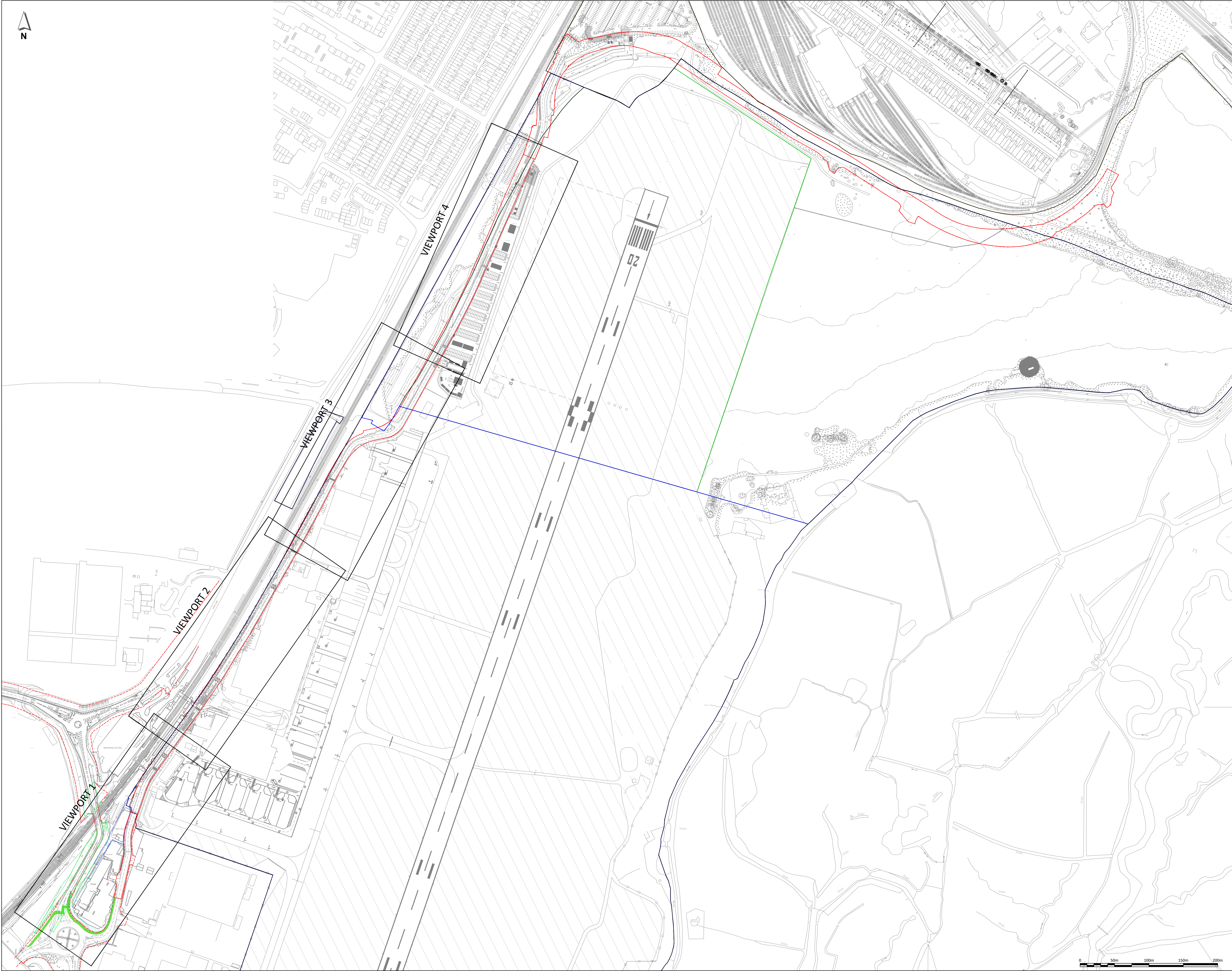




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 - RED LINE PLANNING BOUNDARY
 - EXISTING SHARED-USE FOOTWAY

P01	21MAY25	MINOR AMENDMENTS	CJM	CJM	MHU
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Status:

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Scale:

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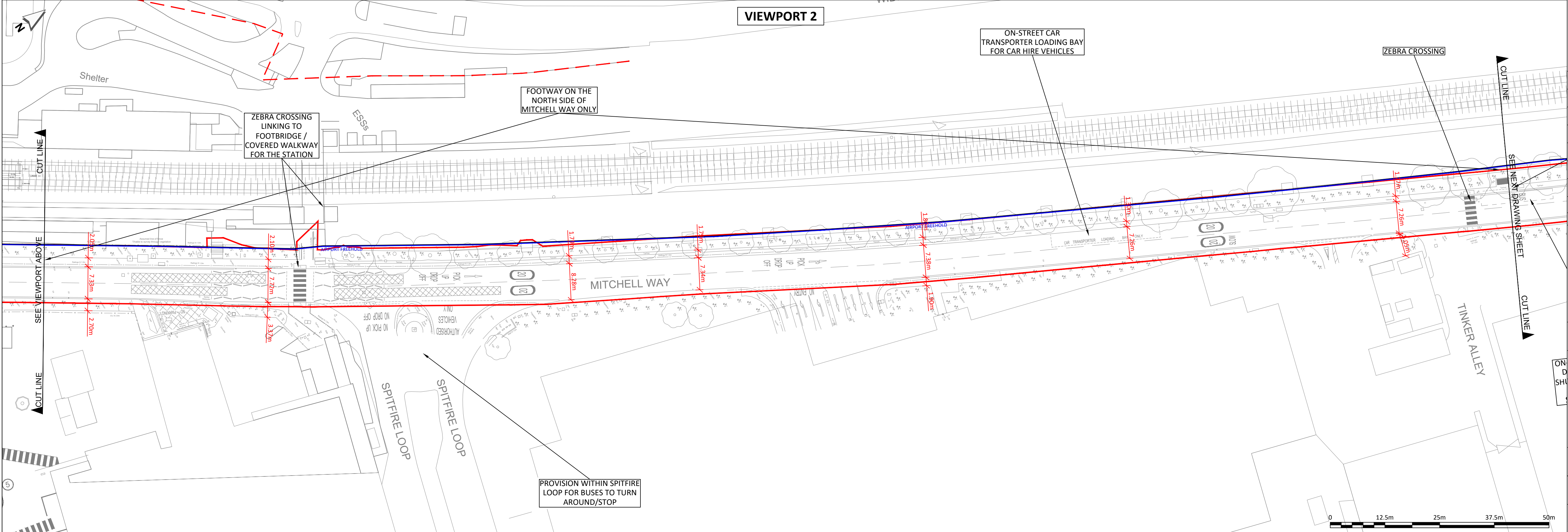
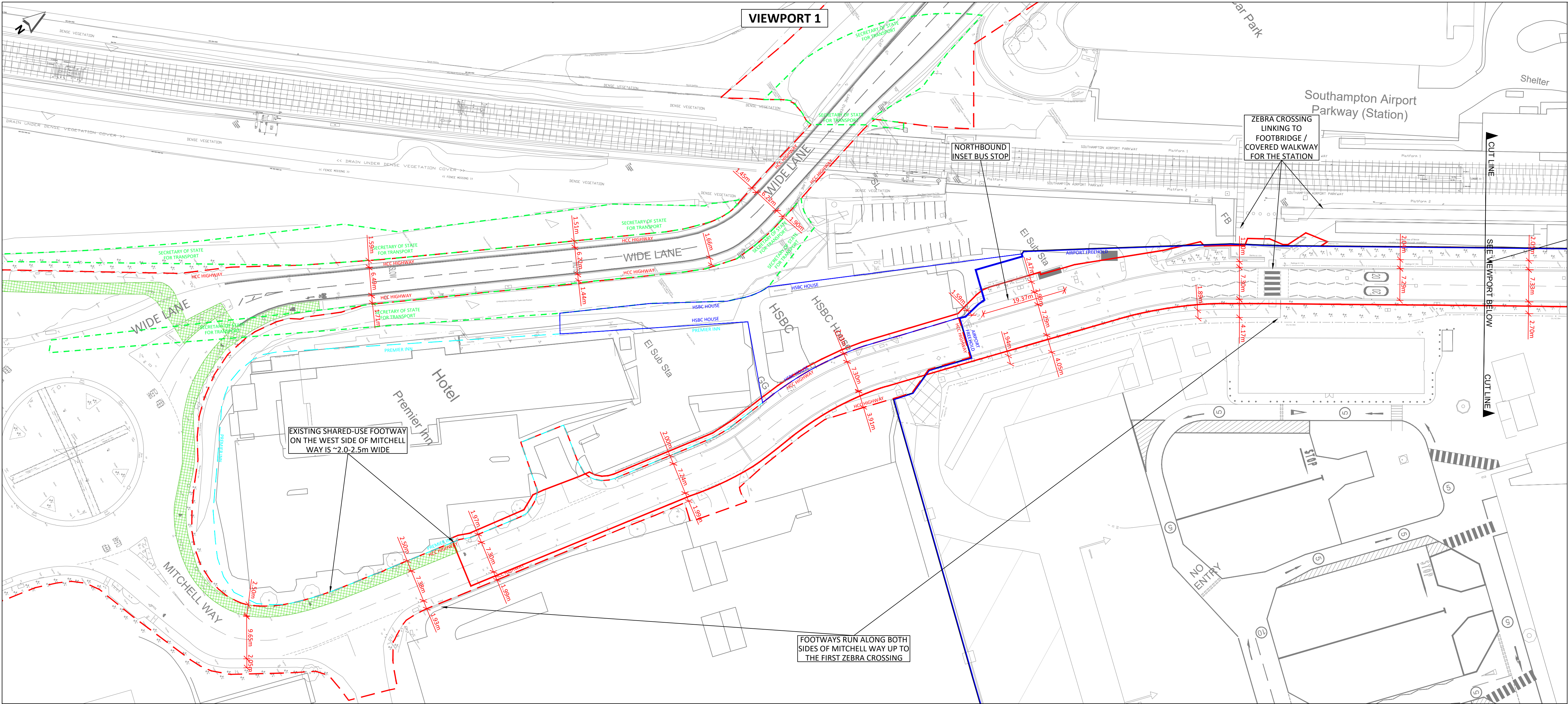
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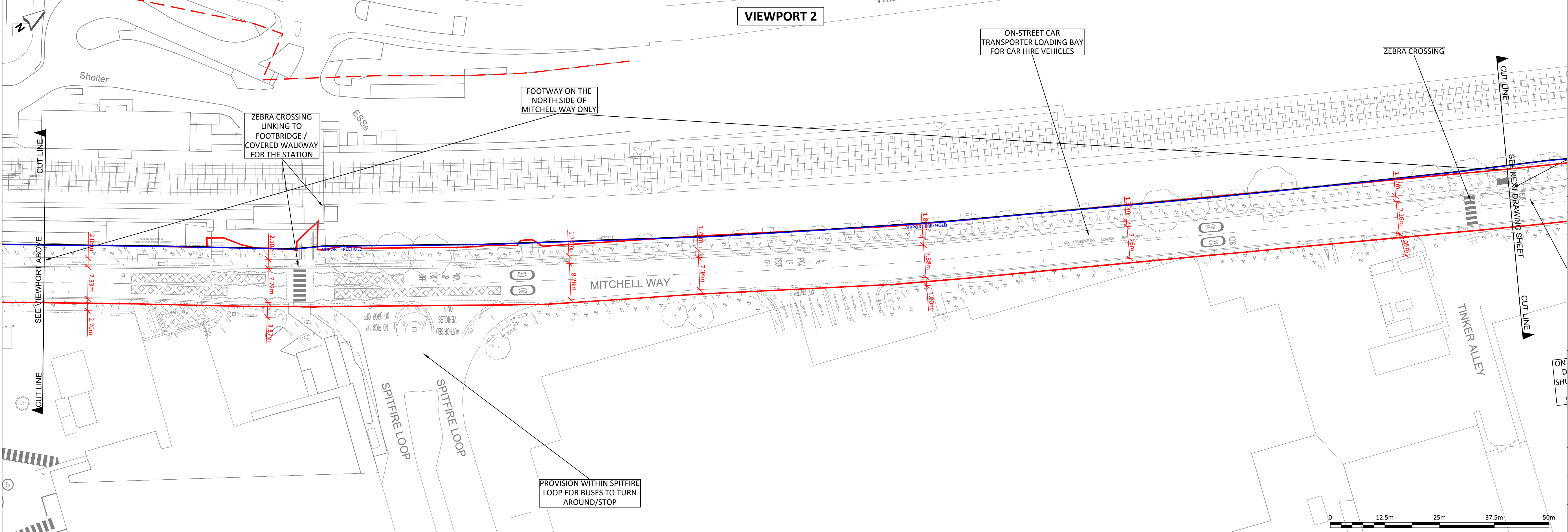
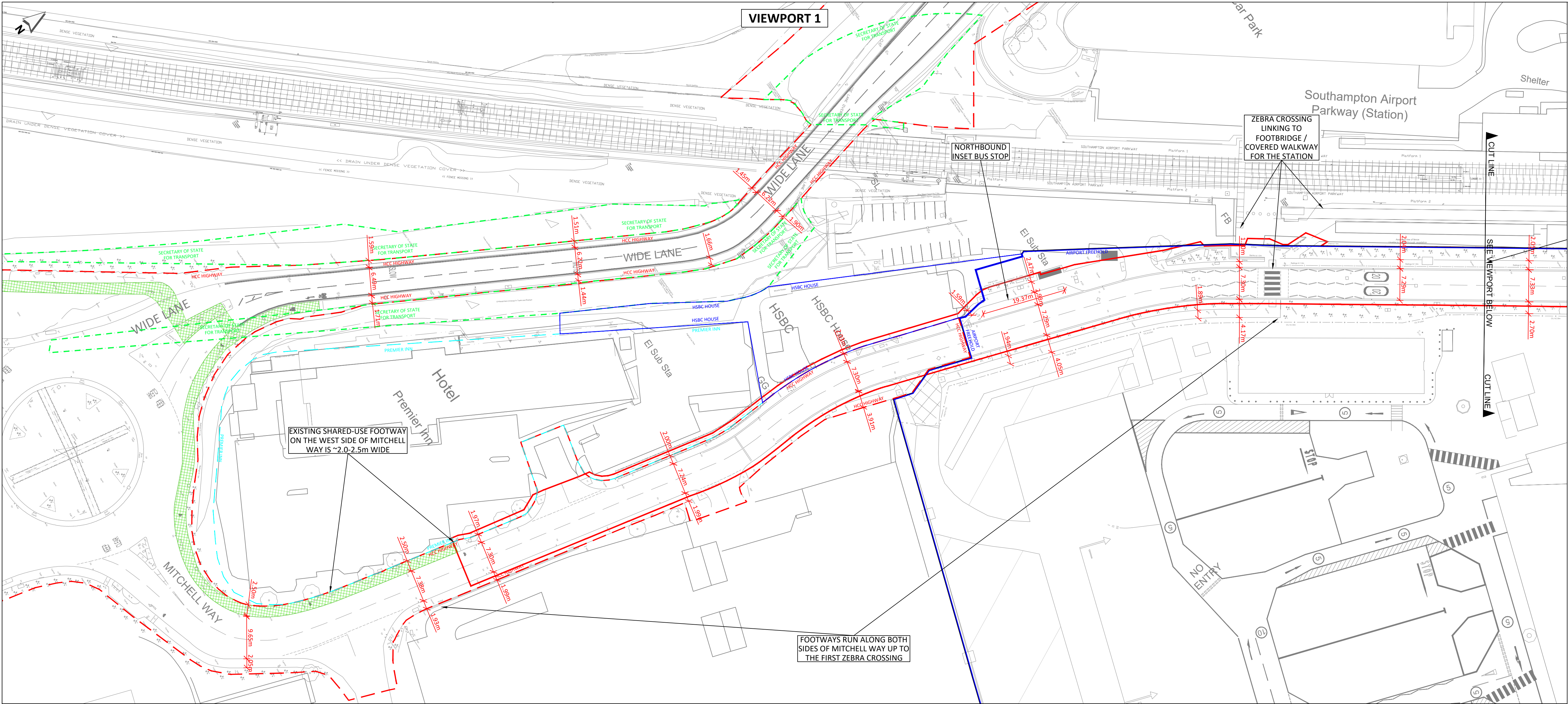
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D Existing Wide Lane Bridge Layout



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DRAWING 1 OF 2**

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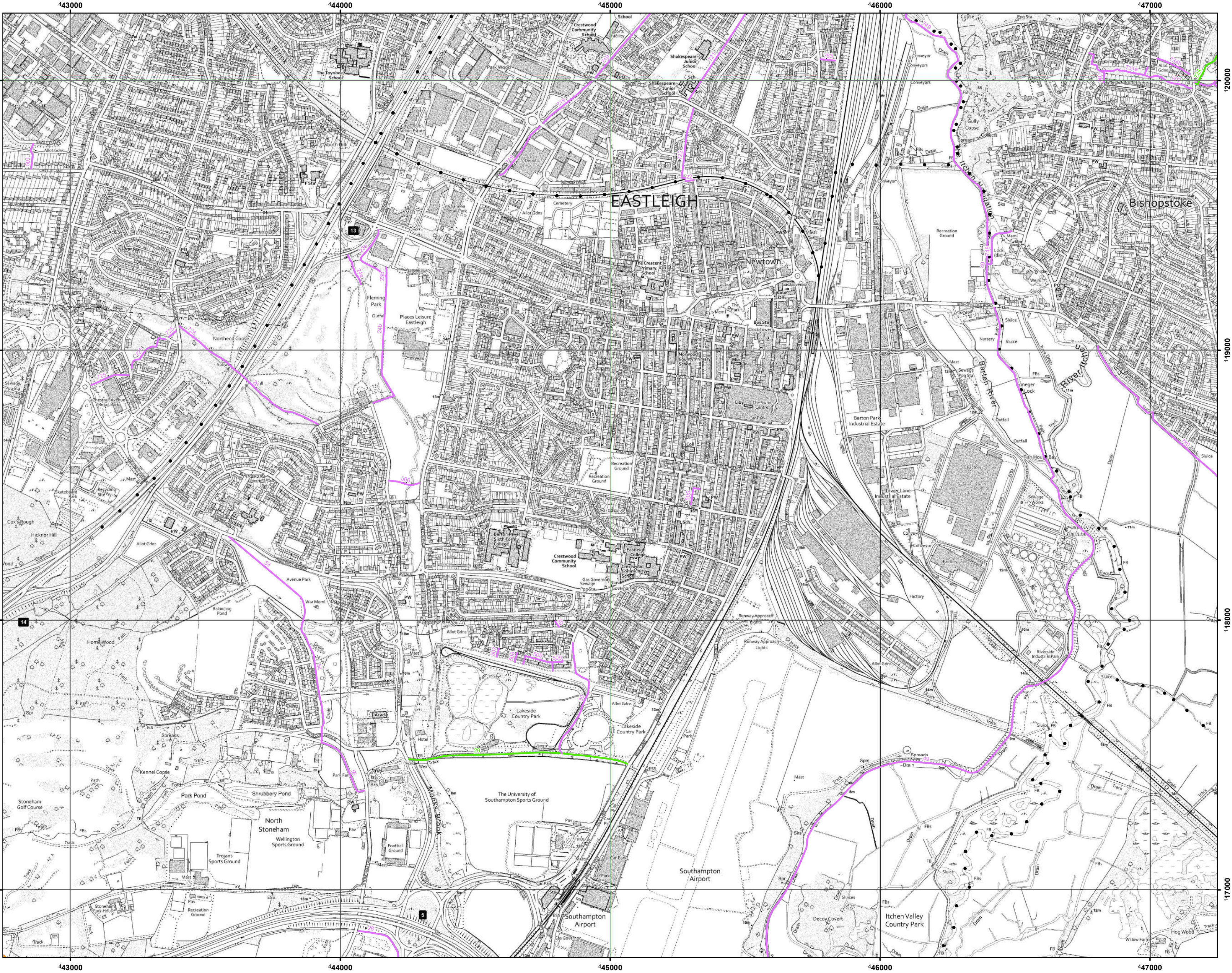
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E Public Rights of Way Plan

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 02.01.2024 to take account of legal changes to the rights of way network made or discovered since 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:-

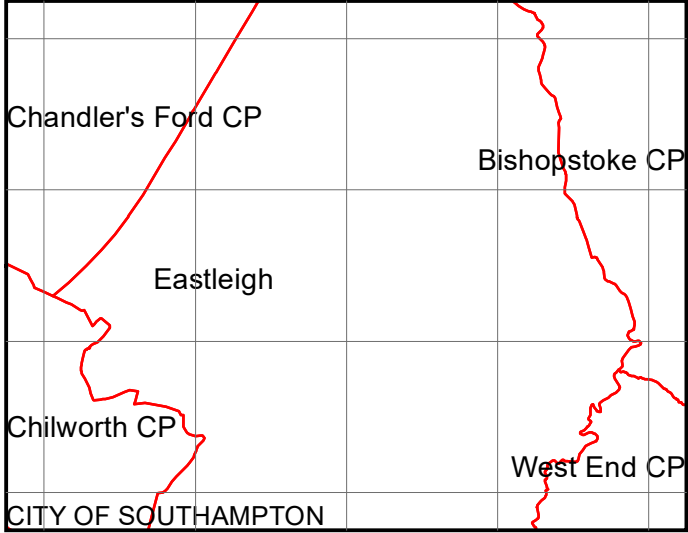
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Authorised Signatory

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

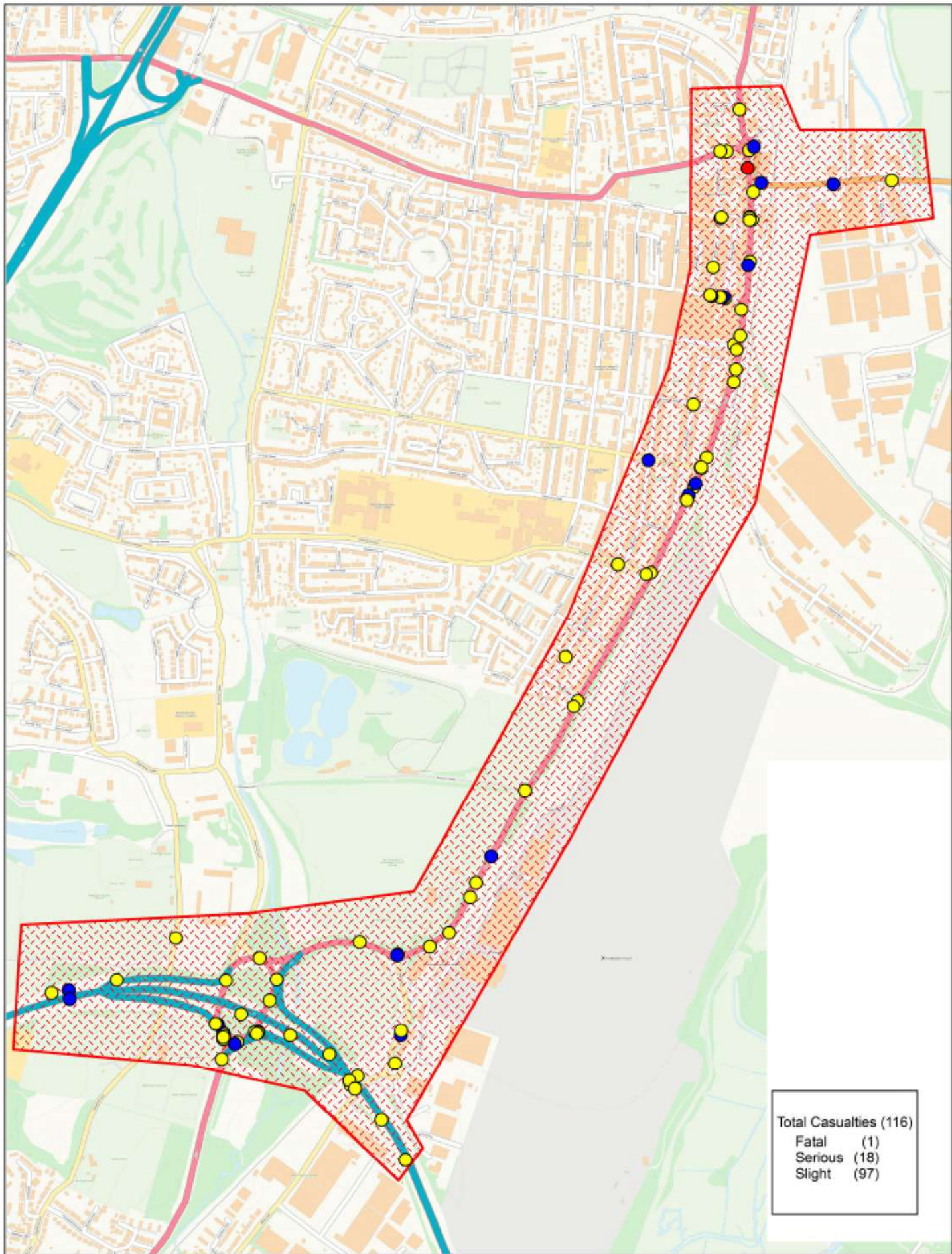


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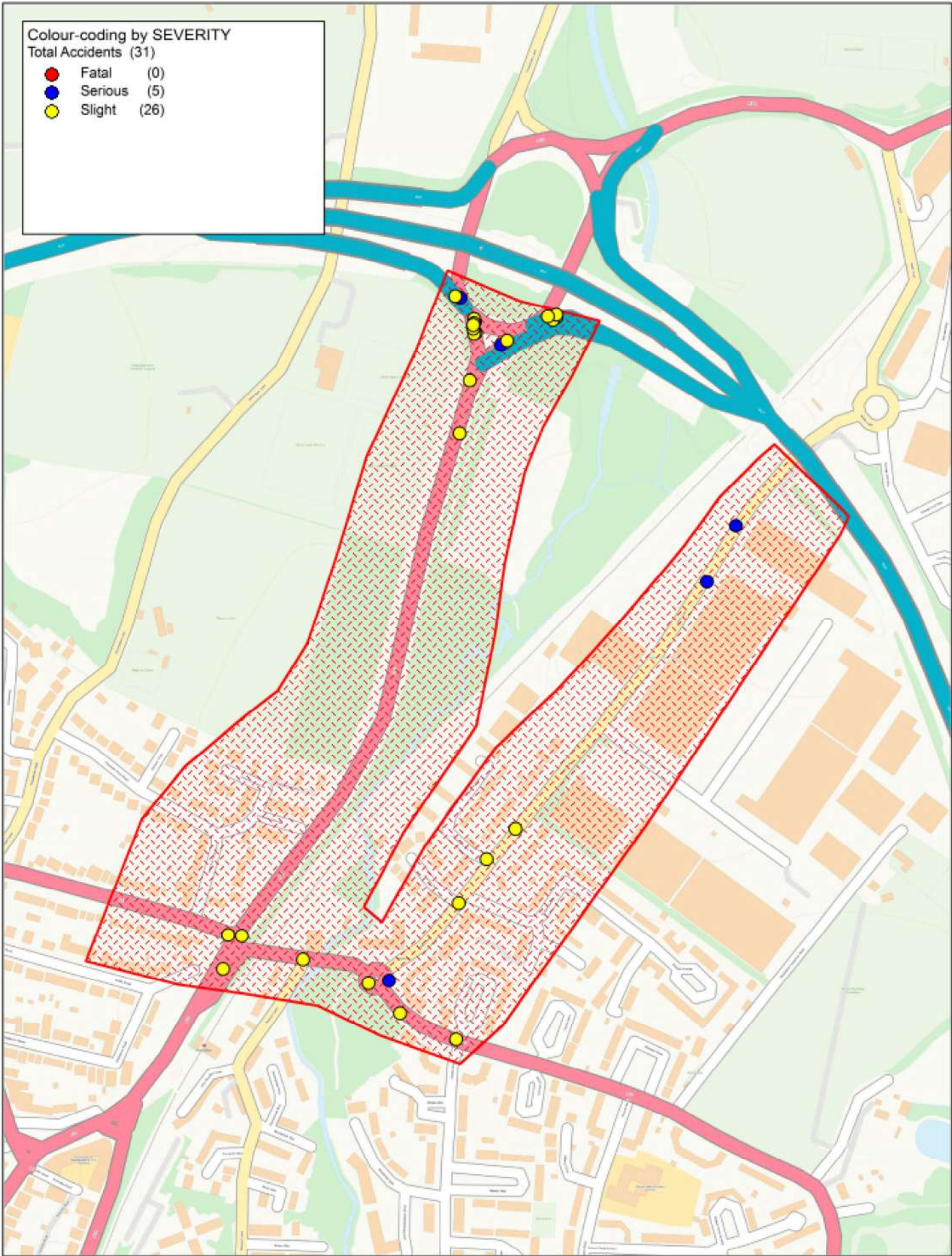
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F PIA Reports



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G Scoping Technical Notes and Pre-Application Responses

Navigator Quarter, Southampton

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- B Public Highway Boundary
- C Local PRow Network
- D TRICS Outputs

1 Introduction

Background

- 1.1 Steer is instructed by Blocwork (Eastleigh) LLP and Southampton International Airport Limited (SIAL) (“the Applicant”) to provide transport-related design and planning advice in relation to the Proposed Southampton Navigator Quarter Development (hereafter referred to as ‘the Site’ or ‘the Proposed Development’). The Site is located to the north of Southampton Airport within Eastleigh. A Site location plan is provided at **Figure 1-1**.
- 1.2 The Site is 32.05 hectares in size and comprises two plots of undeveloped land both of which are allocated within the Eastleigh Borough Local Plan.
- 1.3 Southampton Airport is located immediately to the south and west of the Site, on the edge of the city’s suburbs. To the immediate north of the Site there is a train depot, located at the convergence of trainlines from Southampton and Portsmouth. Sandwiched between the train depot land there is also a residential area known as Campbell Road. To the north of the train depot land is the Barton Park Industrial Estate which runs from the train depot, north to Bishopstoke Road.
- 1.4 The Proposed Development planning submission will involve a:
“Hybrid Planning Application for the development of the site to provide employment floorspace of up to 92,000 sqm (GIA) within use Classes E (g) (ii & iii), B2 and B8 with ancillary offices and areas for service yards, car parking, landscape, ancillary buildings and associated activities, comprising a detailed application for the initial infrastructure works and new access road and outline application for the remaining development of employment floorspace, reserving all matters except the means of access.”
- 1.5 The Development forms part of the Solent Freeport scheme.
- 1.6 It is anticipated that the planning application will be submitted by the end of February 2025.
- 1.7 For information, the Proposed Development planning application boundary plan, parameter plan and two indicative masterplan options are presented in **Appendix A**. These are subject to change as the scheme develops.

Scoping Report Purpose and Planning Application Deliverables

- 1.8 This Scoping Note informs the Transport Assessment which will be submitted in support of the Planning Application. It aims to establish the principles for scheme design and assessing the transport impacts of the Proposed Development. It forms part of the pre-application process with Eastleigh Borough Council (EBC), Hampshire County Council (HCC), Southampton Borough Council (SBC), and National Highways (NH).
- 1.9 A Framework Workplace Travel Plan would accompany the application, setting out the ways in which single occupancy vehicle movements can be reduced and sustainable travel promoted. This will be drafted to be in line with HCC best practice guidance.

- 1.10 At this preliminary stage and given the buildings will be in Outline, it is not the intention to draft standalone Construction Management Plans, Waste or Delivery & Servicing Plans. The TA will provide an overarching 'statement of intent' within the report and it would be expected that these reports would be secured as a condition(s) of any planning permission.

Local Highway Network and Vehicular Access

- 1.11 The local highway network is presented in **Figure 1-2**. Existing access to the Site(s) is limited and informal. Access to the southern land parcel is from the eastern side of the airport's long-stay car park off Mitchell Way. There is an informal track to the south of the train depot onto the Site. This access sits within the land between the two Airport perimeter fences and is not publicly accessible.
- 1.12 There is also an unmade, existing access route (currently used by farmers) that runs from the southern end of Chickenhall Lane through HCC controlled land underneath the railway line into Plot 1. The Applicant is currently in dialogue with HCC regarding a potential access route through the plot of the HCC owned land north of the railway line, which would be safeguarded for active travel users (pedestrians/ cyclists).

Site Planning Designations

- 1.13 The Site lies upon land northeast of the airport allocated to employment (use Classes B2, B8 and E(g)) in the EBC Local Plan (adopted April 2022) under policies E7 and E9.
- 1.14 Policy E7, Development Opportunities adjoining Eastleigh River Side. The Local Plan allocates the site for '*the development of approximately 8.5 hectares of land to the east of the railway works as defined on the policies map will be permitted for approximately 34,000 sq.m of employment uses (in use classes B2, B8 or E(g)(ii)/(iii))*'.
- 1.15 The allocation is subject to the following criteria:
- *Vehicular access to the Site shall be provided to the satisfaction of the Highway Authority.*
 - *The design and layout of new development shall not preclude but shall allow for the provision of a new Chickenhall Lane Link Road (CLLR), with an alignment as indicated on the policies map or as agreed with the Borough Council and the Highway Authority.*
 - *Where there is a reasonable prospect of a full link road being viable and deliverable, development proposals should make a contribution towards the full road link proportionate to the traffic impact of that proposal and of any contributions/funding the applicant had already made to the road. Parts of this road should be constructed as part of the new Site access arrangements.*
 - *There shall be no adverse impact on the sensitive nature conservation interests of the Itchen valley or the landscape setting of the Itchen Valley Country Park and the Itchen Way. Development on any part of the Site should not cause or increase adverse impacts on the River Itchen Site of Special Scientific Interest (SSSI) or Special Area of Conservation.*
 - *Land owned by Network Rail within the Itchen Valley Site of Special Scientific Interest shall be transferred to the Borough Council.*
 - *A Site level Habitats Regulation Assessment is required to demonstrate how this Site will be delivered without adverse effect on any European Site.*
- 1.16 Policy E9, Southampton Airport sets out that:

“The Borough Council will continue to work with the operators of Southampton Airport to promote its viability, and will support the expansion of the airport’s operations and related development provided that the proposals:

- a. are necessary for economic growth within the Borough or the improvement of airport operational efficiency, and passenger safety and convenience;*
- b. would not physically or visually diminish the settlement gap between Eastleigh and Southampton;*
- c. are supported by transport assessments which confirm local network capacity and are consistent with the airport operators’ agreed Airport Surface Access Strategy; and*
- d. will not unacceptably increase noise and other environmental impacts on the Borough’s residents*

Approximately 19.5 hectares of land identified to the northeast of the runway as defined on the policies map may be developed for airport-related activities and/or approximately 78,000 sq.m of employment uses in use classes B2, B8 or E(g), subject to the following criteria: a. any new vehicular access between the site and the public highway shall be provided to the satisfaction of the Highway Authority. The design and layout of new development shall not preclude but shall make allowances for the provision of a new Chickenhall Lane link road, with an alignment as indicated on the policies map or as agreed with the Borough Council and the Highway Authority; b. where there is a reasonable prospect of a full link road being viable and deliverable, development proposals should make a contribution towards the full link road proportionate to the traffic impact of that proposal and of any contributions/funding the applicant had already made to the road. Parts of this road should be constructed as part of the new site access arrangements; and c. there shall be no adverse impact on the sensitive nature of conservation interests of the Itchen valley or the landscape setting of the Itchen Valley Country Park and the Itchen Way. Development on any part of the site should not cause, or increase adverse impacts on the River Itchen Site of Special Scientific Interest or Special Area of Conservation”

- 1.17 As such, a total of 112,000 sqm is allocated within the Local Plan across the two sites.

Scoping Report Format

- 1.18 The remainder of this Scoping Report covers the following chapters, following this Introduction:
- **Chapter 2:** Existing Site, Accessibility and Transport Conditions.
 - **Chapter 3:** Policy and Guidance Context.
 - **Chapter 4:** Development Proposals and Transport Strategy.
 - **Chapter 5:** Trip Generation and Distribution.
 - **Chapter 6:** Highways Assessment; and
 - **Chapter 7:** Summary and Next Steps.

Figure 1-1: Site Location

Figure 1-2: Local Highway Network

2 Existing Site, Accessibility and Transport Conditions

Site Description

- 2.1 The Site is 32.05 hectares in size and located between the town of Eastleigh and the city of Southampton, falling within the boundary of EBC. The Site includes two plots of land, both of which are allocated within the Eastleigh Borough Local Plan. The location of the Site is presented in **Figure 1-1**.
- 2.2 Southampton Airport is located immediately to the south and west of the Site, on the edge of the city's suburbs. To the immediate north of the Site there is a train depot, located at the convergence of trainlines from Southampton and Portsmouth. Sandwiched between the train depot land there is also a residential area known as Campbell Road. To the north of the train depot land is the Barton Park Industrial Estate which runs from the train depot, north to Bishopstoke Road.
- 2.3 The Site comprises an open area of grassland that is generally undeveloped and forms two plots, separated by a strip of vegetation including trees.

Local Highway Network and Vehicular Access

- 2.4 There is currently no public access to the Site.
- 2.5 The Plot 1 land parcel immediately south of the railway line is accessed via a farm gate from the southern section of Chickenhall Lane. A farm track runs from the gate through HCC owned land via track under the railway line. The Applicant is currently in dialogue with HCC regarding a potential access route through the plot of the HCC owned land north of the railway line, which would be safeguarded for active travel users (pedestrians and cyclists).
- 2.6 The Plot 2 land parcel is accessed via private airside access, which itself is accessed from the Long Stay car park at the end of Mitchell Way. This access sits within the land between the two Airport perimeter fences and is not publicly accessible.
- 2.7 The local highway network is presented in **Figure 1-2**.
- 2.8 Mitchell Way is a two-way single-carriageway road that connects to the Spitfire roundabout to the south and the long-stay car park operated by Southampton Airport to the north.
- 2.9 The adopted carriageway has a 30mph speed limit and is public highway up to the HSBC House building and is c 6.9m wide (see **Appendix B**).
- 2.10 Beyond this point the road is privately owned by the Airport and is subject to a 20mph speed restriction. Double yellow lines are located along the length of the road and in places there are red double lines, restricting any stopping within the vicinity of the airport. The private section of Mitchell Way from the HSBC House building to the Signature Building is c 7-7.3m wide.

However, this narrows to the north of this to c 5.9m-6m wide in places and there are two S-bends between the Signature Building and northern airport long stay car park.

- 2.11 A footway is provided on the western side of the carriageway from the Spitfire roundabout to the Signature Aviation building. Between the Signature Aviation building and the Long-stay car park, there are sporadic stretches of footway, providing pedestrian access between bus stops and car parks.
- 2.12 The Proposed Development will utilise Mitchell Way, linking onto Wide Lane (A335) in order to access the nearby M27 to the south or the M3 further to the north. Mitchell Way will be extended into the Site in order to provide access.
- 2.13 Wide Lane is a two-way single-carriageway road subject to a 40 mph speed limit. It connects to Stoneham Way to the south and merges into the A335 Southampton Road to the north (towards Eastleigh). Between the Spitfire Roundabout and the A335/ Wide Lane roundabout the road passes over a railway bridge, at the southern end of which is an acute bend. The road width reduces to approximately 6.3m at the bridge deck with a 1.5m wide shared use path of the eastern side, which forms part of National Cycle Route 23 (NCR23) which is further reduced in places by signs/ lighting.
- 2.14 South of the Spitfire roundabout, there are footways on both sides of the A335 Wide Lane carriageway.
- 2.15 The eastern footway continues on the eastern side of the road on the A335 Wide Lane to the north of the A335 / Wide Lane roundabout, from the roundabout to the north of the Southampton Airport Parkway Station, before the shared footway/ cycleway changes to the western side of the road.

Strategic Road Network

- 2.16 The M27 and its junctions are managed by National Highways (NH). The M27 Junction 5 is 2.7km southwest of the Site and is the main link to the Strategic Road Network (SRN). All vehicles travelling between Southampton Airport and the M27 J5 need to use a route encompassing the Spitfire Roundabout and the A335 via the A335 Wide Lane roundabout.
- 2.17 The M27 heads in an east/west direction to access the south coast of England. The M27 links to the M3 close by (at J4 and J14 respectively) in order to access destinations north of the Site.
- 2.18 The M3 can also be accessed via the A335 (turning into Leigh Road) at J13, 3.5km northwest of the Site and via the A27 to the west of the Site.

Public Transport

Bus

- 2.19 The closest accessible bus stops are located on Mitchell Way and at Southampton Airport Parkway rail station, which is well-connected by bus and coach. Journey times to Southampton City Centre are approximately 35 minutes. There are also bus stops on Spitfire Loop (1.6km from the Site via Mitchell Way) and Mitchell Way (1.8km from the Site via Mitchell Way).
- 2.20 To the north, a bus stop is located at the Bishopstoke Road/Chickenhall Lane roundabout (named Recreation Ground), approximately 2km from the centre of the Site. Chickenhall Lane has a pavement on the western side of the carriageway for the entirety of its adopted length, which is generally wide. All pedestrian crossings across the Chickenhall Lane side roads between

Bishopstoke Road and Tower Lane have dropped kerbs and tactile paving. However, the Tower Lane junction does not include any dropped kerbs or tactile paving.

- 2.21 Bus and coach routes stopping at these aforementioned locations and their frequencies are presented in **Table 2-1**. The journey time to Eastleigh is under 10 minutes, while to Southampton City centre it is approximately 35 minutes. Both estimates are for trips from the Southampton Airport Parkway bus stop.

Table 2-1: Existing Bus and Coach Routes and Frequencies Near the Site

Bus Stop	Bus Service	Weekday AM Peak Hour Frequency (per hour)
Southampton Airport Parkway	U1E: Southampton City Centre – Airport (To Airport)	0 (1 PM service per hour only)
	24/ 424/425: Eastleigh – Hedge End	1
	U8: Airport Parkway – Science Park	1
	Megabus (Coach)	Once per day
Mitchell Way/ Spitfire Loop (Airport Parkway/ Outside Royal Mail)	U1A: Southampton City Centre – Airport (To Airport)	8
	U1C: Airport – Southampton City Centre (from Airport)	6
Recreation Ground (Bishopstoke Road/ Chickenhall Lane roundabout)	2: Southampton – Fair Oak	3
	3: Southampton – Eastleigh	1
Campbell Road	5: Romsey – Boyatt Wood	1

Rail

- 2.22 The nearest rail station is Southampton Airport Parkway. It is located approximately 1.7km from the Site on foot / by bike. The journey time to the Site is approximately 25 minutes on foot or 5 minutes by bike. The main direct destinations accessible from this station include Winchester, Basingstoke, Woking, London Waterloo, Southampton Central, Bournemouth, Poole Romsey and Salisbury. Cross country services also link the station to Reading, Birmingham New Street and Manchester Piccadilly.
- 2.23 Eastleigh Station is located approximately 2km north of Southampton Airport Parkway Station, albeit accessing the station from the site is limited due the railway lines which bound the site. Services to/from Eastleigh Station are the same as for Southampton Airport Parkway, except there is no direct service to Birmingham New Street or Manchester Piccadilly. The majority of the services that stop at Eastleigh Station also stop at Southampton Airport Parkway, except for the services to Birmingham New Street, Weymouth, Poole and Manchester Piccadilly. In addition, services to Portsmouth do stop at Eastleigh Station but not at Southampton Airport Parkway Station.
- 2.24 Services from both of these stations are summarised in **Table 2-2** overleaf.

Table 2-2: Existing Direct Rail Services

Train Station	Service	Weekday AM Peak Hour Frequency (per hour)
Southampton Airport Parkway Station	Bournemouth	3
	Basingstoke	2
	London Waterloo	2
	Weymouth	1
	Manchester Piccadilly	1
	Salisbury	1
	Poole	2
	Romsey	2
	Birmingham New Street	1
Eastleigh Station	Bournemouth	2
	Basingstoke	2
	London Waterloo	1
	Salisbury	1
	Romsey	2
	Portsmouth Harbour	1

- 2.25 The existing public transport network is illustrated in **Figure 2-1**.
- 2.26 The site is well connected by local bus services as well as rail, which provides linkages to a number of local, regional and national towns and cities.

Figure 2-1: Existing Public Transport Network

Pedestrian and Cycle Access

- 2.27 Pedestrian and cycle access is currently limited due to the Site being on undeveloped land.
- 2.28 There is no formal public pedestrian access from Mitchell Way or from the Private Road at the southern end of Chickenhall Lane.
- 2.29 The Mitchell Way long-stay car park to the west of the Site can be accessed from Mitchell Way. Mitchell Way has footways along both sides of the road from the Spitfire roundabout up to Southampton Airport Parkway Station.
- 2.30 To the north of Southampton Airport Parkway Station, the footway continues along the western side of the road up to the Signature Aviation building. There is then no footway present until the section of eastern footway provided adjacent to the long-stay car park that borders the road to the east. There are no footways present on the northern section of Mitchell Way between this car park and the long-stay car park at the northernmost end of Mitchell Way.
- 2.31 There are two zebra crossings across Mitchell Way between the Southampton Airport Parkway Station and the Airport Terminal building and Spitfire Loop providing access between the Terminal and the Station.
- 2.32 Southampton Airport Parkway Station can be accessed directly from stairs and a ramp to the western side of Mitchell Way with two footbridges provided to access the northbound platforms. The northern footbridge includes lift facilities.
- 2.33 Southampton Airport Parkway Station has approximately 236 cycle parking spaces. Short stay cycle parking spaces for airport users are also provided in the short stay car park opposite the main airport terminal building.
- 2.34 On Wide Lane between the Spitfire Roundabout and the A335/ Wide Lane roundabout there is a bend in the road, across the railway line and there is shared use footway/ cycleway provided on the eastern side of the road.
- 2.35 The eastern footway continues to the north of the A335/ Wide Lane roundabout, from the roundabout to a point to the north of the Southampton Airport Parkway Station, before the shared footway/ cycleway changes to the western side of the road.
- 2.36 South of the Spitfire roundabout, there are footways on both sides of the A335 Wide Lane carriageway.
- 2.37 NCR 23 provides a connection for cyclists between Southampton and Reading via Winchester, Basingstoke and Bramley. NCN23 runs along Wide Lane, passing the Southampton Airport Parkway Station and heading over the Wide Lane bridge, providing direct access to Mitchell Way. It provides access to the Site from Eastleigh and Southampton, running north/ south. NCR 24 also runs east/west through Eastleigh, meeting NCR23 at Passfield Avenue.
- 2.38 Land controlled by Blocwork, but outside of the allocation, is also directly adjacent to Itchen Way, a long-distance walking route which follows the River Itchen, heading north/ south.
- 2.39 A map of the existing pedestrian and cycling conditions is presented in **Figure 2-2**. A map showing the local Public Rights of Way (PROWs) to the Site is found at **Appendix C**.

Figure 2-2: Existing Pedestrian and Cycling Network

Existing Transport Mode Shares

- 2.40 **Table 2-3** presents the 2011 Census ‘method of travel to work’ data for the middle layer super outputs area (MSOA) relevant to the Site – Eastleigh 006/007.
- 2.41 2021 Census data has not been used as it was collected whilst Covid restrictions were in force and so it is not representative of current likely mode shares.
- 2.42 Private vehicle use is the predominant travel mode, however there is a relatively high rail percentage, while walking equates to 15% of trips.

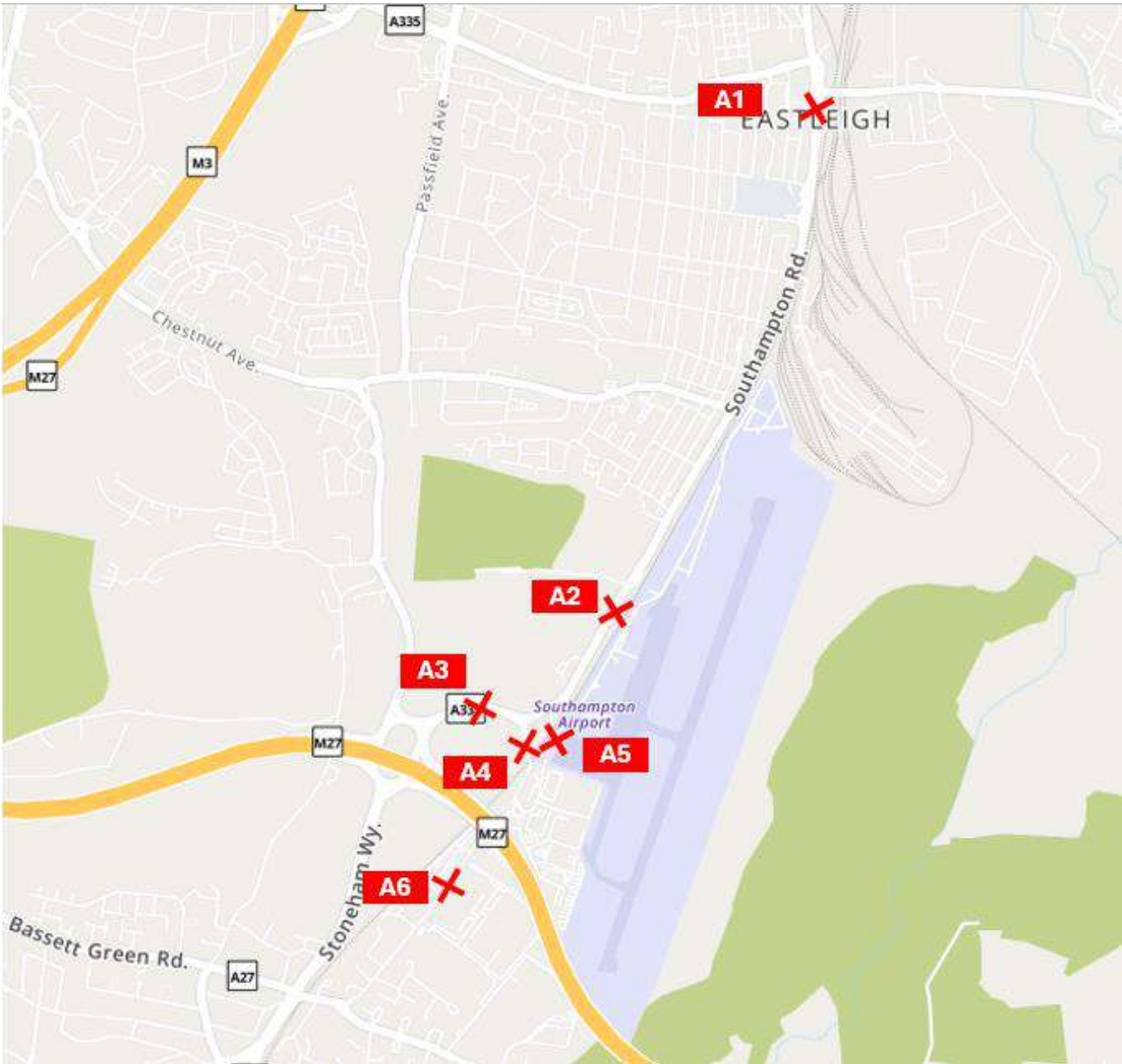
Table 2-3: 2011 Census Transport Mode Shares

Mode	Percentage of Work Trips
Underground, metro, light rail, tram	0.1%
Train	7.3%
Bus, minibus or coach	3.0%
Taxi	0.4%
Motorcycle, scooter or moped	1.3%
Driving a car or van	62.4%
Passenger in a car or van	6.0%
Bicycle	4.0%
On foot	15.1%
Other method of travel to work	0.4%
Total	100%

Traffic Data

- 2.43 Steer has analysed Automatic Traffic Count (ATC) data collected at key highway links near to the Site to better understand existing traffic conditions. The locations of the ATCs can be seen in **Figure 2-5**, and are as follows:
- A1 - A335 Station Hill (south of Bishopstoke Road).
 - A2 - A335 Wide Lane (north of Airport Parkway Station)
 - A3 - A335 (west of Wide Lane roundabout)
 - A4 – A335 Wide Lane Bridge
 - A5 – Mitchell Way
 - A6 – Wide Lane (south of M27).
- 2.44 These surveys were undertaken between 28 June to 4 July 2023 (a consecutive 7-day period), which is considered to be a neutral traffic period.

Figure 2-3: ATC Locations



2.45 The weekday average AM peak (08:00 – 09:00) and PM peak (17:00 – 18:00) traffic flows are presented in **Table 2-4**.

Table 2-4: ATC – Weekday Average AM and PM Peak Traffic Flow Summary

Location Ref.	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			24-Hour Total		
	North / East bound	South / West bound	2-way	North / East bound	South / West bound	2-way	North / East bound	South / West bound	2-way
A1 (N/S)	595	720	1,315	645	757	1402	9376	11,084	20,460
A2 (N/S)	1,005	706	1,711	934	935	1869	11,778	11,675	23,453
A3 (E/W)	1,033	840	1,873	1,072	976	2,048	12,817	12,661	25,478
A4 (N/S)	754	631	1,384	656	773	1,429	8,947	8,813	17,760
A5 (N/S)	106	105	211	96	115	211	1,551	1,537	3,088
A6 (N/S)	730	424	1,153	530	669	1,199	7,714	7,362	15,076

2.46 The highest traffic volume stretch of local road is the A335 Wide Lane connecting to the M27 (location reference A3), shortly followed by Southampton Road (location reference A2).

- 2.47 The proportions of different vehicle types for each of these ATC locations can be seen in **Table 2-5**. The majority of traffic flow at all survey locations comprised light vehicles. The UK standard vehicle classifications are used.

Table 2-5: Proportion of vehicles over 24 Hour period (00:00 – 24:00) – 2-way average weekday flows

Location	Vehicle Type				
	Light vehicles	OGV1	OGV2	Bus	Total
A1	89.5%	8.9%	0.6%	1.0%	100%
A2	90.0%	8.7%	0.5%	100%	100%
A3	86.0%	12.0%	0.9%	1.1%	100%
A4	87.4%	10.6%	1.0%	1.1%	100%
A5	86.7%	10.0%	0.4%	2.9%	100%
A6	88.9%	8.8%	0.7%	1.7%	100%

*Any discrepancies due to rounding

Junction Turning Count Summary

- 2.48 In addition to the ATC counts, the following junction turning counts were undertaken from 07:00 – 10:00 and 16:00 – 19:00 on Thursday 29 June 2023:
- A335 Southampton Road/ A335 Wide Lane/ South Street;
 - A335 Wide Lane/ Southampton Airport Parkway;
 - A335/ A335 Wide Lane/ Wide Lane;
 - M27 J5 Stoneham Interchange (A335 arm only);
 - Spitfire roundabout;
 - Wide Lane/ Mountpark;
 - Wide Lane/ Mansbridge Road roundabout;
 - Twyford Road/ Coles Close/ Bishopstoke Road/ A335 Station Hill/ A335 Romsey Road; and
 - A335 Station Hill/ Bishopstoke Road.

- 2.49 Queue length surveys were undertaken at the same junctions.

Additional Surveys

- 2.50 In addition to the above Steer have also commissioned pedestrian/ cycle count surveys on Wide Lane Bridge and at the pedestrian crossing points on Mitchell Way. These surveys will be 24 hour surveys and are proposed to be undertaken on Friday 6 December and Saturday 7 December 2024.

Summary

- 2.51 The Site is very well located to access the SRN and also benefits from existing public transport infrastructure due its proximity to the airport and associated rail station.
- 2.52 However, it is noted that currently access routes to the Site are undeveloped.
- 2.53 The local workforce relies on private vehicles to travel to work; however, a large proportion of trips are made on foot and via rail. Due to the location of the Site, it is likely that usage of public/sustainable transport modes will be high.

3 Policy and Guidance Context

- 3.1 The Transport Assessment will include a review of National, Regional and local Transport Policy.

National Policy and Guidance

- 3.2 The Transport Assessment will be produced in accordance with the National Planning Policy Framework (NPPF) (2023) and National Planning Practice Guidance (NPPG) (2019). The policies within the NPPF/ NPPG convey the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

- 3.3 The following other national policy and guidance documents will inform the Planning Application:

- Local Transport Note 1/20 'Cycle Infrastructure Design' (LTN 1/20) (July 202), Department for Transport
- Circular 01/2022 'Strategic Road Network and the delivery of sustainable development' (December 2022), Department for Transport.

Regional Policy and Guidance

- 3.4 The following regional policy and guidance will be applicable to the Planning Application:

- HCC Local Transport Plan 4 (LTP4) (February 2024)
- HCC Local Cycling and Walking Infrastructure Plan (LCWIP, 2022)

Local Policy and Guidance

- 3.5 In addition, particular consideration will be given to the following documents adopted by EBC:

- Eastleigh Borough Local Plan (2016-2036), adopted April 2022
- Eastleigh Borough Council Cycling and Walking Strategy (2023)
- Eastleigh Borough Council Parking Standards Supplementary Planning Document (SPD), draft 2023.

- 3.6 It is also understood that HCC are in the process of developing a new Eastleigh Borough Transport Strategy. It is understood that this will set out a new road user hierarchy prioritising pedestrian, cyclists and then public transport over car use.

- 3.7 Public consultation on the strategy is likely to be undertaken in Spring 2025 and it is anticipated that this will be adopted in later Summer/ Autumn 2025.

4 Development Proposals and Transport Strategy

Development Overview

- 4.1 The Proposed Development planning submission will involve a:

“Hybrid Planning Application for the development of the site to provide employment floorspace of up to 92,000 sqm (GIA) within use Classes E (g) (ii & iii), B2 and B8 with ancillary offices and areas for service yards, car parking, landscape, ancillary buildings and associated activities, comprising a detailed application for the initial infrastructure works and new access road and outline application for the remaining development of employment floorspace, reserving all matters except the means of access.”

- 4.2 The primary use for the Site will be Class B2/B8 general storage and distribution, for use as a Freeport facility under the Solent Freeport scheme. However, the Applicant would like to maintain flexibility on the proportions of the land uses that could ultimately be delivered.

Vehicular Access

- 4.3 It is proposed to provide a single point of vehicular access to the Proposed Development in the form of a new internal main estate road. This will run from the northern end of Mitchell Way to the south of the long stay-airport car park and through a cutting to the north of the airport runway, into the Site. Internal priority junctions will be provided along the route to serve the Units within each plot. Suitable crossing points will be provided for pedestrians and cyclists where required.
- 4.4 The indicative alignment of the proposed internal main estate road is detailed in **Appendix A**.
- 4.5 It is currently envisaged (subject to ongoing feasibility studies) that the internal main estate road will comprise a 7.3m wide carriageway, a 0.5m buffer, and an adjacent segregated cycleway (up to 3m in width) and footway (up to 2m in width). It is proposed that the road will be designed to an adoptable standard, with a 20mph speed limit and would create an early Phase of the CLLR (if it were to come forward).
- 4.6 Vehicles accessing the development would then travel along the entire length of Mitchell Way before joining the wider highways network at the Mitchell Way roundabout. It is envisaged that the majority of the HGV trips would access M27 Junction 5 and the SRN via the A335 Wide Lane Bridge and the A335.
- 4.7 The planning application will include highway improvements where possible to Mitchell Way to straighten out the S-bends and widen the road to facilitate two-way HGV movements along its length. Studies are currently being undertaken to review the extent of the proposed highway works required, and it is also proposed to provide a segregated footway and cycleway on the western side of the road to ensure HGVs are fully separated from pedestrians and cyclists.

4.8 In the past studies have been undertaken by HCC on potential improvements to the Wide Lane Bridge to review potential improvements to enable unimpeded two-way HGV movements and provide enhanced facilities for pedestrians and cyclists. This is a long held aspiration and is necessary to address existing issues with the bridge. However, it is understood that HCC do not have sufficient funding to deliver potential improvements to the Bridge. Improvements to the Wide Lane Bridge do not form part of the Adopted Local Plan and no reference is made within Policy E7 or E9 to the need to improve the bridge.

4.9 Following the discussions with HCC, the Transport Assessment will set out the impacts on Wide Lane Bridge and how it may operate in the future. While not considered fundamental to the delivery of the scheme, the Applicant will consider potential improvement options for the bridge, but further discussions will be required on how any scheme could be funded, its potential implementation and timescales for delivery.

Car Parking Strategy

4.10 The car parking standards relevant to the Site are provided in **Table 4-1**, as set out in the EBC Parking Standards Supplementary Planning Document – Draft for Consultation (July 2023).

4.11 The EBC Draft Non-Residential Car Parking Standards state:

“The Council will seek a well-designed solution that accommodates the expected number of vehicle trips to any new non-residential development site.

Applications with parking levels which deviate away from the expected standard should be substantiated by robust evidence contained within the Transport Assessment/Transport Statement/Travel Plan. These will be considered on an individual bases taking account of local circumstances and will have full regard to the Council’s declaration of a Climate and Environmental Emergency in July 2019.”

Table 4-1: Relevant EBC Draft for Consultation Non-Residential Car Parking Standards (2023)

Use Class	Expected Standard		
	Car Parking	Loading Areas (including deliveries and drop-off)	Operational Vehicle Parking (including pool cars and service vehicles)
E High-tech/light industry	1 space per 35 sqm	1 space	Decide on a site-by-site basis.
B2 General Industrial	1 space per 45 sqm	1 space	Decide on a site-by-site basis.
B8 Warehouse	1 space per 80 sqm	1 space	Decide on a site-by-site basis.
B8 Distribution centres	1 space per 100 sqm	Decide on a site-by-site basis.	1 space per 500sqm

4.12 All developments are also expected to adhere to the following criteria:

- 20% of spaces to have active Electric Vehicle Charging (EVC) provision (40kW+);
- a further 20% of spaces to have passive EVC provision;
- 5% of spaces designated to disabled persons parking, minimum 1 space;
- 5% of spaces designated to motorcycle parking, minimum 2 spaces;
- all proportions to be rounded up to the next whole number; and,

- mixed use developments should sum the requirements of the different uses whilst taking account of the opportunities for the shared use of space at different times of the day/week.

4.13 As the application is in outline, the exact level of parking to be provided within the site will be subject to agreement at any Reserve Matters Application(s), however it is the intention that the Proposed Development will adhere to these standards, or any other standards which are in operation at the time of any subsequent applications.

Active Travel Strategy

Prioritising Walking and Cycling

4.14 While illustrative, the masterplan will provide a strong foundation for pedestrian and cycle movement and connectivity within the Proposed Development, placing people and not vehicles at the top of the movement hierarchy. Active travel modes will be promoted for staff and visitors in accordance with both HCC and EBC policy.

4.15 All routes will be well lit, hard surfaced and well-drained so that they are useable at all times and seasons.

4.16 Cycle parking will be of high quality, secure and convenient. It will cater for a range of journey purposes and types of cycles, including for larger and adapted cycles. The provision of cycle parking will be in line with policy requirements at the time of the planning application. Showers, lockers and changing facilities will be provided to a high standard to encourage take up.

Cycle Parking Provision

4.17 The EBC cycle parking standards are provided below in **Table 4-2**, as set out in the EBC Parking Standards Supplementary Planning Document – Draft for Consultation (July 2023).

Table 4-2: EBC Cycle Parking Standards

Land Use	Short Stay	Long-stay
E High-tech/light industrial	1 space per 500 sqm	1 space per 8 staff
B2 General Industrial	1 space per 500 sqm	1 space per 8 staff
B8 Warehouse	1 space per 600 sqm	1 space per 10 staff
B8 Distribution Centres	1 space per 600 sqm	1 space per 10 staff

4.18 As with the car parking, due to the application being in outline, the exact level of parking to be provided within the Site will be subject to agreement at any Reserve Matters Application(s), however it is the intention that the Proposed Development will adhere to these standards, or any other standards which are in operation at the time of any subsequent applications.

Pedestrian and Cycle Improvements

4.19 A range of pedestrian and cycle improvements are being explored to ensure that the Proposed Development is well served by pedestrian and cycling facilities and sustainable access is promoted. These are likely to include the following:

- High quality segregated pedestrian and cycle facilities on the internal main industrial estate road, with dropped kerbs and tactile paving provided at key crossing points.
- Retention of the connection from Plot 1 beneath the railway line and through the HCC owned Site to the north, to connect with the private section of Chickenhall Lane. The Applicant is currently in dialogue with HCC regarding a potential access route through the

plot of HCC owned land north of the railway line, which would be safeguarded for pedestrians and cyclists.

- The HCC Site to the north of the railway line has recently been granted consent (November 2024) for a Material Recycling Facility Site (applicant AXIS, HCC planning application ref: CS/22/92463). However, discussions are currently ongoing between HCC and the Applicant to potentially safeguard a shared use pedestrian/ cycle route through the Site to connect with Chickenhall Lane.
- Provision of a pedestrian/ cycle link from the eastern side of the Masterplan to tie in with the Itchen Way footpath. The Transport Assessment will detail in full the current standard of the Itchen Way footpath and any wider improvements that could be undertaken to support development.
- Improvements along Mitchell Way to provide a segregated pedestrian and cycle route adjacent to the carriageway to ensure these users are separated from HGV traffic.
- Improvements to Wide Lane Bridge to provide enhanced facilities for active travel modes. Further discussions will be required in relation to funding commitments levels and implementation timescales.

Public Transport Strategy

- 4.20 The Applicant is committed to improving the pedestrian/ cycle route along Mitchell Way to the Airport Parkway bus stops (see above), and additionally provide a pedestrian/ connection under railway line to the north that can be used to access the bus stop on Bishopstoke Road.

Framework Travel Plan

- 4.21 An Outline Framework Travel Plan (FTP) will be submitted as part of the Planning Application and will be secured as part of the Section 106 Agreement.
- 4.22 The Travel Plan will include objectives, targets, a comprehensive list of measures to promote sustainable modes and active travel access to the Proposed Development, and a monitoring and review strategy.
- 4.23 It is envisaged that Unit/ Plot specific Travel Plans will then be required at Reserved Matters stage, for any Units exceeding the Travel Plan threshold requirement (thresholds to be agreed with EBC and HCC).

5 Trip Generation and Distribution

Introduction

- 5.1 This Chapter sets out the trip generation methodology to forecast number of trips that could be generated by the Proposed Development verses the theoretical original allowance included within the Solent Sub-Regional Transport Model (SRTM) which informed the EBC Local Plan.

Proposed Development SRTM Trip Generation

- 5.2 The SRTM Do Something 3 (DS3) EBC Local Plan scenario originally made an allowance for 30,000 sqm of B1 office for the Navigator Quarter Site. Therefore, a theoretical vehicle trip generation assessment has been undertaken to forecast how many trips the 30,000 sqm of office floorspace would have generated in the EBC Local Plan SRTM model.
- 5.3 As the exact trip rates that inform the SRTM DS3 assessment have not been provided to date a review has been undertaken of the Trip Rate Information Computer System (TRICS) v7.11.3 database to identify sites that would be applicable to office uses within a similar Business Park locational context.
- 5.4 The TRICS database was interrogated for the Land Use 02 – Employment, Business Park category to identify comparable sites that would have been applicable to the assumptions within the SRTM and based on the following criteria:
- Regions within England only, excluding Greater London;
 - Suburban and Edge of Town Areas;
 - Surveys undertaken after 01/01/2016;
 - Non COVID-19 period surveys;
 - Business Park sites comprising >90% office use;
 - Sites without very high-level of bus use;
 - Sites with outlying trip rates excluded.
- 5.5 Vehicle-only surveys were used as this provided a higher number of surveys to select from than sites with multi-modal surveys.
- 5.6 This resulted in the following sites being selected as detailed in **Table 5-1**. The full output reports are presented in **Appendix D**.

Table 5-1: Selected TRICs Business Park Office Sites

Reference	Address	Survey Date	Location	GFA sqm	Office Use
CA-02-B-04	Swanns Road, Cambridge	22/06/2023	Suburban Area	5,070	100%
DV-02-B-01	Manton Close, Exeter	05/07/2017	Edge of Town	1,500	100%
EX-02-B-01	Brunel Court, Severalls Industrial Park, Colchester	31/07/2017	Edge of Town	2,900	90%
GS-02-B-01	Barnett Way, Barnwood, Gloucester	13/07/2023	Edge of Town	3,485	100%
NF-02-B-03	Barton Way, Norwich	02/12/2022	Edge of Town	2,634	100%
NY-02-B-02	Oakney Wood Road, Selby	15/08/2023	Edge of Town	3,150	100%
PB-02-B-01	Lynch Wood, Peterborough	19/10/2016	Edge of Town	12,800	100%
TW-02-B-01	Joicey Road, Gateshead	18/10/2018	Suburban Area	3,712	100%
WM-02-B-03	Paradise Way, Coventry	24/10/2019	Edge of Town	13,000	100%

5.7 The weighted average vehicle trip rates for the above office sites are presented in **Table 5-2**.

Table 5-2: Business Park Office Use Trip Rates per 100 sqm GIA - Vehicle Trip Rates (Assumed SRTM)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	0.017	0.015	0.032	0.006	0.007	0.013	0.094	0.095	0.189
Cyclists	0.033	0.009	0.042	0.000	0.015	0.015	0.079	0.092	0.171
Cars	1.189	0.171	1.360	0.236	0.848	1.084	4.004	4.041	8.045
Motorcycle	0.000	0.000	0.000	0.000	0.002	0.002	0.008	0.008	0.016
OGV	0.009	0.009	0.018	0.000	0.002	0.002	0.052	0.053	0.105
LGV	0.052	0.039	0.091	0.009	0.017	0.026	0.389	0.380	0.769
Total Vehicles	1.267	0.234	1.501	0.251	0.876	1.127	4.547	4.577	9.124

5.8 The proposed vehicular trip generation for designated office use is presented in **Table 5-3**.

Table 5-3: Business Park Office Use Vehicular Trip Generation (Assumed SRTM)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	5	5	10	2	2	4	28	29	57
Cyclists	10	3	13	0	5	5	24	28	51
Cars	357	51	408	71	254	325	1201	1212	2414
Motorcycle	0	0	0	0	1	1	2	2	5
PSV	0	0	0	0	0	0	0	0	0
OGV	3	3	5	0	1	1	16	16	32
LGV	16	12	27	3	5	8	117	114	231
Total Vehicles	380	70	450	75	263	338	1364	1373	2737
Percentage HGVs	0.7%	3.8%	1.2%	0.0%	0.2%	0.2%	1.1%	1.1%	1.2%

Proposed Development Employment - Vehicle Trip Generation

Proposed Development Employment Trip Rates

- 5.9 The TRICS database was interrogated for the '02 - Employment' land use category and the following sub-land use categories to identify sites for each potential employment land use:
- TRICS Category B – 'Business Park' for the Proposed Development E(g)(ii) Research and development of products and processes and (iii) Industrial Processes land use.
 - TRICS Category D - 'Industrial Estate' for the Proposed Development B2 – General Industrial use.
 - TRICS Category F - 'Warehousing (Commercial)' for the Proposed B8 – Storage and Distribution use.
- 5.10 Sites were selected in England only, excluding Greater London and avoiding those surveyed during the COVID-19 period. Edge of town, out of town or suburban sites were used, with only one neighbourhood centre site used. Although the latter was classed as neighbourhood centre it was located in an edge of town location and therefore, deemed to be applicable.
- 5.11 Further details of the search criteria are provided in **Table 5.4** below. Sites with vehicle only surveys were used as these provided more sites to choose from than multi-modal survey sites. Sites with outlying trip rates were excluded and for the TRICS Business Park category sites that were predominantly Business Park office uses were excluded in favour of sites with research and development and light industrial uses.

Table 5-4: TRICs Survey Search Criteria

Land Use	Actual Floor Space Range	Date Range
Class E (g) (ii) R&D and (iii) Industrial Processes (TRICS - Business Park)	975 – 142,687 sqm	01/01/2015 – 12/09/2023
Class B2 General Industrial (TRICS - Industrial Estate)	15,000 – 167,416 sqm	01/01/2018 – 23/12/2023
Class B8 Storage and Distribution (TRICS Warehousing (Commercial))	10,000 – 105,335 sqm	01/01/2015 – 23/12/2023

- 5.12 **Table 5.5** summarises the sites that were selected for each land use class follow the application of the aforementioned search criteria. The full outputs are included in **Appendix D**.

Table 5-5: Selected TRICs Sites (Proposed Land Uses)

Land Use	Reference	Address	Survey Date	Location	GFA sqm
Class E (g) (ii) R&D and (iii) Industrial Processes (TRICS - Business Park)	CA-02-B-03	Science Park, Milton Road, Cambridge	06/10/2017	Edge of Town	142687
	EC-02-B-01	Business Park, Winterton Way, Macclesfield	19/09/2016	Edge of Town	2395
	EX-02-B-02	Wyncolls Road, Severalls Industrial Pk, Colchester, CO4 9HT	31/07/2018	Edge of Town	4083
	LN-02-B-02	Business Park, Cardinal Close, Lincoln	18/05/2018	Edge of Town	5000
	ST-02-B-04	Stone Road, Stafford, ST16 1GZ	22/11/2017	Edge of Town	20760
	WK-02-B-01	Gallows Hill, Warwick, Cv34 6UW	30/11/2019	Edge of Town	56520
Class B2 General Industrial (TRICS - Industrial Estate)	GM-02-D-09	Saint Helen's Road, Leigh	29/04/2022	Neighbourhood Centre	57600
	TW-02-D-10	Eleventh Avenue, Team Valley, Gateshead, NE11 0JY	13/07/2022	Edge Town	21500
	WK-02-D-03	Eastboro Way, Nuneaton, CV11 6GY	30/11/2019	Edge Town	20860
	WK-02-D-04	Abeles Way, Atherstone, Warwickshire, CV9 2QX	30/11/2019	Edge Town	17500
	WO-02-D-03	Millenium Way, Evesham, WR11 1GR	27/11/2018	Edge Town	84575
Class B8 Storage and Distribution (TRICS Warehousing (Commercial))	BD-02-F-01	Distribution Company, Staithgate Lane, Bradford Newhall	14/03/2019	Edge of Town	10446
	DV-02-F-03	LIDL Distribution, ChillPark Brake, Clyst, Honiton, EX5 2DU	22/11/2021	Out of Town	49081
	GS-02-F-01	Logistics Warehouse, Golf Club Lane, Near Gloucester, Brockworth	03/05/2023	Edge of Town	24500
	HC-02-F-02	Logistics, Rutherford Road, Basingstoke	16/06/2016	Suburban Area	13200
	MW-02-F-02	Commercial Warehousing, Mills Road, Aylesford, Quarry Wood	22/09/2017	Edge of Town	11200
	NN-02-F-01	Warehousing & Distribution, Halley Road, Corbey	19/10/2023	Edge of Town	18790

5.13 The trip rates from these sites/ land uses are presented in **Table 5-6**, **Table 5-7** and **Table 5-8**.

5.14

Table 5-6: Proposed Class E (g) (ii) R&D and (iii) Industrial Processes (TRICS - Business Park) Vehicle Trip Rates per 100 sqm GIA

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	0.011	0.009	0.020	0.003	0.003	0.006	0.047	0.050	0.097
Cyclists	0.132	0.015	0.147	0.019	0.109	0.128	0.478	0.425	0.903
Cars	1.145	0.095	1.240	0.060	0.820	0.880	3.233	3.307	6.540
Motorcycle	0.004	0.001	0.005	0.001	0.007	0.008	0.024	0.018	0.042
PSV	0.004	0.004	0.008	0.003	0.004	0.007	0.026	0.027	0.053
OGV	0.003	0.003	0.006	0.000	0.001	0.001	0.040	0.039	0.079
LGV	0.028	0.018	0.046	0.005	0.014	0.019	0.229	0.232	0.461
Total Vehicles	1.195	0.130	1.325	0.072	0.849	0.921	3.599	3.673	7.272

Table 5-7: Class B2 General Industrial (TRICS - Industrial Estate) – Vehicle Trip Rates per 100 sqm GIA

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	0.005	0.004	0.009	0.003	0.003	0.006	0.031	0.032	0.063
Cyclists	0.007	0.000	0.007	0.005	0.010	0.015	0.044	0.042	0.086
Cars	0.409	0.084	0.493	0.096	0.439	0.535	2.468	2.401	4.869
Motorcycle	0.006	0.000	0.006	0.000	0.004	0.004	0.017	0.017	0.034
PSV	0.000	0.000	0.000	0.000	0.000	0.000	0.002	0.000	0.002
OGV	0.026	0.027	0.053	0.012	0.010	0.022	0.318	0.303	0.621
LGV	0.107	0.088	0.195	0.036	0.058	0.094	1.056	1.025	2.081
Total Vehicles	0.553	0.203	0.756	0.147	0.514	0.661	3.892	3.778	7.670

Table 5-8: Class B8 Storage and Distribution (TRICS Warehousing (Commercial)) – Vehicle Trip Rates per 100 sqm GIA

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	0.001	0.001	0.002	0.002	0.002	0.004	0.016	0.015	0.031
Cyclists	0.006	0.000	0.006	0.000	0.005	0.005	0.037	0.028	0.065
Cars	0.114	0.026	0.140	0.033	0.110	0.143	0.868	0.921	1.789
Motorcycle	0.001	0.000	0.001	0.000	0.003	0.003	0.021	0.017	0.038
OGV	0.036	0.058	0.094	0.060	0.023	0.083	0.556	0.553	1.109
LGV	0.029	0.022	0.051	0.008	0.012	0.020	0.201	0.205	0.406
Total Vehicles	0.181	0.107	0.288	0.103	0.150	0.253	1.662	1.711	3.373

Proposed Development Employment Use – Vehicle Trip Generation Assessment

Assessment Scenarios

- 5.15 At this stage the proportion of each Proposed Development land use is unknown and some flexibility will be included within the final Transport Assessment and associated planning submission.
- 5.16 It is envisaged that the Site will be developed predominantly for B2 – General Industrial and B8 - Warehousing uses, with some Class E (g) (ii) Research 7 Development and (iii) Industrial Processes land uses. By way of an initial assessment, to understand the variation in trips that could be generated by the development proposals, the following scenarios have been considered:
- **Scenario 1:** 100% B8 - Warehousing Use
 - **Scenario 2:** 100% B2 - General Industrial Use
 - **Scenario 3:** 50% B2 - General Industrial Use + 50% B8 - Warehousing Use
 - **Scenario 4:** 10% Class E (g) (ii) R&D and (iii) Industrial Processes + 15% B2 - General Industrial Use + 75% B8 - Warehousing Use.
- 5.17 The net change in vehicle trips compared to the theoretical trips generated by the Proposed Development in the SRTM Model, is also presented for each scenario. It is of note that this does not include for any trip budget associated with the allocation site E9 as it is unclear as to what allowance was made within the SRTM model.

Scenario 1 - 100% B8 - Warehousing Use

- 5.18 The vehicle trip generation associated with 100% B8 use is set out in **Table 5-9**. This demonstrates that the Proposed Development on its own would generate 265 two-way total vehicles in the AM peak and 233 two-way total vehicles in the PM peak.

Table 5-9: Scenario 1: Proposed Development – 100% B8 – Warehousing Use - Vehicle Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	1	1	2	2	2	4	15	14	29
Cyclists	6	0	6	0	5	5	34	26	60
Cars	105	24	129	30	101	132	799	847	1646
Motorcycle	1	0	1	0	3	3	19	16	35
PSV	0	0	0	0	0	0	0	0	0
OGV	33	53	86	55	21	76	512	509	1020
LGV	27	20	47	7	11	18	185	189	374
Total Vehicles	167	98	265	95	138	233	1529	1574	3103
% HGVs	19.9%	54.2%	32.6%	58.3%	15.3%	32.8%	33.5%	32.3%	32.9%

- 5.19 **Table 5-10** compares the net change in trips for the Scenario 1 Proposed Development against the theoretical SRTM vehicle trip generation. This demonstrates that Scenario 1 (100% B8 Warehousing use) would generate 185 fewer two-way vehicle movements in the AM peak and 125 fewer two-way vehicle movements in the PM peak compared to the theoretical SRTM

trips. This would be mainly as a result of significant reduction in car trips, however Other Goods Vehicle (OGV) and Light Goods Vehicle (LGV) trips would increase.

Table 5-10: Scenario 1: Proposed Development - 100% B8 – Warehousing Use vs SRTM Net Change in Vehicle Trips

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	-4	-4	-8	0	0	0	-13	-15	-28
Cyclists	-4	-3	-7	0	0	0	10	-2	9
Cars	-252	-27	-279	-40	-153	-194	-403	-365	-768
Motorcycle	1	0	1	0	2	2	17	13	30
PSV	0	0	0	0	0	0	0	0	0
OGV	30	51	81	55	21	76	496	493	989
LGV	11	9	20	5	6	11	68	75	143
Total Vehicles	-214	28	-185	19	-125	-105	165	201	366

Scenario 2 – 100% B2 – General Industrial Use

- 5.20 The vehicle trip generation associated with 100% B2 use is set out below. This demonstrates that the Proposed Development on its own would generate 696 two-way total vehicles in the AM peak and 608 two-way total vehicles in the PM peak.

Table 5-11: Scenario 2: Proposed Development – 100% B2 – General Industrial Use - Vehicle Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	5	4	8	3	3	6	29	29	58
Cyclists	6	0	6	5	9	14	40	39	79
Cars	376	77	454	88	404	492	2271	2209	4479
Motorcycle	6	0	6	0	4	4	16	16	31
PSV	0	0	0	0	0	0	2	0	2
OGV	24	25	49	11	9	20	293	279	571
LGV	98	81	179	33	53	86	972	943	1915
Total Vehicles	509	187	696	135	473	608	3581	3476	7056
Percentage HGVs	4.7%	13.3%	7.0%	8.2%	1.9%	3.3%	8.2%	8.0%	8.1%

- 5.21 **Table 5-12** compares the net change in trips for the Scenario 2 Proposed Development against the theoretical SRTM vehicle trip generation. This demonstrates that Scenario 2 (100% B2 General Industrial use) would generate 245 more two-way vehicle movements in the AM peak and 270 more two-way vehicle movements in the PM peak compared to the theoretical SRTM vehicle trips. Scenario 2 would also generate 4,319 more vehicle trips daily than the theoretical SRTM scenario.

Table 5-12: Scenario 2: Proposed Development - 100% B2 – General Industrial Use vs SRTM Net Change in Vehicle Trips

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	-1	-1	-1	1	1	2	0	1	1
Cyclists	-3	-3	-6	5	5	9	17	11	28
Cars	20	26	46	18	149	167	1069	997	2066
Motorcycle	6	0	6	0	3	3	13	13	26
PSV	0	0	0	0	0	0	2	0	2
OGV	21	22	43	11	9	20	277	263	540
LGV	83	69	152	30	48	79	855	829	1684
Total Vehicles	129	117	245	60	210	270	2217	2103	4319

Scenario 3: 50% B2 - General Industrial Use + 50% B8 - Warehousing Use

5.22 The vehicle trip generation associated with 50% B2 use is set out in **Table 5-13**.

Table 5-13: Scenario 3: Proposed Development – 50% B2 – General Industrial Use Vehicle Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	2	2	4	1	1	3	14	15	29
Cyclists	3	0	3	2	5	7	20	19	40
Cars	188	39	227	44	202	246	1135	1104	2240
Motorcycle	3	0	3	0	2	2	8	8	16
PSV	0	0	0	0	0	0	1	0	1
OGV	12	12	24	6	5	10	146	139	286
LGV	49	40	90	17	27	43	486	472	957
Total Vehicles	254	93	348	68	236	304	1790	1738	3528
Percentage HGVs	4.7%	13.3%	7.0%	8.2%	1.9%	3.3%	8.2%	8.0%	8.1%

5.23 The vehicle trip generation associated with 50% B8 use is set out in **Table 5-14**.

Table 5-14: Scenario 3: Proposed Development – 50% B8 Warehousing Use - Vehicle Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	0	0	1	1	1	2	7	7	14
Cyclists	3	0	3	0	2	2	17	13	30
Cars	52	12	64	15	51	66	399	424	823
Motorcycle	0	0	0	0	1	1	10	8	17
OGV	17	27	43	28	11	38	256	254	510
LGV	13	10	23	4	6	9	92	94	187
Total Vehicles	83	49	132	47	69	116	765	787	1552
Percentage HGVs	19.9%	54.2%	32.6%	58.3%	15.3%	32.8%	33.5%	32.3%	32.9%

- 5.24 **Table 5-15** presents the total vehicle trip generation for Scenario 3: 50% B2 - General Industrial and 50% B8 - Warehousing uses combined. This scenario would generate 480 two-way vehicle movements in the AM peak, 420 two-way vehicle movements in the PM peak and 5,080 two-way vehicle movements daily.

Table 5-15: Scenario 3: 50% B2 - General Industrial Use + 50% B8 - Warehousing Use - Vehicle Trip Generation (Total)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	3	2	5	2	2	5	22	22	43
Cyclists	6	0	6	2	7	9	37	32	69
Cars	241	51	291	59	253	312	1535	1528	3063
Motorcycle	3	0	3	0	3	3	17	16	33
PSV	0	0	0	0	0	0	1	0	1
OGV	29	39	68	33	15	48	402	394	796
LGV	63	51	113	20	32	52	578	566	1144
Total Vehicles	338	143	480	115	305	420	2555	2525	5080
Percentage HGVs	8.4%	27.4%	14.1%	28.8%	5.0%	11.5%	15.8%	15.6%	15.7%

- 5.25 **Table 5-16** compares the net change in trips for the Scenario 3 Proposed Development against the theoretical SRTM vehicle trip generation. This demonstrates that Scenario 3 (50% B2 General Industrial use and 50% Warehousing Use) would generate 30 more two-way vehicle movements in the AM peak and 82 more two-way vehicle movements in the PM peak compared to the theoretical SRTM vehicle trips. Scenario 3 would also generate 2,343 more vehicle trips daily than the theoretical SRTM scenario.

Table 5-16: Scenario 3: Proposed Development - 50% B2 – General Industrial Use + 50% B8 Warehousing Use vs SRTM Net Change in Vehicle Trips

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	-2	-2	-5	1	0	1	-7	-7	-13
Cyclists	-4	-3	-7	2	2	5	14	5	18
Cars	-116	-1	-117	-11	-2	-13	333	316	649
Motorcycle	3	0	3	0	3	3	15	13	28
PSV	0	0	0	0	0	0	1	0	1
OGV	26	36	62	33	15	48	386	378	764
LGV	47	39	86	18	27	45	462	452	913
Total Vehicles	-42	72	30	40	43	82	1191	1152	2343

Scenario 4: Proposed Development 10% Class E (g) (ii) R&D and (iii) Industrial Processes + 15% + B2 - General Industrial Use + 75% B8 - Warehousing Use.

5.26 Scenario 4 assesses 10% E(g)(ii) and (iii), 15% B2 use and 75% B8 use. The vehicle trip generation breakdown per land use category is presented in the following tables:

- **Table 5.17** - 10% Class E (g) (ii) R&D and (iii) Industrial Processes Use;
- **Table 5.18** - 15% B2 – General Industrial Use; and,
- **Table 5.19** - 75% B8 – Warehousing Use.

Table 5-17: Scenario 4: Proposed Development - 10% Class E (g) (ii) R&D and (iii) Industrial Processes Use – Vehicle Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	1	1	2	0	0	1	4	5	9
Cyclists	12	1	14	2	10	12	44	39	83
Cars	105	9	114	6	75	81	297	304	602
Motorcycle	0	0	0	0	1	1	2	2	4
PSV	0	0	1	0	0	1	2	2	5
OGV	0	0	1	0	0	0	4	4	7
LGV	3	2	4	0	1	2	21	21	42
Total Vehicles	110	12	122	7	78	85	331	338	669
Percentage HGVs	0.6%	5.4%	1.1%	4.2%	0.6%	0.9%	1.8%	1.8%	1.8%

Table 5-18: Scenario 4: Proposed Development – 15% B2 – General Industrial Use Vehicle Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	1	1	1	0	0	1	4	4	9
Cyclists	1	0	1	1	1	2	6	6	12
Cars	56	12	68	13	61	74	341	331	672
Motorcycle	1	0	1	0	1	1	2	2	5
PSV	0	0	0	0	0	0	0	0	0
OGV	4	4	7	2	1	3	44	42	86
LGV	15	12	27	5	8	13	146	141	287
Total Vehicles	76	28	104	20	71	91	537	521	1058
Percentage HGVs	4.7%	13.3%	7.0%	8.2%	1.9%	3.3%	8.2%	8.0%	8.1%

Table 5-19: Scenario 4: Proposed Development – 75% B8 – Warehousing Use - Vehicle Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	1	1	1	1	1	3	11	10	21
Cyclists	4	0	4	0	3	3	26	19	45
Cars	79	18	97	23	76	99	599	635	1234
Motorcycle	1	0	1	0	2	2	14	12	26
OGV	25	40	65	41	16	57	384	382	765
LGV	20	15	35	6	8	14	139	141	280
Total Vehicles	125	74	199	71	104	175	1147	1181	2327
Percentage HGVs	19.9%	54.2%	32.6%	58.3%	15.3%	32.8%	33.5%	32.3%	32.9%

5.27 **Table 5-20** presents the total vehicle trip generation for the Scenario 4: 10% Class E (g) (ii) R&D and (iii) Industrial Processes Use + 15% B2 - General Industrial and 72% B8 - Warehousing uses combined. This scenario would generate 425 two-way vehicle movements in the AM peak, 351 two-way vehicle movements in the PM peak and 4,055 two-way vehicle movements daily.

Table 5-20: Scenario 4: Proposed Development 10% Class E (g) (ii) R&D and (iii) Industrial Processes + 15% + B2 - General Industrial Use + 75% B8 - Warehousing Use – Vehicle Trip Generation (Total)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	2	2	4	2	2	4	20	19	39
Cyclists	17	1	19	2	15	17	76	64	140
Cars	240	38	279	42	212	253	1237	1271	2508
Motorcycle	2	0	2	0	3	3	19	16	35
PSV	0	0	1	0	0	1	3	2	5
OGV	29	44	73	43	17	60	431	427	858
LGV	37	29	66	11	18	29	305	304	610
Total Vehicles	311	114	425	98	253	351	2015	2040	4055
Percentage HGVs	9.3%	39.0%	17.3%	44.2%	7.0%	17.4%	21.5%	21.1%	21.3%

5.28 **Table 5-21** compares the net change in trips for the Scenario 4 Proposed Development against the theoretical SRTM vehicle trip generation. This demonstrates that Scenario 4 (10% Class E (g) (ii) R&D and (iii) Industrial Processes + 15% + B2 - General Industrial Use + 75% B8 - Warehousing Use) would generate 25 fewer two-way vehicle movements in the AM peak and 12 more two-way vehicle movements in the PM peak compared to the theoretical SRTM vehicle trips. Within both periods there would be significant reduction in car trips but LGV trips and OGV trips would both increase.

5.29 Scenario 4 would also generate 1,318 more vehicle trips daily than the theoretical SRTM scenario.

Table 5-21: Scenario 4: Proposed Development 10% Class E (g) (ii) R&D and (iii) Industrial Processes + 15% + B2 - General Industrial Use + 75% B8 - Warehousing Use vs SRTM Net Change in Vehicle Trips

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	-3	-2	-5	0	0	0	-9	-9	-18
Cyclists	7	-1	6	2	10	13	52	37	88
Cars	-116	-13	-129	-29	-42	-72	36	59	95
Motorcycle	2	0	2	0	3	3	17	13	30
PSV	0	0	1	0	0	1	3	2	5
OGV	26	41	67	43	17	60	416	411	827
LGV	22	17	39	8	12	21	189	190	379
Total Vehicles	-69	44	-25	23	-10	12	651	667	1,318

5.30 It should be noted that these assessments are considered a worse case, for the following reasons:

- The comparison of trip generation is based on a comparison against allocated site policy E7, as it has not been possible to identify the trip budget previously identified in the SRTM modelling.
- No allowance has been made for movements directly between the airport and the buildings within the Freeport site, which would be limited to Mitchell Way, and would not access the wider network.
- It has initially been assumed that all of the units within the masterplan would be for the uses outlined in the application and that these would be accessed from Mitchell Way. However, there is an opportunity for the buildings directly adjacent to the airfield to be utilised by the Airport, for Airside related uses, i.e. hangars. If such a strategy were implemented, these buildings would effectively be non-traffic-generating and accessed from the airport side.

Mezzanine Level Trips

- 5.31 Depending on the scale and height of buildings some buildings may include mezzanine level development.
- 5.32 Mezzanines are typically introduced to enhance access to existing high-level storage areas, or to house automated operations. In each case, these functions do not result in a pro-rata increase in staff numbers compared to conventional floor space. The former, because, in the absence of mezzanine levels, high level storage is typically used to access the warehouse space. The latter, because automated (robotic) operations are less staff intensive.
- 5.33 The Homes and Communities Agency's (HCA) employment density guide bases employment densities for B8 uses on Gross External Area (GEA). GEA is not influenced by mezzanine floor space and therefore will not change a unit's staff numbers. This supports the approach above – that mezzanine levels do not result in a pro-rata increase in staff.
- 5.34 Importantly, HGV trip generation is typically associated with the number of loading bays, which are located on the ground floor and hence do not increase when mezzanine levels are introduced. Therefore, whilst the mezzanine levels may include automated operations which

could improve efficiency and HGV throughput, there would not be a pro-rata increase in HGV numbers as these would be restricted by the number of loading bays.

- 5.35 As a consequence of the above, it is concluded that mezzanine floor space does not generate trips on a pro-rata basis as conventional floor space does.
- 5.36 The consented Symmetry Park development, Swindon (ref. S/19/1898) and the Plot 12 East Midlands Gateway Development (ref. 20/00718/FULM) assumed that only 35% - 50% of the mezzanine floor space would generate trips. These factors recognise that the mezzanine floor space could generate additional employee and HGV trips, but that these would not be at pro-rata levels compared to conventional floor space.
- 5.37 This approach was accepted by the respective local authorities. It is therefore proposed that a similar approach is adopted for the B2 and B8 uses of the Site.

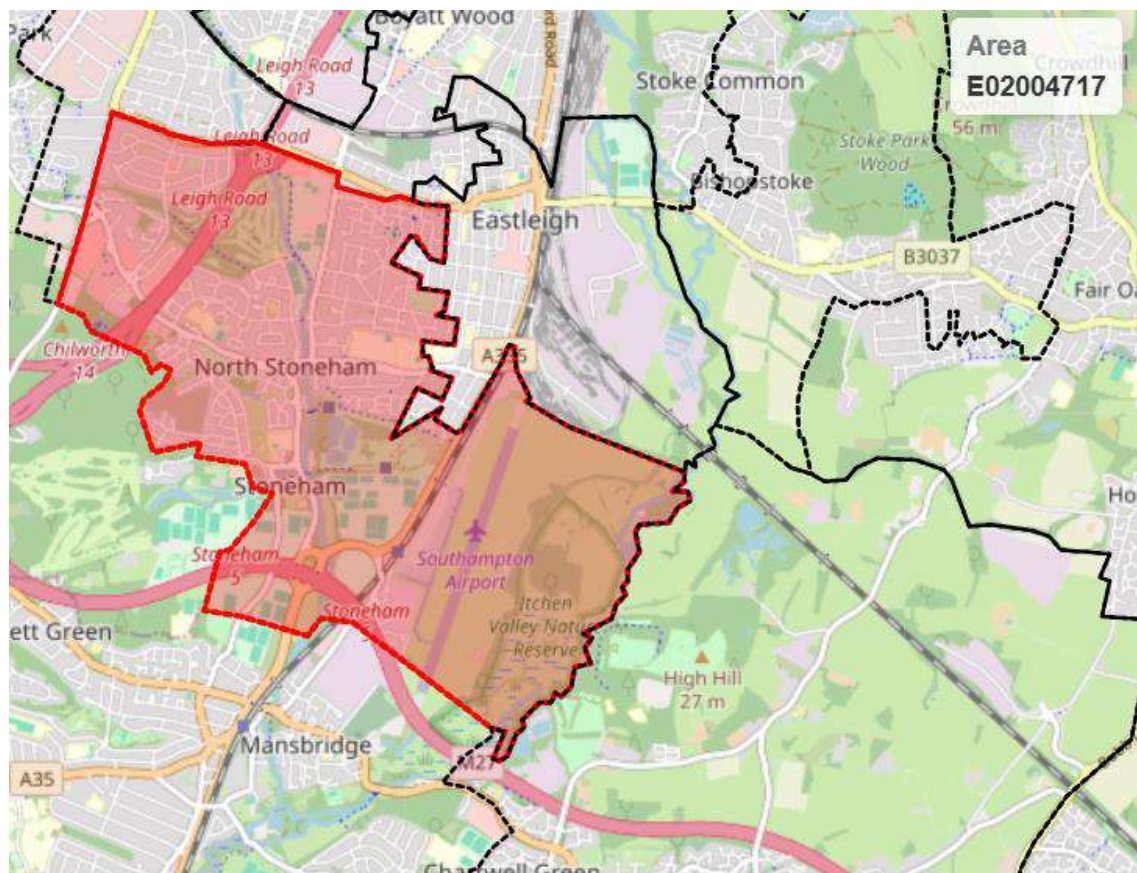
Trip Distribution

- 5.38 The vehicular trip distribution associated with the Proposed Development has been analysed as the first step towards determining the Site's impact on the local highway network.

Employee Trips

- 5.39 2011 Census dataset WU03EW, 'Location of Usual Residence and Place of Work by Method of Travel to Work', has been used to ascertain the distribution of trips associated with the employees of the B2, B8 and E(g)(ii) and E(g)(iii) land uses. The data for trips across England to MSOA E02004717 (Eastleigh 006), where the Site is located, has been obtained. Eastleigh 006 is presented in **Figure 5-1**.

Figure 5-1: MSOA E02004717 (Eastleigh 006)



- 5.40 Data for car/ van driver and car/ van passenger modes were used for the assessment and any origins with equal to or more than 50 recorded trips were included in the assessment.
- 5.41 Google Maps was used to find the quickest route from the origin to the Site, and to assign the trips to the highway network. Trips were set to arrive on Site at 9 am on Monday 2nd December 2024, to account for congestion and delay during a peak hour.
- 5.42 From many of the origins, alternative routes using the SRN (primarily the M27 and M3) were available. Where an alternative route is possible that adds 5 minutes or less to the total journey time, it is assumed that 50% of trips will use the quickest route and 50% will use the alternative SRN route. This has been reflected in the distribution summarised in **Table 5-22**.

Table 5-22: Employee Trip Distribution

Route	Proportion of Total Car/ Van Driver and Car/ Van Passenger Trips
M27 East	12%
M27 West	18%
Stoneham Lane (north of Stoneham Interchange)	21%
Wide Lane (north of Southampton Airport Parkway)	14%
A27 Bassett Green Road (west of Stoneham Way)	1%
A27 Mansbridge Road (east of Wide Lane)	18%
Stoneham Way (south of A27)	12%
Wessex Lane	4%

- 5.43 The above indicates that 30% of employees would use the SRN to access the Site.

Heavy Goods Vehicles

- 5.1 HGVs will make up the majority of vehicle trips associated with the Proposed B2 and B8 elements of the Site. As part of the Transport Assessment, HGV routing will be prescribed and measures will be discussed to ensure deliveries adhere to the routing. These trips will be routed to/ from the SRN.
- 5.2 The most direct route from the Site to the SRN is via M27 Junction. Given the nature of a Freeport, it is expected that many of the HGV trips will be to/ from key locations on the south coast, including Portsmouth and Southampton.
- 5.3 The proportion of HGV to/ from the Site is presented in **Table 5-23**.

Table 5-23: HGV/ LGV Trip Distribution

Junction	Proportion of HGV
M27 East	40%
M27 West	60%

Multi-modal Trips

- 5.4 Multi-modal trip rates will be generated once agreement is reached on the vehicular rates identified. A multi-modal rate will be developed based on Journey to Work census data and multi-modal trip rates.

- 5.5 A sensitivity test will be undertaken to consider how modal shift may impact the number of car trips generated by the site, with a shift towards active travel and public transport in line with HCC aspirations. For example, the Propensity to Cycle tool¹, identifies the current cycle mode share for Eastleigh 006 to be 4% (2011 census), however the Government Target figure is identified as 8%, while the Ebikes percentage is some 29%.

Delivery and Servicing Trip Generation

- 5.6 The Proposed Development will implement consolidation and management controls to minimise the number of delivery and servicing trips to the Site, in particular through the core of the Site. Delivery and servicing vehicle trips are already incorporated within the vehicular trip rates presented above. The delivery and servicing strategy will be included within the Transport Assessment.

Construction Trip Generation

- 5.7 The Transport Assessment will also include a section on construction including the outline construction programme, indicative forecasts of the likely construction trips and high-level potential construction management measures.
- 5.8 It is however anticipated that the majority of construction trips would access the site via the SRN.

Agreement on Assessment Scenarios

- 5.9 Confirmation is sought from HCC that the trip rates and trip distribution identified above are acceptable in terms of progressing the highways impact and modelling assessments detailed in **Chapter 6**.

¹ The Propensity to cycle tool is a tool funded by DfT and can be used to estimate the level of cycling that can be achieved at a geographic level such as Census Middle Layer Super Output Area (MSOA)

6 Highways Assessment

Overview

- 6.1 The previous Chapter forecasted the Proposed Development vehicle trip generation for a range of scenarios and compared these to the theoretical trip generation ceiling for the Proposed Development within the EBC Local Plan SRTM DS3 model.
- 6.2 However, during the initial transport pre-app meeting with HCC, the Transport Officers advised that they may not support the use of the SRTM transport model and would favour more traditional stand-alone junction capacity assessment modelling.

Junction Modelling Study Area

- 6.3 It is therefore, proposed to undertake stand-alone junction capacity modelling assessments of the following junctions:
- Spitfire roundabout;
 - A335/ A335 Wide Lane/ Wide Lane Bridge roundabout;
 - Wide Lane/ Mansbridge Road roundabout;
 - M27 J5 Stoneham Interchange (A335 arm only) signalised junction; and,
 - A335 Wide Lane/ Southampton Airport Parkway signalised junction.
- 6.4 Junctions software will be used for the roundabout junctions with LinSig used for the signalised junctions.

Highways Impact Assessment Scenarios

- 6.5 It is proposed to undertake the junction capacity assessments for the following weekday AM (08:00 – 09:00) and PM (17:00 – 18:00) peak scenarios:
- 2024 Existing Baseline - Informed by the June 2023 baseline traffic counts with TEMPro growth factors applied.
 - 2026 Future Baseline - TEMPro growth factors will be applied to factor up the 2024 existing Baseline flows to 2026 levels (the opening year of the proposed development).
 - 2026 Future Baseline + Proposed Development – The Proposed Development trips will be added to the 2026 Future Baseline flows.
 - 2036 Future Baseline traffic flows without the Proposed Development.
 - 2036 Future Baseline + Proposed Development - The Proposed Development trips will be added to the 2036 Future Baseline flows.
- 6.6 As detailed above it is initially proposed to use TEMPro growth factors to growth the 2023 survey data to the 2026 and 2036 Future Baseline traffic flows. These could potentially be benchmarked against SRTM DS3 flows if required (excluding the Navigator Quarter site).
- 6.7 TEMPro is an industry-standard tool used to obtain growth factors for traffic flows, based on housing and job projections. TEMPro (version 8.1) has been used to estimate future traffic growth for the key roads surrounding the Site.

- 6.8 It is assumed that an initial allowance is included within TEMPro for the Navigator Quarter Site and that this is based on the 30,000 sqm B1 office space that was assessed in the SRTM DS3 model.
- 6.9 To avoid double counting the Proposed Development it is proposed to remove any jobs associated with the Navigator Quarter site (SRTM DS3 zone) from the TEMPro job assumptions. This has been established by:
- Estimating the theoretical number of jobs connected with the Navigator Quarter Site (30,000 sqm B1 Office) in the SRTM DS3 model based on the Employment Density Guide², which suggests 1 employee equates to 13 sqm. This equates to 2,307 jobs.
 - Removing 2,307 jobs from the future job assumptions scenario within TEMPro.
- 6.10 Adjusted TEMPro growth factors (with the jobs removed) have then been obtained to factor up the 2023 baseline traffic to the 2026 and 2036 Future Baseline years. To ensure the growth factors reflect the nature of the local area, growth factors have been obtained for motorways, trunk roads, A-roads and minor roads, in urban areas.
- 6.11 **Table 6-1** presents the TEMPro growth factors for each road type using the standard job assumptions and the adjusted job assumptions (Navigator Quarter jobs removed) for an average weekday, in 2026 and 2036. It is proposed to use the adjusted factors in the assessment.

Table 6-1: TEMPro Growth Factors (2023 base year)

Future Year	Road Type	Standard Factors	Adjusted Factors
2026	Motorway	1.036255294	0.907576605
	Trunk	1.038115633	0.909205934
	A Road	1.035226618	0.906675667
	Minor	1.036625474	0.907900818
2036	Motorway	1.114828231	0.963477032
	Trunk	1.122171194	0.9698231
	A Road	1.117823268	0.966065457
	Minor	1.124150911	0.971534047

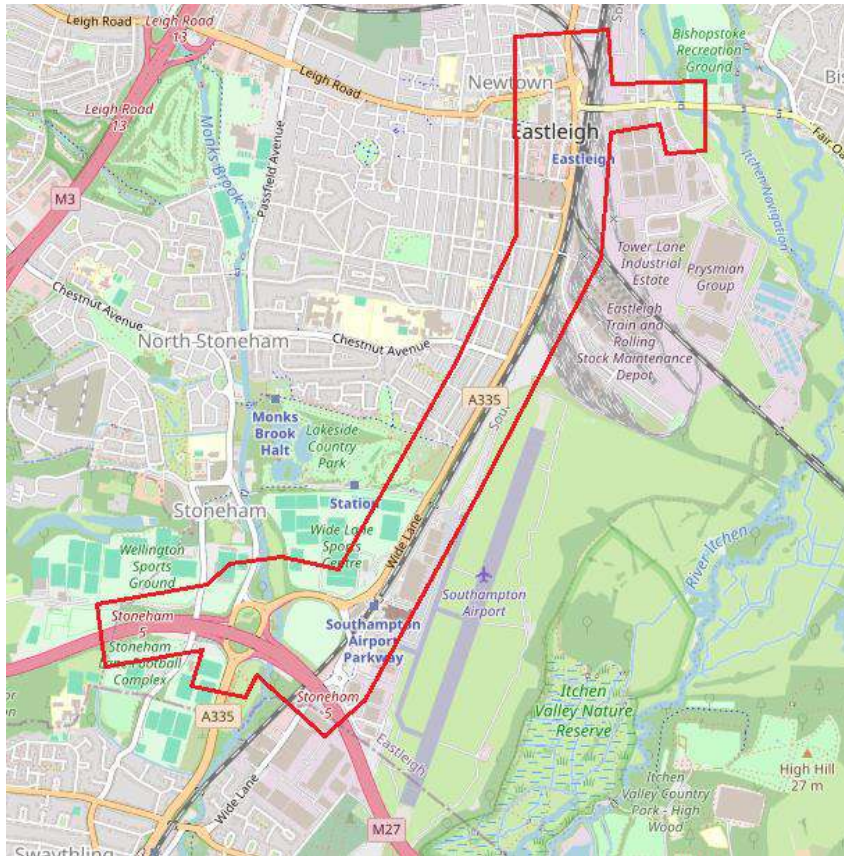
- 6.40 If an alternative methodology is required involving cumulative developments, the exact developments for inclusion will need to be agreed. Agreement is sought from HCC on which committed developments should be included. These flows will then be removed from the TEMPro growth factors.
- 6.41 Of the above scenarios that include Proposed Development trips - it is proposed to include one Proposed Development trip generation scenario, from those presented in **Chapter 5**.

² Employment Density Guide 3rd Edition, Homes & Communities Agency, 2015

Personal Injury Accident Analysis

- 6.42 Personal Injury Accident (PIA) data will be analysed for the latest 5 year period and the analysis will identify any key clusters within the study area. The proposed study area is outlined in **Figure 6-1** below.

Figure 6-1: Personal Injury Collision Study Area



Source: Open Street Map.

Agreement on Assessment Scenarios

- 6.43 Confirmation is sought from HCC on the future year scenarios, growth rates, and extent of the study area in respect to both the junction modelling and Personal Injury Accidents.

7 Summary and Next Steps

- 7.1 This Transport Scoping Report has been prepared by Steer on behalf of Blocwork (Eastleigh) LLP and Southampton International Airport Limited (SIAL) ('the Applicant') to scope the Transport Assessment methodology for the Proposed Southampton Navigator Quarter Development in Eastleigh.
- 7.2 We would welcome confirmation from HCC, EBC, SBC and NH on the proposed methodology set out in this Scoping Report including the following key aspects:
- Proposed planning submission deliverables.
 - Key design principles for internal main industrial estate road.
 - Proposed trip generation methodology and distribution.
 - Proposed junction modelling study area, methodology and assessment scenarios.
 - Proposed Development mitigation measures.
- 7.3 We would welcome confirmation on the above at the earliest opportunity to enable Steer to progress the required highways modelling assessments and finalise Transport Assessment that will be submitted alongside the planning application, which will be submitted by the end of February 2025.

Appendices

A Parameters Plan and Masterplans

B Public Highway Boundary

C Local PRow Network

D TRICS Outputs

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Navigator Quarter – TA Scoping Note – DRAFT

Navigator Quarter – TA Scoping Note

Date

02.12.2024

04.12.2024

Section		Text as relevant		NH observations and queries	
1 Introduction	Scoping Report Purpose and Planning Application Deliverables	1.10	<i>At this preliminary stage and given the buildings will be in Outline, it is not the intention to draft standalone Construction Management Plans, Waste or Delivery & Servicing Plans. The TA will provide an overarching 'statement of intent' within the report and it would be expected that these reports would be secured as a condition(s) of any planning permission.</i>	1	Given the scale of the development and its proximity to the SRN, National Highways will want to see potential construction traffic generation as soon as possible. National Highways therefore welcomes what is stated in paragraph 5.7 of the scoping note – namely, that '[t]he Transport Assessment will also include a section on construction including the outline construction programme, indicative forecasts of the likely construction trips and high-level potential construction management measures'.
	Site Planning Designations	1.14	<i>Policy E7 ...</i>	2	The proposed development appears to be 1.14 times by area and 0.82 times by floor area that 'allocated' by Policies E7 and E9 of the EBC Local Plan (adopted April 2022).
		1.16	<i>Policy E9 ...</i>		
2 Existing Site, Accessibility and Transport Conditions	Strategic Road Network	2.16	<i>The M27 and its junctions are managed by National Highways (NH). The M27 Junction 5 is 2.7km southwest of the Site and is the main link to the Strategic Road Network (SRN). All vehicles travelling between Southampton Airport and the M27 J5 need to use a route encompassing the Spitfire Roundabout and the A335 via the A335 Wide Lane roundabout.</i>	3	Potential SRN use could involve M27 J4 and J5 and M3 J12, J13 and J14. However, National Highways is satisfied with an assessment of the SRN focusing on M27 J5 alone.
		2.17	<i>The M27 heads in an east/west direction to access the south coast of England. The M27 links to the M3 close by (at J4 and J14 respectively) in order to access destinations north of the Site.</i>		
		2.18	<i>The M3 can also be accessed via the A335 (turning into Leigh Road) at J13, 3.5km northwest of the Site and via the A27 to the west of the Site.</i>		
	Existing Transport Mode Shares	2.42	<i>Private vehicle use is the predominant travel mode, however there is a relatively high rail percentage, while walking equates to 15% of trips.</i>	4	Irrespective of the census 2011 data, a 15% walk split would appear to be unlikely given the location of the site and future likely access provision.
	Junction Turning Count Summary	2.48	<i>In addition to the ATC counts, the following junction turning counts were undertaken from 07:00 – 10:00 and 16:00 – 19:00 on Thursday 29 June 2023:</i> • A335 Southampton Road/ A335 Wide Lane/ South Street; • A335 Wide Lane/ Southampton Airport Parkway; • A335/ A335 Wide Lane/ Wide Lane; • M27 J5 Stoneham Interchange (A335 arm only); • Spitfire Roundabout; • Wide Lane/ Mountpark; • Wide Lane/ Mansbridge Road roundabout; • Twyford Road/ Coles Close/ Bishopstoke Road/ A335 Station Hill/ A335 Romsey Road; and • A335 Station Hill/ Bishopstoke Road.	5	Potential SRN use could involve M27 J4 and J5 and M3 J12, J13 and J14. However, National Highways is satisfied with an assessment of the SRN focusing on M27 J5 alone.
4 Development Proposals and Transport Strategy	Vehicular Access	4.6	<i>Vehicles accessing the development would then travel along the entire length of Mitchell Way before joining the wider highways network at the Mitchell Way roundabout. It is envisaged that the majority of the HGV trips would access M27 Junction 5 and the SRN via the A335 Wide Lane Bridge and the A335.</i>	6	Is the 'A335 Wide Lane Bridge' simply the 'Wide Lane' road-over-rail bridge between Mitchell Way and the A335? c.f. paragraph 4.8.
5 Trip Generation and Distribution	Proposed Development Employment - Vehicle Trip Generation Proposed Development: Employment Trip Rates	5.13 and Tables 5-6, 5-7 and 5-8	Various.	7	The cyclist trip generation in Table 5-6, albeit based on similar sites in similar locations, is high. The nature of the road network and the severance and associated with the M27 and north-south rail line could erode the cyclist share (all of the TRICS sites are arguably more attractive to cycle use the development site).
				8	Use B8 accommodates potential parcel distribution activity. Parcel distribution rates should also be used to represent a potential B8 worst case trip generation.

Proposed Development Employment Use – Vehicle Trip Generation Assessment: Assessment Scenarios	5.16	It is envisaged that the Site will be developed predominantly for B2 – General Industrial and B8 - Warehousing uses, with some Class E (g) (ii) Research 7 Development and (iii) Industrial Processes land uses. By way of an initial assessment, to understand the variation in trips that could be generated by the development proposals, the following scenarios have been considered: • Scenario 1: 100% B8 – Warehousing Use • Scenario 2: 100% B2 – General Industrial Use • Scenario 3: 50% B2 – General Industrial Use + 50% B8 - Warehousing Use • Scenario 4: 10% Class E (g) (ii) R&D and (iii) Industrial Processes + 15% B2 – General Industrial Use + 75% B8 – Warehousing Use.	9	See 8 above.
	5.17 to 5.30 and Tables 5-9 to 5-21.	Various.	10	The theoretical SRTM vehicle trip generation is exactly that – theoretical (c.f. paragraph 5.30). The trip generation comparisons in Tables 5-10, 5-12, 5-16 and 5-21 are therefore speculative until the actual trip generation assumed in SRTM is confirmed.
	5.30	It should be noted that these assessments are considered a worse case, for the following reasons: • The comparison of trip generation is based on a comparison against allocated site policy E7, as it has not been possible to identify the trip budget previously identified in the SRTM modelling. • No allowance has been made for movements directly between the airport and the buildings within the Freeport site, which would be limited to Mitchell Way, and would not access the wider network. • It has initially been assumed that all of the units within the masterplan would be for the uses outlined in the application and that these would be accessed from Mitchell Way. However, there is an opportunity for the buildings directly adjacent to the airfield to be utilised by the Airport, for Airside related uses, i.e. hangars. If such a strategy were implemented, these buildings would effectively be non-traffic-generating and accessed from the airport side.	11	Second and third bullets noted.
			12	See 8 above.
	Mezzanine Level Trips	5.34	13	HGV trip generation is not typically associated with the number of loading bays available – it is the other way around (i.e. the number of HGV loading bays required is a function of the HGV trip generation). The number of HGV loading bays available does determine HGV bay capacity (which is a different matter).
		5.35		
		5.36	14	What exactly does Steer propose for the proposed development?
		5.37		
Trip Distribution	5.43	The above indicates that 30% of employees would use the SRN to access the Site.	15	National Highways is satisfied with an assessment of the SRN focusing on M27 J5 alone and SRN origins and destinations simply categorized as 'M27 east' and 'M27 west'.
	after 5.43		16	The paragraph numbering after paragraph 5.43 needs correcting.
	5.1	Heavy Goods Vehicles HGVs will make up the majority of vehicle trips associated with the Proposed B2 and B8 elements of the Site. As part of the Transport Assessment, HGV routing will be prescribed and measures will be discussed to ensure deliveries adhere to the routing. These trips will be routed to/ from the SRN.	17	See 15 above.
	5.2	The most direct route from the Site to the SRN is via M27 Junction. Given the nature of a Freeport, it is expected that many of the HGV trips will be to/ from key locations on the south coast, including Portsmouth and Southampton.		
	5.3	The proportion of HGV to/ from the Site is presented in Table 5-23.		

		NA		18	What about LGV trip distributions in the case of B2 and B8 uses? LGV distributions deserve distinct treatment (i.e. employee trip distributions cannot be assumed in the case of LGVs).
		5.9	<i>Agreement on Assessment Scenarios</i> <i>Confirmation is sought from HCC that the trip rates and trip distribution identified above are acceptable in terms of progressing the highways impact and modelling assessments detailed in Chapter 6.</i>	19	See 8 above.
6 Highways Assessment	Junction Modelling Study Area	6.3	<i>It is therefore, proposed to undertake stand-alone junction capacity modelling assessments of the following junctions:</i> <i>• Spitfire Roundabout;</i> <i>• A335/ A335 Wide Lane/ Wide Lane Bridge roundabout;</i> <i>• Wide Lane/ Mansbridge Road roundabout;</i> <i>• M27 J5 Stoneham Interchange (A335 arm only) signalised junction; and,</i> <i>• A335 Wide Lane/ Southampton Airport Parkway signalised junction.</i>	20	Our estimates suggest that the proposed trip generation scenarios result in anything between 240 and 490pcus in the AM peak hour and between 210 and 410pcus in the PM peak hour travelling through M27 J5. Between 110 and 230pcus in the AM peak hour and between 100 and 190pcus in the PM peak hour travel from/to the M27 itself (east and west). The use of parcel distribution rates and distributions in the case of use B8 is likely to result in higher flows through M27 J5 (see 8 above). National Highways will therefore require the full assessment of M27 J5 as well as a review of the off and off slips in both directions to confirm that the additional traffic generated by the proposed development will not create or aggravate safety issues on the off and on slips.
	Highways Impact Assessment Scenarios	6.6	<i>As detailed above it is initially proposed to use TEMPro growth factors to growth the 2023 survey data to the 2026 and 2036 Future Baseline traffic flows. These could potentially be benchmarked against SRTM DS3 flows if required (excluding the Navigator Quarter site).</i>	21	Benchmarking against SRTM DS3 flows (excluding the Navigator Quarter site) appears to be sensible. While National Highways would prefer such benchmarking, it will take HCC's lead on whether this is necessary and whether DS3 is the correct scenario.

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For the attention of Jon Williams

Dear Jon

Subject: Navigator Quarter, Pre-application

Introduction

This pre-application enquiry is supported by a pre-application scoping note reference 24733101 dated December 2024. The observations and remarks provided within this pre-application enquiry response are based on the information available at this stage and are therefore offered without prejudice to any future comments that may be made regarding this enquiry or any future applications that may come forward.

The application site under consideration is situated to the north of Southampton Airport within Eastleigh Borough Council. It is 32.05 hectares in size and comprises two plots of undeveloped agricultural land. The development forms part of the Solent Freeport scheme. The future planning application is currently proposed as:

“Hybrid Planning Application for the development of the site to provide employment floorspace of up to 92,000 sqm (GIA) within use Classes E (g) (ii & iii), B2 and B8 with ancillary offices and areas for service yards, car parking, landscape, ancillary buildings and associated activities, comprising a detailed application for the initial infrastructure works and new access road and outline application for the remaining development of employment floorspace, reserving all matters except the means of access.”

It is noted that pre-application discussions are also ongoing with Eastleigh Borough Council (EBC), Southampton City Council (SCC), and National Highways (NH); sharing of pre-application responses from all parties and joint meetings would be beneficial to ensure proposals are developed in a coordinated way.

It is also noted that standalone Construction Management, Waste and Delivery & Servicing Plans are intended to be conditioned and provided at a later date; this is an acceptable approach to the Local Highway Authority (LHA). It may also be necessary for an operational management plan to be provided, securing HGV routing.

The site lies upon land allocated for employment use in EBC's adopted Local Plan under policies E7 and E9. It is for the Local Planning Authority to consider and comment on accordance with the Local Plan policies. However, the quantum and land use differ significantly from that tested under the strategic Transport Assessment within the Local Plan. While the requirements under policies E7 and E9 should be considered, in terms of the assessment of highway impact, the LHA require a standalone assessment of the proposals based in first principles, rather than use of the Sub-Regional Transport Model (SRTM).

Also, Policy E9 includes the below:

c. are supported by transport assessments which confirm local network capacity and are consistent with the airport operators' agreed Airport Surface Access Strategy;

This is not mentioned in the scoping note and should be considered in any future Transport Assessment (TA).

Vehicular Access

A single vehicular access is proposed in the form of a new internal main estate road, via the existing Mitchell Way and then routing around the northern end of the runway between the two Airport perimeter fences. The majority of Mitchell Way (beyond a short section of public highway at the southern end) is privately owned and maintained by the Airport and is subject to a 20mph speed restriction.

An indicative alignment of the proposed internal main estate road has been provided within the Scoping Note. The plans provided within the Transport Scoping Report suggest that the internal site layout essentially begins on Mitchell Way, in the area to the north of HSBC House and the Southampton Post Office Sorting Centre, where the extent of highway ends and the private airport road begins. However, the plan is very high level, with no geometry, forward or junction visibility, vertical alignment, levels, street lighting, tracking, sustainable mode provision or Road Safety Audit provided. As such, the HA cannot provide meaningful comments on this arrangement until further details have been provided.

The scoping note states that it is currently envisaged (subject to ongoing feasibility studies) that the internal main estate road will comprise a 7.3m wide carriageway, a 0.5m buffer, and an adjacent segregated cycleway (3m in width) and footway (2m in width). While more detailed plans should be submitted, the envisaged road widths would appear suitable for vehicles and the footway and cycle track dimensions appear to meet the requirements of LTN1/20 and HCC TG10. It is proposed that the road will be designed to an adoptable standard, with a 20mph speed limit, although at a subsequent meeting, a 30mph design speed was suggested. Noting the absence of any details, the above appears broadly acceptable. The LHA understand

this road will remain private, therefore it is unlikely Traffic Regulation Orders would be made and the speed limit and any parking restricts would need to be privately enforced.

The Scoping Note also states that the future application will include improvements to the alignment to facilitate two-way HGV movements along the length of Mitchell Way. No plans have been provided. This will be a fundamental point as on-site observations suggest tracking of two-way HGV movements is not currently possible through the s-bend on Mitchell Way. The applicant should provide details of the proposed straightening mentioned in paragraph 4.7 of the scoping note; vehicle tracking will be particularly important and two-way vehicle tracking for a suite of vehicles inclusive of articulated lorries, emergency vehicles and refuse vehicles in accordance with TG2 is required as part of any future design/ TA.

Access for emergency vehicles should be considered given the proposed single access road is in a cutting and in close proximity to a runway. It is understood the intention is to provide emergency access from within the airport. The details of this should be provided, including how the internal layout (to be considered under future Reserved Matters applications) is secured to facilitate this. Evidence of consultation with and agreement from the emergency services should also be provided within any future TA.

Freight Movements

Freight movement is likely to be a key component of the development proposal. The most direct route to the SRN is via Wide Lane to M27 J5. This route is currently constrained for HGV traffic at the Wide Lane rail overbridge and is unsuitable in its current form to accommodate significant additional HGV traffic. The development should propose measures to enable two-way HGV traffic to pass on Wide Lane bridge. This will need to be considered alongside measures to provide high quality access for people on foot and bike as noted below. HCC has undertaken initial concept design of potential solutions for the Wide Lane bridge constraint, which has been made available to the developer.

The proposals as presented do not considered any rail freight interchange. Given the proximity to rail infrastructure, consideration of this would be beneficial in reducing HGV movements.

Sustainable Mode Access

HCC adopted the [LTP4](#) in February last year and this provides the overarching policy framework in which to consider transport in the wider Eastleigh area including access to the Navigator Quarter development site.

HCC is also preparing a transport strategy for the borough of Eastleigh as a companion document to the LTP4 that will show how the policies and principles established in the LTP4 can be applied successfully to deal with existing transport issues around the borough as well as those related to future development

proposals. It is expected that the strategy will be the subject of public consultation and subsequent adoption during 2025.

Any future TA supporting a planning application for development of Navigator Quarter should demonstrate how the site can deliver on the overarching policy framework of the LTP4 and with specific reference to the principle of giving people a choice of high-quality travel options and the policy to place climate change at the heart of decision making by reducing travel related carbon emissions.

The approach should identify the pattern of movement most likely to achieve these outcomes by considering first opportunities for home /remote working, followed by realistic opportunities for whole route people movement to and from the site on foot, e-bike (and other potentially legalised micromobility) or bike using direct, well designed and safe routes. Access via public transport with frequent, fast, high quality and reliable services, both by rail and bus and including passenger facilities and realistic onward interconnecting routes to the site also requires consideration. Residual movement of people not catered for by sustainable travel will need to be considered by car, but should promote measures such as lift share and pool cars to minimise the need for single occupancy travel to work.

Walking, cycling and wheeling

In general, Active Travel England provide some useful guidance with this Standing Advice Note: [Active Travel England Standing Advice Note: Active travel and sustainable development](#). This includes the below, which should be considered by the applicant when reviewing the sustainability of the site.

A mix of local amenities should be located within an 800m walking and wheeling distance (using well-designed routes) of all residential properties or staff entrances for workplace facilities. Trip lengths to key amenities should be derived from isochrone maps using an appropriate point within the application site, rather than straight-line distances from site boundaries or main access points.

Footpaths/ways to local amenities should conform to the National Design Guide standards of being safe, direct, convenient and accessible for people of all abilities, which includes but is not limited to routes that:

- *have a minimum width of 2m, with limited pinch points no less than 1.5m;*
- *are step-free;*
- *have a smooth, even surface;*
- *have seating at regular intervals;*
- *are uncluttered;*
- *have good natural surveillance and clear lines of sight;*
- *have street lighting;*
- *have wayfinding; and*
- *have crossing points suitable for the speed and traffic flow of the road(s)*

Regarding access from the north, the Plot 1 land parcel immediately south of the railway line is accessed via a farm gate from the southern section of Chickenhall Lane. A farm track runs from the gate through HCC owned land via track under the railway line. The HCC owned land to the north of the railway track has recently been

granted planning permission (CS/22/92463) as a Material Recycling Facility. This application does not currently facilitate public access. This link is required for sustainable mode access to the north of the site for pedestrians and cycles, and to allow vital access to bus stops/ services on Bishopstoke Road.

It is understood the applicant is in discussions with HCC regarding provision of this route and it appears a solution is achievable. It is also noted that beyond the HCC land there is a private section of Chickenhall Lane. This section of Chickenhall Lane has no pedestrian or cycle facilities. Provision of appropriate facilities, ongoing maintenance arrangements and rights for pedestrians and cycles from the proposed development to pass over the route all the way to Bishopstoke Road in perpetuity should be confirmed.

Any future TA should set out details of how the full route from Bishopstoke Road will be improved, secured and delivered, including through the HCC land and under the rail arch. A metalled surface, width/ arrangement, rights suitable for walking and cycling and lighting allowing year-round use should be provided throughout. Cycling on carriageway within the public section of Chickenhall Lane is not considered appropriate and off carriageway facilities for this section should be considered. On site observations confirm significant current drainage issues under/ around the rail arch; proposals for resolving this should also be included in any future TA. Finally, the route should be secured to be complete and open for use prior to first occupation of the proposed development.

To the west, no sustainable modes access has been proposed linking to Campbell Road. This would significantly reduce the distance to Eastleigh town centre, rail station and surrounding residential areas. Consideration should be given to this link, and justification provided if it is not achievable.

Regarding access from the south, no plans have been submitted in terms of the proposed upgrade of Mitchell Way to facilitate pedestrian and cycles access to the site. The nature of Mitchell Way will change, with significantly increased traffic, including HGVs; therefore attractive, segregated pedestrian and cycle provision will be required. Consideration should be given to Active Travel England guidance and Healthy Streets indicators with the aim of making the environment as attractive as possible for existing and future sustainable mode users given the increase in vehicular traffic, including HGVs, generated by the proposals.

It is noted that high quality segregated pedestrian and cycle facilities are proposed on the internal main industrial estate road. This is welcomed; however, no design work has been submitted, which would be useful at this pre-application stage. Also, where possible, pedestrian and cycle priority at side road crossings should be provided throughout.

Regarding Wide Lane bridge, the Scoping Note states:

the Transport Assessment will set out the impacts on Wide Lane Bridge and how it may operate in the future. While not considered fundamental to the delivery of the scheme, the Applicant will consider potential improvement options for the bridge, but further discussions will be required on how any scheme could be funded, its potential implementation and timescales for delivery.

This is a high demand route for pedestrians and cyclists between Southampton and Eastleigh. It will also provide pedestrian and cycle access to the proposed development. Furthermore, it is known (and observed on site) that an HGV cannot track around the bend a short distance to the east of the bridge. Data within the scoping note (noting comments below regarding trip generation and distribution) forecast that HGV movements will at least double (best case) and potentially increase almost 7-fold (worst case) in this location as a result of the proposed development. As such, it is the HA's view that improvement of this bridge is fundamental and it is considered necessary for the development to fully fund and deliver an acceptable mitigation scheme for the following reasons:

- To allow two-way HGV movements required to avoid an unacceptable residual cumulative impact on the road network.
- To facilitate safe access to the development. The forecast level of movements would result in a significantly increased chance of two large vehicles meeting and having to either perform unsafe reversing movements or mount the footway. This would result in an unacceptable impact on highway safety for both drivers, cyclists and users of the footway.
- Encourage sustainable modes. The increase in HGV movements either very close to (and potentially upon), the footway and on the NCN23 cycle route will be extremely off putting to existing and future pedestrians and on carriageway cyclists. In the absence of an alternative route, the site would not be considered to meet the NPPF criteria of prioritising sustainable modes of transport, providing safe and suitable access for all users, give priority first to pedestrian and cycle movements or creating places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles.

Furthermore, it is noted that SCC hold some previously secured S106 funds towards delivery of improvements at this bridge. It would seem appropriate that these funds could be transferred to the applicant to assist with delivery of a suitable mitigation scheme; this needs to be agreed directly with SCC.

The suggested connection into, and potential upgrade of, the Itchen Way should be explored directly with HCC's Countryside Services team. Contact details are available on request. While this may be a beneficial leisure/ alternative route to the site, it is unlikely the route will be able to be upgraded to the standards required (metalled surface, lit, suitable in design and rights for cycles) for an amenity link. As such, the route through the HCC Land and Chickenhall Lane is considered essential.

In general, the scoping note has not considered the suitability of pedestrian and cycle routes beyond the immediate access points to the site, Mitchell Way and Wide Lane bridge. A wider assessment of the existing infrastructure and potential improvements to encourage the use of sustainable modes and provide access for all links from residential areas and public transport connections to the site is required within any future TA.

Public Transport

Frequent bus services are available in the vicinity, although these are currently a significant distance from the site. The closest accessible bus stops to the south are located on Mitchell Way and at Southampton Airport Parkway rail station, c.1.8km from the centre of the site. These stops are served by regular Unilink services, however these routes all serve Southampton, with no suitably regular services to residential areas within the borough of Eastleigh. Given the current distance is well above the recommended 400m, the applicant should explore extending services to within the site. This is not mentioned in the Public Transport Strategy section of the Scoping Note and requires consideration.

To the north, a bus stop is located at the Bishopstoke Road/ Chickenhall Lane roundabout, approximately 2km from the centre of the Site. Given no vehicular access is proposed to the north, there is no opportunity to divert bus services from the north into the site. Whilst the following should be confirmed with the operator, it is unlikely Go South Coast (Bluestar) would be willing to divert services 2 or 3 closer to the site via Chickenhall Lane. As such, the sustainable mode link described above via the HCC land and Chickenhall Lane is essential to allow access to the site by bus from residential areas within the borough of Eastleigh.

Given the proximity of Southampton Airport Parkway station the site is well served by rail. However, as noted above, the distance from the station to the centre of the site is considerable (c.1.8km). As such, delivery of high quality and attractive pedestrian and cycle links from the station to the site via Mitchell Way is important as set out above. Similarly, some locations are better served by Eastleigh Rail Station. In the absence of a connection via Campbell Road, the shortest route from here to the site is via Bishopstoke Road, Chickenhall Lane and the HCC land, adding further weight to the requirement for this route to be provided to a high standard.

Mode Share

The existing mode share data is considered acceptable. It is noted that rail, walking and cycling represent significant mode share proportions; use of these modes should be facilitated and encouraged to build on this existing positive trend.

Survey Data

The ATC surveys and junction turning counts are considered to have been undertaken during a neutral period and as such represent typical traffic conditions. The locations of the surveys are useful for an initial assessment, however the full study area will be agreed upon agreement of forecast trip generation, distribution, assignment and agreement of the appropriate assessment scenarios. For the junctions where turning counts have been recorded, a summary (and appended full data set) of queue lengths should be provided within any future TA.

It is noted pedestrian/ cycle count surveys have been commissioned on Wide Lane Bridge and at the pedestrian crossing points on Mitchell Way, to be undertaken on 6th December 2024. While this information should be included within any future TA, it is likely (especially for Wide Lane) to underreport the typical pedestrian and cycle use given the winter weather conditions and lack of daylight. Furthermore, a severe weather warning due to Storm Darragh was in place on the 7th and 8th of December. This should be noted and considered in any use of this data. The LHA hold one historic survey of cycles only (not pedestrians) for Wide Lane bridge, undertaken Wednesday 11th November 2015, which is only a marginally better time of year. Over the 12-hour survey period 7am to 7pm, 177 cycles were recorded, demonstrating significant usage even during winter/darker conditions.

Policy and Guidance

The suggested policy and guidance are generally acceptable. In terms of design guidance, the LHA's Technical Guidance (TGs) should be referred to: [Technical guidance notes | Transport and roads | Hampshire County Council](#).

Travel Plan

The strategy proposed is for an overarching/ outline Framework TP to be agreed and secured as part of the outline planning process. Unit/ plot specific TPs would then be required at the Reserved Matters stage for any units exceeding the Travel Plan threshold requirement. This approach is agreed in principle by the HA, noting comments below. The HA's threshold for unit specific TPs would be as follows:

- Commercial: B1 and B2 - 2500 sqm
- Commercial: B8 - 5000 sqm
- Other - 500 sqm

An overall Travel Plan Coordinator for the site would be beneficial to help serve employees of any smaller units. A cycle to work scheme and good cycle facilities for all units, as well as train season tickets and bus vouchers, should be included in the Framework TP. Also, a comprehensive and costed list of measures should be included in the Framework TP (paragraph 4.22 of the scoping note) so that the site wide measures are budgeted for early.

Consideration should also be given to making best use of (and potentially extending) the recently implemented Travel Hubs in the vicinity: [Eastleigh Travel Hub | Transport and roads | Hampshire County Council](#).

Internal Arrangements

Car Parking Strategy

Parking is a matter to be considered by Eastleigh Borough Council, as the Local Planning Authority to ensure the proposed parking falls in line with their adopted standards.

Layout

The access road via Mitchell Way is commented on above in the Vehicle Access section. The below relates to the area within and abutting the proposed built area of the development. It is noted that at the present time two options are being put forward:

- (i) Illustrative Site Layout Plan 1 – Dwg: NQS-MSA-SI-XX-DR-A-2003; and
- (ii) Illustrative Site Layout Plan 2 – Dwg: NQS-MSA-SI-XX-DR-A-2004.

Unsurprisingly given this will be an outline application, both drawings are lacking in full detail such as vehicle parking area layouts, visibility splays and vehicle tracking diagrams; such elements would need to be added to plans for a full assessment of the internal layout to be undertaken. However, generally the site layout as shown looks to be acceptable in generic terms with appropriately positioned access junctions and indicative road layouts inclusive of appropriate footway links (extending to cycle links on the wider site), parking areas and loading areas. Pedestrian and cycle movements should be prioritised at internal junctions. As outlined above however, supporting information to formally confirm appropriateness would be required, such as:

1. Visibility splays should be provided in line with HCC's Technical Guidance Note 3, set against the appropriate design speed. This should be for wider access junctions into the site from the spine road, and for the internal site junctions leading to the individual units.
2. Vehicle tracking should be supplied for a suite of vehicles in accordance with TG2 in order to demonstrate how the various access junctions are suitable for purpose, again for junctions from the link road and serving the individual units.
3. Vehicle tracking should also be supplied to demonstrate how articulated lorries (or appropriate) can turn within the delivery bay areas, accessing the individual delivery bays, whilst being able to enter and exit the individual unit site in a forward gear with other bays fully occupied.
4. Vehicle tracking should be supplied for the individual unit car parking areas, demonstrating how each individual space can easily be accessed without obstruction.
5. Car parking areas should be set out in accordance with the EBC (draft) Parking Standards, with individual bays measuring a minimum of 2.5 x 5.0m (larger for disabled bays), and with aisle widths of 6.0m. Any car parking space located adjacent to a vertical obstruction (i.e. wall) or landscaping area should be afforded an additional 0.3m step out strip to make the space fully usable.
6. Cycle parking should also be provided in line with the EBC (draft) Parking Standards, with full details of shelter and security measures being provided. This should be prioritised within the layout ahead of vehicular parking to ensure that active travel for staff is prioritised.
7. Bin store and collection points should also be shown on plans, along with vehicle tracking to demonstrate how a refuse vehicle will access these points unobstructed.

8. Whilst it is understood that the site is not being put forward for adoption by HCC as LHA, it would be anticipated that an element of street lighting will be required for security and personal safety reasons. Locations of such infrastructure should be shown on plans accordingly.
9. No gates are shown on plans for either the wider site area, or individual units. If gates are to be provided, then they should be positioned in locations that do not obstruct passing vehicles whilst they are opened, and should not impede visibility.

Additionally, there are a few elements of the indicative site layout that may need reviewing:

- Unit 2 on both Plan 1 and 2 appears to have a formal vehicle parking area located to the north of the building. However, it is not clear how access would be gained to this as there does not appear to be a linking road; this should be clarified.
- On Plan 1, Units 7A to D and 13A to C do not appear to have dedicated access points, and as such it would be anticipated that a frontage wide drop kerb / vehicle crossover would be provided due to the small loading areas provided. Whilst Units 7A to D are in a quieter area of the site and so impacts would be lower, there is a concern with Units 13A to C that any reversing movement on or off site would be too close to the main site junction from the link road. It is recommended that this is reviewed.
- Direct pedestrian and cycle connections between the two plots should be provided.

Furthermore, given the site roads would remain in private ownership, Traffic Regulations Orders are unlikely to be an option should it be found that obstructive parking occurs on site which could prevent the free flow and movement of accessing vehicles. As such it would be recommended that an Internal Site Management Plan is set up to regulate against such instances.

Finally, junction capacity modelling of the proposed junctions off the main spine road should be completed, however, it is anticipated simple priority junctions will be adequate to serve the development proposed. Given LP policy E7 1.b., land should be safeguarded to provide right turn lanes at the junctions off the main spine road, to be implemented at a later date if required.

Trip Generation and Distribution

The scoping note sets out the trip generation methodology to forecast number of trips that could be generated by the proposed development and compared these to the trips included within the SRTM. As stated above, in terms of the assessment of highway impact, the LHA require a standalone assessment of the proposals based in first principles, rather than use of the SRTM, particularly as this assessment was based on a significantly different quantum and land use (30,000sqm of office floorspace) and the exact trip rates used are unknown. As such, this comparison serves little benefit and has not been reviewed or commented upon.

Trip Rates and Generation

The following sub-land use categories have been used in the TRICs assessment.

- TRICS Category B – ‘Business Park’
- TRICS Category D - ‘Industrial Estate’
- TRICS Category F - ‘Warehousing (Commercial)’

The following sub-land use categories have been excluded:

- TRICS Category A – ‘Office’
- TRICS Category C – ‘Industrial Unit’
- TRICS Category E – ‘Warehousing (self storage)’
- TRICS Category G – ‘Parcel Distribution Centres’
- TRICS Category I – ‘Data Centre’.

TRICS Category A is not considered necessary as only ancillary office use, rather than standalone, is proposed. TRICS Categories E and I are not considered necessary as these land uses are not proposed as far as the LHA is aware. Clarification should be provided regarding why TRICS Category C was not considered, as this could fall under the proposed B2 land use. Similarly, clarification should be provided regarding why TRICS Category G was not considered, as this could fall under the proposed B8 land use and should therefore be assessed unless any future planning application will specifically exclude this use.

The use of England only sites, excluding Greater London and the exclusion of surveys carried out during the COVID-19 period is acceptable. The use of sites with vehicle only surveys, giving a larger dataset, is acceptable, as is the exclusion of business park office uses. However, justification should be provided for the removal of sites with outlying trip rates. For transparency the calculation reference number should be provided on the outputs to enable trip rates to be audited.

While the trip rates for the land use categories assessed appear broadly acceptable, further information and justification is required. The overall trip rates cannot be agreed until the above has been provided.

Regarding the assessment scenarios, it is noted the proportion of each proposed development land use is unknown and some flexibility will be included within the TA. As such, a range of land uses scenarios is required. The scenarios proposed appear reasonable, with the exception of Scenario 4, which suggests the below:

10% Class E (g) (ii) R&D and (iii) Industrial Processes + 15% B2 - General Industrial Use + 75% B8 - Warehousing Use.

The LHA is happy with 10% Class E (g) (ii) and (iii) if any future application will be restricted to this level of land use. If not, the percentage tested should be increased to a level where the applicant is content for a restriction to apply. Also, the rationale for splitting the remaining land use more heavily towards B8 than B2 in this scenario should be justified.

Mezzanine Level Trips

It is unclear if the TRICs sites used include an element of mezzanine floor space, and therefore trip generation from mezzanines is already included in the forecast trip generation. This should be clarified, with the area of mezzanine stated if there is any. If not, the HA feel it is reasonable to reduce the trip rates from mezzanine floor space to an extent, but further justification is required beyond the single site referenced, and the exact proportional reduction proposed, rather than a range, should be set out.

Distribution

The use of Eastleigh 006 MSOA area and Google Maps to ascertain the quickest route for assignment are appropriate. Where an alternative route is possible that adds 5 minutes or less to the total journey time, assignment has assumed that 50% of trips will use the quickest route and 50% will use the alternative SRN route; this is not considered reasonable, and all trips should be assigned to the quickest route. If there are two routes with the same journey time, these can be split 50:50.

Regarding Heavy Goods Vehicles, the Scoping Note states at paragraph 4.6:
HGVs will make up the majority of vehicle trips associated with the Proposed B2 and B8 elements of the Site. As part of the Transport Assessment, HGV routing will be prescribed and measures will be discussed to ensure deliveries adhere to the routing. These trips will be routed to/ from the SRN.

While it is reasonable to assume the majority of HGV trips will use Wide Lane and Junction 5 to access the M27, further details of the prescribed routes, and the proposed measures to ensure these are adhered to, should be provided. Also, while largely an NH concern, it is felt the rationale for the proposed 40:60 split for M27 east and M27 west should be justified.

Distribution (stick) diagrams specifically showing total development traffic (split into HGV and other traffic) on the network for each scenario should be included within any future TA.

Regarding multi-modal trips, the methodology, including the vision-led sensitivity test, will be reviewed once provided.

It is noted that delivery and servicing vehicle trips are already incorporated within the vehicular trip rates. However, inclusion of a delivery and servicing strategy within the future TA is welcomed, as is an assessment of construction trips.

Highways Assessment

As stated above, the LHA require a standalone assessment of the proposals based in first principles, rather than use of the SRTM. The junctions proposed to be modelled in paragraph 6.5 should be assessed; modelling of additional junctions, increasing the study area, may be required and will be clarified upon agreement of trip generation, distribution and assignment for the various scenarios.

The weekday peak hour periods of 08:00-09:00 and 17:00-18:00 should be justified from the traffic survey data collected.

Regarding the future year scenarios, these are acceptable with the exception of the use of the 2026 future year, which is considered overly optimistic for the site to be constructed and fully occupied and operational. It is suggested 2028 is used for these two scenarios.

The use of TEMPro and removal of Local Plan growth are both acceptable in principle. The core scenario within TEMPro has been applied, however, clarification should be provided that the MOSA area 006 has been used. Also, it appears that the AM and PM peak factors have been averaged; please can these be presented separately and the workings of the adjustments appended to any future TA.

The suggested methodology is to not include specific committee developments in the assessment as TEMPro will pick this up. This is considered acceptable in this case given location and progression of local development.

It is noted that the Applicant would like to maintain flexibility on the proportion of the land uses that could ultimately be delivered. As such, assessment of more than one development trip scenario is required, essentially modelling a worst case for all traffic and a worst case for HGVs. This can be discussed and agreed once trip generation is agreed.

Personal Injury Accident Analysis

The Scoping Note states that personal Injury Accident (PIA) data will be analysed for the latest 5 year period; this is acceptable and the data should be obtained from Hampshire Constabulary: collision.records@hampshire.pnn.police.uk

The proposed study area will be agreed upon agreement of trip generation, distribution and assignment.

There are some known PIA clusters in the area, as set out below, which should be considered.

- Northbound A335 at the M27 junction 5 interchange (operated by National Highways).
- A335 Station Hill/ Twyford Road/ A335 Leigh Road/ B3037 Bishopstoke Road/ Coles Close roundabout.
- The A335 Wide Lane has several concerns, primarily associated with the various junctions along the route.
- A335 Leigh Road/ Villeneuve St. Georges Way priority junction
- The Eastleigh grid system in general.

Summary

In line with the details provided above, any application coming forward will require careful design regarding demonstrating suitable access, including by sustainable modes, assessment of the highway impact and adequate mitigation.

I trust that the above is clear but please contact Nick Gammer should you need further information.

Yours sincerely

Gemma McCart

To Hampshire County Council, Southampton City Council, Eastleigh Borough Council, National Highways

cc Blocwork (Eastleigh) LLP and Southampton International Airport Limited (SIAL)

From Steer

Date 30 January 2025

Project Navigator Quarter

Technical Note

Project No. 24733101

Navigator Quarter Transport Assessment Methodology – Highways Response

Introduction

1. This Technical Note (TN) has been prepared by Steer in response to pre-application comments received in response to the Transport Assessment Scoping Note (TASN) (dated 4 December 2025) and subsequent meetings including the pre-application meeting on 10 January 2025, regarding the proposed trip generation methodology.
2. Comments from Hampshire County Council (HCC), National Highways (NH) and Southampton City Council (SCC) are summarised in **Table 1** and full responses are presented in **Appendix A**.

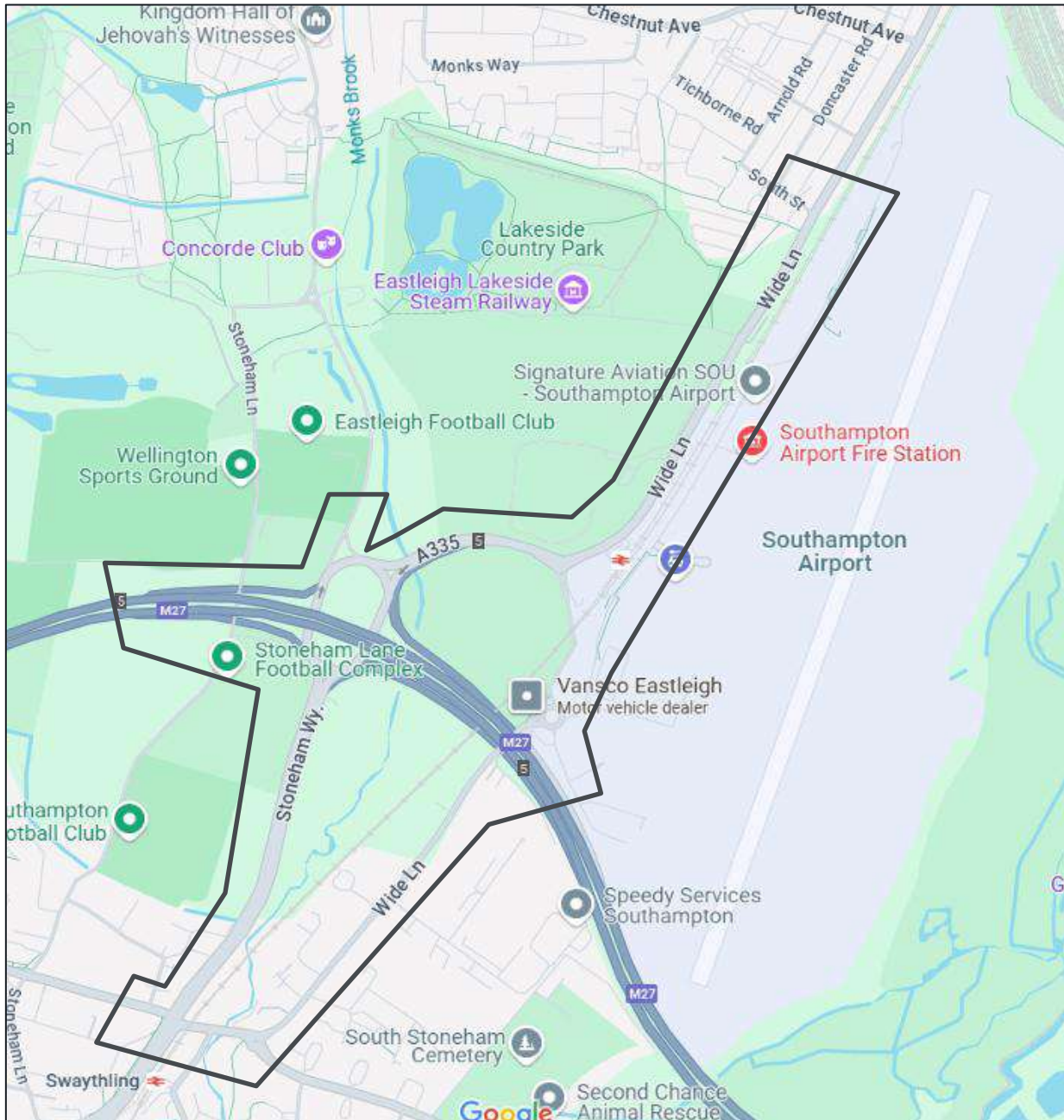
Table 1: Response Schedule

No.	Pre-Application Highways Comments	Steer Response
HCC		
1	Clarification should be provided regarding why TRICS Category C was not considered, as this could fall under the proposed B2 land use. Similarly, clarification should be provided regarding why TRICS Category G was not considered, as this could fall under the proposed B8 land use	Paragraphs 9 onwards
2	Justification should be provided for the removal of sites with outlying trip rates.	Appendix C
3	The scenarios proposed appear reasonable, with the exception of Scenario 4, which suggests the below: <i>10% Class E (g) (ii) R&D and (iii) Industrial Processes + 15% B2 - General Industrial Use + 75% B8 - Warehousing Use.</i>	Paragraphs 19 - 22
4	The HA feel it is reasonable to reduce the trip rates from mezzanine floor space to an extent, but further justification is required beyond the single site referenced, and the exact proportional reduction proposed, rather than a range, should be set out.	Paragraph 16 - 17
5	All trips should be assigned to the quickest route. If there are two routes with the same journey time, these can be split 50:50.	Paragraph 37 - 39
6	It appears that the AM and PM peak [TEMPro] factors have been averaged; please can these be presented Separately and the workings of the adjustments appended to any future TA.	Table 15 and Table 16
7	Regarding the future year scenarios, these are acceptable with the exception of the use of the 2026 future year, which is considered overly optimistic for the site to be constructed and fully occupied and operational. It is suggested 2028 is used for these two scenarios.	Paragraph 26
8	The core scenario within TEMPro has been applied, however, clarification should be provided that the MOSA area 006 has been used.	Paragraph 31
SCC		
9	We feel that Wide Lane should be included in the assessment particularly the roundabout junction of Wide Lane/A27 Mansbridge Road	Paragraph 5
10	We perceive cycle mode shares in vehicle trip rates as high	Paragraph 14
National Highways		
11	Existing Transport Mode Shares - Irrespective of the census 2011 data, a 15% walk split would appear to be unlikely given the location of the site and future likely access provision.	Paragraph 14
12	Trip Generation and Distribution - The cyclist trip generation in Table 5-6, albeit based on similar sites in similar locations, is high. The nature of the road network and the severance and associated with the M27 and north-south rail line could erode the cyclist share (all of the TRICS sites are arguably more attractive to cycle use the development site).	Paragraph 14
13	Trip Generation and Distribution - Use B8 accommodates potential parcel distribution activity. Parcel distribution rates should also be used to represent a potential B8 worst case trip generation.	Paragraph 9 onwards
14	Mezzanine level trip generation - What exactly does Steer propose for the proposed development?	Paragraph 16
15	LGV Distributions - What about LGV trip distributions in the case of B2 and B8 uses? LGV distributions deserve distinct treatment (i.e. employee trip distributions cannot be assumed in the case of LGVs).	Paragraph 41

Study Area

3. The study area for trip generation (including trip distribution and highway modelling) has been extended since the TASN was issued, in response to SCC's comments.
4. The revised proposed study area is included in **Figure 1**.

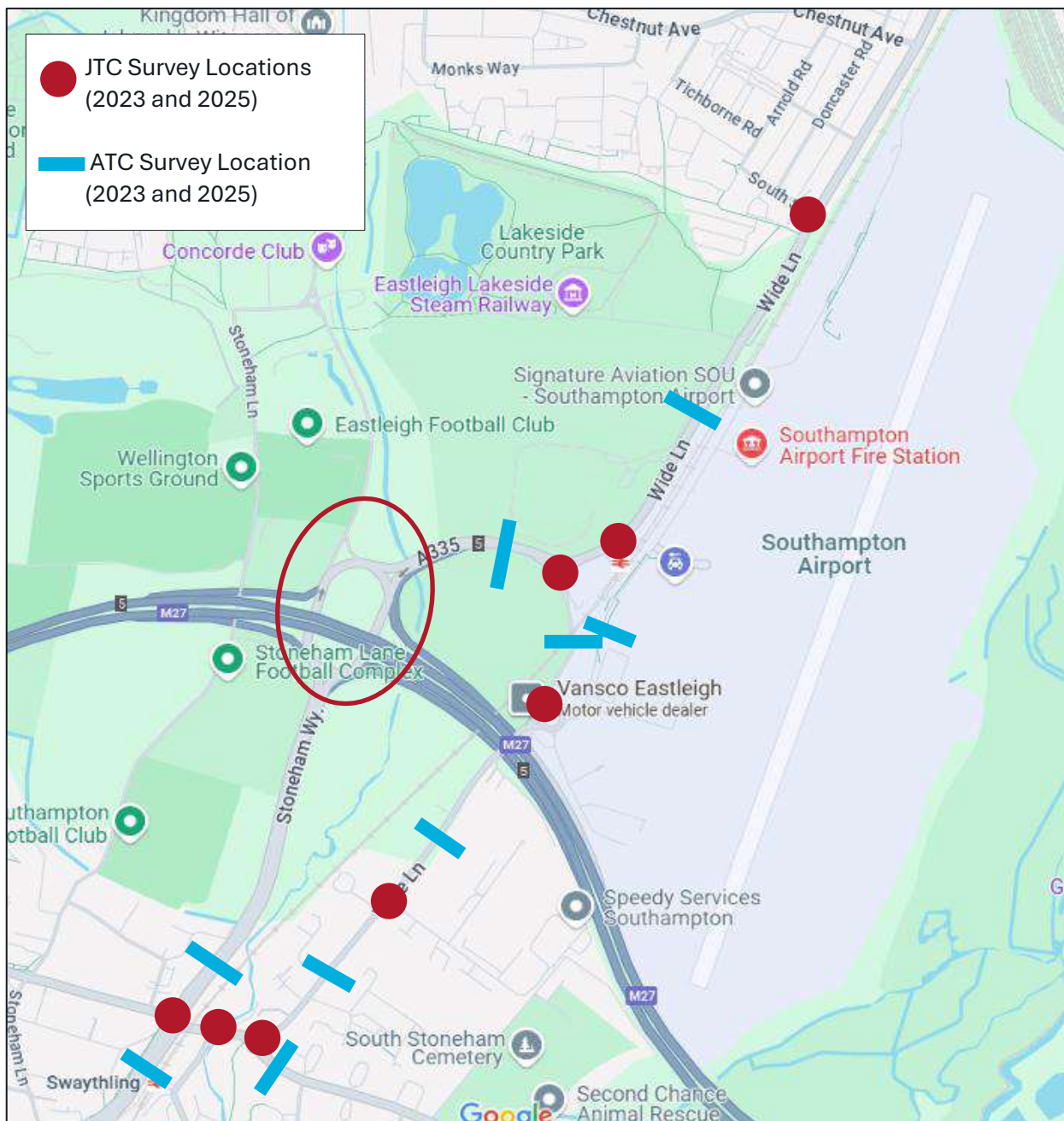
Figure 1: Study Area



5. Junction Turning Counts (JTCs) and Automated Traffic Counts (ATCs) that have already been undertaken were included in the TASN and have been detailed again below, as well as the surveys that are currently being commissioned. They are visually represented in **Figure 2**.
6. All junction turning count surveys include queue length surveys on the approach arms of each junction.
 - JTCs
 - From 07:00 – 10:00 and 16:00 – 19:00 on Thursday 29 June 2023:

- A335 Southampton Road/ A335 Wide Lane/ South Street;
 - A335 Wide Lane/ Southampton Airport Parkway;
 - A335/ A335 Wide Lane/ Wide Lane;
 - M27 J5 Stoneham Interchange (A335 arm only);
 - Spitfire roundabout; and
 - Wide Lane/ Mansbridge Road roundabout.
 - From 07:00 – 10:00 and 16:00 – 19:00 on Tuesday 4 July 2023:
 - Wide Lane/ Mountpark;
 - To be commissioned (expected to be undertaken in February 2025);
 - A335 Stoneham Way/Wide Lane/Bassett Green Road;
 - Wide Lane/Wessex Lane;
 - Wide Lane/Mansbridge Road roundabout; and
 - M27 J5 Stoneham Interchange (full surveys of all approach arms, main circulation on gyratory and on-off slips).
 - For M27 J5a Stoneham Interchange it is proposed to source mainline M27 mainline flows from DfT/ TRADS counts.
 - The Wide Lane Bridge/ Mansbridge Road roundabout is to be re-surveyed due to its proximity to the A335 Stoneham Way/Wide Lane/Bassett Green Road and Wide Lane/ Wessex Road junctions.
- ATCs
 - 28 June to 4 July 2023 (a consecutive 7-day period);
 - A335 Station Hill (south of Bishopstoke Road);
 - A335 Wide Lane (north of Airport Parkway Station);
 - A335 (west of Wide Lane roundabout);
 - A335 Wide Lane Bridge;
 - Mitchell Way; and
 - Wide Lane (south of M27)
 - To be commissioned (expected to be undertaken in February 2025);
 - Repeat of the ATC surveys undertaken in 2023;
 - Wide Lane (south of Mardon Close);
 - Mansbridge Road (east of Monks Way);
 - Stoneham Way (including Wide Lane) (south of Stoneham Way/ Wide Lane/ Bassett Green Road junction); and
 - Stoneham Way (north of Stoneham Way/ Wide Lane/ Bassett Green Road junction).

Figure 2: JTC and ATC Survey Locations (2023 and 2025)



Trip Generation

7. A review has been undertaken of the proposed trip generation methodology in response to comments received.
8. The Proposed Development land uses comprise:
 - Class E(g)(ii) Research and development of products and processes and (iii) Industrial Processes land use.
 - Class B2 – General Industrial use.
 - Class B8 – Storage and Distribution use.

Trip Rates

9. In addition to the 02B Employment Business, 02D Employment Industrial Estate and 02F Employment Commercial Warehousing; the following sub-land uses have been interrogated:
 - TRICS Category C - 'Industrial Units' for the Proposed Development B2 – General Industrial use. Industrial Unit trip rates have been analysed to provide a comparison with the 02D Employment 'Industrial Estate' trip rates.
 - TRICS Category G - 'Parcel Distribution' for part of the Proposed B8 Storage and Distribution use.
10. Sites were selected in England only, excluding Greater London and avoiding those surveyed during the COVID-19 period. Edge-of-town, out-of-town or suburban sites were used, with only one neighbourhood centre site used. Although the latter was classed as a neighbourhood centre it was located in an edge-of-town location and therefore, deemed to be applicable.
11. Further details of the search criteria are provided in **Table 2** below. Sites with vehicle-only surveys were used as these provided more sites to choose from than multi-modal survey sites. Sites with outlying trip rates were excluded and for the TRICS Business Park category sites that were predominantly Business Park office uses were excluded in favour of sites with research and development and light industrial uses.

Table 2: TRICS Survey Search Criteria

Land Use	Actual Floor Space Range	Date Range
Class E (g) (ii) R&D and (iii) Industrial Processes (TRICS - Business Park)	975 – 142,687 sqm	01/01/16 – 12/09/23
Class B2 General Industrial (TRICS - Industrial Estate)	15,000 – 167,416 sqm	01/01/18 – 23/12/23
Class B2 General Industrial (TRICS - Industrial Unit)	150 – 67,459 sqm	01/01/16 – 08/11/23
Class B8 Storage and Distribution (TRICS Warehousing (Commercial))	10,000 – 105,335 sqm	01/01/15 – 19/10/23
Class B8 Storage and Distribution (TRICS Parcel Distribution Centres)	763 – 50,000 sqm	01/01/12 – 23/11/23

12. **Table 3** summarises the sites that were selected for each land use class following the application of the aforementioned search criteria. The full outputs are included in **Appendix B**.

Table 3: Selected TRICS Sites (Proposed Land Uses)

Land Use	Reference	Address	Survey Date	Location	GFA sqm
Class E (g) (ii) R&D and (iii) Industrial Processes (TRICS - Business Park)	CA-02-B-03	Science Park, Milton Road, Cambridge	06/10/17	Edge of Town	142687
	EC-02-B-01	Business Park, Winterton Way, Macclesfield	19/09/16	Edge of Town	2395
	EX-02-B-02	Wyncolls Road, Severalls Industrial Pk, Colchester	31/07/18	Edge of Town	4083
	LN-02-B-02	Business Park, Cardinal Close, Lincoln	18/05/18	Edge of Town	5000
	ST-02-B-04	Stone Road, Stafford	22/11/17	Edge of Town	20760
	WK-02-B-01	Gallows Hill, Warwick	30/11/19	Edge of Town	56520
Class B2 General Industrial (TRICS - Industrial Units)	EC-02-C-01	Brunel Road, Macclesfield	19/09/16	Edge of Town	6658
	PB-02-C-01	Newark Road, Peterborough	29/09/22	Edge of Town	1772
	SM-02-C-01	Robins Drive, Bridgwater	14/09/22	Suburban Area	2300
	WK-02-C-01	Castle Mound Way, Rugby	10/11/21	Edge of Town	9216
	WM-02-C-04	Stourvale Road, Stourbridge	21/11/17	Suburban Area	4324
Class B2 General Industrial (TRICS – Industrial Estate)	GM-02-D-09	Saint Helen's Road, Leigh	29/04/2022	Neighbourhood Centre	57600
	TW-02-D-10	Eleventh Avenue, Team Valley, Gateshead, NE11 0JY	13/07/2022	Edge Town	21500
	WK-02-D-03	Eastboro Way, Nuneaton, CV11 6GY	30/11/2019	Edge Town	20860
	WK-02-D-04	Abeles Way, Atherstone, Warwickshire, CV9 2QX	30/11/2019	Edge Town	17500
	WO-02-D-03	Millenium Way, Evesham, WR11 1GR	27/11/2018	Edge Town	84575
Class B8 Storage and Distribution (TRICS Warehousing (Commercial))	BD-02-F-01	Distribution Company, Staithgate Lane, Bradford Newhall	14/03/19	Edge of Town	10446
	DV-02-F-03	LIDL Distribution, ChillPark Brake, Clyst, Honiton	22/11/21	Out of Town	49081
	GS-02-F-01	Logistics Warehouse, Golf Club Lane, Near Gloucester, Brockworth	03/05/23	Edge of Town	24500
	HC-02-F-02	Logistics, Rutherford Road, Basingstoke	16/06/16	Suburban Area	13200
	MW-02-F-02	Commercial Warehousing, Mills Road, Aylesford, Quarry Wood	22/09/17	Edge of Town	11200
	NN-02-F-01	Warehousing & Distribution, Halley Road, Corbey	19/10/23	Edge of Town	18790
Class B8 Advanced Manufacturing/ Innovative Technologies (TRICS Parcel Distribution Centres)	LN-02-G-01	Whisby Way, Lincoln	28/06/19	Edge of Town	1496
	NG-02-G-02	Millenium Way, Nottingham	17/06/13	Edge of Town	3000
	WS-02-G-01	Barbour Drive, Near Crawley	23/11/23	Neighbourhood Centre	6016

13. Several sites were manually removed from the site selection. The rationale for this is presented in the TRICS outputs in **Appendix B** and in summary tabular form in **Appendix C**.
14. The trip rates from these sites/ land uses are presented in **Tables 4 to 8**. These have all been presented to allow comparison.

Table 4: Proposed Class E (g) (ii) R&D and (iii) Industrial Processes (TRICS - Business Park) Vehicle Trip Rates per 100 sqm GIA

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	0.011	0.009	0.020	0.003	0.003	0.006	0.047	0.050	0.097
Cyclists	0.132	0.015	0.147	0.019	0.109	0.128	0.478	0.425	0.903
Cars	1.145	0.095	1.240	0.060	0.820	0.880	3.233	3.307	6.540
Motorcycle	0.004	0.001	0.005	0.001	0.007	0.008	0.024	0.018	0.042
PSV	0.004	0.004	0.008	0.003	0.004	0.007	0.026	0.027	0.053
OGV	0.003	0.003	0.006	0.000	0.001	0.001	0.040	0.039	0.079
LGV	0.028	0.018	0.046	0.005	0.014	0.019	0.229	0.232	0.461
Total Vehicles	1.195	0.130	1.325	0.072	0.849	0.921	3.599	3.673	7.272

Table 5: Proposed Class B2 General Industrial (TRICS - Industrial Unit) – Vehicle Trip Rates per 100 sqm GIA

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	-	-	-	0.000	0.000	0.000	0.004	0.004	0.008
Cyclists	0.012	0.000	0.012	0.000	0.016	0.016	0.031	0.024	0.055
Cars	0.326	0.004	0.330	0.012	0.268	0.280	1.146	1.120	2.266
Motorcycle	0.004	0.000	0.004	0.000	0.004	0.004	0.019	0.012	0.031
PSV	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OGV	0.008	0.004	0.012	0.000	0.000	0.000	0.098	0.085	0.183
LGV	0.058	0.012	0.070	0.000	0.012	0.012	0.337	0.324	0.661
Total Vehicles	0.396	0.020	0.416	0.012	0.284	0.296	1.604	1.545	3.149

Table 6: Proposed Class B2 General Industrial (TRICS – Industrial Estate) – Vehicle Trip Rates per 100 sqm GIA

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	0.005	0.004	0.009	0.003	0.003	0.006	0.031	0.032	0.063
Cyclists	0.007	0.000	0.007	0.005	0.010	0.015	0.044	0.042	0.086
Cars	0.409	0.084	0.493	0.096	0.439	0.535	2.468	2.401	4.869
Motorcycle	0.006	0.000	0.006	0.000	0.004	0.004	0.017	0.017	0.034
PSV	0.000	0.000	0.000	0.000	0.000	0.000	0.002	0.000	0.002
OGV	0.026	0.027	0.053	0.012	0.010	0.022	0.318	0.303	0.621
LGV	0.107	0.088	0.195	0.036	0.058	0.094	1.056	1.025	2.081
Total Vehicles	0.553	0.203	0.756	0.147	0.514	0.661	3.892	3.778	7.670

Table 7: Proposed Class B8 Storage and Distribution (TRICS Warehousing (Commercial)) – Vehicle Trip Rates per 100 sqm GIA

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	0.001	0.001	0.002	0.002	0.002	0.004	0.016	0.015	0.031
Cyclists	0.006	0.000	0.006	0.000	0.005	0.005	0.037	0.028	0.065
Cars	0.114	0.026	0.140	0.033	0.110	0.143	0.868	0.921	1.789
Motorcycle	0.001	0.000	0.001	0.000	0.003	0.003	0.021	0.017	0.038
OGV	0.036	0.058	0.094	0.060	0.023	0.083	0.556	0.553	1.109
LGV	0.029	0.022	0.051	0.008	0.012	0.020	0.201	0.205	0.406
Total Vehicles	0.181	0.107	0.288	0.103	0.150	0.253	1.662	1.711	3.373

Table 8: Proposed Class B8 Storage and Distribution (TRICS Parcel Distribution Centres) – Vehicle Trip Rates per 100 sqm GIA

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	0.000	0.000	0.000	0.000	0.000	0.000	0.049	0.049	0.098
Cyclists	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Cars	0.048	0.048	0.096	0.067	0.152	0.219	1.128	1.020	2.148
Motorcycle	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PSV	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OGV	0.038	0.162	0.200	0.152	0.095	0.247	1.722	1.596	3.318
LGV	0.067	0.143	0.210	0.152	0.124	0.276	0.961	0.999	1.960
Total Vehicles	0.153	0.353	0.506	0.371	0.371	0.742	3.860	3.664	7.524

15. These vehicle trip rates are considered reflective of the site location and are the most comparable sites within the TRICS database. The vehicle trip rates exclude walking and it should be noted that cyclists are not included in the total vehicle flows in the TRICS total vehicle calculation (as defined in TRICS). The active travel strategy for the Proposed Development is currently being explored but it is currently anticipated that it will include a link under the railway line to the north (through the proposed HCC Waste Management Centre), a connection to Itchen Way, a dedicated cycling/ walking facility on the primary spine road within the development and along Mitchell Way to the Parkway Station. Opportunities are also being explored for an active travel bridge to the east of the Wide Lane railway bridge.

Mezzanine Level Trips

16. As presented in the TASN, some buildings may include mezzanine-level development and mezzanine floor space does not generate trips on a pro-rata basis as conventional floor space does.
17. For any trip generation assessments proposed to include mezzanine it is proposed that 50% of the mezzanine floor space would generate trips, based on the justification provided in the original Scoping Note and the precedent from the Plot 12 East Midlands Gateway Development (ref. 20/00718/FULM).
18. To date, the reduction of trips associated with mezzanine level development has not been included in the trip generation assessment, as the mezzanine floor level is not known. Therefore, the trip generation assesses a worst-case land area. The aim is just to agree the principle at this stage.

Trip Generation

19. The assessment scenarios presented in the TASN have been reviewed.
20. It is now proposed to undertake one detailed highway modelling assessment of the development proposal using the following land use splits, to show likely traffic generation from a mix of land uses. Further quantitative analysis will be provided on alternative mixes.
- 25% Class E (g) (ii) R&D and (iii) Industrial Processes Use;
 - 25% Class B2 - General Industrial Use;
 - 40% Class B8 – Storage and Distribution Warehousing Use; and
 - 10% Class B8 – Storage and Distribution Parcel Distribution.
21. These proportions are considered to present a reasonable approximation of the likely traffic to be generated on the site, given the type of land uses that will be developed. For the Class B2 General Industrial land use category, it is proposed to use the Industrial Unit TRICS category trip rates as opposed to Industrial Estate trip rates as it is considered that this land use will comprise of more advanced manufacturing / innovative technology uses large single units rather than a collection of smaller units, as it generally included within Industrial estate TRICS sites. The mix of Industrial Units and Class E (g) (ii) R&D and (iii) Industrial Processes uses provides a robust assessment of what trip generation is likely to occur from any B2 uses on site.
22. An active travel vision-led sensitivity test will subsequently be identified once the proposed active travel strategy is refined (including the feasibility of the northern link and Mitchell Way improvements) and conversations have been held with Co-Wheels, Beryl Bikes and Go South Coast (initial meetings have been held). This will be assessed on a trip generation basis, with impacts described qualitatively verses the above, but it is not proposed to be assessed this scenario in the junction capacity modelling assessments.

23. The Applicant does not want to agree a cap on the land uses in floor area/ % terms but if a cap is necessary would prefer this to be based on an overall trip generation budget (vehicles) that any future Reserved Matters Applications can be assessed against. This would maintain an element of flexibility in land uses proportion terms when these come forward at Reserved Matters stage.
24. The vehicle trip generation breakdown per land use category is presented in the following tables:
- **Table 9** - 25% Class E (g) (ii) R&D and (iii) Industrial Processes Use;
 - **Table 10** - 25% B2 – General Industrial Use;
 - **Table 11** - 40% B8 – Storage and Distribution - Warehousing Use; and
 - **Table 12** - 10% B8 – Storage and Distribution - Parcel Distribution.

Table 9: Proposed Development - 25% Class E (g) (ii) R&D and (iii) Industrial Processes Use – Vehicle Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	3	2	5	1	1	1	11	12	22
Cyclists	30	3	34	4	25	29	110	98	208
Cars	263	22	285	14	189	202	744	761	1504
Motorcycle	1	0	1	0	2	2	6	4	10
PSV	1	1	2	1	1	2	6	6	12
OGV	1	1	1	0	0	0	9	9	18
LGV	6	4	11	1	3	4	53	53	106
Total Vehicles	275	30	305	17	195	212	828	845	1673
Percentage HGVs	0.6%	5.4%	1.1%	4.2%	0.6%	0.9%	1.8%	1.8%	1.8%

Table 10: Proposed Development - 25% B2 – General Industrial Use – Industrial Units – Vehicle Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	0	0	0	0	0	0	1	1	2
Cyclists	3	0	3	0	4	4	7	6	13
Cars	75	1	76	3	62	64	264	258	521
Motorcycle	1	0	1	0	1	1	4	3	7
PSV	0	0	0	0	0	0	0	0	0
OGV	2	1	3	0	0	0	23	20	42
LGV	13	3	16	0	3	3	78	75	152
Total Vehicles	91	5	96	3	65	68	369	355	724
Percentage HGVs	2.0%	20.0%	2.9%	0.0%	0.0%	0.0%	6.1%	5.5%	5.8%

Table 11: Proposed Development - 40% B8 – Storage and Distribution – Warehousing – Vehicle Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	0	0	1	1	1	1	6	6	11
Cyclists	2	0	2	0	2	2	14	10	24
Cars	42	10	52	12	40	53	319	339	658
Motorcycle	0	0	0	0	1	1	8	6	14
OGV	13	21	35	22	8	31	205	204	408
LGV	11	8	19	3	4	7	74	75	149
Total Vehicles	67	39	106	38	55	93	612	630	1241
Percentage HGVs	19.9%	54.2%	32.6%	58.3%	15.3%	32.8%	33.5%	32.3%	32.9%

Table 12: Proposed Development - 10% B8 Storage and Distribution – Parcel Distribution — Vehicle Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	0	0	0	0	0	0	5	5	9
Cyclists	0	0	0	0	0	0	0	0	0
Cars	4	4	9	6	14	20	104	94	198
Motorcycle	0	0	0	0	0	0	0	0	0
PSV	0	0	0	0	0	0	0	0	0
OGV	3	15	18	14	9	23	158	147	305
LGV	6	13	19	14	11	25	88	92	180
Total Vehicles	14	32	47	34	34	68	355	337	692
Percentage HGVs	24.8%	45.9%	39.5%	41.0%	25.6%	33.3%	44.6%	43.6%	44.1%

25. **Table 13** presents the total vehicle trip generation for the Proposed Development: 25% Class E (g) (ii) R&D and (iii) Industrial Processes Use + 25% B2 - General Industrial, 40% B8 – Storage and Distribution - Warehousing and 10% B8 – Storage and Distribution – Parcel Distribution uses combined. This scenario would generate 553 two-way vehicle movements in the AM peak, 441 two-way vehicle movements in the PM peak and 4,330 two-way vehicle movements daily.

Table 13: Proposed Development – Total Vehicle Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	3	2	5	1	1	3	22	22	45
Cyclists	35	3	39	4	31	35	131	114	244
Cars	385	37	421	35	305	340	1430	1451	2881
Motorcycle	2	0	2	0	4	4	18	13	31
PSV	1	1	2	1	1	2	6	6	12
OGV	19	38	57	36	17	53	395	379	774
LGV	37	28	65	18	22	40	293	295	588
Total Vehicles	447	106	553	91	350	441	2163	2167	4330
Percentage HGVs	4.5%	36.5%	10.7%	40.2%	5.2%	12.5%	18.5%	17.8%	18.1%

Highway Network Impact

Assessment Scenarios

26. It is proposed that the junction highway capacity assessments will focus on the following scenarios:
 1. 2025 Existing Baseline
 2. 2028 Future Baseline
 3. 2028 Future Baseline + Proposed Development
 4. 2036 Future Baseline
 5. 2036 Future Baseline + Proposed Development
27. This varies scenarios 3 and 4 by changing the future baseline from 2026 (presented in the TASN) to 2028 as requested by HCC.
28. It is proposed to assess the same junctions as presented in **Figure 2**, using stand-alone junction capacity models except for the A335 Stoneham Way/Wide Lane/Bassett Green Road, Wide Lane/Wessex Lane and Wide Lane/Mansbridge Road roundabout junctions which will be modelled in LinSig.
29. The junction capacity assessments will assess the weekday AM (08:00 – 09:00) and PM (17:00 – 18:00) peaks. These are considered to be the network peaks based on the 2023 ATC surveys' 5-day average two-way results. **Table 14** presents the AM and PM peak hours during 07:00 and 10:00 and 16:00 and 19:00 at all ATC locations.
30. This demonstrates that the study area-wide network peak (highlighted in red text) is typically 08:00 – 09:00 and 17:00 – 18:00 and where this differs the differences in flows are considered to be negligible.

Table 14: 5-Day Average Two-Way ATC Flows

Junctions	07:00	08:00	09:00	16:00	17:00	18:00
A335 Station Hill (south of Bishopstoke Road)	1286	1315	1181	1358	1402	1338
A335 Wide Lane (north of Airport Parkway Station)	1689	1711	1318	1718	1869	1845
A335 (west of Wide Lane roundabout)	1879	1873	1497	2026	2048	1703
A335 Wide Lane Bridge	1355	1384	1017	1415	1429	1056
Mitchell Way	227	211	177	175	211	198
Wide Lane (south of M27)	1169	1153	847	1249	1199	922

TEMPro Factors

31. TEMPro factors will be used to increase the base year (2023 and 2025) survey results to reflect the future baseline years (2028 and 2036). Growth factors have been derived for the weekday AM and PM peaks for MSOA E02004717 (Eastleigh 006), where the Site is located. To avoid double counting the Proposed Development it is proposed to remove any jobs associated with the Navigator Quarter site (SRTM DS3 zone) from the TEMPro job assumptions. This has been established by:
 - Estimating the theoretical number of jobs connected with the Navigator Quarter Site (30,000 sqm B1 Office) in the SRTM DS3 model based on the Employment Density Guide¹, which suggests 1 employee equates to 13 sqm. This equates to 2,307 jobs.
 - Removing 2,307 jobs from the future job assumptions scenario within TEMPro.

¹ Employment Density Guide 3rd Edition, Homes & Communities Agency, 2015

32. Adjusted TEMPro growth factors (with the jobs removed) have then been obtained to factor up the 2023 observed traffic count data to the 2025 Existing Baseline (the 2025 survey counts and 2025 baseline traffic to the 2028 and 2036 Future Baseline years. To ensure the growth factors reflect the nature of the local area, growth factors have been obtained for motorways, trunk roads, A-roads and minor roads, in urban areas.
33. TEMPro growth factors for each road type for the AM peak are presented in **Table 15**, using the standard job assumptions and the adjusted job assumptions (Navigator Quarter jobs removed) for an average weekday, in 2028 and 2036. The PM peak growth factors are presented in **Table 16**. It is proposed to use the adjusted factors in the assessment.

Table 15: TEMPro Growth Factors (AM Peak)

Base Year - Future Year	Road Type	Standard Factors	Adjusted Factors
2023 - 2025	Motorway	1.0299	0.8937
	Trunk	1.0313	0.895
	A Road	1.0285	0.8926
	Minor	1.0297	0.8936
2025 - 2028	Motorway	1.0249	0.8912
	Trunk	1.0255	0.8917
	A Road	1.0252	0.8915
	Minor	1.0259	0.892
2025 - 2036	Motorway	1.0855	0.9474
	Trunk	1.0911	0.9523
	A Road	1.0899	0.9512
	Minor	1.0948	0.9555

Table 16: TEMPro Growth Factors (PM Peak)

Base Year - Future Year	Road Type	Standard Factors	Adjusted Factors
2023 - 2025	Motorway	1.0299	0.8937
	Trunk	1.0313	0.895
	A Road	1.0285	0.8926
	Minor	1.0297	0.8936
2025 - 2028	Motorway	1.0249	0.8912
	Trunk	1.0255	0.8917
	A Road	1.0252	0.8915
	Minor	1.0259	0.892
2025 - 2036	Motorway	1.0855	0.9474
	Trunk	1.0911	0.9523
	A Road	1.0899	0.9512
	Minor	1.0948	0.9555

Consented Airport Growth

34. The Southampton International Airport Runway Extension consent (Ref: F/19/86707) considered an increase to 3 million passengers per year, with this growth accounted for in the Sub-Regional Transport Model (SRTM). However, as HCC have now requested stand-alone junction assessments without the use of SRTM consented airport growth will need to be included in the future growth forecasts.
35. Further details will be provided subsequently but it is initially proposed to derive factors associated with airport passenger number growth forecasts from 2023/ 25 to 2028 and 2036. This will then be applied to the light vehicle class of the Mitchell Way ATCs (2023/25) to establish the level of growth this would equate to in light vehicle flows. The growth in vehicle numbers will then be added to the highway network.
36. It is then proposed to distribute these trips across the network based on the airport trip distribution and assignment applied within the SRTM Do Something Scenario 3 (DS3) outlined in the WSP (June 2020) Southampton International Airport Limited – Transport Assessment – Runway Extension as set out in **Table 17** below.

Table 17: 2036 Do Something (Airport Origin/ Destination) – Highway Trips

Origin/ Destination	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Eastleigh	12.4%	24.5%	14.4%	25.7%
M27 East	14.2%	11.3%	14.4%	16.8%
M27 West	37.2%	29.3%	19.1%	27.9%
Wide Lane (South)	36.2%	34.9%	52.1%	29.6%

Employee Trip Distribution

37. The Navigator Quarter employee trip distribution has been updated since the TASN was submitted in response to comments provided by HCC.
38. Google Maps was used to find the quickest route from the origin/ destination to the Site and to assign the trips to the highway network. Trips were set to arrive on Wednesday 15th January 2025 at 09:00 and depart on Wednesday 15th January 2025 at 17:00, to establish routes for arrival and depart trips. Where a journey time range was provided, the average time in minutes was assumed.
39. Where an alternative route has the same average journey time as the primary route, it is assumed that 50% of trips will use the primary route and 50% will use the alternative route. This has been reflected in the distributions summarised in **Table 18**.

Table 18: Employee Trip Distribution

Route	The proportion of Total Car/ Van Driver and Car/ Van Passenger Trips	
	AM Peak	PM Peak
Bassett Green Road	0%	4%
Bishopstoke Road	9%	4%
Chestnut Avenue	0%	8%
Derby Road	0%	0%
M27 East	15%	21%
M27 West	14%	29%
Mansbridge Road	13%	15%
Stoneham Lane (north of M27)	27%	10%
Stoneham Way	11%	6%
Twyford Road	4%	0%
Wessex Lane	6%	3%

40. The above indicates that 29% of employees would arrive during the AM peak using the Strategic Route Network to access the Site and 50% of employees departing from the Site during the PM peak would use the Strategic Road Network.

Light Good Vehicles

41. A methodology has been devised to derive LGV distribution. The 2023 JTC surveys (see paragraph 5) include results for light vehicles. The light vehicle flows entering/ exiting the Mitchell Way arm at the Spitfire roundabout have been reviewed to ascertain the turning movements of these flows at the roundabout. The distributions of these flows at subsequent junctions have then been based on the turning proportions at each junction. This analysis has been undertaken separately for the arrival and departure trips.

Table 19: LGV Trip Distribution

Route	The proportion of LGV Trips	
	Arrivals	Departures
A335 Romsey Road	3%	4%
Bishopstoke Road	8%	15%
Coles Close	0%	1%
George Curl Way	8%	9%
Mansbridge Road	17%	14%
Mountpark	0%	2%
South Street	3%	3%
Southampton Airport Parkway Station	1%	5%
M27 Stoneham Interchange	44%	28%
Twyford Road	5%	13%
Wide Lane (west of Mansbridge Road)	10%	5%

Heavy Good Vehicles

42. The methodology for distributing HGVs has been reviewed using DfT M27 mainline flow traffic count data from 2023. Count site 48064 is located about 3.5km east of M27 Junction 5. Count site 48091 is located about 0.3km west of M27 Junction 5. The total daily HGV flows have been assessed to calculate the proportion of HGV traffic arriving and departing in each direction – see **Table 20**. It is, therefore, proposed to assume a 50%/ 50% split of HGV trips on the M27 between M27 East and M27 West.

Table 20: HGV Distribution

	Eastbound			Westbound			Total
	Count Site	Flow	Percentage	Count Site	Flow	Percentage	
Arrival	48091	2963	49.6%	48064	3010	50.4%	5973
Departure	48064	2833	50.4%	48091	2786	49.6%	5619

Next Steps

43. This TN has been prepared by Steer in response to comments from HCC, NH and SCC received in response to the Navigator Quarter Transport Assessment Scoping Note (TASN) issued on 4 December 2024 and subsequent pre-application meetings.
44. We would welcome confirmation as soon as possible from HCC, EBC, SBC and NH on the proposed methodology set out in this TN including the following key aspects:
- Survey scope;
 - Trip generation;
 - TEMPro growth factors; and
 - Trip distribution.

Appendix A – HCC, SCC and NH Transport Note Scoping Note Response

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Enquiries to	Gemma McCart/ Nick Gammer	My reference	6-3-9-16
Direct Line		Your reference	
Date	8 th January 2025	E-mail	Nick.gammer@hants.gov.uk

For the attention of Jon Williams

Dear Jon

Subject: Navigator Quarter, Pre-application

Introduction

This pre-application enquiry is supported by a pre-application scoping note reference 24733101 dated December 2024. The observations and remarks provided within this pre-application enquiry response are based on the information available at this stage and are therefore offered without prejudice to any future comments that may be made regarding this enquiry or any future applications that may come forward.

The application site under consideration is situated to the north of Southampton Airport within Eastleigh Borough Council. It is 32.05 hectares in size and comprises two plots of undeveloped agricultural land. The development forms part of the Solent Freeport scheme. The future planning application is currently proposed as:

“Hybrid Planning Application for the development of the site to provide employment floorspace of up to 92,000 sqm (GIA) within use Classes E (g) (ii & iii), B2 and B8 with ancillary offices and areas for service yards, car parking, landscape, ancillary buildings and associated activities, comprising a detailed application for the initial infrastructure works and new access road and outline application for the remaining development of employment floorspace, reserving all matters except the means of access.”

It is noted that pre-application discussions are also ongoing with Eastleigh Borough Council (EBC), Southampton City Council (SCC), and National Highways (NH); sharing of pre-application responses from all parties and joint meetings would be beneficial to ensure proposals are developed in a coordinated way.

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

It is also noted that standalone Construction Management, Waste and Delivery & Servicing Plans are intended to be conditioned and provided at a later date; this is an acceptable approach to the Local Highway Authority (LHA). It may also be necessary for an operational management plan to be provided, securing HGV routing.

The site lies upon land allocated for employment use in EBC's adopted Local Plan under policies E7 and E9. It is for the Local Planning Authority to consider and comment on accordance with the Local Plan policies. However, the quantum and land use differ significantly from that tested under the strategic Transport Assessment within the Local Plan. While the requirements under policies E7 and E9 should be considered, in terms of the assessment of highway impact, the LHA require a standalone assessment of the proposals based in first principles, rather than use of the Sub-Regional Transport Model (SRTM).

Also, Policy E9 includes the below:

c. are supported by transport assessments which confirm local network capacity and are consistent with the airport operators' agreed Airport Surface Access Strategy;

This is not mentioned in the scoping note and should be considered in any future Transport Assessment (TA).

Vehicular Access

A single vehicular access is proposed in the form of a new internal main estate road, via the existing Mitchell Way and then routing around the northern end of the runway between the two Airport perimeter fences. The majority of Mitchell Way (beyond a short section of public highway at the southern end) is privately owned and maintained by the Airport and is subject to a 20mph speed restriction.

An indicative alignment of the proposed internal main estate road has been provided within the Scoping Note. The plans provided within the Transport Scoping Report suggest that the internal site layout essentially begins on Mitchell Way, in the area to the north of HSBC House and the Southampton Post Office Sorting Centre, where the extent of highway ends and the private airport road begins. However, the plan is very high level, with no geometry, forward or junction visibility, vertical alignment, levels, street lighting, tracking, sustainable mode provision or Road Safety Audit provided. As such, the HA cannot provide meaningful comments on this arrangement until further details have been provided.

The scoping note states that it is currently envisaged (subject to ongoing feasibility studies) that the internal main estate road will comprise a 7.3m wide carriageway, a 0.5m buffer, and an adjacent segregated cycleway (3m in width) and footway (2m in width). While more detailed plans should be submitted, the envisaged road widths would appear suitable for vehicles and the footway and cycle track dimensions appear to meet the requirements of LTN1/20 and HCC TG10. It is proposed that the road will be designed to an adoptable standard, with a 20mph speed limit, although at a subsequent meeting, a 30mph design speed was suggested. Noting the absence of any details, the above appears broadly acceptable. The LHA understand

this road will remain private, therefore it is unlikely Traffic Regulation Orders would be made and the speed limit and any parking restricts would need to be privately enforced.

The Scoping Note also states that the future application will include improvements to the alignment to facilitate two-way HGV movements along the length of Mitchell Way. No plans have been provided. This will be a fundamental point as on-site observations suggest tracking of two-way HGV movements is not currently possible through the s-bend on Mitchell Way. The applicant should provide details of the proposed straightening mentioned in paragraph 4.7 of the scoping note; vehicle tracking will be particularly important and two-way vehicle tracking for a suite of vehicles inclusive of articulated lorries, emergency vehicles and refuse vehicles in accordance with TG2 is required as part of any future design/ TA.

Access for emergency vehicles should be considered given the proposed single access road is in a cutting and in close proximity to a runway. It is understood the intention is to provide emergency access from within the airport. The details of this should be provided, including how the internal layout (to be considered under future Reserved Matters applications) is secured to facilitate this. Evidence of consultation with and agreement from the emergency services should also be provided within any future TA.

Freight Movements

Freight movement is likely to be a key component of the development proposal. The most direct route to the SRN is via Wide Lane to M27 J5. This route is currently constrained for HGV traffic at the Wide Lane rail overbridge and is unsuitable in its current form to accommodate significant additional HGV traffic. The development should propose measures to enable two-way HGV traffic to pass on Wide Lane bridge. This will need to be considered alongside measures to provide high quality access for people on foot and bike as noted below. HCC has undertaken initial concept design of potential solutions for the Wide Lane bridge constraint, which has been made available to the developer.

The proposals as presented do not considered any rail freight interchange. Given the proximity to rail infrastructure, consideration of this would be beneficial in reducing HGV movements.

Sustainable Mode Access

HCC adopted the [LTP4](#) in February last year and this provides the overarching policy framework in which to consider transport in the wider Eastleigh area including access to the Navigator Quarter development site.

HCC is also preparing a transport strategy for the borough of Eastleigh as a companion document to the LTP4 that will show how the policies and principles established in the LTP4 can be applied successfully to deal with existing transport issues around the borough as well as those related to future development

proposals. It is expected that the strategy will be the subject of public consultation and subsequent adoption during 2025.

Any future TA supporting a planning application for development of Navigator Quarter should demonstrate how the site can deliver on the overarching policy framework of the LTP4 and with specific reference to the principle of giving people a choice of high-quality travel options and the policy to place climate change at the heart of decision making by reducing travel related carbon emissions.

The approach should identify the pattern of movement most likely to achieve these outcomes by considering first opportunities for home /remote working, followed by realistic opportunities for whole route people movement to and from the site on foot, e-bike (and other potentially legalised micromobility) or bike using direct, well designed and safe routes. Access via public transport with frequent, fast, high quality and reliable services, both by rail and bus and including passenger facilities and realistic onward interconnecting routes to the site also requires consideration. Residual movement of people not catered for by sustainable travel will need to be considered by car, but should promote measures such as lift share and pool cars to minimise the need for single occupancy travel to work.

Walking, cycling and wheeling

In general, Active Travel England provide some useful guidance with this Standing Advice Note: [Active Travel England Standing Advice Note: Active travel and sustainable development](#). This includes the below, which should be considered by the applicant when reviewing the sustainability of the site.

A mix of local amenities should be located within an 800m walking and wheeling distance (using well-designed routes) of all residential properties or staff entrances for workplace facilities. Trip lengths to key amenities should be derived from isochrone maps using an appropriate point within the application site, rather than straight-line distances from site boundaries or main access points.

Footpaths/ways to local amenities should conform to the National Design Guide standards of being safe, direct, convenient and accessible for people of all abilities, which includes but is not limited to routes that:

- *have a minimum width of 2m, with limited pinch points no less than 1.5m;*
- *are step-free;*
- *have a smooth, even surface;*
- *have seating at regular intervals;*
- *are uncluttered;*
- *have good natural surveillance and clear lines of sight;*
- *have street lighting;*
- *have wayfinding; and*
- *have crossing points suitable for the speed and traffic flow of the road(s)*

Regarding access from the north, the Plot 1 land parcel immediately south of the railway line is accessed via a farm gate from the southern section of Chickenhall Lane. A farm track runs from the gate through HCC owned land via track under the railway line. The HCC owned land to the north of the railway track has recently been

granted planning permission (CS/22/92463) as a Material Recycling Facility. This application does not currently facilitate public access. This link is required for sustainable mode access to the north of the site for pedestrians and cycles, and to allow vital access to bus stops/ services on Bishopstoke Road.

It is understood the applicant is in discussions with HCC regarding provision of this route and it appears a solution is achievable. It is also noted that beyond the HCC land there is a private section of Chickenhall Lane. This section of Chickenhall Lane has no pedestrian or cycle facilities. Provision of appropriate facilities, ongoing maintenance arrangements and rights for pedestrians and cycles from the proposed development to pass over the route all the way to Bishopstoke Road in perpetuity should be confirmed.

Any future TA should set out details of how the full route from Bishopstoke Road will be improved, secured and delivered, including through the HCC land and under the rail arch. A metalled surface, width/ arrangement, rights suitable for walking and cycling and lighting allowing year-round use should be provided throughout. Cycling on carriageway within the public section of Chickenhall Lane is not considered appropriate and off carriageway facilities for this section should be considered. On site observations confirm significant current drainage issues under/ around the rail arch; proposals for resolving this should also be included in any future TA. Finally, the route should be secured to be complete and open for use prior to first occupation of the proposed development.

To the west, no sustainable modes access has been proposed linking to Campbell Road. This would significantly reduce the distance to Eastleigh town centre, rail station and surrounding residential areas. Consideration should be given to this link, and justification provided if it is not achievable.

Regarding access from the south, no plans have been submitted in terms of the proposed upgrade of Mitchell Way to facilitate pedestrian and cycles access to the site. The nature of Mitchell Way will change, with significantly increased traffic, including HGVs; therefore attractive, segregated pedestrian and cycle provision will be required. Consideration should be given to Active Travel England guidance and Healthy Streets indicators with the aim of making the environment as attractive as possible for existing and future sustainable mode users given the increase in vehicular traffic, including HGVs, generated by the proposals.

It is noted that high quality segregated pedestrian and cycle facilities are proposed on the internal main industrial estate road. This is welcomed; however, no design work has been submitted, which would be useful at this pre-application stage. Also, where possible, pedestrian and cycle priority at side road crossings should be provided throughout.

Regarding Wide Lane bridge, the Scoping Note states:

the Transport Assessment will set out the impacts on Wide Lane Bridge and how it may operate in the future. While not considered fundamental to the delivery of the scheme, the Applicant will consider potential improvement options for the bridge, but further discussions will be required on how any scheme could be funded, its potential implementation and timescales for delivery.

This is a high demand route for pedestrians and cyclists between Southampton and Eastleigh. It will also provide pedestrian and cycle access to the proposed development. Furthermore, it is known (and observed on site) that an HGV cannot track around the bend a short distance to the east of the bridge. Data within the scoping note (noting comments below regarding trip generation and distribution) forecast that HGV movements will at least double (best case) and potentially increase almost 7-fold (worst case) in this location as a result of the proposed development. As such, it is the HA's view that improvement of this bridge is fundamental and it is considered necessary for the development to fully fund and deliver an acceptable mitigation scheme for the following reasons:

- To allow two-way HGV movements required to avoid an unacceptable residual cumulative impact on the road network.
- To facilitate safe access to the development. The forecast level of movements would result in a significantly increased chance of two large vehicles meeting and having to either perform unsafe reversing movements or mount the footway. This would result in an unacceptable impact on highway safety for both drivers, cyclists and users of the footway.
- Encourage sustainable modes. The increase in HGV movements either very close to (and potentially upon), the footway and on the NCN23 cycle route will be extremely off putting to existing and future pedestrians and on carriageway cyclists. In the absence of an alternative route, the site would not be considered to meet the NPPF criteria of prioritising sustainable modes of transport, providing safe and suitable access for all users, give priority first to pedestrian and cycle movements or creating places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles.

Furthermore, it is noted that SCC hold some previously secured S106 funds towards delivery of improvements at this bridge. It would seem appropriate that these funds could be transferred to the applicant to assist with delivery of a suitable mitigation scheme; this needs to be agreed directly with SCC.

The suggested connection into, and potential upgrade of, the Itchen Way should be explored directly with HCC's Countryside Services team. Contact details are available on request. While this may be a beneficial leisure/ alternative route to the site, it is unlikely the route will be able to be upgraded to the standards required (metalled surface, lit, suitable in design and rights for cycles) for an amenity link. As such, the route through the HCC Land and Chickenhall Lane is considered essential.

In general, the scoping note has not considered the suitability of pedestrian and cycle routes beyond the immediate access points to the site, Mitchell Way and Wide Lane bridge. A wider assessment of the existing infrastructure and potential improvements to encourage the use of sustainable modes and provide access for all links from residential areas and public transport connections to the site is required within any future TA.

Public Transport

Frequent bus services are available in the vicinity, although these are currently a significant distance from the site. The closest accessible bus stops to the south are located on Mitchell Way and at Southampton Airport Parkway rail station, c.1.8km from the centre of the site. These stops are served by regular Unilink services, however these routes all serve Southampton, with no suitably regular services to residential areas within the borough of Eastleigh. Given the current distance is well above the recommended 400m, the applicant should explore extending services to within the site. This is not mentioned in the Public Transport Strategy section of the Scoping Note and requires consideration.

To the north, a bus stop is located at the Bishopstoke Road/ Chickenhall Lane roundabout, approximately 2km from the centre of the Site. Given no vehicular access is proposed to the north, there is no opportunity to divert bus services from the north into the site. Whilst the following should be confirmed with the operator, it is unlikely Go South Coast (Bluestar) would be willing to divert services 2 or 3 closer to the site via Chickenhall Lane. As such, the sustainable mode link described above via the HCC land and Chickenhall Lane is essential to allow access to the site by bus from residential areas within the borough of Eastleigh.

Given the proximity of Southampton Airport Parkway station the site is well served by rail. However, as noted above, the distance from the station to the centre of the site is considerable (c.1.8km). As such, delivery of high quality and attractive pedestrian and cycle links from the station to the site via Mitchell Way is important as set out above. Similarly, some locations are better served by Eastleigh Rail Station. In the absence of a connection via Campbell Road, the shortest route from here to the site is via Bishopstoke Road, Chickenhall Lane and the HCC land, adding further weight to the requirement for this route to be provided to a high standard.

Mode Share

The existing mode share data is considered acceptable. It is noted that rail, walking and cycling represent significant mode share proportions; use of these modes should be facilitated and encouraged to build on this existing positive trend.

Survey Data

The ATC surveys and junction turning counts are considered to have been undertaken during a neutral period and as such represent typical traffic conditions. The locations of the surveys are useful for an initial assessment, however the full study area will be agreed upon agreement of forecast trip generation, distribution, assignment and agreement of the appropriate assessment scenarios. For the junctions where turning counts have been recorded, a summary (and appended full data set) of queue lengths should be provided within any future TA.

It is noted pedestrian/ cycle count surveys have been commissioned on Wide Lane Bridge and at the pedestrian crossing points on Mitchell Way, to be undertaken on 6th December 2024. While this information should be included within any future TA, it is likely (especially for Wide Lane) to underreport the typical pedestrian and cycle use given the winter weather conditions and lack of daylight. Furthermore, a severe weather warning due to Storm Darragh was in place on the 7th and 8th of December. This should be noted and considered in any use of this data. The LHA hold one historic survey of cycles only (not pedestrians) for Wide Lane bridge, undertaken Wednesday 11th November 2015, which is only a marginally better time of year. Over the 12-hour survey period 7am to 7pm, 177 cycles were recorded, demonstrating significant usage even during winter/darker conditions.

Policy and Guidance

The suggested policy and guidance are generally acceptable. In terms of design guidance, the LHA's Technical Guidance (TGs) should be referred to: [Technical guidance notes | Transport and roads | Hampshire County Council](#).

Travel Plan

The strategy proposed is for an overarching/ outline Framework TP to be agreed and secured as part of the outline planning process. Unit/ plot specific TPs would then be required at the Reserved Matters stage for any units exceeding the Travel Plan threshold requirement. This approach is agreed in principle by the HA, noting comments below. The HA's threshold for unit specific TPs would be as follows:

- Commercial: B1 and B2 - 2500 sqm
- Commercial: B8 - 5000 sqm
- Other - 500 sqm

An overall Travel Plan Coordinator for the site would be beneficial to help serve employees of any smaller units. A cycle to work scheme and good cycle facilities for all units, as well as train season tickets and bus vouchers, should be included in the Framework TP. Also, a comprehensive and costed list of measures should be included in the Framework TP (paragraph 4.22 of the scoping note) so that the site wide measures are budgeted for early.

Consideration should also be given to making best use of (and potentially extending) the recently implemented Travel Hubs in the vicinity: [Eastleigh Travel Hub | Transport and roads | Hampshire County Council](#).

Internal Arrangements

Car Parking Strategy

Parking is a matter to be considered by Eastleigh Borough Council, as the Local Planning Authority to ensure the proposed parking falls in line with their adopted standards.

Layout

The access road via Mitchell Way is commented on above in the Vehicle Access section. The below relates to the area within and abutting the proposed built area of the development. It is noted that at the present time two options are being put forward:

- (i) Illustrative Site Layout Plan 1 – Dwg: NQS-MSA-SI-XX-DR-A-2003; and
- (ii) Illustrative Site Layout Plan 2 – Dwg: NQS-MSA-SI-XX-DR-A-2004.

Unsurprisingly given this will be an outline application, both drawings are lacking in full detail such as vehicle parking area layouts, visibility splays and vehicle tracking diagrams; such elements would need to be added to plans for a full assessment of the internal layout to be undertaken. However, generally the site layout as shown looks to be acceptable in generic terms with appropriately positioned access junctions and indicative road layouts inclusive of appropriate footway links (extending to cycle links on the wider site), parking areas and loading areas. Pedestrian and cycle movements should be prioritised at internal junctions. As outlined above however, supporting information to formally confirm appropriateness would be required, such as:

1. Visibility splays should be provided in line with HCC's Technical Guidance Note 3, set against the appropriate design speed. This should be for wider access junctions into the site from the spine road, and for the internal site junctions leading to the individual units.
2. Vehicle tracking should be supplied for a suite of vehicles in accordance with TG2 in order to demonstrate how the various access junctions are suitable for purpose, again for junctions from the link road and serving the individual units.
3. Vehicle tracking should also be supplied to demonstrate how articulated lorries (or appropriate) can turn within the delivery bay areas, accessing the individual delivery bays, whilst being able to enter and exit the individual unit site in a forward gear with other bays fully occupied.
4. Vehicle tracking should be supplied for the individual unit car parking areas, demonstrating how each individual space can easily be accessed without obstruction.
5. Car parking areas should be set out in accordance with the EBC (draft) Parking Standards, with individual bays measuring a minimum of 2.5 x 5.0m (larger for disabled bays), and with aisle widths of 6.0m. Any car parking space located adjacent to a vertical obstruction (i.e. wall) or landscaping area should be afforded an additional 0.3m step out strip to make the space fully usable.
6. Cycle parking should also be provided in line with the EBC (draft) Parking Standards, with full details of shelter and security measures being provided. This should be prioritised within the layout ahead of vehicular parking to ensure that active travel for staff is prioritised.
7. Bin store and collection points should also be shown on plans, along with vehicle tracking to demonstrate how a refuse vehicle will access these points unobstructed.

8. Whilst it is understood that the site is not being put forward for adoption by HCC as LHA, it would be anticipated that an element of street lighting will be required for security and personal safety reasons. Locations of such infrastructure should be shown on plans accordingly.
9. No gates are shown on plans for either the wider site area, or individual units. If gates are to be provided, then they should be positioned in locations that do not obstruct passing vehicles whilst they are opened, and should not impede visibility.

Additionally, there are a few elements of the indicative site layout that may need reviewing:

- Unit 2 on both Plan 1 and 2 appears to have a formal vehicle parking area located to the north of the building. However, it is not clear how access would be gained to this as there does not appear to be a linking road; this should be clarified.
- On Plan 1, Units 7A to D and 13A to C do not appear to have dedicated access points, and as such it would be anticipated that a frontage wide drop kerb / vehicle crossover would be provided due to the small loading areas provided. Whilst Units 7A to D are in a quieter area of the site and so impacts would be lower, there is a concern with Units 13A to C that any reversing movement on or off site would be too close to the main site junction from the link road. It is recommended that this is reviewed.
- Direct pedestrian and cycle connections between the two plots should be provided.

Furthermore, given the site roads would remain in private ownership, Traffic Regulations Orders are unlikely to be an option should it be found that obstructive parking occurs on site which could prevent the free flow and movement of accessing vehicles. As such it would be recommended that an Internal Site Management Plan is set up to regulate against such instances.

Finally, junction capacity modelling of the proposed junctions off the main spine road should be completed, however, it is anticipated simple priority junctions will be adequate to serve the development proposed. Given LP policy E7 1.b., land should be safeguarded to provide right turn lanes at the junctions off the main spine road, to be implemented at a later date if required.

Trip Generation and Distribution

The scoping note sets out the trip generation methodology to forecast number of trips that could be generated by the proposed development and compared these to the trips included within the SRTM. As stated above, in terms of the assessment of highway impact, the LHA require a standalone assessment of the proposals based in first principles, rather than use of the SRTM, particularly as this assessment was based on a significantly different quantum and land use (30,000sqm of office floorspace) and the exact trip rates used are unknown. As such, this comparison serves little benefit and has not been reviewed or commented upon.

Trip Rates and Generation

The following sub-land use categories have been used in the TRICS assessment.

- TRICS Category B – ‘Business Park’
- TRICS Category D - ‘Industrial Estate’
- TRICS Category F - ‘Warehousing (Commercial)’

The following sub-land use categories have been excluded:

- TRICS Category A – ‘Office’
- TRICS Category C – ‘Industrial Unit’
- TRICS Category E – ‘Warehousing (self storage)’
- TRICS Category G – ‘Parcel Distribution Centres’
- TRICS Category I – ‘Data Centre’.

TRICS Category A is not considered necessary as only ancillary office use, rather than standalone, is proposed. TRICS Categories E and I are not considered necessary as these land uses are not proposed as far as the LHA is aware. Clarification should be provided regarding why TRICS Category C was not considered, as this could fall under the proposed B2 land use. Similarly, clarification should be provided regarding why TRICS Category G was not considered, as this could fall under the proposed B8 land use and should therefore be assessed unless any future planning application will specifically exclude this use.

The use of England only sites, excluding Greater London and the exclusion of surveys carried out during the COVID-19 period is acceptable. The use of sites with vehicle only surveys, giving a larger dataset, is acceptable, as is the exclusion of business park office uses. However, justification should be provided for the removal of sites with outlying trip rates. For transparency the calculation reference number should be provided on the outputs to enable trip rates to be audited.

While the trip rates for the land use categories assessed appear broadly acceptable, further information and justification is required. The overall trip rates cannot be agreed until the above has been provided.

Regarding the assessment scenarios, it is noted the proportion of each proposed development land use is unknown and some flexibility will be included within the TA. As such, a range of land uses scenarios is required. The scenarios proposed appear reasonable, with the exception of Scenario 4, which suggests the below:

10% Class E (g) (ii) R&D and (iii) Industrial Processes + 15% B2 - General Industrial Use + 75% B8 - Warehousing Use.

The LHA is happy with 10% Class E (g) (ii) and (iii) if any future application will be restricted to this level of land use. If not, the percentage tested should be increased to a level where the applicant is content for a restriction to apply. Also, the rationale for splitting the remaining land use more heavily towards B8 than B2 in this scenario should be justified.

Mezzanine Level Trips

It is unclear if the TRICs sites used include an element of mezzanine floor space, and therefore trip generation from mezzanines is already included in the forecast trip generation. This should be clarified, with the area of mezzanine stated if there is any. If not, the HA feel it is reasonable to reduce the trip rates from mezzanine floor space to an extent, but further justification is required beyond the single site referenced, and the exact proportional reduction proposed, rather than a range, should be set out.

Distribution

The use of Eastleigh 006 MSOA area and Google Maps to ascertain the quickest route for assignment are appropriate. Where an alternative route is possible that adds 5 minutes or less to the total journey time, assignment has assumed that 50% of trips will use the quickest route and 50% will use the alternative SRN route; this is not considered reasonable, and all trips should be assigned to the quickest route. If there are two routes with the same journey time, these can be split 50:50.

Regarding Heavy Goods Vehicles, the Scoping Note states at paragraph 4.6:
HGVs will make up the majority of vehicle trips associated with the Proposed B2 and B8 elements of the Site. As part of the Transport Assessment, HGV routing will be prescribed and measures will be discussed to ensure deliveries adhere to the routing. These trips will be routed to/ from the SRN.

While it is reasonable to assume the majority of HGV trips will use Wide Lane and Junction 5 to access the M27, further details of the prescribed routes, and the proposed measures to ensure these are adhered to, should be provided. Also, while largely an NH concern, it is felt the rationale for the proposed 40:60 split for M27 east and M27 west should be justified.

Distribution (stick) diagrams specifically showing total development traffic (split into HGV and other traffic) on the network for each scenario should be included within any future TA.

Regarding multi-modal trips, the methodology, including the vision-led sensitivity test, will be reviewed once provided.

It is noted that delivery and servicing vehicle trips are already incorporated within the vehicular trip rates. However, inclusion of a delivery and servicing strategy within the future TA is welcomed, as is an assessment of construction trips.

Highways Assessment

As stated above, the LHA require a standalone assessment of the proposals based in first principles, rather than use of the SRTM. The junctions proposed to be modelled in paragraph 6.5 should be assessed; modelling of additional junctions, increasing the study area, may be required and will be clarified upon agreement of trip generation, distribution and assignment for the various scenarios.

The weekday peak hour periods of 08:00-09:00 and 17:00-18:00 should be justified from the traffic survey data collected.

Regarding the future year scenarios, these are acceptable with the exception of the use of the 2026 future year, which is considered overly optimistic for the site to be constructed and fully occupied and operational. It is suggested 2028 is used for these two scenarios.

The use of TEMPro and removal of Local Plan growth are both acceptable in principle. The core scenario within TEMPro has been applied, however, clarification should be provided that the MOSA area 006 has been used. Also, it appears that the AM and PM peak factors have been averaged; please can these be presented separately and the workings of the adjustments appended to any future TA.

The suggested methodology is to not include specific committee developments in the assessment as TEMPro will pick this up. This is considered acceptable in this case given location and progression of local development.

It is noted that the Applicant would like to maintain flexibility on the proportion of the land uses that could ultimately be delivered. As such, assessment of more than one development trip scenario is required, essentially modelling a worst case for all traffic and a worst case for HGVs. This can be discussed and agreed once trip generation is agreed.

Personal Injury Accident Analysis

The Scoping Note states that personal Injury Accident (PIA) data will be analysed for the latest 5 year period; this is acceptable and the data should be obtained from Hampshire Constabulary: collision.records@hampshire.pnn.police.uk

The proposed study area will be agreed upon agreement of trip generation, distribution and assignment.

There are some known PIA clusters in the area, as set out below, which should be considered.

- Northbound A335 at the M27 junction 5 interchange (operated by National Highways).
- A335 Station Hill/ Twyford Road/ A335 Leigh Road/ B3037 Bishopstoke Road/ Coles Close roundabout.
- The A335 Wide Lane has several concerns, primarily associated with the various junctions along the route.
- A335 Leigh Road/ Villeneuve St. Georges Way priority junction
- The Eastleigh grid system in general.

Summary

In line with the details provided above, any application coming forward will require careful design regarding demonstrating suitable access, including by sustainable modes, assessment of the highway impact and adequate mitigation.

I trust that the above is clear but please contact Nick Gammer should you need further information.

Yours sincerely

Gemma McCart

From: Patrick Blake
To: Ali Memory; Beata Gonn
Cc: planningSE; Martin Hubbard; Jon Williams
Subject: NH/24/09081 RE: Navigator Quarter, Southampton - Transport Assessment Scoping Note - for review
Date: 16 December 2024 12:53:56
Attachments: imaoe001.png

Hi Ali

Thank you for forwarding your Transport Assessment Scoping Note for the proposed Navigator Quarter Development, Southampton Airport, to National Highways for its review and comment. National Highways' observations and queries follow below.

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such National Highways works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. In the case of this development proposal our interest is in the M27, particularly M27 Junction 5.

Comments on the scoping note generally follow below for your information. Importantly, National Highways will require the full assessment of M27 Junction 5 as well as a review of the off and on slips in both directions to confirm that the additional traffic generated by the proposed development will not create or aggravate safety issues on the off and on slips.

Very happy to meet w/c 6 January 2025.

Regards

Patrick

Transport Scoping Report, Navigator Quarter, Southampton, December 2024

	Section		Text as relevant	NH observations and queries
1 Introduction	Scoping Report Purpose and Planning Application Deliverables	1.10	<i>At this preliminary stage and given the buildings will be in Outline, it is not the intention to draft standalone Construction Management Plans, Waste or Delivery & Servicing Plans. The TA will provide an overarching 'statement of intent' within the report and it would be expected that these reports would be secured as a condition(s) of any planning permission.</i>	1 Given the scale of the development and its proximity to the SRN, National Highways will want to see potential construction traffic generation as soon as possible. National Highways therefore welcomes what is stated in paragraph 5.7 of the scoping note – namely, that <i>'[t]he Transport Assessment will also include a section on construction including the outline construction programme, indicative forecasts of the likely construction trips and high-level potential construction management measures'.</i>
		1.14	<i>Policy E7 ...</i>	2 The proposed development appears to be 1.14 times by area and 0.82 times by floor area that 'allocated' by Policies E7 and E9 of the EBC Local Plan (adopted April 2022).
	Site Planning Designations	1.16	<i>Policy E9 ...</i>	
	2 Existing Site, Accessibility and Transport Conditions	2.16	<i>The M27 and its junctions are managed by National Highways (NH). The M27 Junction 5 is 2.7km southwest of the Site and is the main link to the Strategic Road Network (SRN). All vehicles travelling between Southampton Airport and the M27 J5 need to use a route encompassing the Spitfire Roundabout and the A335 via the A335 Wide Lane roundabout.</i>	3 Potential SRN use could involve M27 J4 and J5 and M3 J12, J13 and J14. However, National Highways is satisfied with an assessment of the SRN focusing on M27 J5 alone.
		2.17	<i>The M27 heads in an east/west direction to access the south coast of England. The M27 links to the M3 close by (at J4 and J14 respectively) in order to access destinations north of the Site.</i>	
		2.18	<i>The M3 can also be accessed via the A335 (turning into Leigh Road) at J13, 3.5km northwest of the Site and via the A27 to the west of the Site.</i>	
		2.42	<i>Private vehicle use is the predominant travel mode, however there is a relatively high rail percentage, while walking equates to 15% of trips.</i>	4 Irrespective of the census 2011 data, a 15% walk split would appear to be unlikely given the location of the site and future likely access provision.
		2.48	<i>In addition to the ATC counts, the following junction turning counts were undertaken from 07:00 – 10:00 and 16:00 – 19:00 on Thursday 29 June 2023:</i> - A335 Southampton Road/ A335 Wide Lane/ South Street; - A335 Wide Lane/ Southampton Airport Parkway; - A335/ A335 Wide Lane/ Wide Lane; - M27 J5 Stoneham Interchange (A335 arm only); - Spitfire Roundabout; - Wide Lane/ Mountpark; - Wide Lane/ Mansbridge Road roundabout; - Twyford Road/ Coles Close/ Bishopstoke Road/ A335 Station Hill/ A335 Romsey Road; and - A335 Station Hill/ Bishopstoke Road.	5 Potential SRN use could involve M27 J4 and J5 and M3 J12, J13 and J14. However, National Highways is satisfied with an assessment of the SRN focusing on M27 J5 alone.
4 Development Proposals and Transport Strategy	Vehicular Access	4.6	<i>Vehicles accessing the development would then travel along the entire length of Mitchell Way before joining the wider highways network at the Mitchell Way roundabout. It is envisaged that the majority of the HGV trips would access M27 Junction 5 and the SRN via the A335 Wide Lane Bridge and the A335.</i>	6 Is the 'A335 Wide Lane Bridge' simply the 'Wide Lane' road-over-rail bridge between Mitchell Way and the A335? c.f. paragraph 4.8.
5 Trip Generation and Distribution	Proposed Development Employment - Vehicle Trip Generation Proposed Development: Employment Trip Rates	5.13 and Tables 5-6, 5-7 and 5-8	Various.	7 The cyclist trip generation in Table 5-6, albeit based on similar sites in similar locations, is high. The nature of the road network and the severance and associated with the M27 and north-south rail line could erode the cyclist share (all of the TRICS sites are arguably more attractive to cycle use the development site).
				8 Use B8 accommodates potential parcel distribution activity. Parcel distribution rates should also be used to represent a potential B8 worst case trip generation.
	Proposed Development Employment Use – Vehicle Trip Generation Assessment: Assessment Scenarios	5.16	<i>It is envisaged that the Site will be developed predominantly for B2 – General Industrial and B8 - Warehousing uses, with some Class E (g) (i) Research 7 Development and (iii) Industrial Processes land uses. By way of an initial assessment, to understand the variation in trips that could be generated by the development proposals, the following scenarios have been considered:</i> - Scenario 1: 100% B8 – Warehousing Use - Scenario 2: 100% B2 – General Industrial Use - Scenario 3: 50% B2 – General Industrial Use + 50% B8 - Warehousing Use - Scenario 4: 10% Class E (g) (i) R&D and (iii) Industrial Processes + 15% B2 – General Industrial Use + 75% B8 – Warehousing Use.	9 See 8 above.
		5.17 to 5.30 and Tables 5-9 to 5-21.	Various.	10 The theoretical SRTM vehicle trip generation is exactly that – theoretical (c.f. paragraph 5.30). The trip generation comparisons in Tables 5-10, 5-12, 5-16 and 5-21 are therefore speculative until the actual trip generation assumed in SRTM is confirmed.
		5.30	<i>It should be noted that these assessments are considered a worse case, for the following reasons:</i> - The comparison of trip generation is based on a comparison against allocated site policy E7, as it has not been possible to identify the trip budget previously identified in the SRTM modelling. - No allowance has been made for movements directly between the airport and the buildings within the Freeport site, which would be limited to Mitchell Way, and would not access the wider network. - It has initially been assumed that all of the units within the masterplan would be for the uses outlined in the application and that these would be accessed from Mitchell Way. However, there is an opportunity for the buildings directly adjacent to the airfield to be utilised by the Airport, for Airside related uses, i.e. hangars. If such a strategy were implemented, these buildings would effectively be non-traffic-generating and accessed from the airport side.	11 Second and third bullets noted.
				12 See 8 above.
	Mezzanine Level Trips	5.34	<i>Importantly, HGV trip generation is typically associated with the number of loading bays, which are located on the ground floor and hence do not increase when mezzanine levels are introduced. Therefore, whilst the mezzanine levels may include automated operations which could improve efficiency and HGV throughput, there would not be a pro-rata increase in HGV numbers as these would be restricted by the number of loading bays.</i>	13 HGV trip generation is not typically associated with the number of loading bays available – it is the other way around (i.e. the number of HGV loading bays required is a function of the HGV trip generation). The number of HGV loading bays available does determine HGV bay capacity (which is a different matter).
		5.35	<i>As a consequence of the above, it is concluded that mezzanine floor space does not generate trips on a pro-rata basis as conventional floor space does.</i>	
		5.36	<i>The consented Symmetry Park development, Swindon (ref. S/19/1898) and the Plot 12 East Midlands Gateway Development (ref. 20/00718/FULM) assumed that only 35% - 50% of the mezzanine floor space would generate trips. These factors recognise that the mezzanine floor space could generate additional employee and HGV trips, but that these would not be at pro rata levels compared to conventional floor space.</i>	
		5.37	<i>This approach was accepted by the respective local authorities. It is therefore</i>	14 What exactly does Steer propose for the proposed development?

			proposed that a similar approach is adopted for the B2 and B8 uses of the Site.		
	Trip Distribution	5.43	The above indicates that 30% of employees would use the SRN to access the Site.	15	National Highways is satisfied with an assessment of the SRN focusing on M27 J5 alone and SRN origins and destinations simply categorized as 'M27 east' and 'M27 west'.
		after 5.43		16	The paragraph numbering after paragraph 5.43 needs correcting.
		5.1	Heavy Goods Vehicles HGVs will make up the majority of vehicle trips associated with the Proposed B2 and B8 elements of the Site. As part of the Transport Assessment, HGV routing will be prescribed and measures will be discussed to ensure deliveries adhere to the routing. These trips will be routed to/ from the SRN.	17	See 15 above.
		5.2	The most direct route from the Site to the SRN is via M27 Junction. Given the nature of a Freeport, it is expected that many of the HGV trips will be to/ from key locations on the south coast, including Portsmouth and Southampton.		
		5.3	The proportion of HGV to/ from the Site is presented in Table 5-23.		
		NA		18	What about LGV trip distributions in the case of B2 and B8 uses? LGV distributions deserve distinct treatment (i.e. employee trip distributions cannot be assumed in the case of LGVs).
		5.9	Agreement on Assessment Scenarios Confirmation is sought from HCC that the trip rates and trip distribution identified above are acceptable in terms of progressing the highways impact and modelling assessments detailed in Chapter 6.	19	See 8 above.
6 Highways Assessment	Junction Modelling Study Area	6.3	It is therefore, proposed to undertake stand-alone junction capacity modelling assessments of the following junctions: • Spitfire Roundabout; • A335/ A335 Wide Lane/ Wide Lane Bridge roundabout; • Wide Lane/ Mansbridge Road roundabout; • M27 J5 Stoneham Interchange (A335 arm only) signalised junction; and, • A335 Wide Lane/ Southampton Airport Parkway signalised junction.	20	Our estimates suggest that the proposed trip generation scenarios result in anything between 240 and 490pcus in the AM peak hour and between 210 and 410pcus in the PM peak hour travelling through M27 J5. Between 110 and 230pcus in the AM peak hour and between 100 and 190pcus in the PM peak hour travel from/to the M27 itself (east and west). The use of parcel distribution rates and distributions in the case of use B8 is likely to result in higher flows through M27 J5 (see 8 above). National Highways will therefore require the full assessment of M27 J5 as well as a review of the off and off slips in both directions to confirm that the additional traffic generated by the proposed development will not create or aggravate safety issues on the off and on slips.
	Highways Impact Assessment Scenarios	6.6	As detailed above it is initially proposed to use TEMPro growth factors to growth the 2023 survey data to the 2026 and 2036 Future Baseline traffic flows. These could potentially be benchmarked against SRTM DS3 flows if required (excluding the Navigator Quarter site).	21	Benchmarking against SRTM DS3 flows (excluding the Navigator Quarter site) appears to be sensible. While National Highways would prefer such benchmarking, it will take HCC's lead on whether this is necessary and whether DS3 is the correct scenario.

Patrick Blake, Area 3 Spatial Planner
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From: Ali Memory <Ali.Memory@steergroup.com>
Sent: 16 December 2024 09:47
To: Beata Ginn <beata.ginn@nationalhighways.co.uk>
Cc: Planning SE <planningSE@nationalhighways.co.uk>; Patrick Blake <Patrick.Blake@nationalhighways.co.uk>; Martin Hubbard <Martin.Hubbard@steergroup.com>; Jon Williams <Jon.Williams@steergroup.com>
Subject: RE: Response@2024 12 10: #24224 RE: Navigator Quarter, Southampton - Transport Assessment Scoping Note - for review

Hi Beata

Hope you had a good weekend and this email finds you well.

Just wanted to confirm that we will be receiving your comments and meeting availability today?

Kind regards
Ali

Ali Memory (née Goddard)
Principal Consultant | CTPP, MCIHT, IPMA Level D: Certified | She/Her/Hers



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From: Ali Memory
Sent: 10 December 2024 13:25
To: Beata Ginn <Beata.Ginn@nationalhighways.co.uk>
Cc: planningSE <planningSE@nationalhighways.co.uk>; Patrick Blake <Patrick.Blake@nationalhighways.co.uk>; Martin Hubbard <Martin.Hubbard@steergroup.com>
Subject: RE: Response@2024 12 10: #24224 RE: Navigator Quarter, Southampton - Transport Assessment Scoping Note - for review

Hi Beata

Thanks for confirming receipt of the documents. Please could you clarify what the deadline of 16th entails – we assume that is to review the TASN and return comments via email by this date? If so, would it please be possible to reserve a meeting slot for later on next week?

We have received some availability back from the organisations for next week already. It would be good to have all the different organisations in the same meeting to discuss the scheme collaboratively.

Many thanks
Ali

Ali Memory (née Goddard)
Principal Consultant | CTPP, MCIHT, IPMA Level D: Certified | She/Her/Hers



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From: Beata Ginn <Beata.Ginn@nationalhighways.co.uk>
Sent: 10 December 2024 11:45
To: Ali Memory <Ali.Memory@steergroup.com>
Cc: planningSE <planningSE@nationalhighways.co.uk>; Patrick Blake <Patrick.Blake@nationalhighways.co.uk>
Subject: Response@2024 12 10: #24224 RE: Navigator Quarter, Southampton - Transport Assessment Scoping Note - for review

Hi Ali,

We manage to download and save the information you submitted on our system and it is currently being reviewed; our deadline being 16 December.

Huckfield, David

From: Turner, Jenna <Jenna.Turner@southampton.gov.uk>
Sent: 09 December 2024 11:59
To: Planning @ Eastleigh Borough Council; Huckfield, David
Subject: RE: Planning Application Consultation Request V/24/98474

Some people who received this message don't often get email from jenna.turner@southampton.gov.uk. [Learn why this is important](#)

Dear David,

With reference to the above EIA Scoping Opinion Request, I can confirm that Southampton City Council has no objection to the scope of the ES as outlined, subject to the ES assessing the Wide Lane, particularly the roundabout junction of Wide Lane/A27 Mansbridge Road.

The detailed comments of my Transport colleagues are set out as follows:

This site is located in Eastleigh Borough Council's administrative area at the northern end of Southampton Airport. The primary traffic access is via Mitchell Way to the Spitfire Roundabout on Wide Lane just to the north of the city boundary. The Scoping document indicates that majority of traffic will then use Wide Lane travelling north over the railway towards the A335 and M27 Junction 5. All of this is within Hampshire County Council's remit as the Local Highway Authority (LHA). South from the Spitfire Roundabout Wide Lane enters Southampton City Council's remit as LHA and this is the section we are primarily concerned with. We also notes that National Highways are included in the scoping.

As this is an EIA scoping document the criteria for highway links to be included is slightly different to a traditional TA, however, we feel that Wide Lane should be included in the assessment particularly the roundabout junction of Wide Lane/A27 Mansbridge Road. The junction of A335/A27 Stoneham Way is included in the assessment and because of the height restriction beneath the railway Mansbridge Road would provide an alternative access route from the east for larger vehicles and residents of Southampton and parts of Eastleigh Borough - or those seeking to avoid the M27 from Junction 7. There are high levels of trips between Southampton and Eastleigh for work and it could be considered that a high proportion of potential employees at the site could come from Southampton.

Trips by other modes need to be considered and Wide Lane forms part of the Southampton Cycle Network (SCN Route 7) which goes to the City Centre via Wessex Lane, Riverside Park and St Denys, and is served by U1 bus service. Increases in traffic may make these routes less attractive to these modes.

As part of the assessment the transport policies of SCC need to be considered and included.

For the final Transport Assessment for the Navigator Quarter we would request that SCC is involved in the scoping and subsequent discussions with EBC, HCC and the applicant as there is likely to be an impact on the Southampton transport network from the development.

Please note, the Council's Transport contact for this site is Iain Steane (iain.steane@southampton.gov.uk).

Many thanks

Jenna Turner
Regeneration Planning Manager
Transport and Planning Service
Southampton City Council
Tel: 02380 91 7606 or 02380 83 3006 (4)
N.B. My working days are Mondays, Wednesdays and Fridays

From: Planning (Eastleigh Borough Council) <planning@eastleigh.gov.uk>
Sent: 14 November 2024 12:56

To: planning@eastleigh.gov.uk

Subject: Planning Application Consultation Request V/24/98474

You don't often get email from planning@eastleigh.gov.uk. [Learn why this is important](#)

Application No: V/24/98474

Address: Navigator Quarter, Eastleigh, SO18 2NL

Description: EIA Scoping Opinion under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for Hybrid Planning Application - Outline application for development of the land adjacent to Southampton Airport to provide employment floorspace of up to 92,000 sqm (GIA) within Use Classes E(g) (ii & iii), B2 and B8 with ancillary offices and areas for service yards, car parking, landscaping, ancillary buildings and associated activities, and access from Wide Lane (all matters reserved except for access). Full planning application for initial infrastructure works and construction of new access road including site levelling and other engineering works (This is NOT a planning application).

Would you please let me have your observations on the above application.

You can access the plans and documents via our portal [V/24/98474](#)

In order to meet the Government's challenging targets for our speed of determining applications, we require any comments you wish to make within 21 days from the date of this memo. Failure to meet this time period will usually result in an application being determined without your comments being considered.

Please reply to the planning officer on the below email address.

Planning Specialist Contact Details

Email: david.huckfield@eastleigh.gov.uk

Kind regards
Planning

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Appendix B – TRICS Output Reports

Calculation Reference: AUDIT-720101-241122-1141

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	WK WARWICKSHIRE	2 days
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 17500 to 84575 (units: sqm)
 Range Selected by User: 15000 to 167416 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/18 to 23/12/2023

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:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	1
Out of Town	1
No Sub Category	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	4 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known	5 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	2 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	2 days
1.1 to 1.5	3 days

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

Travel Plan:

No	5 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	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	GM-02-D-09	INDUSTRIAL ESTATE	GREATER MANCHESTER
	SAINT HELENS ROAD		
	LEIGH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	57600 sqm	
	Survey date: FRIDAY	29/04/22	Survey Type: MANUAL
2	TW-02-D-10	INDUSTRIAL ESTATE	TYNE & WEAR
	ELEVETH AVENUE		
	GATESHEAD		
	TEAM VALLEY		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	21500 sqm	
	Survey date: WEDNESDAY	18/05/22	Survey Type: MANUAL
3	WK-02-D-03	INDUSTRIAL ESTATE	WARWICKSHIRE
	EASTBORO WAY		
	NUNEATON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	20860 sqm	
	Survey date: THURSDAY	26/09/19	Survey Type: MANUAL
4	WK-02-D-04	INDUSTRIAL ESTATE	WARWICKSHIRE
	ABELES WAY		
	ATHERSTONE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	17500 sqm	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
5	WO-02-D-03	INDUSTRIAL ESTATE	WORCESTERSHIRE
	MILLENNIUM WAY		
	EVESHAM		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	84575 sqm	
	Survey date: TUESDAY	26/06/18	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EX-02-D-04	High proportion of light industrial
NS-02-D-01	Very high proportion of light industrial
NY-02-D-03	Edge of town further away from strategic route.
TV-02-D-03	Covid
WK-02-D-01	Low trip rate
WK-02-D-02	More storage and distribution as opposed to general industrial

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	4	29365	0.018	4	29365	0.009	4	29365	0.027
05:30 - 06:00	4	29365	0.054	4	29365	0.014	4	29365	0.068
06:00 - 06:30	4	29365	0.032	4	29365	0.018	4	29365	0.050
06:30 - 07:00	4	29365	0.100	4	29365	0.031	4	29365	0.131
07:00 - 07:30	5	40407	0.162	5	40407	0.043	5	40407	0.205
07:30 - 08:00	5	40407	0.295	5	40407	0.062	5	40407	0.357
08:00 - 08:30	5	40407	0.353	5	40407	0.104	5	40407	0.457
08:30 - 09:00	5	40407	0.199	5	40407	0.098	5	40407	0.297
09:00 - 09:30	5	40407	0.214	5	40407	0.125	5	40407	0.339
09:30 - 10:00	5	40407	0.160	5	40407	0.122	5	40407	0.282
10:00 - 10:30	5	40407	0.160	5	40407	0.132	5	40407	0.292
10:30 - 11:00	5	40407	0.148	5	40407	0.107	5	40407	0.255
11:00 - 11:30	5	40407	0.127	5	40407	0.102	5	40407	0.229
11:30 - 12:00	5	40407	0.159	5	40407	0.128	5	40407	0.287
12:00 - 12:30	5	40407	0.152	5	40407	0.205	5	40407	0.357
12:30 - 13:00	5	40407	0.157	5	40407	0.170	5	40407	0.327
13:00 - 13:30	5	40407	0.160	5	40407	0.176	5	40407	0.336
13:30 - 14:00	5	40407	0.177	5	40407	0.154	5	40407	0.331
14:00 - 14:30	5	40407	0.125	5	40407	0.179	5	40407	0.304
14:30 - 15:00	5	40407	0.108	5	40407	0.149	5	40407	0.257
15:00 - 15:30	5	40407	0.109	5	40407	0.170	5	40407	0.279
15:30 - 16:00	5	40407	0.103	5	40407	0.170	5	40407	0.273
16:00 - 16:30	5	40407	0.136	5	40407	0.199	5	40407	0.335
16:30 - 17:00	5	40407	0.109	5	40407	0.222	5	40407	0.331
17:00 - 17:30	5	40407	0.083	5	40407	0.326	5	40407	0.409
17:30 - 18:00	5	40407	0.064	5	40407	0.190	5	40407	0.254
18:00 - 18:30	5	40407	0.056	5	40407	0.110	5	40407	0.166
18:30 - 19:00	5	40407	0.042	5	40407	0.092	5	40407	0.134
19:00 - 19:30	4	29365	0.050	4	29365	0.059	4	29365	0.109
19:30 - 20:00	4	29365	0.040	4	29365	0.043	4	29365	0.083
20:00 - 20:30	4	29365	0.029	4	29365	0.037	4	29365	0.066
20:30 - 21:00	4	29365	0.012	4	29365	0.042	4	29365	0.054
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.893			3.788			7.681

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:	17500 - 84575 (units: sqm)
Survey date range:	01/01/18 - 23/12/23
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	6

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	4	29365	0.000	4	29365	0.000	4	29365	0.000
05:30 - 06:00	4	29365	0.000	4	29365	0.000	4	29365	0.000
06:00 - 06:30	4	29365	0.000	4	29365	0.000	4	29365	0.000
06:30 - 07:00	4	29365	0.000	4	29365	0.000	4	29365	0.000
07:00 - 07:30	5	40407	0.000	5	40407	0.000	5	40407	0.000
07:30 - 08:00	5	40407	0.001	5	40407	0.002	5	40407	0.003
08:00 - 08:30	5	40407	0.003	5	40407	0.002	5	40407	0.005
08:30 - 09:00	5	40407	0.002	5	40407	0.002	5	40407	0.004
09:00 - 09:30	5	40407	0.001	5	40407	0.002	5	40407	0.003
09:30 - 10:00	5	40407	0.001	5	40407	0.001	5	40407	0.002
10:00 - 10:30	5	40407	0.001	5	40407	0.001	5	40407	0.002
10:30 - 11:00	5	40407	0.001	5	40407	0.001	5	40407	0.002
11:00 - 11:30	5	40407	0.001	5	40407	0.001	5	40407	0.002
11:30 - 12:00	5	40407	0.000	5	40407	0.000	5	40407	0.000
12:00 - 12:30	5	40407	0.001	5	40407	0.001	5	40407	0.002
12:30 - 13:00	5	40407	0.000	5	40407	0.001	5	40407	0.001
13:00 - 13:30	5	40407	0.001	5	40407	0.001	5	40407	0.002
13:30 - 14:00	5	40407	0.001	5	40407	0.001	5	40407	0.002
14:00 - 14:30	5	40407	0.003	5	40407	0.001	5	40407	0.004
14:30 - 15:00	5	40407	0.001	5	40407	0.002	5	40407	0.003
15:00 - 15:30	5	40407	0.001	5	40407	0.001	5	40407	0.002
15:30 - 16:00	5	40407	0.002	5	40407	0.001	5	40407	0.003
16:00 - 16:30	5	40407	0.001	5	40407	0.002	5	40407	0.003
16:30 - 17:00	5	40407	0.001	5	40407	0.001	5	40407	0.002
17:00 - 17:30	5	40407	0.001	5	40407	0.001	5	40407	0.002
17:30 - 18:00	5	40407	0.002	5	40407	0.002	5	40407	0.004
18:00 - 18:30	5	40407	0.002	5	40407	0.002	5	40407	0.004
18:30 - 19:00	5	40407	0.001	5	40407	0.001	5	40407	0.002
19:00 - 19:30	4	29365	0.001	4	29365	0.001	4	29365	0.002
19:30 - 20:00	4	29365	0.001	4	29365	0.001	4	29365	0.002
20:00 - 20:30	4	29365	0.000	4	29365	0.000	4	29365	0.000
20:30 - 21:00	4	29365	0.000	4	29365	0.000	4	29365	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.031			0.032			0.063

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	4	29365	0.003	4	29365	0.003	4	29365	0.006
05:30 - 06:00	4	29365	0.007	4	29365	0.009	4	29365	0.016
06:00 - 06:30	4	29365	0.003	4	29365	0.007	4	29365	0.010
06:30 - 07:00	4	29365	0.003	4	29365	0.005	4	29365	0.008
07:00 - 07:30	5	40407	0.006	5	40407	0.007	5	40407	0.013
07:30 - 08:00	5	40407	0.011	5	40407	0.011	5	40407	0.022
08:00 - 08:30	5	40407	0.014	5	40407	0.016	5	40407	0.030
08:30 - 09:00	5	40407	0.012	5	40407	0.011	5	40407	0.023
09:00 - 09:30	5	40407	0.019	5	40407	0.016	5	40407	0.035
09:30 - 10:00	5	40407	0.018	5	40407	0.012	5	40407	0.030
10:00 - 10:30	5	40407	0.017	5	40407	0.013	5	40407	0.030
10:30 - 11:00	5	40407	0.015	5	40407	0.011	5	40407	0.026
11:00 - 11:30	5	40407	0.012	5	40407	0.010	5	40407	0.022
11:30 - 12:00	5	40407	0.017	5	40407	0.011	5	40407	0.028
12:00 - 12:30	5	40407	0.017	5	40407	0.017	5	40407	0.034
12:30 - 13:00	5	40407	0.015	5	40407	0.012	5	40407	0.027
13:00 - 13:30	5	40407	0.014	5	40407	0.016	5	40407	0.030
13:30 - 14:00	5	40407	0.013	5	40407	0.012	5	40407	0.025
14:00 - 14:30	5	40407	0.012	5	40407	0.013	5	40407	0.025
14:30 - 15:00	5	40407	0.010	5	40407	0.010	5	40407	0.020
15:00 - 15:30	5	40407	0.010	5	40407	0.010	5	40407	0.020
15:30 - 16:00	5	40407	0.012	5	40407	0.015	5	40407	0.027
16:00 - 16:30	5	40407	0.017	5	40407	0.012	5	40407	0.029
16:30 - 17:00	5	40407	0.010	5	40407	0.012	5	40407	0.022
17:00 - 17:30	5	40407	0.006	5	40407	0.004	5	40407	0.010
17:30 - 18:00	5	40407	0.006	5	40407	0.006	5	40407	0.012
18:00 - 18:30	5	40407	0.004	5	40407	0.007	5	40407	0.011
18:30 - 19:00	5	40407	0.004	5	40407	0.006	5	40407	0.010
19:00 - 19:30	4	29365	0.003	4	29365	0.002	4	29365	0.005
19:30 - 20:00	4	29365	0.003	4	29365	0.001	4	29365	0.004
20:00 - 20:30	4	29365	0.001	4	29365	0.003	4	29365	0.004
20:30 - 21:00	4	29365	0.004	4	29365	0.003	4	29365	0.007
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.318			0.303			0.621

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	4	29365	0.000	4	29365	0.000	4	29365	0.000
05:30 - 06:00	4	29365	0.000	4	29365	0.000	4	29365	0.000
06:00 - 06:30	4	29365	0.000	4	29365	0.000	4	29365	0.000
06:30 - 07:00	4	29365	0.000	4	29365	0.000	4	29365	0.000
07:00 - 07:30	5	40407	0.000	5	40407	0.000	5	40407	0.000
07:30 - 08:00	5	40407	0.000	5	40407	0.000	5	40407	0.000
08:00 - 08:30	5	40407	0.000	5	40407	0.000	5	40407	0.000
08:30 - 09:00	5	40407	0.000	5	40407	0.000	5	40407	0.000
09:00 - 09:30	5	40407	0.001	5	40407	0.000	5	40407	0.001
09:30 - 10:00	5	40407	0.000	5	40407	0.000	5	40407	0.000
10:00 - 10:30	5	40407	0.001	5	40407	0.000	5	40407	0.001
10:30 - 11:00	5	40407	0.000	5	40407	0.000	5	40407	0.000
11:00 - 11:30	5	40407	0.000	5	40407	0.000	5	40407	0.000
11:30 - 12:00	5	40407	0.000	5	40407	0.000	5	40407	0.000
12:00 - 12:30	5	40407	0.000	5	40407	0.000	5	40407	0.000
12:30 - 13:00	5	40407	0.000	5	40407	0.000	5	40407	0.000
13:00 - 13:30	5	40407	0.000	5	40407	0.000	5	40407	0.000
13:30 - 14:00	5	40407	0.000	5	40407	0.000	5	40407	0.000
14:00 - 14:30	5	40407	0.000	5	40407	0.000	5	40407	0.000
14:30 - 15:00	5	40407	0.000	5	40407	0.000	5	40407	0.000
15:00 - 15:30	5	40407	0.000	5	40407	0.000	5	40407	0.000
15:30 - 16:00	5	40407	0.000	5	40407	0.000	5	40407	0.000
16:00 - 16:30	5	40407	0.000	5	40407	0.000	5	40407	0.000
16:30 - 17:00	5	40407	0.000	5	40407	0.000	5	40407	0.000
17:00 - 17:30	5	40407	0.000	5	40407	0.000	5	40407	0.000
17:30 - 18:00	5	40407	0.000	5	40407	0.000	5	40407	0.000
18:00 - 18:30	5	40407	0.000	5	40407	0.000	5	40407	0.000
18:30 - 19:00	5	40407	0.000	5	40407	0.000	5	40407	0.000
19:00 - 19:30	4	29365	0.000	4	29365	0.000	4	29365	0.000
19:30 - 20:00	4	29365	0.000	4	29365	0.000	4	29365	0.000
20:00 - 20:30	4	29365	0.000	4	29365	0.000	4	29365	0.000
20:30 - 21:00	4	29365	0.000	4	29365	0.000	4	29365	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.002			0.000			0.002

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	4	29365	0.001	4	29365	0.000	4	29365	0.001
05:30 - 06:00	4	29365	0.002	4	29365	0.000	4	29365	0.002
06:00 - 06:30	4	29365	0.001	4	29365	0.000	4	29365	0.001
06:30 - 07:00	4	29365	0.003	4	29365	0.000	4	29365	0.003
07:00 - 07:30	5	40407	0.004	5	40407	0.000	5	40407	0.004
07:30 - 08:00	5	40407	0.005	5	40407	0.000	5	40407	0.005
08:00 - 08:30	5	40407	0.006	5	40407	0.000	5	40407	0.006
08:30 - 09:00	5	40407	0.001	5	40407	0.000	5	40407	0.001
09:00 - 09:30	5	40407	0.001	5	40407	0.001	5	40407	0.002
09:30 - 10:00	5	40407	0.000	5	40407	0.000	5	40407	0.000
10:00 - 10:30	5	40407	0.000	5	40407	0.000	5	40407	0.000
10:30 - 11:00	5	40407	0.000	5	40407	0.000	5	40407	0.000
11:00 - 11:30	5	40407	0.000	5	40407	0.000	5	40407	0.000
11:30 - 12:00	5	40407	0.000	5	40407	0.000	5	40407	0.000
12:00 - 12:30	5	40407	0.000	5	40407	0.000	5	40407	0.000
12:30 - 13:00	5	40407	0.002	5	40407	0.000	5	40407	0.002
13:00 - 13:30	5	40407	0.000	5	40407	0.002	5	40407	0.002
13:30 - 14:00	5	40407	0.002	5	40407	0.002	5	40407	0.004
14:00 - 14:30	5	40407	0.000	5	40407	0.002	5	40407	0.002
14:30 - 15:00	5	40407	0.001	5	40407	0.002	5	40407	0.003
15:00 - 15:30	5	40407	0.001	5	40407	0.011	5	40407	0.012
15:30 - 16:00	5	40407	0.001	5	40407	0.002	5	40407	0.003
16:00 - 16:30	5	40407	0.001	5	40407	0.003	5	40407	0.004
16:30 - 17:00	5	40407	0.001	5	40407	0.002	5	40407	0.003
17:00 - 17:30	5	40407	0.002	5	40407	0.006	5	40407	0.008
17:30 - 18:00	5	40407	0.003	5	40407	0.004	5	40407	0.007
18:00 - 18:30	5	40407	0.006	5	40407	0.001	5	40407	0.007
18:30 - 19:00	5	40407	0.000	5	40407	0.001	5	40407	0.001
19:00 - 19:30	4	29365	0.000	4	29365	0.001	4	29365	0.001
19:30 - 20:00	4	29365	0.000	4	29365	0.001	4	29365	0.001
20:00 - 20:30	4	29365	0.000	4	29365	0.001	4	29365	0.001
20:30 - 21:00	4	29365	0.000	4	29365	0.000	4	29365	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.044			0.042			0.086

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	4	29365	0.013	4	29365	0.003	4	29365	0.016
05:30 - 06:00	4	29365	0.040	4	29365	0.003	4	29365	0.043
06:00 - 06:30	4	29365	0.025	4	29365	0.009	4	29365	0.034
06:30 - 07:00	4	29365	0.074	4	29365	0.016	4	29365	0.090
07:00 - 07:30	5	40407	0.111	5	40407	0.022	5	40407	0.133
07:30 - 08:00	5	40407	0.217	5	40407	0.021	5	40407	0.238
08:00 - 08:30	5	40407	0.265	5	40407	0.048	5	40407	0.313
08:30 - 09:00	5	40407	0.144	5	40407	0.036	5	40407	0.180
09:00 - 09:30	5	40407	0.136	5	40407	0.050	5	40407	0.186
09:30 - 10:00	5	40407	0.089	5	40407	0.048	5	40407	0.137
10:00 - 10:30	5	40407	0.087	5	40407	0.052	5	40407	0.139
10:30 - 11:00	5	40407	0.086	5	40407	0.048	5	40407	0.134
11:00 - 11:30	5	40407	0.072	5	40407	0.052	5	40407	0.124
11:30 - 12:00	5	40407	0.086	5	40407	0.071	5	40407	0.157
12:00 - 12:30	5	40407	0.081	5	40407	0.131	5	40407	0.212
12:30 - 13:00	5	40407	0.094	5	40407	0.101	5	40407	0.195
13:00 - 13:30	5	40407	0.096	5	40407	0.118	5	40407	0.214
13:30 - 14:00	5	40407	0.106	5	40407	0.086	5	40407	0.192
14:00 - 14:30	5	40407	0.067	5	40407	0.116	5	40407	0.183
14:30 - 15:00	5	40407	0.049	5	40407	0.089	5	40407	0.138
15:00 - 15:30	5	40407	0.055	5	40407	0.113	5	40407	0.168
15:30 - 16:00	5	40407	0.051	5	40407	0.106	5	40407	0.157
16:00 - 16:30	5	40407	0.078	5	40407	0.138	5	40407	0.216
16:30 - 17:00	5	40407	0.066	5	40407	0.169	5	40407	0.235
17:00 - 17:30	5	40407	0.048	5	40407	0.283	5	40407	0.331
17:30 - 18:00	5	40407	0.048	5	40407	0.156	5	40407	0.204
18:00 - 18:30	5	40407	0.045	5	40407	0.086	5	40407	0.131
18:30 - 19:00	5	40407	0.031	5	40407	0.075	5	40407	0.106
19:00 - 19:30	4	29365	0.043	4	29365	0.049	4	29365	0.092
19:30 - 20:00	4	29365	0.035	4	29365	0.041	4	29365	0.076
20:00 - 20:30	4	29365	0.023	4	29365	0.030	4	29365	0.053
20:30 - 21:00	4	29365	0.007	4	29365	0.035	4	29365	0.042
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.468			2.401			4.869

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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	4	29365	0.003	4	29365	0.003	4	29365	0.006
05:30 - 06:00	4	29365	0.006	4	29365	0.003	4	29365	0.009
06:00 - 06:30	4	29365	0.003	4	29365	0.003	4	29365	0.006
06:30 - 07:00	4	29365	0.021	4	29365	0.009	4	29365	0.030
07:00 - 07:30	5	40407	0.043	5	40407	0.014	5	40407	0.057
07:30 - 08:00	5	40407	0.063	5	40407	0.027	5	40407	0.090
08:00 - 08:30	5	40407	0.066	5	40407	0.039	5	40407	0.105
08:30 - 09:00	5	40407	0.041	5	40407	0.049	5	40407	0.090
09:00 - 09:30	5	40407	0.056	5	40407	0.056	5	40407	0.112
09:30 - 10:00	5	40407	0.051	5	40407	0.060	5	40407	0.111
10:00 - 10:30	5	40407	0.054	5	40407	0.064	5	40407	0.118
10:30 - 11:00	5	40407	0.047	5	40407	0.047	5	40407	0.094
11:00 - 11:30	5	40407	0.042	5	40407	0.038	5	40407	0.080
11:30 - 12:00	5	40407	0.055	5	40407	0.045	5	40407	0.100
12:00 - 12:30	5	40407	0.052	5	40407	0.055	5	40407	0.107
12:30 - 13:00	5	40407	0.048	5	40407	0.054	5	40407	0.102
13:00 - 13:30	5	40407	0.049	5	40407	0.040	5	40407	0.089
13:30 - 14:00	5	40407	0.055	5	40407	0.054	5	40407	0.109
14:00 - 14:30	5	40407	0.044	5	40407	0.046	5	40407	0.090
14:30 - 15:00	5	40407	0.047	5	40407	0.046	5	40407	0.093
15:00 - 15:30	5	40407	0.043	5	40407	0.046	5	40407	0.089
15:30 - 16:00	5	40407	0.039	5	40407	0.046	5	40407	0.085
16:00 - 16:30	5	40407	0.039	5	40407	0.047	5	40407	0.086
16:30 - 17:00	5	40407	0.032	5	40407	0.041	5	40407	0.073
17:00 - 17:30	5	40407	0.027	5	40407	0.034	5	40407	0.061
17:30 - 18:00	5	40407	0.009	5	40407	0.024	5	40407	0.033
18:00 - 18:30	5	40407	0.005	5	40407	0.011	5	40407	0.016
18:30 - 19:00	5	40407	0.005	5	40407	0.009	5	40407	0.014
19:00 - 19:30	4	29365	0.003	4	29365	0.006	4	29365	0.009
19:30 - 20:00	4	29365	0.002	4	29365	0.001	4	29365	0.003
20:00 - 20:30	4	29365	0.005	4	29365	0.004	4	29365	0.009
20:30 - 21:00	4	29365	0.001	4	29365	0.004	4	29365	0.005
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.056			1.025			2.081

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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	4	29365	0.000	4	29365	0.000	4	29365	0.000
05:30 - 06:00	4	29365	0.002	4	29365	0.000	4	29365	0.002
06:00 - 06:30	4	29365	0.001	4	29365	0.000	4	29365	0.001
06:30 - 07:00	4	29365	0.002	4	29365	0.000	4	29365	0.002
07:00 - 07:30	5	40407	0.001	5	40407	0.000	5	40407	0.001
07:30 - 08:00	5	40407	0.002	5	40407	0.000	5	40407	0.002
08:00 - 08:30	5	40407	0.005	5	40407	0.000	5	40407	0.005
08:30 - 09:00	5	40407	0.001	5	40407	0.000	5	40407	0.001
09:00 - 09:30	5	40407	0.000	5	40407	0.000	5	40407	0.000
09:30 - 10:00	5	40407	0.001	5	40407	0.000	5	40407	0.001
10:00 - 10:30	5	40407	0.001	5	40407	0.000	5	40407	0.001
10:30 - 11:00	5	40407	0.000	5	40407	0.000	5	40407	0.000
11:00 - 11:30	5	40407	0.000	5	40407	0.000	5	40407	0.000
11:30 - 12:00	5	40407	0.000	5	40407	0.000	5	40407	0.000
12:00 - 12:30	5	40407	0.000	5	40407	0.002	5	40407	0.002
12:30 - 13:00	5	40407	0.001	5	40407	0.001	5	40407	0.002
13:00 - 13:30	5	40407	0.000	5	40407	0.000	5	40407	0.000
13:30 - 14:00	5	40407	0.000	5	40407	0.000	5	40407	0.000
14:00 - 14:30	5	40407	0.000	5	40407	0.002	5	40407	0.002
14:30 - 15:00	5	40407	0.000	5	40407	0.002	5	40407	0.002
15:00 - 15:30	5	40407	0.000	5	40407	0.000	5	40407	0.000
15:30 - 16:00	5	40407	0.000	5	40407	0.001	5	40407	0.001
16:00 - 16:30	5	40407	0.000	5	40407	0.001	5	40407	0.001
16:30 - 17:00	5	40407	0.000	5	40407	0.000	5	40407	0.000
17:00 - 17:30	5	40407	0.000	5	40407	0.003	5	40407	0.003
17:30 - 18:00	5	40407	0.000	5	40407	0.001	5	40407	0.001
18:00 - 18:30	5	40407	0.000	5	40407	0.003	5	40407	0.003
18:30 - 19:00	5	40407	0.000	5	40407	0.000	5	40407	0.000
19:00 - 19:30	4	29365	0.000	4	29365	0.001	4	29365	0.001
19:30 - 20:00	4	29365	0.000	4	29365	0.000	4	29365	0.000
20:00 - 20:30	4	29365	0.000	4	29365	0.000	4	29365	0.000
20:30 - 21:00	4	29365	0.000	4	29365	0.000	4	29365	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.017			0.017			0.034

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Calculation Reference: AUDIT-720101-250109-0150

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 1772 to 9216 (units: sqm)
Range Selected by User: 150 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 08/11/23

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:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	5 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	3
Development Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	19 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 5 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	1 days
25,001 to 50,000	2 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	2 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	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	4 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	5 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	5 days
-----------------	--------

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

1	EC-02-C-01	OFFICE FURNITURE			CHESHIRE EAST
	BRUNEL ROAD				
	MACCLESFIELD				
	LYME GREEN BUS. PARK				
	Edge of Town				
	Development Zone				
	Total Gross floor area:		6658	sqm	
	Survey date: MONDAY		19/09/16		Survey Type: MANUAL
2	PB-02-C-01	STEEL FABRICATOR			PETERBOROUGH
	NEWARK ROAD				
	PETERBOROUGH				
	FENGATE				
	Edge of Town				
	Industrial Zone				
	Total Gross floor area:		1772	sqm	
	Survey date: THURSDAY		29/09/22		Survey Type: MANUAL
3	SM-02-C-01	WET BLASTING EQUIPMENT			SOMERSET
	ROBINS DRIVE				
	BRIDGWATER				
	Suburban Area (PPS6 Out of Centre)				
	No Sub Category				
	Total Gross floor area:		2300	sqm	
	Survey date: WEDNESDAY		14/09/22		Survey Type: MANUAL
4	WK-02-C-01	MACHINE ENGINEERING			WARWICKSHIRE
	CASTLE MOUND WAY				
	RUGBY				
	Edge of Town				
	Industrial Zone				
	Total Gross floor area:		9216	sqm	
	Survey date: WEDNESDAY		10/11/21		Survey Type: MANUAL
5	WM-02-C-04	FOUNDRY			WEST MIDLANDS
	STOURVALE ROAD				
	STOURBRIDGE				
	LYE				
	Suburban Area (PPS6 Out of Centre)				
	Industrial Zone				
	Total Gross floor area:		4324	sqm	
	Survey date: TUESDAY		21/11/17		Survey Type: MANUAL

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

Site Ref	Reason for Deselection
BP-02-C-01	Site very close to high frequency bus services
CU-02-C-01	Too small
DS-02-C-02	Too small
EC-02-C-02	COVID Survey
GS-02-C-02	COVID Survey
HC-02-C-01	Site very close to high frequency bus services
HF-02-C-02	Site very close to high frequency bus services
LC-02-C-03	Too small
LC-02-C-05	COVID Survey
LC-02-C-06	Too small
NF-02-C-03	Too small
NF-02-C-04	Too small
NN-02-C-01	COVID Survey
NY-02-C-03	Site very close to high frequency bus services
TV-02-C-02	COVID Survey
WM-02-C-04	Site very close to high frequency bus services
WM-02-C-05	COVID Survey
WM-02-C-05	Too small

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	9216	0.098	1	9216	0.000	1	9216	0.098
06:00 - 07:00	1	9216	0.011	1	9216	0.000	1	9216	0.011
07:00 - 08:00	5	4854	0.326	5	4854	0.033	5	4854	0.359
08:00 - 09:00	5	4854	0.396	5	4854	0.021	5	4854	0.417
09:00 - 10:00	5	4854	0.157	5	4854	0.082	5	4854	0.239
10:00 - 11:00	5	4854	0.111	5	4854	0.062	5	4854	0.173
11:00 - 12:00	5	4854	0.095	5	4854	0.128	5	4854	0.223
12:00 - 13:00	5	4854	0.124	5	4854	0.202	5	4854	0.326
13:00 - 14:00	5	4854	0.124	5	4854	0.165	5	4854	0.289
14:00 - 15:00	5	4854	0.049	5	4854	0.074	5	4854	0.123
15:00 - 16:00	5	4854	0.066	5	4854	0.152	5	4854	0.218
16:00 - 17:00	5	4854	0.029	5	4854	0.342	5	4854	0.371
17:00 - 18:00	5	4854	0.012	5	4854	0.284	5	4854	0.296
18:00 - 19:00	5	4854	0.012	5	4854	0.004	5	4854	0.016
19:00 - 20:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:00 - 21:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.610			1.549			3.159

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.

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Parameter summary

Trip rate parameter range selected:	1772 - 9216 (units: sqm)
Survey date range:	01/01/16 - 08/11/23
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	18

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:00 - 07:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
07:00 - 08:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
08:00 - 09:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
09:00 - 10:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
10:00 - 11:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
11:00 - 12:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
12:00 - 13:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
13:00 - 14:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
14:00 - 15:00	5	4854	0.004	5	4854	0.004	5	4854	0.008
15:00 - 16:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
16:00 - 17:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
17:00 - 18:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
18:00 - 19:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
19:00 - 20:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:00 - 21:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:00 - 07:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
07:00 - 08:00	5	4854	0.008	5	4854	0.012	5	4854	0.020
08:00 - 09:00	5	4854	0.008	5	4854	0.004	5	4854	0.012
09:00 - 10:00	5	4854	0.025	5	4854	0.012	5	4854	0.037
10:00 - 11:00	5	4854	0.025	5	4854	0.012	5	4854	0.037
11:00 - 12:00	5	4854	0.016	5	4854	0.021	5	4854	0.037
12:00 - 13:00	5	4854	0.004	5	4854	0.016	5	4854	0.020
13:00 - 14:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
14:00 - 15:00	5	4854	0.004	5	4854	0.008	5	4854	0.012
15:00 - 16:00	5	4854	0.008	5	4854	0.000	5	4854	0.008
16:00 - 17:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
17:00 - 18:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
18:00 - 19:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
19:00 - 20:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:00 - 21:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.098			0.085			0.183

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:00 - 07:00	1	9216	0.011	1	9216	0.000	1	9216	0.011
07:00 - 08:00	5	4854	0.008	5	4854	0.000	5	4854	0.008
08:00 - 09:00	5	4854	0.012	5	4854	0.000	5	4854	0.012
09:00 - 10:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
10:00 - 11:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
11:00 - 12:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
12:00 - 13:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
13:00 - 14:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
14:00 - 15:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
15:00 - 16:00	5	4854	0.000	5	4854	0.004	5	4854	0.004
16:00 - 17:00	5	4854	0.000	5	4854	0.004	5	4854	0.004
17:00 - 18:00	5	4854	0.000	5	4854	0.016	5	4854	0.016
18:00 - 19:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
19:00 - 20:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:00 - 21:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.024			0.055

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	9216	0.087	1	9216	0.000	1	9216	0.087
06:00 - 07:00	1	9216	0.011	1	9216	0.000	1	9216	0.011
07:00 - 08:00	5	4854	0.284	5	4854	0.008	5	4854	0.292
08:00 - 09:00	5	4854	0.326	5	4854	0.004	5	4854	0.330
09:00 - 10:00	5	4854	0.099	5	4854	0.041	5	4854	0.140
10:00 - 11:00	5	4854	0.041	5	4854	0.025	5	4854	0.066
11:00 - 12:00	5	4854	0.045	5	4854	0.062	5	4854	0.107
12:00 - 13:00	5	4854	0.078	5	4854	0.152	5	4854	0.230
13:00 - 14:00	5	4854	0.107	5	4854	0.119	5	4854	0.226
14:00 - 15:00	5	4854	0.016	5	4854	0.029	5	4854	0.045
15:00 - 16:00	5	4854	0.012	5	4854	0.103	5	4854	0.115
16:00 - 17:00	5	4854	0.016	5	4854	0.305	5	4854	0.321
17:00 - 18:00	5	4854	0.012	5	4854	0.268	5	4854	0.280
18:00 - 19:00	5	4854	0.012	5	4854	0.004	5	4854	0.016
19:00 - 20:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:00 - 21:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.146			1.120			2.266

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
06:00 - 07:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
07:00 - 08:00	5	4854	0.033	5	4854	0.012	5	4854	0.045
08:00 - 09:00	5	4854	0.058	5	4854	0.012	5	4854	0.070
09:00 - 10:00	5	4854	0.033	5	4854	0.029	5	4854	0.062
10:00 - 11:00	5	4854	0.045	5	4854	0.025	5	4854	0.070
11:00 - 12:00	5	4854	0.033	5	4854	0.045	5	4854	0.078
12:00 - 13:00	5	4854	0.037	5	4854	0.029	5	4854	0.066
13:00 - 14:00	5	4854	0.016	5	4854	0.045	5	4854	0.061
14:00 - 15:00	5	4854	0.025	5	4854	0.033	5	4854	0.058
15:00 - 16:00	5	4854	0.045	5	4854	0.045	5	4854	0.090
16:00 - 17:00	5	4854	0.012	5	4854	0.037	5	4854	0.049
17:00 - 18:00	5	4854	0.000	5	4854	0.012	5	4854	0.012
18:00 - 19:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
19:00 - 20:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:00 - 21:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.337			0.324			0.661

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	9216	0.011	1	9216	0.000	1	9216	0.011
06:00 - 07:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
07:00 - 08:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
08:00 - 09:00	5	4854	0.004	5	4854	0.000	5	4854	0.004
09:00 - 10:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
10:00 - 11:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
11:00 - 12:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
12:00 - 13:00	5	4854	0.004	5	4854	0.004	5	4854	0.008
13:00 - 14:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
14:00 - 15:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
15:00 - 16:00	5	4854	0.000	5	4854	0.004	5	4854	0.004
16:00 - 17:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
17:00 - 18:00	5	4854	0.000	5	4854	0.004	5	4854	0.004
18:00 - 19:00	5	4854	0.000	5	4854	0.000	5	4854	0.000
19:00 - 20:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
20:00 - 21:00	1	9216	0.000	1	9216	0.000	1	9216	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.012			0.031

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Calculation Reference: AUDIT-720101-241122-1102

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	MW MEDWAY	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD BRADFORD	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 10446 to 49081 (units: sqm)
 Range Selected by User: 10000 to 105335 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/10/23

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:

Monday	1 days
Wednesday	1 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	6 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:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	4
Free Standing (PPS6 Out of Town)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	3
Commercial Zone	2
Out of Town	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:**Use Class:**

B8	6 days
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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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	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
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	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	2 days
1.1 to 1.5	4 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	6 days
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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	6 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BD-02-F-01 STAITHGATE LANE BRADFORD NEWHALL Edge of Town Industrial Zone Total Gross floor area: 10446 sqm Survey date: THURSDAY 14/03/19	DISTRIBUTION COMPANY BRADFORD	Survey Type: MANUAL
2	DV-02-F-03 CHILLPARK BRAKE NEAR EXETER CLYST HONITON Free Standing (PPS6 Out of Town) Out of Town Total Gross floor area: 49081 sqm Survey date: MONDAY 22/11/21	LIDL DISTRIBUTION CENTRE DEVON	Survey Type: MANUAL
3	GS-02-F-01 GOLF CLUB LANE NEAR GLOUCESTER BROCKWORTH Edge of Town Commercial Zone Total Gross floor area: 24500 sqm Survey date: WEDNESDAY 03/05/23	LOGISTICS WAREHOUSE GLOUCESTERSHIRE	Survey Type: MANUAL
4	HC-02-F-02 RUTHERFORD ROAD BASINGSTOKE Suburban Area (PPS6 Out of Centre) Commercial Zone Total Gross floor area: 13200 sqm Survey date: THURSDAY 16/06/16	LOGISTICS HAMPSHIRE	Survey Type: MANUAL
5	MW-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD Edge of Town Industrial Zone Total Gross floor area: 11200 sqm Survey date: FRIDAY 22/09/17	COMMERCIAL WAREHOUSING MEDWAY	Survey Type: MANUAL
6	NN-02-F-01 HALLEY ROAD CORBY Edge of Town Industrial Zone Total Gross floor area: 18790 sqm Survey date: THURSDAY 19/10/23	WAREHOUSING & DISTRIBUTION CENTRE NORTH NORTHAMPTONSHIRE	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DR-02-F-01	Too big and low trip rate
NT-02-F-01	Size and very low trip rate
TW-02-F-01	Low trip rate

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	4	25704	0.060	4	25704	0.022	4	25704	0.082
05:30 - 06:00	4	25704	0.087	4	25704	0.044	4	25704	0.131
06:00 - 06:30	4	25704	0.048	4	25704	0.046	4	25704	0.094
06:30 - 07:00	4	25704	0.085	4	25704	0.032	4	25704	0.117
07:00 - 07:30	6	21203	0.081	6	21203	0.047	6	21203	0.128
07:30 - 08:00	6	21203	0.106	6	21203	0.061	6	21203	0.167
08:00 - 08:30	6	21203	0.094	6	21203	0.062	6	21203	0.156
08:30 - 09:00	6	21203	0.086	6	21203	0.044	6	21203	0.130
09:00 - 09:30	6	21203	0.059	6	21203	0.046	6	21203	0.105
09:30 - 10:00	6	21203	0.061	6	21203	0.050	6	21203	0.111
10:00 - 10:30	6	21203	0.048	6	21203	0.039	6	21203	0.087
10:30 - 11:00	6	21203	0.042	6	21203	0.039	6	21203	0.081
11:00 - 11:30	6	21203	0.033	6	21203	0.042	6	21203	0.075
11:30 - 12:00	6	21203	0.044	6	21203	0.049	6	21203	0.093
12:00 - 12:30	6	21203	0.038	6	21203	0.046	6	21203	0.084
12:30 - 13:00	6	21203	0.055	6	21203	0.049	6	21203	0.104
13:00 - 13:30	6	21203	0.056	6	21203	0.053	6	21203	0.109
13:30 - 14:00	6	21203	0.066	6	21203	0.085	6	21203	0.151
14:00 - 14:30	6	21203	0.035	6	21203	0.083	6	21203	0.118
14:30 - 15:00	6	21203	0.043	6	21203	0.072	6	21203	0.115
15:00 - 15:30	6	21203	0.036	6	21203	0.067	6	21203	0.103
15:30 - 16:00	6	21203	0.039	6	21203	0.048	6	21203	0.087
16:00 - 16:30	6	21203	0.046	6	21203	0.069	6	21203	0.115
16:30 - 17:00	6	21203	0.044	6	21203	0.071	6	21203	0.115
17:00 - 17:30	6	21203	0.057	6	21203	0.085	6	21203	0.142
17:30 - 18:00	6	21203	0.045	6	21203	0.066	6	21203	0.111
18:00 - 18:30	6	21203	0.027	6	21203	0.049	6	21203	0.076
18:30 - 19:00	6	21203	0.020	6	21203	0.035	6	21203	0.055
19:00 - 19:30	4	25704	0.027	4	25704	0.039	4	25704	0.066
19:30 - 20:00	4	25704	0.017	4	25704	0.020	4	25704	0.037
20:00 - 20:30	4	25704	0.021	4	25704	0.017	4	25704	0.038
20:30 - 21:00	4	25704	0.020	4	25704	0.024	4	25704	0.044
21:00 - 21:30	1	18790	0.016	1	18790	0.032	1	18790	0.048
21:30 - 22:00	1	18790	0.000	1	18790	0.027	1	18790	0.027
22:00 - 22:30	1	18790	0.005	1	18790	0.032	1	18790	0.037
22:30 - 23:00	1	18790	0.000	1	18790	0.011	1	18790	0.011
23:00 - 23:30	1	18790	0.005	1	18790	0.005	1	18790	0.010
23:30 - 24:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
Total Rates:			1.652			1.708			3.360

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:	10446 - 49081 (units: sqm)
Survey date range:	01/01/15 - 19/10/23
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	4	25704	0.000	4	25704	0.000	4	25704	0.000
05:30 - 06:00	4	25704	0.000	4	25704	0.000	4	25704	0.000
06:00 - 06:30	4	25704	0.001	4	25704	0.001	4	25704	0.002
06:30 - 07:00	4	25704	0.001	4	25704	0.001	4	25704	0.002
07:00 - 07:30	6	21203	0.002	6	21203	0.002	6	21203	0.004
07:30 - 08:00	6	21203	0.002	6	21203	0.002	6	21203	0.004
08:00 - 08:30	6	21203	0.000	6	21203	0.000	6	21203	0.000
08:30 - 09:00	6	21203	0.001	6	21203	0.001	6	21203	0.002
09:00 - 09:30	6	21203	0.001	6	21203	0.001	6	21203	0.002
09:30 - 10:00	6	21203	0.000	6	21203	0.000	6	21203	0.000
10:00 - 10:30	6	21203	0.000	6	21203	0.000	6	21203	0.000
10:30 - 11:00	6	21203	0.000	6	21203	0.000	6	21203	0.000
11:00 - 11:30	6	21203	0.000	6	21203	0.000	6	21203	0.000
11:30 - 12:00	6	21203	0.000	6	21203	0.000	6	21203	0.000
12:00 - 12:30	6	21203	0.001	6	21203	0.001	6	21203	0.002
12:30 - 13:00	6	21203	0.000	6	21203	0.000	6	21203	0.000
13:00 - 13:30	6	21203	0.000	6	21203	0.000	6	21203	0.000
13:30 - 14:00	6	21203	0.001	6	21203	0.001	6	21203	0.002
14:00 - 14:30	6	21203	0.000	6	21203	0.000	6	21203	0.000
14:30 - 15:00	6	21203	0.000	6	21203	0.000	6	21203	0.000
15:00 - 15:30	6	21203	0.000	6	21203	0.000	6	21203	0.000
15:30 - 16:00	6	21203	0.001	6	21203	0.000	6	21203	0.001
16:00 - 16:30	6	21203	0.002	6	21203	0.002	6	21203	0.004
16:30 - 17:00	6	21203	0.000	6	21203	0.000	6	21203	0.000
17:00 - 17:30	6	21203	0.001	6	21203	0.001	6	21203	0.002
17:30 - 18:00	6	21203	0.001	6	21203	0.001	6	21203	0.002
18:00 - 18:30	6	21203	0.000	6	21203	0.000	6	21203	0.000
18:30 - 19:00	6	21203	0.000	6	21203	0.000	6	21203	0.000
19:00 - 19:30	4	25704	0.001	4	25704	0.001	4	25704	0.002
19:30 - 20:00	4	25704	0.000	4	25704	0.000	4	25704	0.000
20:00 - 20:30	4	25704	0.000	4	25704	0.000	4	25704	0.000
20:30 - 21:00	4	25704	0.000	4	25704	0.000	4	25704	0.000
21:00 - 21:30	1	18790	0.000	1	18790	0.000	1	18790	0.000
21:30 - 22:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
22:00 - 22:30	1	18790	0.000	1	18790	0.000	1	18790	0.000
22:30 - 23:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
23:00 - 23:30	1	18790	0.000	1	18790	0.000	1	18790	0.000
23:30 - 24:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
Total Rates:			0.016			0.015			0.031

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	4	25704	0.013	4	25704	0.011	4	25704	0.024
05:30 - 06:00	4	25704	0.012	4	25704	0.017	4	25704	0.029
06:00 - 06:30	4	25704	0.016	4	25704	0.021	4	25704	0.037
06:30 - 07:00	4	25704	0.020	4	25704	0.015	4	25704	0.035
07:00 - 07:30	6	21203	0.027	6	21203	0.027	6	21203	0.054
07:30 - 08:00	6	21203	0.019	6	21203	0.036	6	21203	0.055
08:00 - 08:30	6	21203	0.017	6	21203	0.035	6	21203	0.052
08:30 - 09:00	6	21203	0.019	6	21203	0.023	6	21203	0.042
09:00 - 09:30	6	21203	0.026	6	21203	0.029	6	21203	0.055
09:30 - 10:00	6	21203	0.024	6	21203	0.020	6	21203	0.044
10:00 - 10:30	6	21203	0.030	6	21203	0.017	6	21203	0.047
10:30 - 11:00	6	21203	0.017	6	21203	0.015	6	21203	0.032
11:00 - 11:30	6	21203	0.020	6	21203	0.020	6	21203	0.040
11:30 - 12:00	6	21203	0.015	6	21203	0.017	6	21203	0.032
12:00 - 12:30	6	21203	0.017	6	21203	0.018	6	21203	0.035
12:30 - 13:00	6	21203	0.017	6	21203	0.015	6	21203	0.032
13:00 - 13:30	6	21203	0.013	6	21203	0.020	6	21203	0.033
13:30 - 14:00	6	21203	0.011	6	21203	0.029	6	21203	0.040
14:00 - 14:30	6	21203	0.016	6	21203	0.019	6	21203	0.035
14:30 - 15:00	6	21203	0.015	6	21203	0.020	6	21203	0.035
15:00 - 15:30	6	21203	0.015	6	21203	0.017	6	21203	0.032
15:30 - 16:00	6	21203	0.017	6	21203	0.012	6	21203	0.029
16:00 - 16:30	6	21203	0.025	6	21203	0.016	6	21203	0.041
16:30 - 17:00	6	21203	0.024	6	21203	0.012	6	21203	0.036
17:00 - 17:30	6	21203	0.030	6	21203	0.009	6	21203	0.039
17:30 - 18:00	6	21203	0.030	6	21203	0.014	6	21203	0.044
18:00 - 18:30	6	21203	0.015	6	21203	0.013	6	21203	0.028
18:30 - 19:00	6	21203	0.013	6	21203	0.008	6	21203	0.021
19:00 - 19:30	4	25704	0.008	4	25704	0.011	4	25704	0.019
19:30 - 20:00	4	25704	0.005	4	25704	0.007	4	25704	0.012
20:00 - 20:30	4	25704	0.007	4	25704	0.007	4	25704	0.014
20:30 - 21:00	4	25704	0.003	4	25704	0.003	4	25704	0.006
21:00 - 21:30	1	18790	0.000	1	18790	0.000	1	18790	0.000
21:30 - 22:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
22:00 - 22:30	1	18790	0.000	1	18790	0.000	1	18790	0.000
22:30 - 23:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
23:00 - 23:30	1	18790	0.000	1	18790	0.000	1	18790	0.000
23:30 - 24:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
Total Rates:			0.556			0.553			1.109

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	4	25704	0.005	4	25704	0.000	4	25704	0.005
05:30 - 06:00	4	25704	0.011	4	25704	0.001	4	25704	0.012
06:00 - 06:30	4	25704	0.001	4	25704	0.001	4	25704	0.002
06:30 - 07:00	4	25704	0.002	4	25704	0.000	4	25704	0.002
07:00 - 07:30	6	21203	0.002	6	21203	0.000	6	21203	0.002
07:30 - 08:00	6	21203	0.001	6	21203	0.000	6	21203	0.001
08:00 - 08:30	6	21203	0.001	6	21203	0.000	6	21203	0.001
08:30 - 09:00	6	21203	0.005	6	21203	0.000	6	21203	0.005
09:00 - 09:30	6	21203	0.001	6	21203	0.001	6	21203	0.002
09:30 - 10:00	6	21203	0.000	6	21203	0.000	6	21203	0.000
10:00 - 10:30	6	21203	0.000	6	21203	0.000	6	21203	0.000
10:30 - 11:00	6	21203	0.000	6	21203	0.000	6	21203	0.000
11:00 - 11:30	6	21203	0.000	6	21203	0.000	6	21203	0.000
11:30 - 12:00	6	21203	0.000	6	21203	0.000	6	21203	0.000
12:00 - 12:30	6	21203	0.002	6	21203	0.000	6	21203	0.002
12:30 - 13:00	6	21203	0.001	6	21203	0.000	6	21203	0.001
13:00 - 13:30	6	21203	0.002	6	21203	0.000	6	21203	0.002
13:30 - 14:00	6	21203	0.002	6	21203	0.002	6	21203	0.004
14:00 - 14:30	6	21203	0.000	6	21203	0.008	6	21203	0.008
14:30 - 15:00	6	21203	0.000	6	21203	0.001	6	21203	0.001
15:00 - 15:30	6	21203	0.000	6	21203	0.002	6	21203	0.002
15:30 - 16:00	6	21203	0.000	6	21203	0.001	6	21203	0.001
16:00 - 16:30	6	21203	0.000	6	21203	0.002	6	21203	0.002
16:30 - 17:00	6	21203	0.000	6	21203	0.002	6	21203	0.002
17:00 - 17:30	6	21203	0.000	6	21203	0.003	6	21203	0.003
17:30 - 18:00	6	21203	0.000	6	21203	0.002	6	21203	0.002
18:00 - 18:30	6	21203	0.000	6	21203	0.002	6	21203	0.002
18:30 - 19:00	6	21203	0.000	6	21203	0.000	6	21203	0.000
19:00 - 19:30	4	25704	0.000	4	25704	0.000	4	25704	0.000
19:30 - 20:00	4	25704	0.000	4	25704	0.000	4	25704	0.000
20:00 - 20:30	4	25704	0.000	4	25704	0.000	4	25704	0.000
20:30 - 21:00	4	25704	0.001	4	25704	0.000	4	25704	0.001
21:00 - 21:30	1	18790	0.000	1	18790	0.000	1	18790	0.000
21:30 - 22:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
22:00 - 22:30	1	18790	0.000	1	18790	0.000	1	18790	0.000
22:30 - 23:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
23:00 - 23:30	1	18790	0.000	1	18790	0.000	1	18790	0.000
23:30 - 24:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
Total Rates:			0.037			0.028			0.065

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	4	25704	0.042	4	25704	0.011	4	25704	0.053
05:30 - 06:00	4	25704	0.068	4	25704	0.026	4	25704	0.094
06:00 - 06:30	4	25704	0.027	4	25704	0.018	4	25704	0.045
06:30 - 07:00	4	25704	0.059	4	25704	0.015	4	25704	0.074
07:00 - 07:30	6	21203	0.040	6	21203	0.013	6	21203	0.053
07:30 - 08:00	6	21203	0.077	6	21203	0.013	6	21203	0.090
08:00 - 08:30	6	21203	0.064	6	21203	0.013	6	21203	0.077
08:30 - 09:00	6	21203	0.050	6	21203	0.013	6	21203	0.063
09:00 - 09:30	6	21203	0.024	6	21203	0.010	6	21203	0.034
09:30 - 10:00	6	21203	0.024	6	21203	0.014	6	21203	0.038
10:00 - 10:30	6	21203	0.010	6	21203	0.013	6	21203	0.023
10:30 - 11:00	6	21203	0.018	6	21203	0.014	6	21203	0.032
11:00 - 11:30	6	21203	0.008	6	21203	0.016	6	21203	0.024
11:30 - 12:00	6	21203	0.018	6	21203	0.022	6	21203	0.040
12:00 - 12:30	6	21203	0.011	6	21203	0.020	6	21203	0.031
12:30 - 13:00	6	21203	0.026	6	21203	0.019	6	21203	0.045
13:00 - 13:30	6	21203	0.031	6	21203	0.024	6	21203	0.055
13:30 - 14:00	6	21203	0.046	6	21203	0.043	6	21203	0.089
14:00 - 14:30	6	21203	0.013	6	21203	0.050	6	21203	0.063
14:30 - 15:00	6	21203	0.020	6	21203	0.047	6	21203	0.067
15:00 - 15:30	6	21203	0.009	6	21203	0.039	6	21203	0.048
15:30 - 16:00	6	21203	0.017	6	21203	0.026	6	21203	0.043
16:00 - 16:30	6	21203	0.012	6	21203	0.045	6	21203	0.057
16:30 - 17:00	6	21203	0.019	6	21203	0.054	6	21203	0.073
17:00 - 17:30	6	21203	0.020	6	21203	0.064	6	21203	0.084
17:30 - 18:00	6	21203	0.013	6	21203	0.046	6	21203	0.059
18:00 - 18:30	6	21203	0.011	6	21203	0.035	6	21203	0.046
18:30 - 19:00	6	21203	0.006	6	21203	0.025	6	21203	0.031
19:00 - 19:30	4	25704	0.018	4	25704	0.024	4	25704	0.042
19:30 - 20:00	4	25704	0.011	4	25704	0.013	4	25704	0.024
20:00 - 20:30	4	25704	0.014	4	25704	0.010	4	25704	0.024
20:30 - 21:00	4	25704	0.016	4	25704	0.019	4	25704	0.035
21:00 - 21:30	1	18790	0.016	1	18790	0.032	1	18790	0.048
21:30 - 22:00	1	18790	0.000	1	18790	0.027	1	18790	0.027
22:00 - 22:30	1	18790	0.005	1	18790	0.032	1	18790	0.037
22:30 - 23:00	1	18790	0.000	1	18790	0.011	1	18790	0.011
23:00 - 23:30	1	18790	0.005	1	18790	0.005	1	18790	0.010
23:30 - 24:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
Total Rates:			0.868			0.921			1.789

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	4	25704	0.002	4	25704	0.001	4	25704	0.003
05:30 - 06:00	4	25704	0.004	4	25704	0.000	4	25704	0.004
06:00 - 06:30	4	25704	0.002	4	25704	0.004	4	25704	0.006
06:30 - 07:00	4	25704	0.004	4	25704	0.002	4	25704	0.006
07:00 - 07:30	6	21203	0.011	6	21203	0.006	6	21203	0.017
07:30 - 08:00	6	21203	0.007	6	21203	0.009	6	21203	0.016
08:00 - 08:30	6	21203	0.013	6	21203	0.014	6	21203	0.027
08:30 - 09:00	6	21203	0.016	6	21203	0.008	6	21203	0.024
09:00 - 09:30	6	21203	0.009	6	21203	0.006	6	21203	0.015
09:30 - 10:00	6	21203	0.013	6	21203	0.016	6	21203	0.029
10:00 - 10:30	6	21203	0.008	6	21203	0.010	6	21203	0.018
10:30 - 11:00	6	21203	0.006	6	21203	0.009	6	21203	0.015
11:00 - 11:30	6	21203	0.005	6	21203	0.006	6	21203	0.011
11:30 - 12:00	6	21203	0.010	6	21203	0.009	6	21203	0.019
12:00 - 12:30	6	21203	0.009	6	21203	0.007	6	21203	0.016
12:30 - 13:00	6	21203	0.010	6	21203	0.015	6	21203	0.025
13:00 - 13:30	6	21203	0.009	6	21203	0.008	6	21203	0.017
13:30 - 14:00	6	21203	0.008	6	21203	0.009	6	21203	0.017
14:00 - 14:30	6	21203	0.007	6	21203	0.010	6	21203	0.017
14:30 - 15:00	6	21203	0.009	6	21203	0.003	6	21203	0.012
15:00 - 15:30	6	21203	0.012	6	21203	0.010	6	21203	0.022
15:30 - 16:00	6	21203	0.004	6	21203	0.010	6	21203	0.014
16:00 - 16:30	6	21203	0.008	6	21203	0.006	6	21203	0.014
16:30 - 17:00	6	21203	0.001	6	21203	0.005	6	21203	0.006
17:00 - 17:30	6	21203	0.006	6	21203	0.007	6	21203	0.013
17:30 - 18:00	6	21203	0.002	6	21203	0.005	6	21203	0.007
18:00 - 18:30	6	21203	0.001	6	21203	0.002	6	21203	0.003
18:30 - 19:00	6	21203	0.002	6	21203	0.002	6	21203	0.004
19:00 - 19:30	4	25704	0.000	4	25704	0.003	4	25704	0.003
19:30 - 20:00	4	25704	0.001	4	25704	0.001	4	25704	0.002
20:00 - 20:30	4	25704	0.000	4	25704	0.000	4	25704	0.000
20:30 - 21:00	4	25704	0.002	4	25704	0.002	4	25704	0.004
21:00 - 21:30	1	18790	0.000	1	18790	0.000	1	18790	0.000
21:30 - 22:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
22:00 - 22:30	1	18790	0.000	1	18790	0.000	1	18790	0.000
22:30 - 23:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
23:00 - 23:30	1	18790	0.000	1	18790	0.000	1	18790	0.000
23:30 - 24:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
Total Rates:			0.201			0.205			0.406

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	4	25704	0.004	4	25704	0.000	4	25704	0.004
05:30 - 06:00	4	25704	0.003	4	25704	0.001	4	25704	0.004
06:00 - 06:30	4	25704	0.002	4	25704	0.002	4	25704	0.004
06:30 - 07:00	4	25704	0.000	4	25704	0.000	4	25704	0.000
07:00 - 07:30	6	21203	0.001	6	21203	0.000	6	21203	0.001
07:30 - 08:00	6	21203	0.002	6	21203	0.000	6	21203	0.002
08:00 - 08:30	6	21203	0.001	6	21203	0.000	6	21203	0.001
08:30 - 09:00	6	21203	0.000	6	21203	0.000	6	21203	0.000
09:00 - 09:30	6	21203	0.000	6	21203	0.000	6	21203	0.000
09:30 - 10:00	6	21203	0.000	6	21203	0.000	6	21203	0.000
10:00 - 10:30	6	21203	0.000	6	21203	0.000	6	21203	0.000
10:30 - 11:00	6	21203	0.000	6	21203	0.000	6	21203	0.000
11:00 - 11:30	6	21203	0.000	6	21203	0.000	6	21203	0.000
11:30 - 12:00	6	21203	0.001	6	21203	0.000	6	21203	0.001
12:00 - 12:30	6	21203	0.000	6	21203	0.001	6	21203	0.001
12:30 - 13:00	6	21203	0.002	6	21203	0.000	6	21203	0.002
13:00 - 13:30	6	21203	0.002	6	21203	0.001	6	21203	0.003
13:30 - 14:00	6	21203	0.001	6	21203	0.002	6	21203	0.003
14:00 - 14:30	6	21203	0.000	6	21203	0.004	6	21203	0.004
14:30 - 15:00	6	21203	0.000	6	21203	0.002	6	21203	0.002
15:00 - 15:30	6	21203	0.000	6	21203	0.001	6	21203	0.001
15:30 - 16:00	6	21203	0.000	6	21203	0.000	6	21203	0.000
16:00 - 16:30	6	21203	0.000	6	21203	0.000	6	21203	0.000
16:30 - 17:00	6	21203	0.000	6	21203	0.000	6	21203	0.000
17:00 - 17:30	6	21203	0.000	6	21203	0.003	6	21203	0.003
17:30 - 18:00	6	21203	0.000	6	21203	0.000	6	21203	0.000
18:00 - 18:30	6	21203	0.000	6	21203	0.000	6	21203	0.000
18:30 - 19:00	6	21203	0.000	6	21203	0.000	6	21203	0.000
19:00 - 19:30	4	25704	0.001	4	25704	0.000	4	25704	0.001
19:30 - 20:00	4	25704	0.000	4	25704	0.000	4	25704	0.000
20:00 - 20:30	4	25704	0.001	4	25704	0.000	4	25704	0.001
20:30 - 21:00	4	25704	0.000	4	25704	0.000	4	25704	0.000
21:00 - 21:30	1	18790	0.000	1	18790	0.000	1	18790	0.000
21:30 - 22:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
22:00 - 22:30	1	18790	0.000	1	18790	0.000	1	18790	0.000
22:30 - 23:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
23:00 - 23:30	1	18790	0.000	1	18790	0.000	1	18790	0.000
23:30 - 24:00	1	18790	0.000	1	18790	0.000	1	18790	0.000
Total Rates:			0.021			0.017			0.038

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Calculation Reference: AUDIT-720101-250116-0139

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : G - PARCEL DISTRIBUTION CENTRES
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NG NOTTINGHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

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Licence No: 720101

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 1496 to 6016 (units: sqm)
 Range Selected by User: 763 to 50000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 23/11/23

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:

Monday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

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

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Village	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

B8	3 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

125,001 to 250,000	2 days
500,001 or More	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	2 days

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

Travel Plan:

Yes	1 days
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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	LN-02-G-01 WHISBY WAY LINCOLN BIRCHWOOD Edge of Town Industrial Zone Total Gross floor area: Survey date: FRIDAY	PARCELFORCE WORLDWIDE 1496 sqm 28/06/19	LINCOLNSHIRE Survey Type: MANUAL
2	NG-02-G-02 MILLENIUM WAY NOTTINGHAM PHOENIX CENTRE Edge of Town Commercial Zone Total Gross floor area: Survey date: MONDAY	CITY LINK 3000 sqm 17/06/13	NOTTINGHAM Survey Type: MANUAL
3	WS-02-G-01 BARBOUR DRIVE NEAR CRAWLEY COPTHORNE Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: Survey date: THURSDAY	DHL 6016 sqm 23/11/23	WEST SUSSEX Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NF-02-G-01	Location edge of town centre
RI-02-G-01	Removed as does not provide full car/ LGV/ OGV breakdown
SO-02-G-02	Site removed as survey during Covid period. SO-02-G-01 also removed as it is

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	3756	0.346	2	3756	0.027	2	3756	0.373
06:00 - 07:00	2	3756	0.839	2	3756	0.306	2	3756	1.145
07:00 - 08:00	3	3504	0.400	3	3504	0.571	3	3504	0.971
08:00 - 09:00	3	3504	0.152	3	3504	0.352	3	3504	0.504
09:00 - 10:00	3	3504	0.133	3	3504	0.095	3	3504	0.228
10:00 - 11:00	3	3504	0.086	3	3504	0.076	3	3504	0.162
11:00 - 12:00	3	3504	0.038	3	3504	0.067	3	3504	0.105
12:00 - 13:00	3	3504	0.114	3	3504	0.181	3	3504	0.295
13:00 - 14:00	3	3504	0.314	3	3504	0.171	3	3504	0.485
14:00 - 15:00	3	3504	0.133	3	3504	0.162	3	3504	0.295
15:00 - 16:00	3	3504	0.247	3	3504	0.219	3	3504	0.466
16:00 - 17:00	3	3504	0.400	3	3504	0.419	3	3504	0.819
17:00 - 18:00	3	3504	0.371	3	3504	0.390	3	3504	0.761
18:00 - 19:00	3	3504	0.304	3	3504	0.333	3	3504	0.637
19:00 - 20:00	3	3504	0.086	3	3504	0.228	3	3504	0.314
20:00 - 21:00	3	3504	0.057	3	3504	0.219	3	3504	0.276
21:00 - 22:00	1	3000	0.000	1	3000	0.000	1	3000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.020			3.816			7.836

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:	1496 - 6016 (units: sqm)
Survey date range:	01/01/12 - 23/11/23
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	3

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.

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	3756	0.000	2	3756	0.000	2	3756	0.000
06:00 - 07:00	2	3756	0.000	2	3756	0.000	2	3756	0.000
07:00 - 08:00	3	3504	0.000	3	3504	0.000	3	3504	0.000
08:00 - 09:00	3	3504	0.000	3	3504	0.000	3	3504	0.000
09:00 - 10:00	3	3504	0.010	3	3504	0.010	3	3504	0.020
10:00 - 11:00	3	3504	0.000	3	3504	0.000	3	3504	0.000
11:00 - 12:00	3	3504	0.000	3	3504	0.000	3	3504	0.000
12:00 - 13:00	3	3504	0.000	3	3504	0.000	3	3504	0.000
13:00 - 14:00	3	3504	0.000	3	3504	0.000	3	3504	0.000
14:00 - 15:00	3	3504	0.000	3	3504	0.000	3	3504	0.000
15:00 - 16:00	3	3504	0.019	3	3504	0.019	3	3504	0.038
16:00 - 17:00	3	3504	0.010	3	3504	0.010	3	3504	0.020
17:00 - 18:00	3	3504	0.000	3	3504	0.000	3	3504	0.000
18:00 - 19:00	3	3504	0.010	3	3504	0.010	3	3504	0.020
19:00 - 20:00	3	3504	0.000	3	3504	0.000	3	3504	0.000
20:00 - 21:00	3	3504	0.000	3	3504	0.000	3	3504	0.000
21:00 - 22:00	1	3000	0.000	1	3000	0.000	1	3000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.049			0.098

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.

Steer Davies Gleave Albion Street Leeds

Licence No: 720101

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	3756	0.240	2	3756	0.027	2	3756	0.267
06:00 - 07:00	2	3756	0.453	2	3756	0.253	2	3756	0.706
07:00 - 08:00	3	3504	0.133	3	3504	0.419	3	3504	0.552
08:00 - 09:00	3	3504	0.038	3	3504	0.162	3	3504	0.200
09:00 - 10:00	3	3504	0.038	3	3504	0.010	3	3504	0.048
10:00 - 11:00	3	3504	0.029	3	3504	0.029	3	3504	0.058
11:00 - 12:00	3	3504	0.000	3	3504	0.029	3	3504	0.029
12:00 - 13:00	3	3504	0.029	3	3504	0.038	3	3504	0.067
13:00 - 14:00	3	3504	0.076	3	3504	0.067	3	3504	0.143
14:00 - 15:00	3	3504	0.048	3	3504	0.048	3	3504	0.096
15:00 - 16:00	3	3504	0.162	3	3504	0.038	3	3504	0.200
16:00 - 17:00	3	3504	0.171	3	3504	0.105	3	3504	0.276
17:00 - 18:00	3	3504	0.152	3	3504	0.095	3	3504	0.247
18:00 - 19:00	3	3504	0.105	3	3504	0.114	3	3504	0.219
19:00 - 20:00	3	3504	0.029	3	3504	0.086	3	3504	0.115
20:00 - 21:00	3	3504	0.019	3	3504	0.076	3	3504	0.095
21:00 - 22:00	1	3000	0.000	1	3000	0.000	1	3000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.722			1.596			3.318

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES
 CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	3756	0.080	2	3756	0.000	2	3756	0.080
06:00 - 07:00	2	3756	0.293	2	3756	0.027	2	3756	0.320
07:00 - 08:00	3	3504	0.143	3	3504	0.010	3	3504	0.153
08:00 - 09:00	3	3504	0.048	3	3504	0.048	3	3504	0.096
09:00 - 10:00	3	3504	0.057	3	3504	0.048	3	3504	0.105
10:00 - 11:00	3	3504	0.048	3	3504	0.029	3	3504	0.077
11:00 - 12:00	3	3504	0.029	3	3504	0.029	3	3504	0.058
12:00 - 13:00	3	3504	0.019	3	3504	0.095	3	3504	0.114
13:00 - 14:00	3	3504	0.133	3	3504	0.057	3	3504	0.190
14:00 - 15:00	3	3504	0.038	3	3504	0.048	3	3504	0.086
15:00 - 16:00	3	3504	0.029	3	3504	0.124	3	3504	0.153
16:00 - 17:00	3	3504	0.048	3	3504	0.181	3	3504	0.229
17:00 - 18:00	3	3504	0.067	3	3504	0.152	3	3504	0.219
18:00 - 19:00	3	3504	0.048	3	3504	0.086	3	3504	0.134
19:00 - 20:00	3	3504	0.029	3	3504	0.057	3	3504	0.086
20:00 - 21:00	3	3504	0.019	3	3504	0.029	3	3504	0.048
21:00 - 22:00	1	3000	0.000	1	3000	0.000	1	3000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.128			1.020			2.148

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	3756	0.027	2	3756	0.000	2	3756	0.027
06:00 - 07:00	2	3756	0.093	2	3756	0.027	2	3756	0.120
07:00 - 08:00	3	3504	0.124	3	3504	0.143	3	3504	0.267
08:00 - 09:00	3	3504	0.067	3	3504	0.143	3	3504	0.210
09:00 - 10:00	3	3504	0.010	3	3504	0.019	3	3504	0.029
10:00 - 11:00	3	3504	0.010	3	3504	0.019	3	3504	0.029
11:00 - 12:00	3	3504	0.010	3	3504	0.000	3	3504	0.010
12:00 - 13:00	3	3504	0.048	3	3504	0.038	3	3504	0.086
13:00 - 14:00	3	3504	0.086	3	3504	0.038	3	3504	0.124
14:00 - 15:00	3	3504	0.029	3	3504	0.038	3	3504	0.067
15:00 - 16:00	3	3504	0.019	3	3504	0.019	3	3504	0.038
16:00 - 17:00	3	3504	0.152	3	3504	0.114	3	3504	0.266
17:00 - 18:00	3	3504	0.152	3	3504	0.124	3	3504	0.276
18:00 - 19:00	3	3504	0.105	3	3504	0.105	3	3504	0.210
19:00 - 20:00	3	3504	0.029	3	3504	0.067	3	3504	0.096
20:00 - 21:00	3	3504	0.000	3	3504	0.105	3	3504	0.105
21:00 - 22:00	1	3000	0.000	1	3000	0.000	1	3000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.961			0.999			1.960

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Calculation Reference: AUDIT-720101-241123-1128

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : B - BUSINESS PARK
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area

Actual Range: 2395 to 142687 (units: sqm)

Range Selected by User: 975 to 142687 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 12/09/23

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:

Monday1 days

Wednesday2 days

Thursday1 days

Friday2 days

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

Selected survey types:

Manual count6 days

Directional ATC Count0 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 undertaking using machines.

Selected Locations:

Edge of Town6

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone3

Development Zone1

Out of Town1

No Sub Category1

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 Included5 days - Selected

Servicing vehicles Excluded18 days - Selected

Secondary Filtering selection:

Use Class:

Not Known6 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	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	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 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	2 days
1.1 to 1.5	4 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:

Yes	1 days
No	5 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	6 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-02-B-03 MILTON ROAD CAMBRIDGE	SCIENCE PARK	CAMBRIDGESHIRE
	Edge of Town No Sub Category Total Gross floor area:	142687 sqm	
	Survey date: FRIDAY	06/10/17	Survey Type: MANUAL
2	EC-02-B-01 WINTERTON WAY MACCLESFIELD	BUSINESS PARK	CHESHIRE EAST
	Edge of Town Development Zone Total Gross floor area:	2395 sqm	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
3	EX-02-B-02 WYNCOLLS ROAD COLCHESTER	BUSINESS PARK	ESSEX
	SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area:	4083 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
4	LN-02-B-02 CARDINAL CLOSE LINCOLN	BUSINESS PARK	LINCOLNSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	5000 sqm	
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL
5	ST-02-B-04 STONE ROAD STAFFORD	BUSINESS PARK	STAFFORDSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	20760 sqm	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
6	WK-02-B-01 GALLOWES HILL WARWICK	BUSINESS/TECH. PARK	WARWICKSHIRE
	Edge of Town Out of Town Total Gross floor area:	56520 sqm	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-02-B-01	all office
CA-02-B-04	all office
DV-02-B-01	all office
EX-02-B-01	Very high office
FU-02-B-01	All office
GM-02-B-04	All office
GS-02-B-01	All office
LE-02-B-01	Very high office
NF-02-B-03	Very high office
NY-02-B-02	All office
PB-02-B-01	All office
TV-02-B-01	low trip rate
TW-02-B-05	All office
TW-02-B-06	All office
WG-02-B-02	All office

MANUALLY DESELECTED SITES (Cont.)

Site Ref	Reason for Deselection
WM-02-B-03	All office

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	38574	0.879	6	38574	0.093	6	38574	0.972
08:00 - 09:00	6	38574	1.195	6	38574	0.130	6	38574	1.325
09:00 - 10:00	6	38574	0.484	6	38574	0.113	6	38574	0.597
10:00 - 11:00	6	38574	0.144	6	38574	0.092	6	38574	0.236
11:00 - 12:00	6	38574	0.124	6	38574	0.121	6	38574	0.245
12:00 - 13:00	6	38574	0.181	6	38574	0.229	6	38574	0.410
13:00 - 14:00	6	38574	0.201	6	38574	0.153	6	38574	0.354
14:00 - 15:00	6	38574	0.105	6	38574	0.179	6	38574	0.284
15:00 - 16:00	6	38574	0.087	6	38574	0.406	6	38574	0.493
16:00 - 17:00	6	38574	0.083	6	38574	0.693	6	38574	0.776
17:00 - 18:00	6	38574	0.073	6	38574	0.850	6	38574	0.923
18:00 - 19:00	6	38574	0.052	6	38574	0.624	6	38574	0.676
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.608			3.683			7.291

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.

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Parameter summary

Trip rate parameter range selected:	2395 - 142687 (units: sqm)
Survey date date range:	01/01/15 - 12/09/23
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	16

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	38574	0.004	6	38574	0.003	6	38574	0.007
08:00 - 09:00	6	38574	0.010	6	38574	0.008	6	38574	0.018
09:00 - 10:00	6	38574	0.011	6	38574	0.011	6	38574	0.022
10:00 - 11:00	6	38574	0.004	6	38574	0.006	6	38574	0.010
11:00 - 12:00	6	38574	0.003	6	38574	0.003	6	38574	0.006
12:00 - 13:00	6	38574	0.003	6	38574	0.003	6	38574	0.006
13:00 - 14:00	6	38574	0.001	6	38574	0.002	6	38574	0.003
14:00 - 15:00	6	38574	0.002	6	38574	0.002	6	38574	0.004
15:00 - 16:00	6	38574	0.001	6	38574	0.002	6	38574	0.003
16:00 - 17:00	6	38574	0.002	6	38574	0.002	6	38574	0.004
17:00 - 18:00	6	38574	0.003	6	38574	0.003	6	38574	0.006
18:00 - 19:00	6	38574	0.004	6	38574	0.003	6	38574	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.048			0.096

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	38574	0.007	6	38574	0.006	6	38574	0.013
08:00 - 09:00	6	38574	0.003	6	38574	0.003	6	38574	0.006
09:00 - 10:00	6	38574	0.007	6	38574	0.003	6	38574	0.010
10:00 - 11:00	6	38574	0.003	6	38574	0.005	6	38574	0.008
11:00 - 12:00	6	38574	0.004	6	38574	0.004	6	38574	0.008
12:00 - 13:00	6	38574	0.004	6	38574	0.003	6	38574	0.007
13:00 - 14:00	6	38574	0.003	6	38574	0.003	6	38574	0.006
14:00 - 15:00	6	38574	0.003	6	38574	0.002	6	38574	0.005
15:00 - 16:00	6	38574	0.005	6	38574	0.004	6	38574	0.009
16:00 - 17:00	6	38574	0.002	6	38574	0.004	6	38574	0.006
17:00 - 18:00	6	38574	0.001	6	38574	0.002	6	38574	0.003
18:00 - 19:00	6	38574	0.000	6	38574	0.002	6	38574	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.041			0.083

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 PSVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	38574	0.003	6	38574	0.003	6	38574	0.006
08:00 - 09:00	6	38574	0.004	6	38574	0.004	6	38574	0.008
09:00 - 10:00	6	38574	0.003	6	38574	0.003	6	38574	0.006
10:00 - 11:00	6	38574	0.002	6	38574	0.002	6	38574	0.004
11:00 - 12:00	6	38574	0.002	6	38574	0.002	6	38574	0.004
12:00 - 13:00	6	38574	0.001	6	38574	0.001	6	38574	0.002
13:00 - 14:00	6	38574	0.001	6	38574	0.001	6	38574	0.002
14:00 - 15:00	6	38574	0.002	6	38574	0.001	6	38574	0.003
15:00 - 16:00	6	38574	0.003	6	38574	0.002	6	38574	0.005
16:00 - 17:00	6	38574	0.004	6	38574	0.004	6	38574	0.008
17:00 - 18:00	6	38574	0.003	6	38574	0.004	6	38574	0.007
18:00 - 19:00	6	38574	0.002	6	38574	0.003	6	38574	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.030			0.060

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	38574	0.058	6	38574	0.009	6	38574	0.067
08:00 - 09:00	6	38574	0.132	6	38574	0.015	6	38574	0.147
09:00 - 10:00	6	38574	0.086	6	38574	0.015	6	38574	0.101
10:00 - 11:00	6	38574	0.036	6	38574	0.016	6	38574	0.052
11:00 - 12:00	6	38574	0.020	6	38574	0.013	6	38574	0.033
12:00 - 13:00	6	38574	0.023	6	38574	0.026	6	38574	0.049
13:00 - 14:00	6	38574	0.027	6	38574	0.023	6	38574	0.050
14:00 - 15:00	6	38574	0.015	6	38574	0.019	6	38574	0.034
15:00 - 16:00	6	38574	0.022	6	38574	0.036	6	38574	0.058
16:00 - 17:00	6	38574	0.021	6	38574	0.075	6	38574	0.096
17:00 - 18:00	6	38574	0.019	6	38574	0.109	6	38574	0.128
18:00 - 19:00	6	38574	0.016	6	38574	0.067	6	38574	0.083
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.475			0.423			0.898

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	38574	0.840	6	38574	0.070	6	38574	0.910
08:00 - 09:00	6	38574	1.144	6	38574	0.095	6	38574	1.239
09:00 - 10:00	6	38574	0.439	6	38574	0.076	6	38574	0.515
10:00 - 11:00	6	38574	0.100	6	38574	0.051	6	38574	0.151
11:00 - 12:00	6	38574	0.086	6	38574	0.084	6	38574	0.170
12:00 - 13:00	6	38574	0.146	6	38574	0.200	6	38574	0.346
13:00 - 14:00	6	38574	0.170	6	38574	0.122	6	38574	0.292
14:00 - 15:00	6	38574	0.077	6	38574	0.150	6	38574	0.227
15:00 - 16:00	6	38574	0.062	6	38574	0.375	6	38574	0.437
16:00 - 17:00	6	38574	0.063	6	38574	0.660	6	38574	0.723
17:00 - 18:00	6	38574	0.060	6	38574	0.820	6	38574	0.880
18:00 - 19:00	6	38574	0.043	6	38574	0.605	6	38574	0.648
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.230			3.308			6.538

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	38574	0.019	6	38574	0.010	6	38574	0.029
08:00 - 09:00	6	38574	0.028	6	38574	0.018	6	38574	0.046
09:00 - 10:00	6	38574	0.021	6	38574	0.019	6	38574	0.040
10:00 - 11:00	6	38574	0.032	6	38574	0.027	6	38574	0.059
11:00 - 12:00	6	38574	0.028	6	38574	0.028	6	38574	0.056
12:00 - 13:00	6	38574	0.025	6	38574	0.021	6	38574	0.046
13:00 - 14:00	6	38574	0.025	6	38574	0.022	6	38574	0.047
14:00 - 15:00	6	38574	0.021	6	38574	0.023	6	38574	0.044
15:00 - 16:00	6	38574	0.014	6	38574	0.020	6	38574	0.034
16:00 - 17:00	6	38574	0.011	6	38574	0.019	6	38574	0.030
17:00 - 18:00	6	38574	0.006	6	38574	0.014	6	38574	0.020
18:00 - 19:00	6	38574	0.002	6	38574	0.010	6	38574	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.232			0.231			0.463

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
 MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	38574	0.006	6	38574	0.002	6	38574	0.008
08:00 - 09:00	6	38574	0.005	6	38574	0.001	6	38574	0.006
09:00 - 10:00	6	38574	0.003	6	38574	0.001	6	38574	0.004
10:00 - 11:00	6	38574	0.002	6	38574	0.000	6	38574	0.002
11:00 - 12:00	6	38574	0.001	6	38574	0.001	6	38574	0.002
12:00 - 13:00	6	38574	0.002	6	38574	0.000	6	38574	0.002
13:00 - 14:00	6	38574	0.001	6	38574	0.002	6	38574	0.003
14:00 - 15:00	6	38574	0.001	6	38574	0.001	6	38574	0.002
15:00 - 16:00	6	38574	0.002	6	38574	0.002	6	38574	0.004
16:00 - 17:00	6	38574	0.000	6	38574	0.003	6	38574	0.003
17:00 - 18:00	6	38574	0.001	6	38574	0.007	6	38574	0.008
18:00 - 19:00	6	38574	0.000	6	38574	0.002	6	38574	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.022			0.046

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Appendix C – Excluded TRICS Sites Rationale

Table C.1 Excluded TRICS Sites (Proposed Land Uses)

Land Use	Reference	Address	Survey Date	Rationale for Exclusion
Class E (g) (ii) R&D and (iii) Industrial Processes (TRICS - Business Park)	CA-02-B-01	Business Park, Cambridge	15/08/23	All office use, No Research & Development (R&D) or industrial processes so not directly applicable and likely to over-inflate trip rate.
	CA-02-B-04	Business Park, Cambridge	15/08/23	All office use, No R&D or industrial processes so not directly applicable.
	DV-02-B-01	Business Park Exeter	29/09/17	All office use, No R&D or industrial processes so not directly applicable.
	EX-02-B-01	Business Park, Macclesfield	21/03/17	Very high office use and very little R&D and industrial processes, so not applicable.
	FU-02-B-01	Business Park, Kendal	03/07/22	All office use, No R&D or industrial processes so not directly applicable.
	GM-02-B-04	Business Park, Oldham	13/07/16	All office use, No R&D or industrial processes so not directly applicable.
	GS-02-B-01	Business Park, Gloucester	13/07/23	All office use, No R&D or industrial processes so not directly applicable.
	LE-02-B-01	Business Park, Melton Mowbray	17/02/17	Very high office use and very little R&D and industrial processes, so not applicable
	NF-02-B-03	Business Park, Norfolk	02/12/22	All office use, No R&D or industrial processes so not directly applicable.
	NY-02-B-02	Business Park, Selby	15/08/23	All office use, No R&D or industrial processes so not directly applicable.
	PB-02-B-01	Business Park, Peterborough	15/03/17	All office use, No R&D or industrial processes so not directly applicable.
	TV-02-B-01	Business Park, Middlesbrough	16/11/23	Very low outlying trip rate compared to other sites.
	TW-02-B-05	Business Park, Newcastle	13/04/16	All office use, No R&D or industrial processes so not directly applicable.
	TW-02-B-06	Business Park, Gateshead	24/04/19	All office use, No R&D or industrial processes so not directly applicable.

Land Use	Reference	Address	Survey Date	Rationale for Exclusion
	WG-02-B-02	Business Park, Wokingham	13/07/16	All office use, No R&D or industrial processes so not directly applicable.
	WM-02-B-03	Business Park, Coventry	24/10/19	All office use, No R&D or industrial processes so not directly applicable.
Class B2 General Industrial (TRICS - Industrial Estate)	EX-02-D-04	Industrial Estate, Leigh	15/06/22	High proportion of light industrial (90%) as opposed to general industrial.
	NS-02-D-01	Industrial Estate, Weston-Super-Mare	13/12/22	High proportion of light industrial (60%) and Storage & Distribution (25%) as opposed to general industrial.
	NY-02-D-03	Industrial Estate, Richmond	21/06/22	Edge-of-town location but further away from strategic routes than other sites.
	TV-02-D-03	Industrial Estate, Near Billingham	29/10/20	The survey was undertaken during the UK COVID-19 lockdown
	WK-02-D-01	Industrial Estate, Rugby	27/11/18	High proportion of light industrial (40%) and Storage & Distribution (40%) as opposed to general industrial.
	WK-02-D-02	Industrial Estate, Rugby	27/11/18	Very high proportion storage and distribution (90%) as opposed to General Industrial
Class B2 General Industrial (TRICS - Industrial Unit)	BP-02-C-01	Powder Coatings, Blackpool	30/08/19	The site very close to high-frequency bus services
	CU-02-C-01	Steel Fabrication, Carlisle	06/01/22	The site is too small.
	DS-02-C-02	Energy Recovery Facility, Exeter	29/09/17	The site is too small
	EC-02-C-02	Fabrics Manufacture, Macclesfield	20/07/21	The survey was undertaken during the UK COVID-19 lockdown
	GS-02-C-02	Marine Engine Production, Gloucester	22/07/21	The survey was undertaken during the UK COVID-19 lockdown
	HC-02-C-01	Engineering Company, Basingstoke	07/09/17	The site very close to high-frequency bus services
	HF-02-C-02	Fresh Produce, Stevenage	30/01/24	The site very close to high-frequency bus services
	LC-02-C-03	Timber Supplies, Leyland	02/05/19	The site is too small
	LC-02-C-05	Nutrition Manufacture, Poulton-Le-Fylde	19/07/21	The survey was undertaken during UK COVID-19 lockdown
	LC-02-C-06	Steel Fabrication, Burscough	13/06/22	The site is too small

Land Use	Reference	Address	Survey Date	Rationale for Exclusion
	NF-02-C-03	Sheet Metal Contractor, Norwich	09/02/20	The site is too small
	NF-02-C-04	Exhibition Design & Manufacture, Norwich	18/03/20	The site is too small
	NN-02-C-01	Renewable Engineering, Corby	14/12/20	The survey was undertaken during the UK COVID-19 lockdown
	NY-02-C-03	Workwear Manufacturer, Knaresborough	21/08/23	The site very close to high-frequency bus services
	TV-02-C-02	Fluid Engineering, Hartlepool	29/10/20	The survey was undertaken during the UK COVID-19 lockdown
	WM-02-C-04	Foundry, Stourbridge	02/02/18	The site very close to high-frequency bus services
	WM-02-C-05	Indian Catering, Birmingham	24/12/21	The survey was undertaken during the UK COVID-19 lockdown
	WM-02-C-05	Indian Catering, Birmingham	24/12/21	The site is too small
Class B8 Storage and Distribution (TRICS Warehousing (Commercial))	DR-02-F-01	Tesco Distribution Centre, Doncaster	11/11/21	The site is too large and low outlying trip rate
	NT-02-F-01	Logistics Warehousing, Worksop	15/11/23	Very large site and very low trip outlying rate
	TW-02-F-01	Asda, Washington	13/04/16	Low outlying trip rate and age of survey.
Class B8 Advanced Manufacturing/ Innovative Technologies (TRICS Parcel Distribution Centres)	NF-02-G-01	Parcelforce, Norwich	18/12/12	The location of the site is edge-of-town-centre which is not representative of the development
	RI-02-G-01	UK Mail, near Pocklington	20/02/13	Survey results do not provide full car/ LGV/ OGV breakdown
	SO-02-G-01	DHL, Slough	24/04/18	High office use – 40% as is Amazon headquarter, so not comparable.
	SO-02-G-02	DHL, Slough	05/08/21	The survey was undertaken during the UK COVID-19 lockdown

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My reference 6-3-9-16

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Your reference

Date 7th February 2025

E-mail Nick.gammer@hants.gov.uk

For the attention of Jon Williams

Dear Jon

Subject: Navigator Quarter, Pre-application, Second Response

Introduction

The Highway Authority (HA) initially responded to pre-application scoping note (reference 24733101) dated December 2024 on the 8th January 2025. A subsequent Technical Note (TN) dated 30th January 2025 has been provided with the aim of progressing some of the matters raised within the HA's initial response. The comments below are in response to this TN.

The observations and remarks provided within this pre-application enquiry response are based on the information available at this stage and are therefore offered without prejudice to any future comments that may be made regarding this enquiry or any future applications that may come forward.

Study Area

The proposed study area has been extended south, to cover more of SCC's highway network. The HA's original comments, copied below, remain.

the full study area will be agreed upon agreement of forecast trip generation, distribution, assignment and agreement of the appropriate assessment scenarios.

Traffic flows should be presented as distribution 'stick' diagrams, specifically showing total development traffic (split into HGV and other traffic) on the network for each trip generation scenario, for the HA to easily understand the volume of additional development traffic forecast on the local network.

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

It is noted that all junction turning count surveys include queue length surveys on the approach arms of each junction. This is welcomed and this information should be submitted within any future Transport Assessment (TA).

Trip Rates

TRICS Categories C (Industrial Units) and G (Parcel Distribution) have been considered as requested. The trip rates presented are considered acceptable for Industrial Units. Regarding Parcel Distribution, the surveys used are of smaller scale sites; it is felt that SO-02-G-01 should be included for robustness.

Mezzanine Level Trips

As stated previously, it is unclear if the TRICS sites used include an element of mezzanine floor space, and therefore trip generation from mezzanines is already included in the forecast trip generation. This should be clarified. If this information is not available, it could be that TRICS surveys already include some Mezzanine floor space, and no reduction should be applied.

If it can be demonstrated that the TRICS sites used do not include any mezzanine floor space, a reduction in trips associated with mezzanine floor area may be considered acceptable, however, the justification provided is anecdotal and regarding the application referenced, while the TA suggests a 50% reduction, the LPA did not specifically accept this, simply stating *"The development proposals for Plot 12 would not result in traffic or person trip generation levels above that permitted and assessed as part of the DCO for SLPEMG"*. If a reduction is agreed, it could be that mezzanine flooring is restricted to storage only in any future permission. Furthermore, the LPA should confirm that Mezzanine floor area would be included in the total floor area permitted; that is, any future permission will be restricted by Gross Internal Area, which would include mezzanine floor areas, and not Gross External Area, which would not. Finally, any reduction, if agreed, would only apply to B2 and B8 land uses/ trips.

Trip Generation

The applicant has proposed testing the development with the following land uses:

- 25% Class E (g) (ii) R&D and (iii) Industrial Processes Use;
- 25% Class B2 - General Industrial Use;
- 40% Class B8 – Storage and Distribution Warehousing Use; and
- 10% Class B8 – Storage and Distribution Parcel Distribution.

As stated in the HA's previous response and during the latest meeting, given the flexibility of future land use required by the applicant, it is not acceptable to undertake a single trip generation assessment. While the above could provide one possible land use scenario, other scenarios are required showing the maximum forecast trip generation for total vehicles, and also for HGV trips. As stated previously, the percentage of each land use should be tested to a level where the applicant is content for a restriction to apply.

While it is appreciated a cap on individual land uses is not preferable for the applicant, a cap on overall trip generation is not considered acceptable to the HA; it is challenging to adequately mitigate the whole outline application in a viable way with this approach. It may mean the final Reserved Matters parcels cannot be occupied if the cap is reached, or further mitigation may be required, which should be dealt with at this outline planning stage and not at the RM stage. While consideration may be given to this in due course and phasing of the mitigation strategy can be based on triggers related to impact, the worst-case trip generation scenarios above should be progressed and modelling carried out on these scenarios first, so the HA can see the difference in impact of the varying land use quantum and have certainty that an overall mitigation package is deliverable.

Highway Network Impact

The assessment scenarios as set out below are agreed.

- 2025 Existing Baseline
- 2028 Future Baseline
- 2028 Future Baseline + Proposed Development
- 2036 Future Baseline
- 2036 Future Baseline + Proposed Development

As set out above, each of these scenarios will need to be tested under the worst case trip generation forecasts for total vehicles and HGVs, once agreed.

It is proposed to assess the junctions presented in Figure 2 of the scoping note. As noted above, this study area will be agreed upon agreement of forecast trip generation, distribution, assignment and agreement of the appropriate trip generation assessment scenarios. It may be that other junctions require assessment. That said, it may also be the case that not all of these junctions required assessment for the worse case HGV trip generation, depending upon the trip generation and distribution agreed and if routing restrictions are to be secured as part of any future permission.

Regarding the peak hours assessed, the PM peak hour of 17:00-18:00 is acceptable. Flows for the AM peak for 7:30-8:30 should be presented alongside flows for 7:00-8:00 and 8:00-9:00 for review, as it appears this hour period is likely to be the highest in terms of existing traffic flows on the network.

TEMPro Factors

It is acceptable in principle to utilise TEMPro factors to increase the base years (2023 and 2025) to future baseline years (2028 and 2036). However, it is not stated which version of TEMPRO is being used to derive the growth factors. The HA require TEMPro 8.1 core scenario to be used with NTM growth calculations applied. The HA are unable to replicate the Standard Factors within Table 15 and 16 of the scoping note, therefore clarification on the version and scenario utilised in the assessment is needed.

The text within the scoping note refers to the removal of 2,307 jobs from the TEMPro Scenarios. However, the HA do not agree with the removal of 2,307 jobs from Eastleigh 006 given that there is only 661 growth in jobs included in TEMPro between 2016 and 2036 (the Local Plan period) and only 424 jobs between 2023-2036 (the assessment period). The adjustments made should not result in the future year quantum of jobs being lower than the base year jobs.

The job assumptions within TEMPro are shown in the table below. This shows that its not until 2036 that there are adequate numbers of jobs to consider removing the full 2,307 jobs associated with the proposed development without resulting in unrealistic negative jobs/ growth.

	Job assumptions within TEMPro						
	2023	2025	2028	2036	2025-2023	2028-2023	2036-2023
Eastleigh 006	10657	10764	10885	11081	107	228	424
Eastleigh Authority	76611	77330	78170	79574	719	1,559	2,963

Given the scale of the development the HA consider it would be more appropriate to utilise the Eastleigh Authority area and associated growth rates rather than MSOA level - Eastleigh 006. As detailed in TAG Unit M4 Forecasting and Uncertainty refers to *“9.1.6 The user is responsible for choosing which spatial area is appropriate for calculating the factor. For a local minor road, NTEM zones may be adequate; however, for a significant stretch of strategic motorway or trunk road a more aggregate level of geography (e.g. districts or counties) may be appropriate.”*. The HA note that for some strategic routes being considered growth factors for neighbouring authorities may be needed.

The HA would however agree to the principle of removing the growth in jobs between assessment years where the resulting future year quantum in jobs is more or equal to the base year jobs e.g. removing 719 jobs for Eastleigh Authority from 2025 assessment year, so the total adjusted jobs in 2025 is equal to 2023 levels of 76611 jobs. However, the HA would require reassurances how TEMPro employment growth compares to Local Plan Growth and what other developments need to be considered within the same period, this is to provide reassurances that all planned growth has been accounted for within TEMPRO to ensure the cumulative impact is assessed in full.

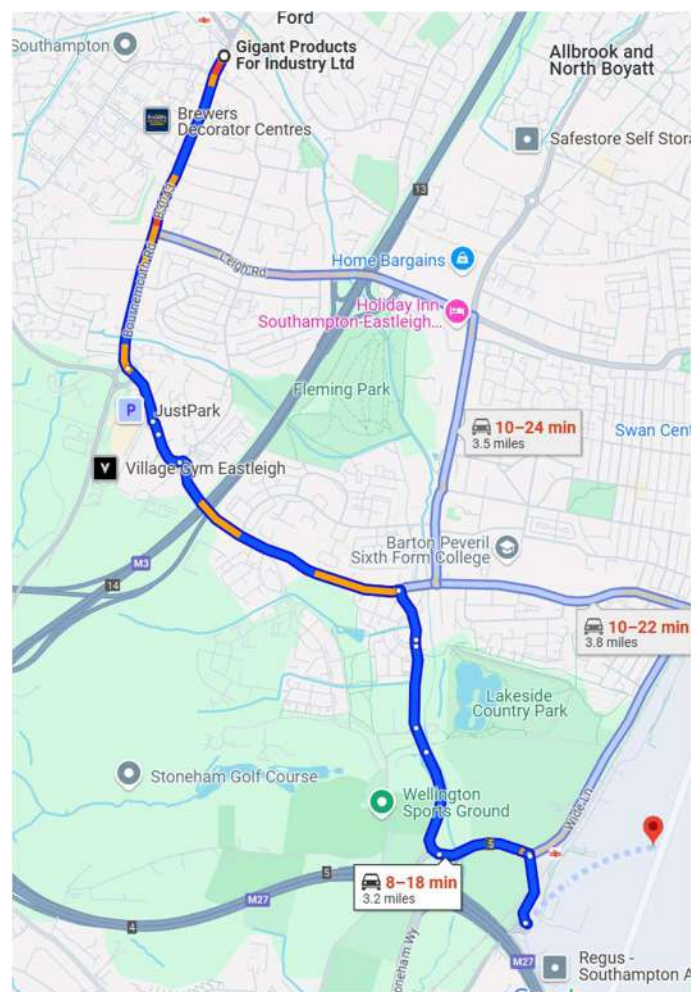
Consented Airport Growth

The approach set out is generally considered acceptable. Given permission F/19/86707 included a cap on traffic generation, the maximum permitted vehicular increase consented in the relevant future year should be tested. Also, consideration of increases in HGV trips associated with the increase in passenger numbers should also be included in any assessment, or justification for only including light vehicles provided.

The distribution of traffic, taken from the previous assessment of the airport expansion application, is acceptable.

Employee Trip Distribution

The employee distribution and assignment methodology is considered acceptable. It is noted an arrival time of 09:00 has been used, and the peak hour may be earlier than this (likely 07:30 – 08:30), however, this is unlikely to make a significant difference to the assignment. There does appear to be some odd results in Table 18; for example, no employee traffic is proposed to use Chestnut Avenue in the AM peak, whereas use of the western section of Chestnut Avenue to reach Stoneham Lane is the quickest route from Chandlers Ford. However, it could be that the assignment is referring to the eastern section of Chestnut Avenue in the AM peak.



It is difficult to agree the assignment presented in Table 18 in the absence of distribution 'stick' diagrams and supporting evidence of both the distribution and assignment calculations. While the methodology now appears acceptable, this information is required for review and agreement.

LGV Distribution

The methodology presented appears reasonable. While turning counts at the junctions remote from Spitfire Way Roundabout will be for general traffic, not specifically LGVs, this will give a reasonable approximation of likely distribution and assignment. As with the employee distribution, 'stick' diagrams and supporting calculations are required before agreement can be provided.

Heavy Good Vehicles

While the methodology for the split of east/ west HGV movements on the M27 appears reasonable, National Highways should comment on this distribution/ assignment.

The methodology appears to assume no HGV trips will use the local network, except Spitfire Roundabout and Wide Lane to access the M27. While the HA appreciate the majority of HGV trips will route directly to the strategic network, a modest allowance should be made for journeys to local destinations, unless explicitly restricted in any future permission.

Outstanding Matters

Aside from the above, the following summarises the remaining outstanding matters. The HA are happy to engage further on any of these prior to a submission being made if the applicant wishes to do so.

- A review to ensure accordance with the Airport Surface Access Strategy.
- Further details of the proposed vehicular access arrangement for review, such as geometry, forward and junction visibility, vertical alignment, levels, street lighting, tracking, sustainable mode provision and Stage 1 Road Safety Audit.
- Details of emergency vehicle access.
- Wide Lane rail overbridge improvement proposals.
- Review of the sustainability of the site, referencing Active Travel England criteria.
- Consideration of the suitability of, and potential improvement to, pedestrian and cycle routes beyond the immediate access points to the site, Mitchell Way and Wide Lane bridge.
- Pedestrian and cycle access north to Bishopstoke Road.
- Inclusion of, or justification for the exclusion of, a link to Campbell Road.
- Pedestrian and cycle access/ facilities (including consideration of Healthy Streets indicators) via Mitchell Way.
- Consideration of Public Transport improvements.
- Overarching Framework Travel Plan.
- Internal arrangements.
- Personal Injury Accident Analysis (study area to be confirmed).

I trust that the above is clear but please contact Nick Gammer should you need further information.

Yours sincerely

Gemma McCart

H Proposed Mitchell Way Improvement Layout