.2: Traffic Impact on Sewall Drive

Vehicle Movements	AM Peak Total Two-Way	PM Peak Total Two-Way
Sewall Drive	49	58
Proposed SANG	8	13

Table 6.2 clearly demonstrates that existing traffic flows on Sewall Drive are low during the AM and PM peaks. Without the proposed SANG there is approximately 1 vehicle movement every 60 seconds on Sewall Drive. With the proposed SANG in place, this represents a minor increase in vehicle movements of between 8 and 13 during the AM and PM peaks respectively.

The level of traffic movements on Sewall Drive between the car park and Stoke Common Road to the SANG would therefore not be noticeable and would have a minor impact on highway operation or capacity.

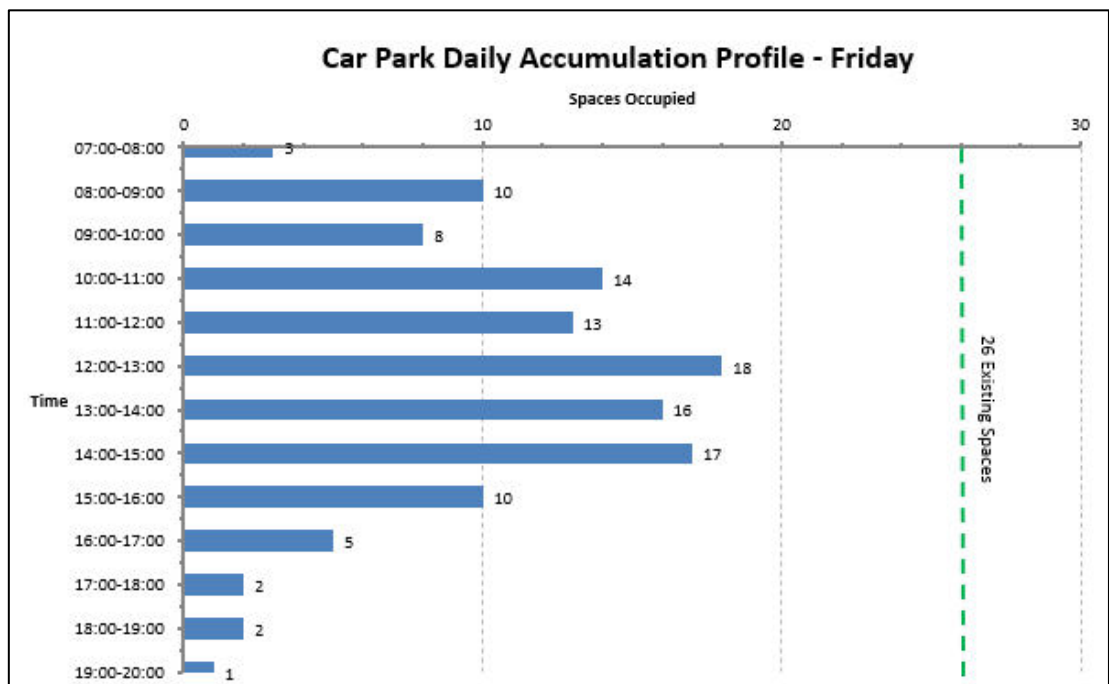
6.4 Parking Accumulation

Parking accumulation analysis has been undertaken to demonstrate the forecast demand for car parking based on the trip generation for the SANG utilising the existing 26 space car park. The parking accumulation is summarised in **Table 6.3**.

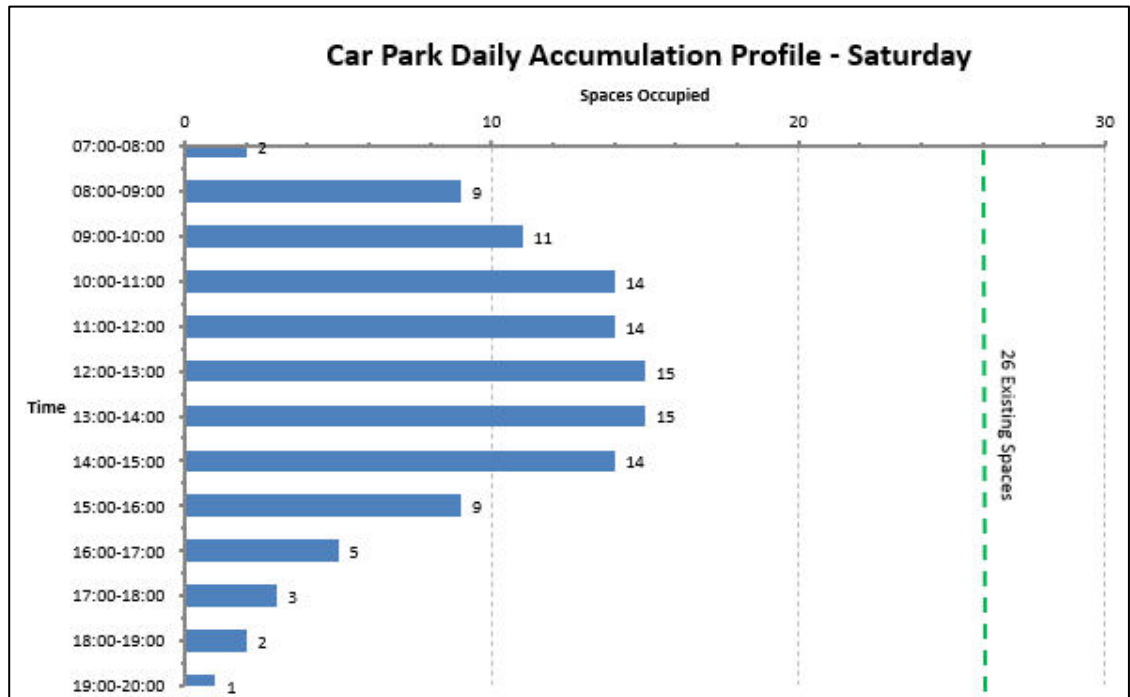
Table 6.3: Car Park Accumulation – Proposed SANG

Hour	Arrivals	Departures	Accumulation	% Occupancy
0700-0800	1	0	1	3%
0800-0900	7	1	7	27%
0900-1000	4	3	8	30%
1000-1100	7	4	11	42%
1100-1200	5	4	12	47%
1200-1300	7	5	14	54%
1300-1400	6	6	15	57%
1400-1500	5	6	14	53%
1500-1600	4	9	9	35%
1600-1700	3	7	5	18%
1700-1800	1	4	2	7%
1800-1900	0	1	1	4%
1900-2000	0	1	0	0%

To estimate the total parking demand, associated with the current use and the predicated use by the SANG, **Graphs 6.1** and **6.2** present the overall accumulation during the Friday and Saturday periods.



Graph 6.1 Car Park Accumulation - Friday



Graph 6.2 Car Park Accumulation - Saturday

The parking accumulation assessment confirms that the existing 26 spaces within the cemetery car park is sufficient to meet the likely demand for car parking. The car park is forecast to operate with some 30% (8 spaces) spare capacity during a Friday and some 40% (11 spaces) spare capacity during a Saturday, this provides a reserve for fluctuations in car park use and provision for turning.

6.5 Summary

The existing volume of traffic on Sewall Drive is low. The predicted level of traffic associated with the proposed SANG would also be low and would not impact on highway capacity during peak periods.

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 existing car park off Sewall Drive to cater for the anticipated demand.

7 Summary & Conclusion

7.1 Summary

Clarkebond (UK) Ltd has been appointed by Eastleigh Borough 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.

Sewall Drive serves residential development, a cemetery, and local allotments. The proposed SANG will be accessible by vehicles from Sewall Drive using the existing car park associated with cemetery.

No personal injury collisions have occurred in the vicinity of the car park, or along Sewall Drive 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.

Access to the SANG by vehicles will be taken from Sewall Drive, pedestrians will utilise the surrounding network of Public Rights of Way throughout Stoke Park Woods.

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 of the existing and proposed uses confirm that the existing cemetery car park would operate with between 30-40% spare capacity.

7.2 Conclusion

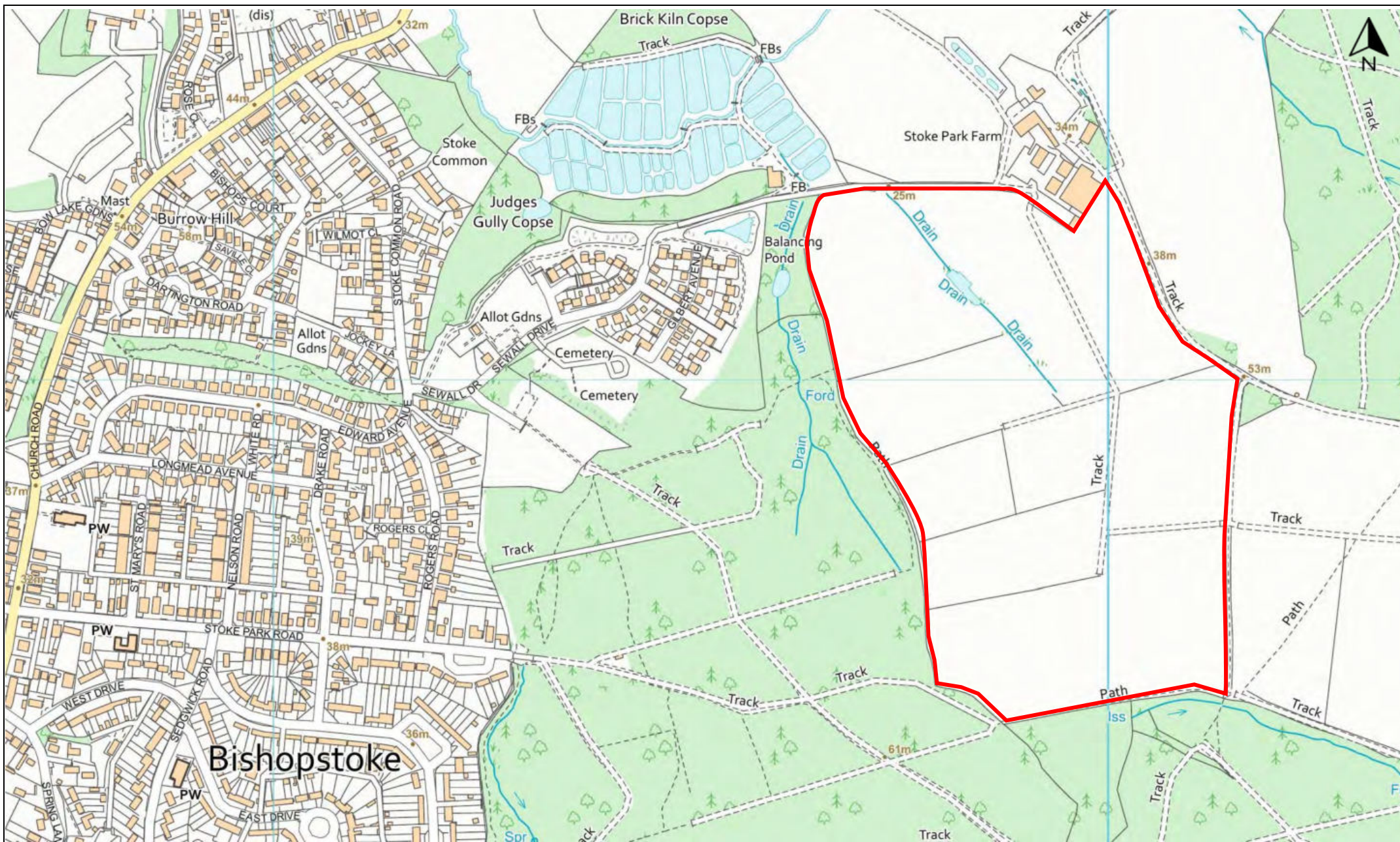
It is acknowledged that there could be an increase to the average daily movements, however, the overall level of predicted movements are low throughout the day and are not considered to be unacceptable in highways terms and would not result in a severe impact on the highway network.

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 parking adjacent to Stoke Park Wood to the west of the SANG.

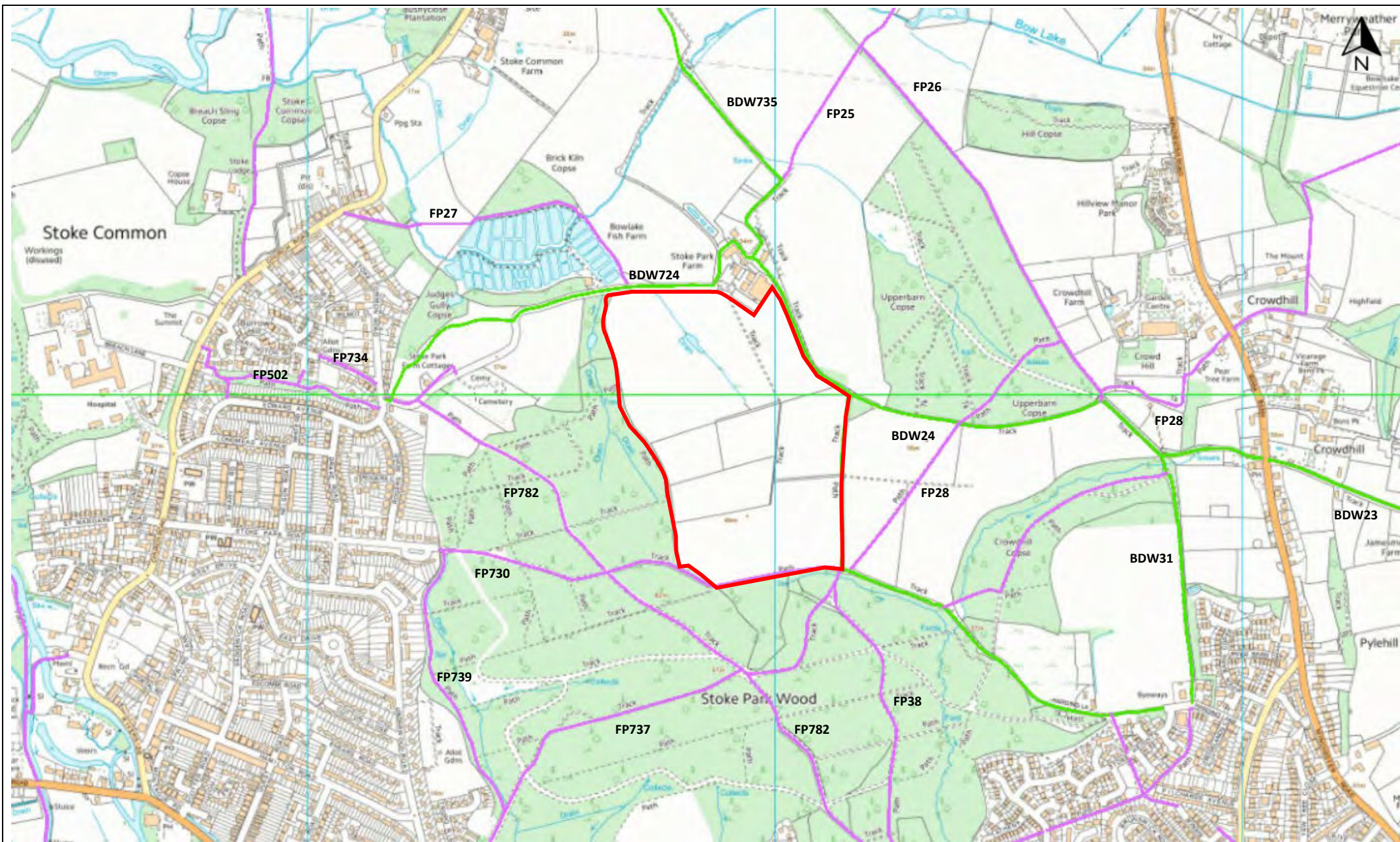
Paragraph 111 of the NPPF states that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.

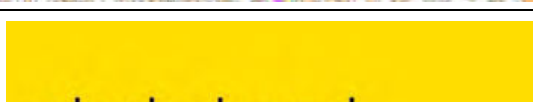
On this basis it is therefore considered that there are no transport or highway reasons why the proposed SANG should not be granted approval.

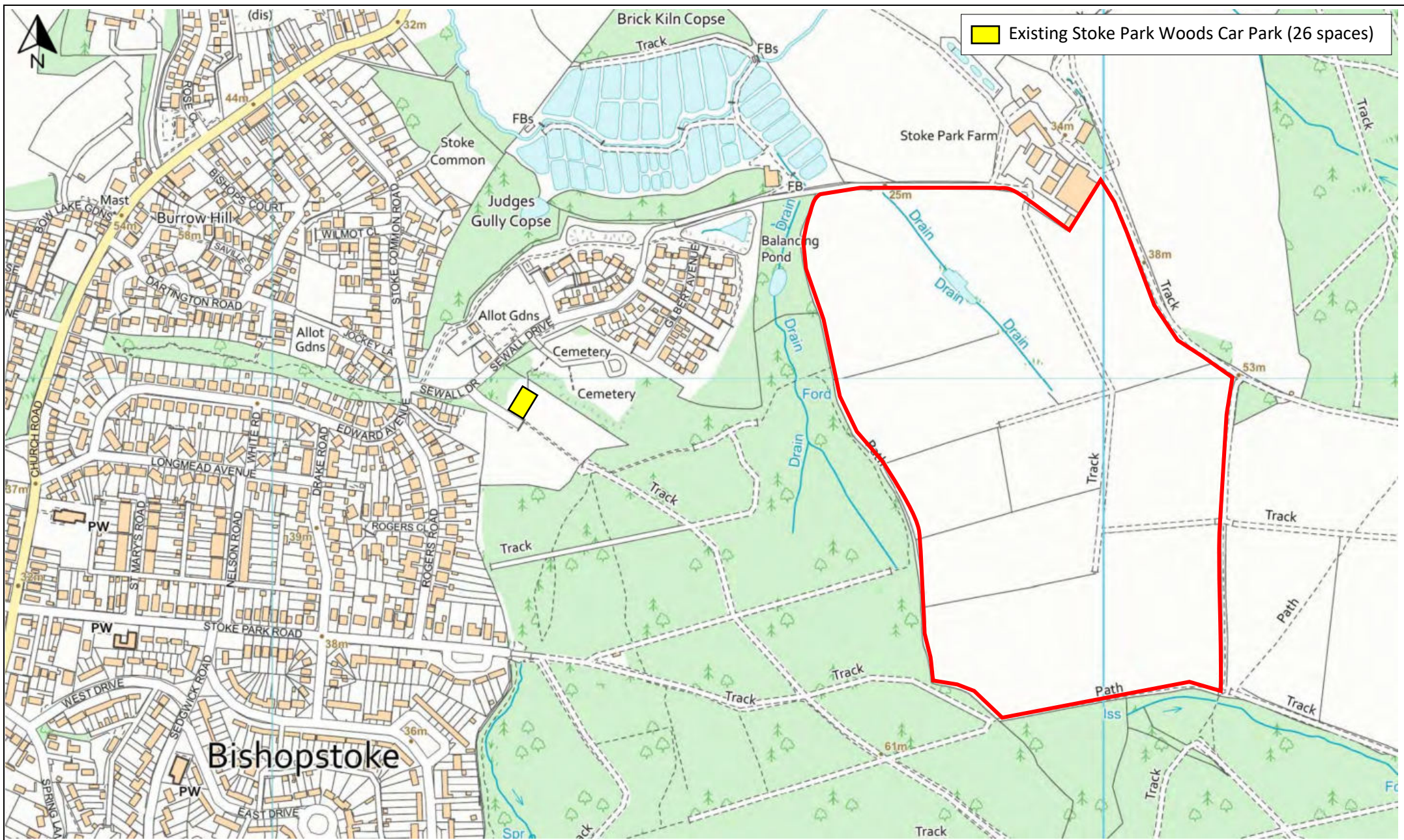
Figures



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	
Job Title: Stoke Park SANG	Date: March 2024	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	
Job Title: Stoke Park SANG	Date: March 24	Job No: B06275	Dwg No: Figure 4.1		



Client: Eastleigh Borough Council	Drawing Title: Location of Existing Car Park			7 Hatchers Mews Bermondsey Street London SE1 3GS +44(0) 207 939 0959 www.clarkebond.com	
Job Title: Stoke Park SANG	Date: March 2024	Job No: B06275	Dwg No: Figure 5.1		

Appendices

Appendix A – ATC Data



Sewall Drive, Eastleigh ATC

Site No. 6494

Site Ref. 649401

Vehicle Count Report

Week Begin: 08 March 2024

Channel: Eastbound

	Fri Mar 08	Sat Mar 09	Sun Mar 10	Mon Mar 11	Tue Mar 12	Wed Mar 13	Thu Mar 14	5-Day Ave.	7-Day Ave.
00:00	1	1	1	0	0	0	1	0	1
01:00	0	2	0	0	0	0	2	0	1
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	2	0	0	0	0
06:00	3	1	0	2	5	2	1	3	2
07:00	14	5	2	12	10	10	15	12	10
08:00	21	4	10	22	19	19	28	22	18
09:00	15	11	25	10	17	16	22	16	17
10:00	8	20	36	15	8	12	14	11	16
11:00	15	24	39	9	13	16	14	13	19
12:00	20	26	29	16	7	15	23	16	19
13:00	17	21	30	11	11	19	17	15	18
14:00	21	25	27	14	13	14	21	17	19
15:00	36	24	33	28	32	42	37	35	33
16:00	27	24	20	28	25	20	18	24	23
17:00	29	20	8	26	39	30	25	30	25
18:00	34	19	14	22	26	29	21	26	24
19:00	19	14	9	15	23	17	11	17	15
20:00	9	12	7	6	7	8	17	9	9
21:00	4	4	4	3	12	3	6	6	5
22:00	5	6	2	4	4	6	3	4	4
23:00	0	3	0	0	3	3	0	1	1
Total									
12H(7-19)	257	223	273	213	220	242	255	237	240
16H(6-22)	292	254	293	239	267	272	290	272	272
18H(6-24)	297	263	295	243	274	281	293	278	278
24H(0-24)	298	266	296	243	276	281	296	279	279
AM Peak	08:00 21	11:00 24	11:00 39	08:00 22	08:00 19	08:00 19	08:00 28	08:00 22	11:00 19
PM Peak	15:00 36	12:00 26	15:00 33	16:00 28	17:00 39	15:00 42	15:00 37	15:00 35	15:00 33

Site No. 6494

Site Ref. 649401

Vehicle Count Report

Week Begin: 08 March 2024

Channel: Westbound

	Fri Mar 08	Sat Mar 09	Sun Mar 10	Mon Mar 11	Tue Mar 12	Wed Mar 13	Thu Mar 14	5-Day Ave.	7-Day Ave.
00:00	0	0	1	0	0	0	1	0	0
01:00	0	0	0	0	0	0	1	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	0	0	0
05:00	5	1	0	6	6	4	6	5	4
06:00	12	2	1	8	10	13	11	11	8
07:00	23	11	2	26	38	28	30	29	23
08:00	40	10	17	33	40	38	35	37	30
09:00	15	21	28	11	14	12	21	15	17
10:00	9	20	32	14	12	7	15	11	16
11:00	18	30	41	11	9	20	14	14	20
12:00	15	14	38	15	7	18	22	15	18
13:00	12	34	33	9	7	13	19	12	18
14:00	33	21	30	21	22	23	21	24	24
15:00	27	28	24	21	17	24	31	24	25
16:00	17	15	13	16	17	22	14	17	16
17:00	20	15	4	17	18	22	17	19	16
18:00	21	15	11	15	15	20	17	18	16
19:00	11	12	10	7	31	7	11	13	13
20:00	8	8	6	6	7	6	8	7	7
21:00	5	4	4	1	5	1	3	3	3
22:00	3	6	0	2	3	2	0	2	2
23:00	2	1	0	0	1	1	2	1	1
Total									
12H(7-19)	250	234	273	209	216	247	256	236	241
16H(6-22)	286	260	294	231	269	274	289	270	272
18H(6-24)	291	267	294	233	273	277	291	273	275
24H(0-24)	297	268	295	239	279	281	299	279	280
AM Peak	08:00 40	11:00 30	11:00 41	08:00 33	08:00 40	08:00 38	08:00 35	08:00 37	08:00 30
PM Peak	14:00 33	13:00 34	12:00 38	15:00 21	19:00 31	15:00 24	15:00 31	15:00 24	15:00 25

Site No.6494Site Ref.649401

Vehicle Count ReportWeek Begin: 08 March 2024Channel: Total Flow

	Fri Mar 08	Sat Mar 09	Sun Mar 10	Mon Mar 11	Tue Mar 12	Wed Mar 13	Thu Mar 14	5-Day Ave.	7-Day Ave.
00:00	1	1	2	0	0	0	2	1	1
01:00	0	2	0	0	0	0	3	1	1
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	0	0	0
05:00	5	1	0	6	8	4	6	6	4
06:00	15	3	1	10	15	15	12	13	10
07:00	37	16	4	38	48	38	45	41	32
08:00	61	14	27	55	59	57	63	59	48
09:00	30	32	53	21	31	28	43	31	34
10:00	17	40	68	29	20	19	29	23	32
11:00	33	54	80	20	22	36	28	28	39
12:00	35	40	67	31	14	33	45	32	38
13:00	29	55	63	20	18	32	36	27	36
14:00	54	46	57	35	35	37	42	41	44
15:00	63	52	57	49	49	66	68	59	58
16:00	44	39	33	44	42	42	32	41	39
17:00	49	35	12	43	57	52	42	49	41
18:00	55	34	25	37	41	49	38	44	40
19:00	30	26	19	22	54	24	22	30	28
20:00	17	20	13	12	14	14	25	16	16
21:00	9	8	8	4	17	4	9	9	8
22:00	8	12	2	6	7	8	3	6	7
23:00	2	4	0	0	4	4	2	2	2
Total									
12H(7-19)	507	457	546	422	436	489	511	473	481
16H(6-22)	578	514	587	470	536	546	579	542	544
18H(6-24)	588	530	589	476	547	558	584	551	553
24H(0-24)	595	534	591	482	555	562	595	558	559
AM Peak	08:00 61	11:00 54	11:00 80	08:00 55	08:00 59	08:00 57	08:00 63	08:00 59	08:00 48
PM Peak	15:00 63	13:00 55	12:00 67	15:00 49	17:00 57	15:00 66	15:00 68	15:00 59	15:00 58

Site No. 6494 Site Ref. 649401

Speed Report (Speed Limit 30 Mph) Week Begin: 08 March 2024 Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Fri 8 Mar	595	20	16	4	28	182	317	67	0	0	0	0	1	0	0	0	0
Sat 9 Mar	534	19	16	3	20	176	309	29	0	0	0	0	0	0	0	0	0
Sun 10 Mar	591	19	15	4	37	259	280	15	0	0	0	0	0	0	0	0	0
Mon 11 Mar	482	20	16	3	17	148	270	45	1	0	0	0	0	1	0	0	0
Tue 12 Mar	555	19	16	3	17	176	319	43	0	0	0	0	0	0	0	0	0
Wed 13 Mar	562	20	16	3	25	153	324	59	1	0	0	0	0	0	0	0	0
Thu 14 Mar	595	19	16	4	25	203	328	37	1	0	0	0	1	0	0	0	0
5 Day Ave.	558	20	16	3	22	172	312	50	1	0	0	0	0	0	0	0	0
7 Day Ave.	559	19	16	4	24	185	307	42	0	0	0	0	0	0	0	0	0

Appendix B – Car Park Data

Bays
Standard - 26

TOTAL	2	21	8	0	0	0	31	2	21	8	0	0	0	31
-------	---	----	---	---	---	---	----	---	----	---	---	---	---	----

[illegible]

Bays
Standard - 26

TOTAL	0	10	4	0	0	0	14	0	11	3	0	0	0	14
-------	---	----	---	---	---	---	----	---	----	---	---	---	---	----

0	0	1	0	0	0	1
M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL



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.

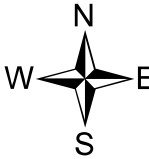
Given this day of
The Common Seal of Hampshire County Council was hereunto affixed in the presence of:-

.....
Authorised Signatory

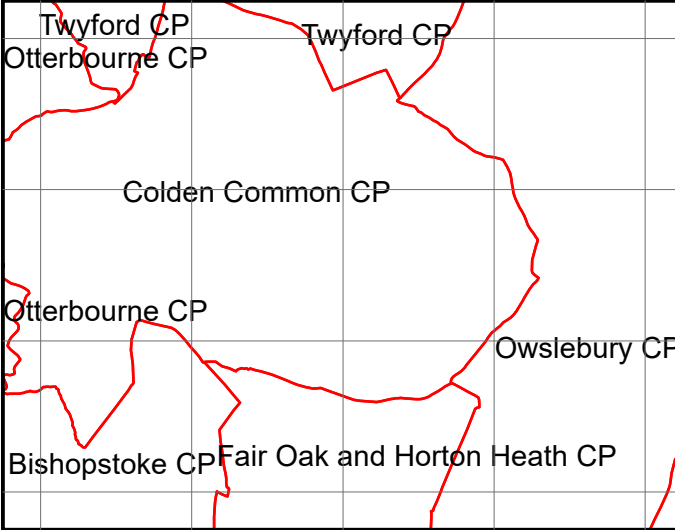
Map Scale 1:10,000

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

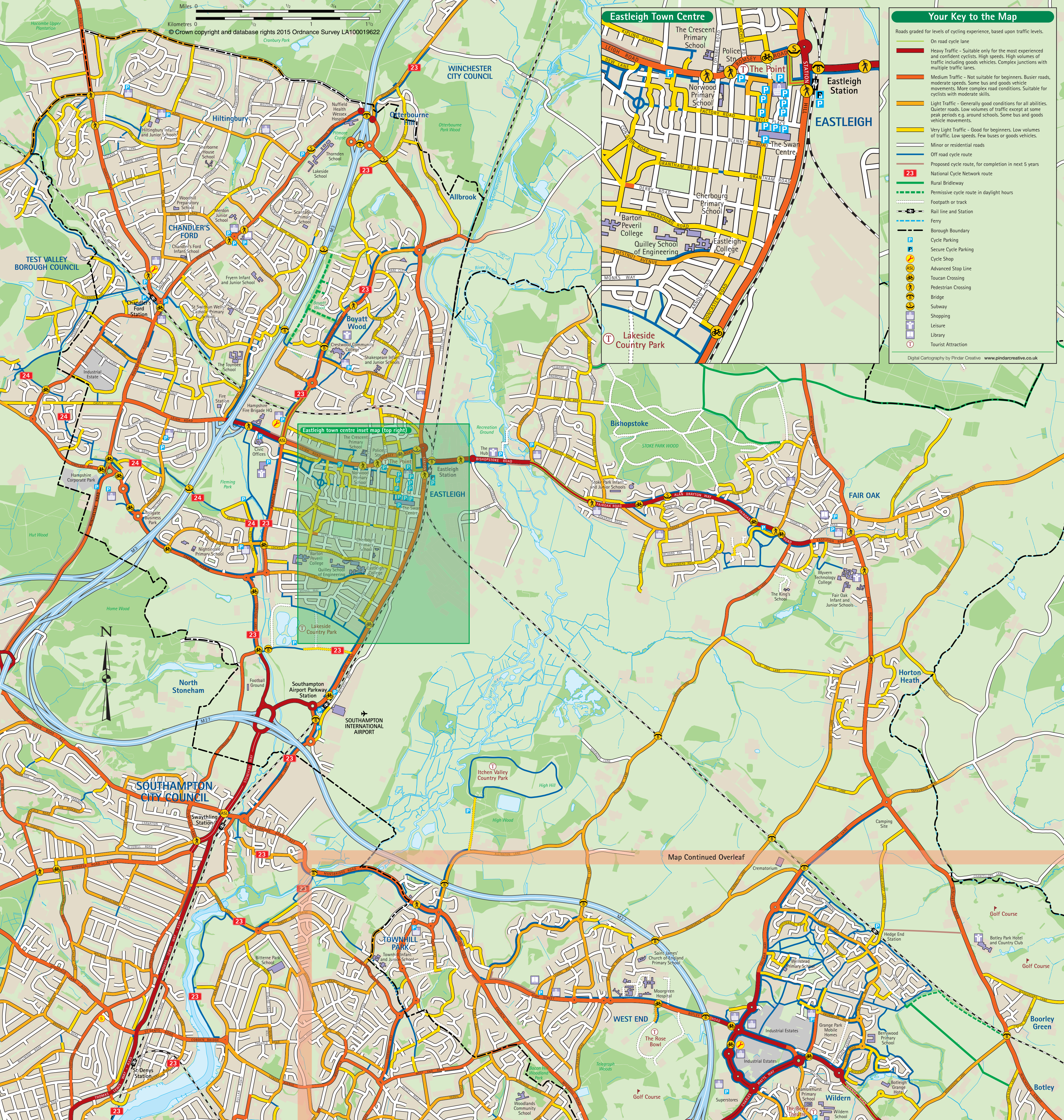


Index to adjoining maps

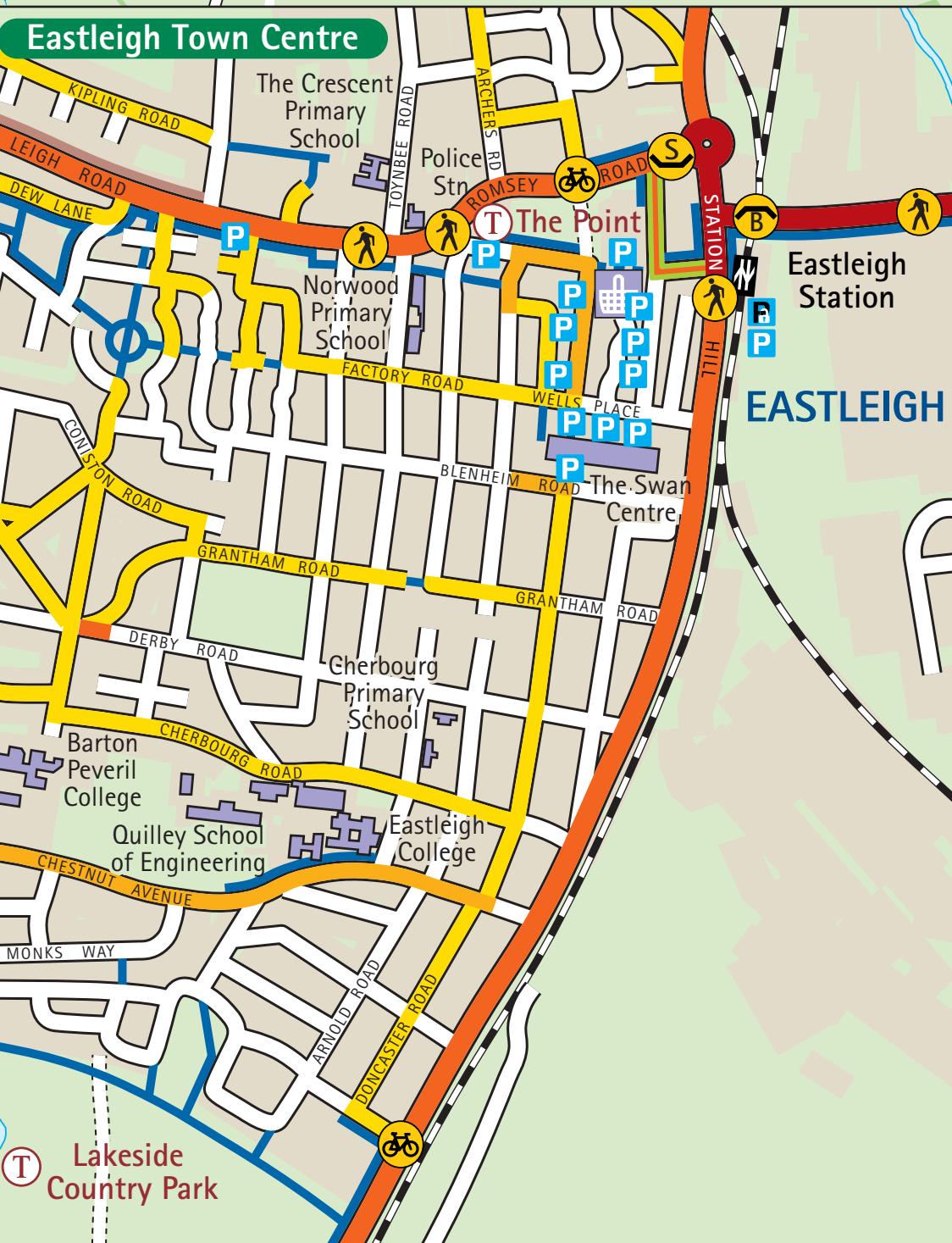
11.12	12.12	13.12
11.11	12.11	13.11
11.10	12.10	13.10

Map
Number
12.11

Appendix D – Eastleigh Cycle Network Map



Miles 0 1/4 1/2 3/4 1
Kilometres 0 1/2 1 1 1/2
© Crown copyright and database rights 2015 Ordnance Survey LA100019622



Your Key to the Map

Roads graded for levels of cycling experience, based upon traffic levels.

- On road cycle lane
- Heavy Traffic - Suitable only for the most experienced and confident cyclists. High speeds. High volumes of traffic including goods vehicles. Complex junctions with multiple traffic lanes.
- Medium Traffic - Not suitable for beginners. Busier roads, moderate speeds. Some bus and goods vehicle movements. More complex road conditions. Suitable for cyclists with moderate skills.
- Light Traffic - Generally good conditions for all abilities. Quieter roads. Low volumes of traffic except at some peak periods e.g. around schools. Some bus and goods vehicle movements.
- Very Light Traffic - Good for beginners. Low volumes of traffic. Low speeds. Few buses or goods vehicles.
- Minor or residential roads
- Off road cycle route
- Proposed cycle route, for completion in next 5 years
- National Cycle Network route
- Rural Bridleway
- Permissive cycle route in daylight hours
- Footpath or track
- Rail line and Station
- Ferry
- Borough Boundary
- Cycle Parking
- Secure Cycle Parking
- Cycle Shop
- Advanced Stop Line
- Toucan Crossing
- Pedestrian Crossing
- Bridge
- Subway
- Shopping
- Leisure
- Library
- Tourist Attraction

Digital Cartography by Pindar Creative www.pindarcreative.co.uk

Map Continued Overlay

Appendix E – Bus Route and Timetable Information

Southampton • Portswood • Eastleigh • Fair Oak

2

Mondays to Fridays except public holidays

Southampton Hanover Buildings Stop CU	0530	0610	0640	0700	0720	0735	0740	0745	0750	0755	0825	0710	0730	0750	0810	0835	0855	0910	0925
Portswood Broadway	0541	0621	0652	0712	0735	0750	0755	0800	0805	0810	0840	0722	0743	0803	0823	0850	0910	0925	0940
Swaythling McDonald's	0547	0627	0658	0719	0743	0758	0803	0808	0813	0818	0848	0728	0750	0810	0830	0857	0917	0932	0947
Nightingale Bridge	0556	0636	0710	0732	0800	0815	0820	0825	0830	0835	0905	0739	0801	0821	0840	0907	0928	0943	0958
Eastleigh Bus Station Stand F	0607	0647	0722	0745	0814	0827	0834	0837	0842	0851	0921	0750	0814	0834	0851	0921	0941	0956	1011
Bishopstoke Spring Lane Post Office	0611	0651	0727	0750	0820		0840			0857	0927	0755	0820	0840	0857	0927	0947	1002	1017
Stoke Park Road Drake Road	0614	0654	0731	0755	0823		0843			0900	0930	0758	0823	0843	0900	0930	0950	1005	1020
Fair Oak Road Welcome Inn	0618	0658	0737	0801	0828		0848			0905	0935	0803	0828	0848	0905	0935	0955	1010	1025
Sandy Lane Victena Road	0622	0702	0742	0808	0835		0855			0910	0940	0808	0835	0855	0910	0940	1000	1015	1030
Fair Oak Square	0626	0706	0747	0813	0840		0900			0915	0945	0813	0840	0900	0915	0945	1004	1019	1034

school days only

school holidays only

continues below

Mondays to Fridays except public holidays

Southampton Hanover Buildings Stop CU	0940	55 10 25 40	1355	1410	1425	1440	1455	1510	1525	1540	1600	1620	1640	1700	1720	1740	1800
Portswood Broadway	0955	10 25 40 55	1410	1425	1440	1455	1510	1527	1542	1557	1617	1637	1657	1717	1737	1757	1816
Swaythling McDonald's	1002	17 32 47 02	1417	1433	1448	1503	1518	1535	1550	1605	1626	1646	1706	1726	1746	1805	1824
Nightingale Bridge	1013	28 43 58 13	1428	1445	1500	1515	1530	1547	1603	1619	1640	1700	1720	1740	1800	1817	1835
Eastleigh Bus Station Stand F	1026	41 56 11 26	1441	1458	1513	1528	1543	1600	1617	1637	1657	1717	1737	1755	1815	1830	1845
Bishopstoke Spring Lane Post Office	1032	47 02 17 32	1447	1504	1519	1534	1549	1606	1623	1643	1703	1723	1743	1801	1821	1834	1849
Stoke Park Road Drake Road	1035	50 05 20 35	1450	1507	1522	1537	1552	1609	1626	1646	1706	1726	1746	1804	1824	1837	1852
Fair Oak Road Welcome Inn	1040	55 10 25 40	1455	1512	1527	1542	1557	1614	1631	1651	1711	1731	1751	1809	1829	1842	1856
Sandy Lane Victena Road	1045	00 15 30 45	1500	1517	1532	1546	1602	1619	1637	1657	1717	1737	1757	1813	1835	1846	1900
Fair Oak Square	1049	04 19 34 49	1504	1521	1536	1550	1606	1623	1641	1701	1721	1741	1801	1817	1839	1850	1904

continues below

Mondays to Fridays except public holidays

Southampton Hanover Buildings Stop CU	1820	1850	1920	1950	2020	2050	2120	2220	2320	0020
Portswood Broadway	1836	1906	1935	2005	2035	2103	2133	2233	2332	0030
Swaythling McDonald's	1842	1912	1941	2011	2041	2109	2139	2239	2337	0034
Nightingale Bridge	1852	1922	1951	2021	2051	2118	2148	2248	2345	0042
Eastleigh Bus Station Stand F	1902	1932	2000	2030	2100	2125	2157	2257	2353	0047
Bishopstoke Spring Lane Post Office	1906	1936	2004	2034	2104		2201	2301	2356	0050
Stoke Park Road Drake Road	1909	1939	2007	2037	2107		2204	2304	2358	0053
Fair Oak Road Welcome Inn	1913	1943	2011	2041	2111		2208	2308	0001	0056
Sandy Lane Victena Road	1918	1947	2016	2045	2116		2212	2312	0004	0059
Fair Oak Square	1921	1950	2019	2048	2119		2215	2315	0007	0102

Saturdays and Good Friday

Southampton Hanover Buildings Stop CU	0700	0750	0830	0905	0925	0945	1000	1020	1040	then every 20 mins at	00 20 40	until	1700	1720	1740	1800	1820	1850	1920
Portswood Broadway	0711	0803	0843	0920	0940	1000	1016	1036	1056		16 36 56		1716	1736	1756	1816	1836	1906	1935
Swaythling McDonald's	0716	0809	0849	0927	0947	1007	1024	1044	1104		24 44 04		1724	1744	1804	1824	1844	1913	1941
Nightingale Bridge	0725	0755	0820	0900	0938	0958	1018	1036	1056		36 56 16		1736	1756	1816	1836	1856	1924	1951
Eastleigh Bus Station Stand F	0633	0732	0802	0831	0911	0950	1010	1030	1050		50 10 30		1750	1810	1830	1850	1910	1936	2000
Bishopstoke Spring Lane Post Office	0636	0736	0806	0835	0915	0955	1015	1035	1055		55 15 35		1755	1815	1834	1854	1914	1940	2004
Stoke Park Road Drake Road	0639	0739	0809	0838	0918	0958	1018	1038	1058	1118	58 18 38	then every 20 mins at	1758	1818	1837	1857	1917	1943	2007
Fair Oak Road Welcome Inn	0643	0743	0813	0843	0923	1003	1023	1043	1103	1123	03 23 43		1803	1823	1842	1902	1922	1948	2011
Sandy Lane Victena Road	0647	0747	0817	0848	0928	1008	1028	1048	1108	1128	08 28 48		1808	1828	1846	1907	1926	1952	2016
Fair Oak Square	0650	0750	0820	0852	0932	1012	1032	1052	1112	1132	12 32 52		1812	1832	1850	1911	1930	1956	2019

starts from North Stoneham, Robin Square 2 minutes earlier

Saturdays and Good Friday

Southampton Hanover Buildings Stop CU	1950	2020	2050	2120	2220	2320	0020
Portswood Broadway	2005	2035	2103	2133	2233	2332	0030
Swaythling McDonald's	2011	2041	2109	2139	2239	2337	0034
Nightingale Bridge	2021	2051	2118	2148	2248	2345	0042
Eastleigh Bus Station Stand F	2030	2100	2125	2157	2257	2353	0047
Bishopstoke Spring Lane Post Office	2034	2104		2201	2301	2356	0050
Stoke Park Road Drake Road	2037	2107		2204	2304	2358	0053
Fair Oak Road Welcome Inn	2041	2111		2208	2308	0001	0056
Sandy Lane Victena Road	2045	2116		2212	2312	0004	0059
Fair Oak Square	2048	2119		2215	2315	0007	0102

Sundays and Bank Holiday Mondays

Southampton Hanover Buildings Stop CU	0820	0920	0950	1020	1050	1120	then every 30 mins at	50 20	until	1650	1720	1750	1835	1935	2035	2135	2235	2345
Portswood Broadway	0832	0932	1002	1034	1105	1135		05 35		1705	1735	1805	1850	1950	2048	2148	2247	2355
Swaythling McDonald's	0838	0938	1008	1040	1113	1143		13 43		1713	1743	1811	1856	1956	2054	2154	2252	2359
Nightingale Bridge	0846	0946	1016	1049	1124	1154		24 54		1724	1754	1821	1906	2006	2103	2203	2300	0006
Eastleigh Bus Station Stand F	0856	0956	1026	1100	1135	1205		35 05		1735	1805	1831	1916	2016	2112	2212	2308	0011
Bishopstoke Spring Lane Post Office	0900	1000	1030	1105	1140	1210		40 10		1740	1810	1834	1919	2019	2115	2215	2311	
Stoke Park Road Drake Road	0903	1003	1033	1108	1143	1213	then every 30 mins at	43 13	until	1743	1813	1837	1922	2022	2118	2218	2314	
Fair Oak Road Welcome Inn	0908	1008	1038	1113	1147	1217		47 17		1747	1817	1841	1926	2026	2122	2222	2318	
Sandy Lane Victena Road	0912	1012	1042	1117	1151	1221		51 21		1751	1821	1845	1931	2031	2127	2227	2322	
Fair Oak Square	0915	1015	1045	1120	1154	1224		54 24		1754	1824	1848	1934	2034	2130	2230	2325	

Mondays to Fridays except public holidays

Sandy Lane Victena Road	0542	0602	0622	0642	0702	0722	0742	0808	0835	0855	0910	0925	0940
Fair Oak Square	0546	0606	0626	0646	0706	0727	0749	0817	0842	0902	0917	0932	0947
Fair Oak Road Welcome Inn	0550	0610	0631	0651	0712	0733	0755	0823	0847	0907	0922	0937	0952
Stoke Park Road Drake Road	0554	0614	0635	0655	0717	0739	0801	0829	0852	0912	0927	0942	0957
Bishopstoke Riverside	0557	0617	0638	0658	0721	0744	0807	0834	0857	0917	0932	0947	1002
Eastleigh Bus Station Stand E	0456	0535	0603	0623	0644	0706	0729	0758	0822	0837	0852	0909	0926
Nightingale Bridge	0502	0541	0609	0629	0651	0714	0739	0808	0832	0847	0902	0918	0935
Swaythling McDonald's	0511	0551	0620	0640	0702	0727	0755	0825	0847	0902	0916	0932	0948
Portswood Broadway	0516	0556	0626	0646	0708	0735	0803	0833	0855	0910	0923	0939	0955
Southampton Hanover Buildings	0527	0607	0637	0657	0720	0750	0820	0850	0912	0927	0940	0955	1010

continues below

Mondays to Fridays except public holidays

Sandy Lane Victena Road	1000	15	30	45	00	1415	1430	1445	1500	1517	1532	1602	1619	1532	1602	1619	1637
Fair Oak Square	1007	22	37	52	07	1422	1437	1452	1510	1525	1540	1610	1627	1540	1610	1627	1645
Fair Oak Road Welcome Inn	1012	27	42	57	12	1427	1442	1457	1515	1530	1545	1615	1632	1545	1615	1632	1650
Stoke Park Road Drake Road	1017	32	47	02	17	1432	1447	1502	1520	1535	1550	1620	1637	1550	1620	1637	1655
Bishopstoke Riverside	1021	36	51	06	21	1436	1451	1506	1524	1539	1554	1624	1641	1554	1624	1641	1659
Eastleigh Bus Station Stand E	1031	46	01	16	31	1446	1501	1516	1534	1549	1605	1635	1652	1605	1635	1652	1710
Nightingale Bridge	1040	55	10	25	40	1455	1510	1525	1544	1559	1619	1645	1702	1614	1644	1701	1720
Swaythling McDonald's	1053	08	23	38	53	1508	1523	1539	1559	1614	1635	1700	1718	1627	1657	1714	1735
Portswood Broadway	1100	15	30	45	00	1515	1530	1547	1607	1622	1643	1708	1727	1635	1705	1722	1743
Southampton Hanover Buildings	1115	30	45	00	15	1530	1545	1603	1623	1638	1700	1725	1744	1650	1720	1737	1800

school days only school holidays only

continues below

Mondays to Fridays except public holidays

Sandy Lane Victena Road	1657	1717	1737	1757	1835	1918	2016	2116	2212	2312
Fair Oak Square	1705	1725	1745	1805	1840	1924	2022	2122	2218	2318
Fair Oak Road Welcome Inn	1710	1730	1750	1810	1845	1928	2026	2126	2222	2322
Stoke Park Road Drake Road	1715	1735	1755	1815	1849	1932	2030	2130	2226	2326
Bishopstoke Riverside	1719	1739	1759	1819	1853	1936	2034	2134	2229	2329
Eastleigh Bus Station Stand E	1730	1750	1810	1830	1900	1942	2040	2140	2237	2337
Nightingale Bridge	1740	1800	1819	1839	1909	1949	2047	2147	2243	2343
Swaythling McDonald's	1755	1815	1832	1849	1920	2000	2057	2157	2253	2353
Portswood Broadway	1803	1823	1840	1855	1927	2006	2102	2202	2258	2358
Southampton Hanover Buildings	1820	1840	1855	1910	1942	2020	2115	2215	2310	0010

Saturdays and Good Friday

Sandy Lane Victena Road	0647	0717	0747	0817	0848	0908	0928	48	08	28	1648	1708	1728	1748	1808	1828
Fair Oak Square	0650	0720	0750	0820	0855	0915	0935	55	15	35	1655	1715	1735	1755	1815	1835
Fair Oak Road Welcome Inn	0655	0725	0755	0825	0900	0920	0940	00	20	40	1700	1720	1740	1800	1820	1840
Stoke Park Road Drake Road	0659	0729	0759	0830	0905	0925	0945	05	25	45	1705	1725	1744	1804	1824	1844
Bishopstoke Riverside	0702	0732	0802	0834	0909	0929	0949	09	29	49	1709	1729	1748	1808	1828	1848
Eastleigh Bus Station Stand E	0625	0710	0740	0810	0827	0845	0902	0919	0939	0959	1719	1739	1757	1817	1837	1857
Nightingale Bridge	0632	0717	0747	0817	0834	0853	0910	0928	0948	1008	1728	1748	1805	1825	1845	1905
Swaythling McDonald's	0641	0726	0756	0826	0844	0904	0922	0941	1001	1021	1741	1801	1817	1837	1857	1917
Portswood Broadway	0646	0732	0802	0832	0851	0911	0930	0949	1009	1029	1749	1809	1825	1845	1905	1925
Southampton Hanover Buildings	0657	0745	0815	0845	0905	0925	0945	1005	1025	1045	1805	1825	1840	1900	1920	1940

then every 20 mins at

until

continues below

Saturdays and Good Friday

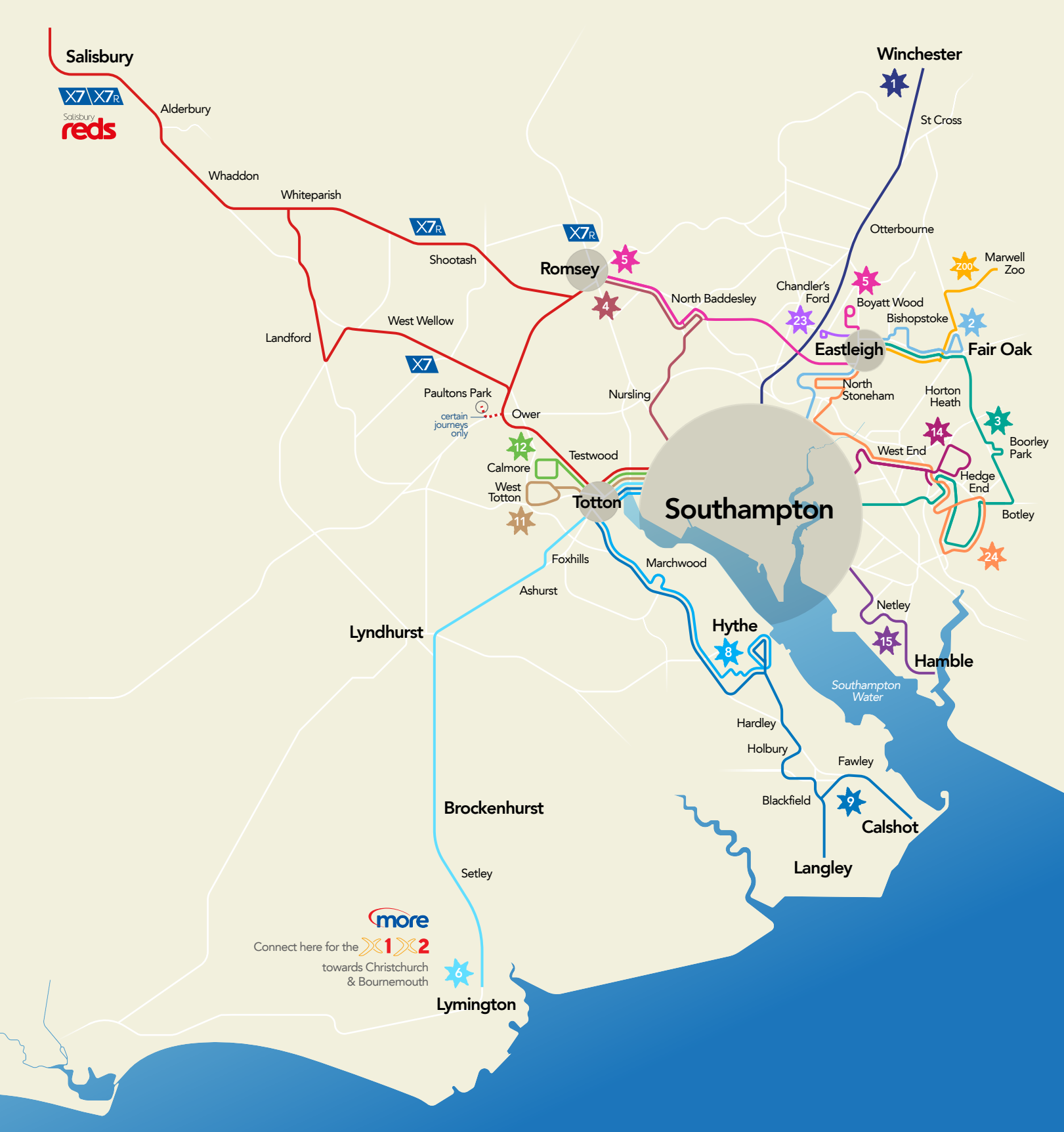
Sandy Lane Victena Road	1907	2016	2116	2212	2312
Fair Oak Square	1915	2022	2122	2218	2318
Fair Oak Road Welcome Inn	1920	2026	2126	2222	2322
Stoke Park Road Drake Road	1924	2030	2130	2226	2326
Bishopstoke Riverside	1928	2034	2134	2229	2329
Eastleigh Bus Station Stand E	1935	2040	2140	2237	2337
Nightingale Bridge	1942	2047	2147	2243	2343
Swaythling McDonald's	1953	2057	2157	2253	2353
Portswood Broadway	2000	2102	2202	2258	2358
Southampton Hanover Buildings	2015	2115	2215	2310	0010

Sundays and Bank Holiday Mondays

Sandy Lane	Victena Road				0812		0912	0942	1012	1042	1117	1151	then every 30 mins at	21	51	until	1621	1721	1821	1931	2031	2127	2227	2322
Fair Oak Square					0816		0916	0946	1016	1046	1121	1156		26	56		1626	1725	1825	1935	2035	2132	2231	2325
Fair Oak Road	Welcome Inn				0821		0921	0951	1021	1051	1126	1201		31	01		1631	1729	1829	1938	2038	2135	2234	2328
Stoke Park Road	Drake Road				0825		0925	0956	1026	1056	1131	1206		36	06		1636	1734	1834	1942	2042	2139	2238	2331
Bishopstoke	Riverside				0828		0928	1000	1030	1100	1135	1210		40	10		1640	1738	1838	1946	2046	2143	2241	2334
Eastleigh	Bus Station Stand E	0650	0745	0836	0906	0936	1008	1038	1108	1143	1218			48	18		1648	1745	1845	1952	2052	2149	2246	2337
Nightingale Bridge		0656	0751	0844	0914	0944	1016	1046	1116	1151	1226			56	26		1656	1752	1852	1959	2059	2156	2253	
Swaythling	McDonald's	0705	0800	0854	0924	0954	1027	1057	1127	1202	1237			07	37		1707	1803	1903	2008	2108	2205	2302	
Portswood	Broadway	0711	0806	0901	0931	1001	1035	1105	1135	1210	1245			15	45		1715	1810	1910	2013	2113	2210	2307	
Southampton	Hanover Buildings	0723	0818	0915	0945	1015	1050	1120	1150	1225	1300		30	00	1730	1825	1925	2025	2125	2220	2317			

then every 30 mins at

until



Appendix F – TRICS Output Data

Calculation Reference: AUDIT-102301-240328-0323

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected 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 560.00 (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
----------------------------------	---

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
-------------	---

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.

Secondary Filtering selection (Cont.):

<u>Population within 5 miles:</u>		
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.

<u>Car ownership within 5 miles:</u>		
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.

<u>Travel Plan:</u>		
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.

<u>PTAL Rating:</u>		
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
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	CA-07-M-02	COUNTRY PARK		CAMBRI D G E S H I R E
	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		H A M P S H I R E
	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:

Survey date date range:

Number of weekdays (Monday-Friday):

Number of Saturdays:

Number of Sundays:

Surveys automatically removed from selection:

Surveys manually removed from selection:

48.00 to 350.00 (units: hect)

01/01/15 - 16/10/21

0

1

1

0

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 show. 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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