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beryl

L Wide Lane Bridge Enhancements – Conceptual Drawings

NEW BRIDGE TO ABUT THE EXISTING SHARED-USE FOOTWAY ON WIDE LANE

SURFACE LEVEL OF NEW BRIDGE ~16.40m (TO MATCH SURFACE LEVEL OF WIDE LANE ROAD BRIDGE) - EXACT LEVEL/HEIGHT CLEARANCE TO RAIL LINES TBC)

INDICATIVE EXTENT OF FOOTWAY REQUIRING REMOVAL TO ACCOMMODATE TWO-WAY HGV FLOWS ON WIDE LANE BRIDGE (REFER TO BURROWS GRAHAM DRAWINGS FOR DETAILS)

PROPOSED SHARED USE BRIDGE TO TIE-IN TO EXISTING WIDE LANE FOOTWAY, WHICH COULD POTENTIALLY BE WIDENED TO A 3.5m WIDE SHARED FOOTWAY ALONG THIS SECTION UP TO THE EXISTING CROSSING POINT (SUBJECT TO LEVELS/STRUCTURAL FEASIBILITY)

EXISTING ISLAND / UNCONTROLLED CROSSING POINT

THIRD PARTY / UNKNOWN PARCEL OF LAND

NOTE:
THIS DESIGN IS A HIGH-LEVEL INDICATIVE CONCEPT DESIGN TO UNDERSTAND THE OVERALL ALIGNMENT AND LAND IMPLICATIONS. NOTE THAT THIS DESIGN HAS THEREFORE NOT CONSIDERED EXISTING UTILITIES, CURRENT INFRASTRUCTURE, LEVELS, LIGHTING, CIVILS, DRAINAGE OR TREES/ECOLOGY.
(FURTHER DETAILS PROVIDED ON BURROWS GRAHAM DRAWINGS SUBMITTED SEPARATELY)

NOTES:

1. THIS DRAWING IS BASED ON:
   TOPOGRAPHIC SURVEYS:
   'UTILITY SURVEY', GREENHATCH GROUP DRAWING NO. 42270_T_UG REV0 DATED DEC 2021, PROVIDED BY MSA on 24 OCT 2024.
   'WideLane-Track Topo-survey SURV001', PROVIDED BY BLOC GROUP ON 22 NOV 2024.
   'SPITFIRE ROUNDABOUT SOUTHAMPTON', BRUNEL SURVEYS LTD DRAWING NO. 17972-200-01 DATED JUNE 2017, PROVIDED BY BLOC GROUP ON 22 NOV 2024.
   OS BASE MAPPING:
   EMPASITE DRAWING NO. OS_MasterMap_Topography_Layer_989487_1252669_OS_Mastermap, OS LICENCE NO. 0100031673, PROVIDED BY EMAPSITE ON 05 DEC 2024.
   HCC HIGHWAY BOUNDARY DRAWING:
   DRAWING NO. 21754829 03, PROVIDED BY BLOC GROUP ON 28 OCT 2024.
   BLOCWORK FREEHOLD OWNERSHIP:
   HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP882317, 25 MAY 2024.
   AIRPORT FREEHOLD OWNERSHIP:
   HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP628421, TITLE HP411185. (PART)
   BASED ON: SAVILLS 'PLAN 1', REF: APPENDIX 1 - AIRPORT SITE TITLE PLAN.
   SoSfT OWNERSHIP:
   SECRETARY OF STATE FOR TRANSPORT LAND BASED ON HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP774610.
   BASED ON: SAVILLS 'PLAN 1', REF: APPENDIX 1 - AIRPORT SITE TITLE PLAN.
2. DO NOT SCALE FROM THIS DRAWING. IF IN DOUBT REFER TO THE PROJECT MANAGER FOR CLARIFICATION.

KEY:

- EXISTING LAYOUT (TOPOGRAPHICAL SURVEY/OS BASE)
- HAMPSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
- SECRETARY OF STATE FOR TRANSPORT OWNERSHIP
- HSBC HOUSE OWNERSHIP
- PREMIER INN OWNERSHIP
- RED LINE PLANNING BOUNDARY
- EXISTING SHARED-USE FOOTWAY

PROPOSED PEDESTRIAN / CYCLE BRIDGE:

- BRIDGE STRUCTURE
- 3m WIDE SHARED USE BRIDGE
- INDICATIVE EXTENT OF FOOTWAY REQUIRING REMOVAL TO ACCOMMODATE TWO-WAY HGV FLOWS ON WIDE LANE BRIDGE (REFER TO BURROWS GRAHAM DRAWINGS FOR DETAILS)

REV	DATE	DESCRIPTION	DES	CHK	APP
P01	21MAY25	MINOR AMENDMENTS	CJM	CJM	MHU
P0	20JAN25	ORIGINAL ISSUE	CJM	CJM	MHU

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Client: BLOCWORK (EASTLEIGH) LLP & SIAL

Project Title: NAVIGATOR QUARTER, SOUTHAMPTON

Drawing Title: WIDE LANE BRIDGE PEDESTRIAN / CYCLE BRIDGE INDICATIVE ALIGNMENT

Status: FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A1	1:250	S2	P01

Drawing No. 24733101-STR-HGN-100-SK-D-00301

CAD REFERENCE: \\sgworld.net\data\London\Projects\247\31\01\CAD\Drawings\Sketches\247331010 STR-HGN-100-SK-D-00301

DATE: 27/05/2025

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Max Legal Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.870m

0 5.0m 10.0m 15.0m 20.0m

REV	DATE	DESCRIPTION	DES	CHK	APP
P01	21MAY25	MINOR AMENDMENTS	CJM	CJM	MHU
P0	15APR25	ORIGINAL ISSUE	CJM	CJM	MHU

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www.steergroup.com

Client: BLOCWORK (EASTLEIGH) LLP & SIAL

Project Title: NAVIGATOR QUARTER, SOUTHAMPTON

Drawing Title: WIDE LANE BRIDGE PEDESTRIAN / CYCLE BRIDGE HGV SWEPT PATHS

Status: FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A1	1:250	S2	P01

Drawing No. 24733101-STR-HGN-100-SK-D-00302

CAD REFERENCE: \\uk\world.net\Data\London\Projects\247\31\01\CAD\Drawings\Sketches\24731101-STR-HGN-100-SK-D-003 - 00302

DATE: 27/05/2025

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M ATE Assessment Report

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.

Active Travel England

Active Travel England
Planning Application Assessment Toolkit
Appraiser Report

Site address	Navigator Quarter, adj. to Southampton Airport
Summary of proposal	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
ATE reference	
Local authority reference	
Local planning authority	Eastleigh
Local highway authority	Hampshire
Completed by	Steer
Date (DD/MM/YY)	29 April 2025
Application type	Hybrid planning permission
Model version	2.0

Assessment Report

Criterion	Rating	Appraiser Comments	Relevant Policy & Guidance
1. Trip generation and assignment	**Exemplar**	A detailed trip generation assessment has been undertaken. The assessment approach was agreed upon with EBC, HCC and NH. The trip generation covers daily trips and is multi-modal. The end state Proposed Development has been assessed for trip generation potential, with a modal share deemed achievable for all modes (including walking and cycling).	National Planning Policy Framework: 108, 114, 117; Planning Policy Guidance: Travel Plans, Transport Assessments and Statements; LTN 1/20: 14.3.6; ;
2. Active travel route audit	**Condition / Obligation to make acceptable**	The Site currently has no direct access. As part of the planning conditions, pedestrian and cycling access will be agreed upon. Assessments of active travel routes from Mitchell Way and Conegar Road have been undertaken, and it is concluded that the provision of footways is generally good, although cycle infrastructure is lacking.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 81, 82, 83, 119; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; PAS 6463; ;
3. Pedestrian access to local amenities	**Pass**	Due to the location of the Proposed Development, there are no local amenities accessible within 800m. However, local amenities are available in the surrounding area (e.g. Eastleigh town centre). It is expected that several conditions will be enacted to ensure the provision of new walk and cycle links within the red line boundary, which will form connections for external infrastructure. As part of discharging the conditions, the footways will be designed to the latest National Design Guide standards.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; Manual for Streets: 4.4; PAS 6463; ;

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ATE reference	
Local authority reference	
Local planning authority	Eastleigh
Local highway authority	Hampshire

4. Cycling accessibility	**Condition / Obligation to make acceptable**	Improvements to external routes will be provided as part of the planning conditions. The routes are designed according to LTN1/20 and HCC's LTP4.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Inclusive Mobility; LTN 1/20; PAS 6463; ; Hampshire County Council's Local Transport Plan 4 (LTP4) (2024)
5. Access to public transport	**Condition / Obligation to make acceptable**	A single bus stop southbound outside Unit 12 within the South Plot will be provided. This will be in 400m of all the units in the South Plot. The bus stop will also be within 800m of most of the units within the northern plot. The bus service provision will be instated using planning conditions/ obligations. Connections to the bus stop will be designed in line with the latest National Design Guide standards.	National Planning Policy Framework: 8, 74, 85, 87, 108, 116; National Design Guide: 81; National Model Design Code: 59i-ii (Part 1); M.1.ii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Buses in Urban Developments (CIHT): A.4.1-A.4.5, B.2.3, B.7.2; Inclusive Mobility: Chapter 9; LTN 1/24; ; Hampshire County Council's Local Transport Plan 4 (LTP4) (2024)
6. Off-site transport infrastructure	**Condition / Obligation to make acceptable**	The proposal includes improvements to external connections, including Mitchell Way and a northern connection via Conegar Road. The routes will be designed to the National Design Guide standards and LTN1/20 and will be instated as a planning condition/ obligation.	National Planning Policy Framework: 108, 112, 114, 116; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Planning Obligations; LTN 1/20: 14.3.12; ; Hampshire County Council's Local Transport Plan 4 (LTP4) (2024); Hampshire County Council's Local Cycling and Walking Infrastructure Plan (LCWIP) (2022)
7. Site permeability	**Pass**	There will be a comprehensive, permeable network of walking and cycling routes throughout the development. The provision of a direct network of routes aims to make active travel the most convenient choice for short journeys within the development to minimise the number of vehicle trips between on-site origins and destinations. The routes will be designed in line with the latest National Design Guide standards and LTN1/20.	National Planning Policy Framework: 96, 108, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: Figure 11, 59i-ii (Part 1); M.1.i, M.1.iii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; Manual for Streets: 4.2, 6.3, 6.4; Manual for Streets 2: 9.3, 9.4; PAS 6463; ; Hampshire County Council's Local Transport Plan 4 (LTP4) (2024)

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8. Placemaking	**Pass**	There will be a comprehensive, permeable network of walking and cycling routes throughout the development, creating a welcome and safe environment for pedestrians and cyclists. Further details on the principles of placemaking and how the development will provide a strong sense of place (e.g. well-designed streets, public realm improvements, public spaces, etc) are set out in the Design and Access Statement (DAS) that supports this application.	National Planning Policy Framework: 8, 74, 87, 96, 97, 99, 108, 114, 116, 135, 136; National Design Guide; National Model Design Code: 51i, 59iii, 62i, 63, 64i-ii (Part 1); N.1.iii, M.3.i, I.1, P.1-3, U.1 (Part 2); Active Design (Sport England): Principles 4, 5, 6; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; LTN 1/24: 4.6; Manual for Streets: 2.2.5, 5.7, 6.3, 6.4, 7.2.8-7.2.22, 8.3; PAS 6463; ; Hampshire County Council's Local Transport Plan 4 (LTP4) (2024)
9. Cycle parking and trip-end facilities	**Pass**	Minimum cycle parking standards for short stay and long stay parking will be met as part of the masterplan. Details regarding the exact location and quantum of different types of bicycle parking will be secured through subsequent RMAs.	National Planning Policy Framework: 114, 116; National Design Guide: 85; National Model Design Code: 59iv (Part 1); M.3.ii (Part 2); Active Design (Sport England): 7.1, 8.2; Inclusive Mobility: 7.4; LTN 1/20: Chapter 11; Manual for Streets: 8.2; Manual for Streets 2: 2.5.4; PAS 6463: 5.2.3; ; Eastleigh Borough Council's Parking Standards Supplementary Planning Document – Draft for Consultation (July 2023)
10. Travel planning	**Exemplar**	A Framework Travel Plan has been submitted as part of the planning application. It includes an action plan and interim target mode shares.	National Planning Policy Framework: 114, 117; Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): 2.4; ;

N Active Travel Audit Routes

Route 1

Wide Lane to NCN Route 23 from Mitchell Way, via Southampton Airport Parkway Station and Spitfire Loop Bus Stop



Route 2

Eastleigh Rail Station (via Chickenhall Lane Bus Stop and Coles Close Retail Park) from Potential Northern Access



O TRICS Output Reports

N1 SRTM Equivalent TRICS Report

N2 Proposed Development TRICS Reports

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
03	SOUTH WEST		
	DV	DEVON	1 days
	GS	GLOUCESTERSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
	PB	PETERBOROUGH	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	FU	WESTMORLAND & FURNESS	1 days
	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:	1500 to 13000 (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: 01/01/16 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:

Tuesday	1 days
Wednesday	4 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	10 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	8

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	4
Commercial Zone	2
Development Zone	1
Residential Zone	3

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	5 days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	10 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	4 days
15,001 to 20,000	1 days
20,001 to 25,000	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:

25,001 to 50,000	2 days
125,001 to 250,000	6 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	3 days
1.1 to 1.5	7 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	10 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	10 days

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

LIST OF SITES relevant to selection parameters

1 CA-02-B-04 BUSINESS PARK CAMBRIDGESHIRE
SWANNS ROAD
CAMBRIDGE

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 5070 sqm
Survey date: THURSDAY *22/06/23* *Survey Type: MANUAL*

2 DV-02-B-01 BUSINESS PARK DEVON
MANATON CLOSE
EXETER
MATFORD BUSINESS PARK
Edge of Town
Commercial Zone
Total Gross floor area: 1500 sqm
Survey date: WEDNESDAY *05/07/17* *Survey Type: MANUAL*

3 EX-02-B-01 BUSINESS PARK ESSEX
BRUNEL COURT
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 2900 sqm
Survey date: FRIDAY *18/05/18* *Survey Type: MANUAL*

4 FU-02-B-01 BUSINESS PARK WESTMORLAND & FURNESS
OXENHOLME ROAD
KENDAL

Edge of Town
Residential Zone
Total Gross floor area: 5500 sqm
Survey date: FRIDAY *13/05/22* *Survey Type: MANUAL*

5 GS-02-B-01 BUSINESS PARK GLOUCESTERSHIRE
BARNETT WAY
GLOUCESTER
BARNWOOD
Edge of Town
Industrial Zone
Total Gross floor area: 3485 sqm
Survey date: WEDNESDAY *03/05/23* *Survey Type: MANUAL*

6 NF-02-B-03 BUSINESS PARK NORFOLK
BARTON WAY
NORWICH

Edge of Town
Residential Zone
Total Gross floor area: 2634 sqm
Survey date: THURSDAY *15/09/22* *Survey Type: MANUAL*

7 NY-02-B-02 BUSINESS PARK NORTH YORKSHIRE
OAKNEY WOOD ROAD
SELBY

Edge of Town
Industrial Zone
Total Gross floor area: 3150 sqm
Survey date: TUESDAY *06/06/23* *Survey Type: MANUAL*

8 PB-02-B-01 BUSINESS PARK PETERBOROUGH
LYNCH WOOD
PETERBOROUGH

Edge of Town
Commercial Zone
Total Gross floor area: 12800 sqm
Survey date: WEDNESDAY *19/10/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 TW-02-B-06 BUSINESS PARK TYNE & WEAR
JOICEY ROAD
GATESHEAD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 3712 sqm
Survey date: THURSDAY *18/10/18* *Survey Type: MANUAL*

10 WM-02-B-03 BUSINESS PARK WEST MIDLANDS
PARADISE WAY
COVENTRY

Edge of Town
Development Zone
Total Gross floor area: 13000 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	Site very close to high frequency bus services
CA-02-B-03	High proportion R&D
EC-02-B-01	R&D uses
EX-02-B-02	Half industrial units and not office
ST-02-B-04	very little office use
TV-02-B-01	Lower office use
WK-02-B-01	Lower office use

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	5375	0.882	10	5375	0.117	10	5375	0.999
08:00 - 09:00	10	5375	1.267	10	5375	0.234	10	5375	1.501
09:00 - 10:00	10	5375	0.500	10	5375	0.207	10	5375	0.707
10:00 - 11:00	10	5375	0.227	10	5375	0.210	10	5375	0.437
11:00 - 12:00	10	5375	0.199	10	5375	0.193	10	5375	0.392
12:00 - 13:00	10	5375	0.255	10	5375	0.301	10	5375	0.556
13:00 - 14:00	10	5375	0.279	10	5375	0.233	10	5375	0.512
14:00 - 15:00	10	5375	0.175	10	5375	0.260	10	5375	0.435
15:00 - 16:00	10	5375	0.173	10	5375	0.413	10	5375	0.586
16:00 - 17:00	10	5375	0.238	10	5375	1.139	10	5375	1.377
17:00 - 18:00	10	5375	0.251	10	5375	0.876	10	5375	1.127
18:00 - 19:00	10	5375	0.097	10	5375	0.391	10	5375	0.488
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.543			4.574			9.117

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:	1500 - 13000 (units: sqm)
Survey date date range:	01/01/16 - 12/09/23
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	7

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	5375	0.007	10	5375	0.007	10	5375	0.014
08:00 - 09:00	10	5375	0.017	10	5375	0.015	10	5375	0.032
09:00 - 10:00	10	5375	0.013	10	5375	0.015	10	5375	0.028
10:00 - 11:00	10	5375	0.006	10	5375	0.006	10	5375	0.012
11:00 - 12:00	10	5375	0.002	10	5375	0.000	10	5375	0.002
12:00 - 13:00	10	5375	0.004	10	5375	0.006	10	5375	0.010
13:00 - 14:00	10	5375	0.004	10	5375	0.004	10	5375	0.008
14:00 - 15:00	10	5375	0.007	10	5375	0.006	10	5375	0.013
15:00 - 16:00	10	5375	0.007	10	5375	0.006	10	5375	0.013
16:00 - 17:00	10	5375	0.015	10	5375	0.017	10	5375	0.032
17:00 - 18:00	10	5375	0.006	10	5375	0.007	10	5375	0.013
18:00 - 19:00	10	5375	0.006	10	5375	0.006	10	5375	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.094			0.095			0.189

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	5375	0.002	10	5375	0.000	10	5375	0.002
08:00 - 09:00	10	5375	0.009	10	5375	0.009	10	5375	0.018
09:00 - 10:00	10	5375	0.004	10	5375	0.004	10	5375	0.008
10:00 - 11:00	10	5375	0.006	10	5375	0.006	10	5375	0.012
11:00 - 12:00	10	5375	0.004	10	5375	0.006	10	5375	0.010
12:00 - 13:00	10	5375	0.013	10	5375	0.009	10	5375	0.022
13:00 - 14:00	10	5375	0.002	10	5375	0.007	10	5375	0.009
14:00 - 15:00	10	5375	0.000	10	5375	0.000	10	5375	0.000
15:00 - 16:00	10	5375	0.006	10	5375	0.006	10	5375	0.012
16:00 - 17:00	10	5375	0.006	10	5375	0.004	10	5375	0.010
17:00 - 18:00	10	5375	0.000	10	5375	0.002	10	5375	0.002
18:00 - 19:00	10	5375	0.000	10	5375	0.000	10	5375	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.053			0.105

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	5375	0.009	10	5375	0.002	10	5375	0.011
08:00 - 09:00	10	5375	0.033	10	5375	0.009	10	5375	0.042
09:00 - 10:00	10	5375	0.015	10	5375	0.002	10	5375	0.017
10:00 - 11:00	10	5375	0.006	10	5375	0.004	10	5375	0.010
11:00 - 12:00	10	5375	0.006	10	5375	0.006	10	5375	0.012
12:00 - 13:00	10	5375	0.000	10	5375	0.007	10	5375	0.007
13:00 - 14:00	10	5375	0.004	10	5375	0.004	10	5375	0.008
14:00 - 15:00	10	5375	0.002	10	5375	0.002	10	5375	0.004
15:00 - 16:00	10	5375	0.000	10	5375	0.015	10	5375	0.015
16:00 - 17:00	10	5375	0.002	10	5375	0.022	10	5375	0.024
17:00 - 18:00	10	5375	0.000	10	5375	0.015	10	5375	0.015
18:00 - 19:00	10	5375	0.002	10	5375	0.004	10	5375	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.079			0.092			0.171

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	5375	0.848	10	5375	0.100	10	5375	0.948
08:00 - 09:00	10	5375	1.189	10	5375	0.171	10	5375	1.360
09:00 - 10:00	10	5375	0.424	10	5375	0.145	10	5375	0.569
10:00 - 11:00	10	5375	0.171	10	5375	0.141	10	5375	0.312
11:00 - 12:00	10	5375	0.128	10	5375	0.128	10	5375	0.256
12:00 - 13:00	10	5375	0.205	10	5375	0.253	10	5375	0.458
13:00 - 14:00	10	5375	0.246	10	5375	0.184	10	5375	0.430
14:00 - 15:00	10	5375	0.141	10	5375	0.233	10	5375	0.374
15:00 - 16:00	10	5375	0.132	10	5375	0.365	10	5375	0.497
16:00 - 17:00	10	5375	0.195	10	5375	1.090	10	5375	1.285
17:00 - 18:00	10	5375	0.236	10	5375	0.848	10	5375	1.084
18:00 - 19:00	10	5375	0.089	10	5375	0.383	10	5375	0.472
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.004			4.041			8.045

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	5375	0.022	10	5375	0.009	10	5375	0.031
08:00 - 09:00	10	5375	0.052	10	5375	0.039	10	5375	0.091
09:00 - 10:00	10	5375	0.058	10	5375	0.043	10	5375	0.101
10:00 - 11:00	10	5375	0.045	10	5375	0.058	10	5375	0.103
11:00 - 12:00	10	5375	0.065	10	5375	0.060	10	5375	0.125
12:00 - 13:00	10	5375	0.032	10	5375	0.032	10	5375	0.064
13:00 - 14:00	10	5375	0.028	10	5375	0.037	10	5375	0.065
14:00 - 15:00	10	5375	0.026	10	5375	0.022	10	5375	0.048
15:00 - 16:00	10	5375	0.028	10	5375	0.035	10	5375	0.063
16:00 - 17:00	10	5375	0.022	10	5375	0.026	10	5375	0.048
17:00 - 18:00	10	5375	0.009	10	5375	0.017	10	5375	0.026
18:00 - 19:00	10	5375	0.002	10	5375	0.002	10	5375	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.389			0.380			0.769

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/B - BUSINESS PARK
MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	10	5375	0.002	10	5375	0.000	10	5375	0.002
08:00 - 09:00	10	5375	0.000	10	5375	0.000	10	5375	0.000
09:00 - 10:00	10	5375	0.004	10	5375	0.000	10	5375	0.004
10:00 - 11:00	10	5375	0.000	10	5375	0.000	10	5375	0.000
11:00 - 12:00	10	5375	0.000	10	5375	0.000	10	5375	0.000
12:00 - 13:00	10	5375	0.002	10	5375	0.002	10	5375	0.004
13:00 - 14:00	10	5375	0.000	10	5375	0.000	10	5375	0.000
14:00 - 15:00	10	5375	0.000	10	5375	0.000	10	5375	0.000
15:00 - 16:00	10	5375	0.000	10	5375	0.002	10	5375	0.002
16:00 - 17:00	10	5375	0.000	10	5375	0.002	10	5375	0.002
17:00 - 18:00	10	5375	0.000	10	5375	0.002	10	5375	0.002
18:00 - 19:00	10	5375	0.000	10	5375	0.000	10	5375	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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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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:

Monday	1 days
Wednesday	2 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	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 undertaking using machines.

Selected Locations:

Edge of Town	6

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
Out of Town	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	5 days - Selected
Servicing vehicles Excluded	18 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	6 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

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

LIST OF SITES relevant to selection parameters

1 CA-02-B-03 SCIENCE PARK CAMBRIDGESHIRE
MILTON ROAD
CAMBRIDGE

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 BUSINESS PARK CHESHIRE EAST
WINTERTON WAY
MACCLESFIELD

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 BUSINESS PARK ESSEX
WYNCOLLS ROAD
COLCHESTER
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 BUSINESS PARK LINCOLNSHIRE
CARDINAL CLOSE
LINCOLN

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 BUSINESS PARK STAFFORDSHIRE
STONE ROAD
STAFFORD

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 BUSINESS/TECH. PARK WARWICKSHIRE
GALLOWS HILL
WARWICK

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.

*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:	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.*

TRICS 7.11.3
Trip Rate P: Gross floor area

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
Calculation Factor: 100 sqm
Count Type: TOTAL VEHICLES

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3(	6	38574	0.321	6	38574	0.034	6	38574	0.355
07:30-08:0(	6	38574	0.558	6	38574	0.059	6	38574	0.617
08:00-08:3(	6	38574	0.679	6	38574	0.066	6	38574	0.745
08:30-09:0(	6	38574	0.516	6	38574	0.064	6	38574	0.58
09:00-09:3(	6	38574	0.309	6	38574	0.06	6	38574	0.369
09:30-10:0(	6	38574	0.175	6	38574	0.053	6	38574	0.228
10:00-10:3(	6	38574	0.078	6	38574	0.049	6	38574	0.127
10:30-11:0(	6	38574	0.066	6	38574	0.044	6	38574	0.11
11:00-11:3(	6	38574	0.06	6	38574	0.054	6	38574	0.114
11:30-12:0(	6	38574	0.064	6	38574	0.067	6	38574	0.131
12:00-12:3(	6	38574	0.081	6	38574	0.122	6	38574	0.203
12:30-13:0(	6	38574	0.099	6	38574	0.106	6	38574	0.205
13:00-13:3(	6	38574	0.115	6	38574	0.082	6	38574	0.197
13:30-14:0(	6	38574	0.086	6	38574	0.071	6	38574	0.157
14:00-14:3(	6	38574	0.064	6	38574	0.076	6	38574	0.14
14:30-15:0(	6	38574	0.041	6	38574	0.104	6	38574	0.145
15:00-15:3(	6	38574	0.04	6	38574	0.183	6	38574	0.223
15:30-16:0(	6	38574	0.048	6	38574	0.223	6	38574	0.271
16:00-16:3(	6	38574	0.04	6	38574	0.344	6	38574	0.384
16:30-17:0(	6	38574	0.043	6	38574	0.349	6	38574	0.392
17:00-17:3(	6	38574	0.045	6	38574	0.436	6	38574	0.481
17:30-18:0(	6	38574	0.028	6	38574	0.414	6	38574	0.442
18:00-18:3(	6	38574	0.029	6	38574	0.351	6	38574	0.38
18:30-19:0(	6	38574	0.023	6	38574	0.273	6	38574	0.296
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			3.608			3.684			7.292

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
Calculation Factor: 100 sqm
Count Type: TAXIS

			ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	6	38574	0	6	38574	0	6	38574	0
07:30-08:0	6	38574	0.003	6	38574	0.003	6	38574	0.006
08:00-08:3	6	38574	0.004	6	38574	0.003	6	38574	0.007
08:30-09:0	6	38574	0.007	6	38574	0.006	6	38574	0.013
09:00-09:3	6	38574	0.006	6	38574	0.007	6	38574	0.013
09:30-10:0	6	38574	0.005	6	38574	0.004	6	38574	0.009
10:00-10:3	6	38574	0.001	6	38574	0.005	6	38574	0.006
10:30-11:0	6	38574	0.003	6	38574	0.002	6	38574	0.005
11:00-11:3	6	38574	0.001	6	38574	0.001	6	38574	0.002
11:30-12:0	6	38574	0.001	6	38574	0.001	6	38574	0.002
12:00-12:3	6	38574	0.001	6	38574	0.002	6	38574	0.003
12:30-13:0	6	38574	0.002	6	38574	0.001	6	38574	0.003
13:00-13:3	6	38574	0.001	6	38574	0.002	6	38574	0.003
13:30-14:0	6	38574	0	6	38574	0	6	38574	0
14:00-14:3	6	38574	0.001	6	38574	0.001	6	38574	0.002
14:30-15:0	6	38574	0.001	6	38574	0.001	6	38574	0.002
15:00-15:3	6	38574	0.001	6	38574	0.001	6	38574	0.002
15:30-16:0	6	38574	0	6	38574	0.001	6	38574	0.001
16:00-16:3	6	38574	0.001	6	38574	0.001	6	38574	0.002
16:30-17:0	6	38574	0.001	6	38574	0.001	6	38574	0.002
17:00-17:3	6	38574	0.002	6	38574	0.001	6	38574	0.003
17:30-18:0	6	38574	0.001	6	38574	0.002	6	38574	0.003
18:00-18:3	6	38574	0.002	6	38574	0.002	6	38574	0.004
18:30-19:0	6	38574	0.002	6	38574	0.002	6	38574	0.004
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.047			0.05			0.097

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
Calculation Factor: 100 sqm
Count Type: OGVS

	ARRIVALS			DEPARTURES			TOTALS	
Time Range	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									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	6	38574	0.003	6	38574	0.002	6	38574	0.005
07:30-08:0	6	38574	0.004	6	38574	0.003	6	38574	0.007
08:00-08:3	6	38574	0	6	38574	0.001	6	38574	0.001
08:30-09:0	6	38574	0.003	6	38574	0.002	6	38574	0.005
09:00-09:3	6	38574	0.003	6	38574	0.002	6	38574	0.005
09:30-10:0	6	38574	0.003	6	38574	0.001	6	38574	0.004
10:00-10:3	6	38574	0.002	6	38574	0.004	6	38574	0.006
10:30-11:0	6	38574	0.002	6	38574	0.001	6	38574	0.003
11:00-11:3	6	38574	0.002	6	38574	0.002	6	38574	0.004
11:30-12:0	6	38574	0.002	6	38574	0.002	6	38574	0.004
12:00-12:3	6	38574	0.001	6	38574	0	6	38574	0.001
12:30-13:0	6	38574	0.003	6	38574	0.002	6	38574	0.005
13:00-13:3	6	38574	0.001	6	38574	0.001	6	38574	0.002
13:30-14:0	6	38574	0.002	6	38574	0.003	6	38574	0.005
14:00-14:3	6	38574	0.001	6	38574	0.001	6	38574	0.002
14:30-15:0	6	38574	0.001	6	38574	0	6	38574	0.001
15:00-15:3	6	38574	0.003	6	38574	0.002	6	38574	0.005
15:30-16:0	6	38574	0.002	6	38574	0.003	6	38574	0.005
16:00-16:3	6	38574	0.002	6	38574	0.003	6	38574	0.005
16:30-17:0	6	38574	0	6	38574	0.001	6	38574	0.001
17:00-17:3	6	38574	0	6	38574	0	6	38574	0
17:30-18:0	6	38574	0	6	38574	0.001	6	38574	0.001
18:00-18:3	6	38574	0	6	38574	0.001	6	38574	0.001
18:30-19:0	6	38574	0	6	38574	0.001	6	38574	0.001
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.04			0.039			0.079

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
Calculation Factor: 100 sqm
Count Type: PSVS

	ARRIVALS			DEPARTURES			TOTALS	
Time Range	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									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	6	38574	0.001	6	38574	0.001	6	38574	0.002
07:30-08:0	6	38574	0.002	6	38574	0.002	6	38574	0.004
08:00-08:3	6	38574	0.003	6	38574	0.003	6	38574	0.006
08:30-09:0	6	38574	0.001	6	38574	0.001	6	38574	0.002
09:00-09:3	6	38574	0.001	6	38574	0.002	6	38574	0.003
09:30-10:0	6	38574	0.001	6	38574	0.001	6	38574	0.002
10:00-10:3	6	38574	0.002	6	38574	0.001	6	38574	0.003
10:30-11:0	6	38574	0	6	38574	0	6	38574	0
11:00-11:3	6	38574	0.001	6	38574	0	6	38574	0.001
11:30-12:0	6	38574	0	6	38574	0.001	6	38574	0.001
12:00-12:3	6	38574	0	6	38574	0	6	38574	0
12:30-13:0	6	38574	0	6	38574	0	6	38574	0
13:00-13:3	6	38574	0.001	6	38574	0.001	6	38574	0.002
13:30-14:0	6	38574	0	6	38574	0	6	38574	0
14:00-14:3	6	38574	0.001	6	38574	0.001	6	38574	0.002
14:30-15:0	6	38574	0.001	6	38574	0	6	38574	0.001
15:00-15:3	6	38574	0	6	38574	0.001	6	38574	0.001
15:30-16:0	6	38574	0.002	6	38574	0.001	6	38574	0.003
16:00-16:3	6	38574	0.001	6	38574	0.002	6	38574	0.003
16:30-17:0	6	38574	0.003	6	38574	0.002	6	38574	0.005
17:00-17:3	6	38574	0.002	6	38574	0.002	6	38574	0.004
17:30-18:0	6	38574	0.001	6	38574	0.002	6	38574	0.003
18:00-18:3	6	38574	0.001	6	38574	0.001	6	38574	0.002
18:30-19:0	6	38574	0.001	6	38574	0.002	6	38574	0.003
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.026			0.027			0.053

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
Calculation Factor: 100 sqm
Count Type: CYCLISTS

	ARRIVALS			DEPARTURES			TOTALS	
Time Range	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									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	6	38574	0.017	6	38574	0.003	6	38574	0.02
07:30-08:0	6	38574	0.041	6	38574	0.006	6	38574	0.047
08:00-08:3	6	38574	0.065	6	38574	0.009	6	38574	0.074
08:30-09:0	6	38574	0.067	6	38574	0.006	6	38574	0.073
09:00-09:3	6	38574	0.049	6	38574	0.006	6	38574	0.055
09:30-10:0	6	38574	0.037	6	38574	0.009	6	38574	0.046
10:00-10:3	6	38574	0.017	6	38574	0.009	6	38574	0.026
10:30-11:0	6	38574	0.019	6	38574	0.007	6	38574	0.026
11:00-11:3	6	38574	0.01	6	38574	0.005	6	38574	0.015
11:30-12:0	6	38574	0.01	6	38574	0.008	6	38574	0.018
12:00-12:3	6	38574	0.013	6	38574	0.014	6	38574	0.027
12:30-13:0	6	38574	0.011	6	38574	0.013	6	38574	0.024
13:00-13:3	6	38574	0.016	6	38574	0.014	6	38574	0.03
13:30-14:0	6	38574	0.012	6	38574	0.009	6	38574	0.021
14:00-14:3	6	38574	0.008	6	38574	0.008	6	38574	0.016
14:30-15:0	6	38574	0.007	6	38574	0.011	6	38574	0.018
15:00-15:3	6	38574	0.013	6	38574	0.021	6	38574	0.034
15:30-16:0	6	38574	0.009	6	38574	0.015	6	38574	0.024
16:00-16:3	6	38574	0.01	6	38574	0.032	6	38574	0.042
16:30-17:0	6	38574	0.011	6	38574	0.043	6	38574	0.054
17:00-17:3	6	38574	0.011	6	38574	0.06	6	38574	0.071
17:30-18:0	6	38574	0.008	6	38574	0.049	6	38574	0.057
18:00-18:3	6	38574	0.011	6	38574	0.041	6	38574	0.052
18:30-19:0	6	38574	0.006	6	38574	0.027	6	38574	0.033
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.478			0.425			0.903

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
Calculation Factor: 100 sqm
Count Type: CARS

	ARRIVALS			DEPARTURES			TOTALS	
Time Range	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									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	6	38574	0.305	6	38574	0.024	6	38574	0.329
07:30-08:0	6	38574	0.534	6	38574	0.045	6	38574	0.579
08:00-08:3	6	38574	0.655	6	38574	0.051	6	38574	0.706
08:30-09:0	6	38574	0.49	6	38574	0.044	6	38574	0.534
09:00-09:3	6	38574	0.288	6	38574	0.04	6	38574	0.328
09:30-10:0	6	38574	0.152	6	38574	0.036	6	38574	0.188
10:00-10:3	6	38574	0.056	6	38574	0.025	6	38574	0.081
10:30-11:0	6	38574	0.045	6	38574	0.026	6	38574	0.071
11:00-11:3	6	38574	0.038	6	38574	0.034	6	38574	0.072
11:30-12:0	6	38574	0.048	6	38574	0.05	6	38574	0.098
12:00-12:3	6	38574	0.063	6	38574	0.108	6	38574	0.171
12:30-13:0	6	38574	0.083	6	38574	0.092	6	38574	0.175
13:00-13:3	6	38574	0.099	6	38574	0.069	6	38574	0.168
13:30-14:0	6	38574	0.072	6	38574	0.053	6	38574	0.125
14:00-14:3	6	38574	0.051	6	38574	0.064	6	38574	0.115
14:30-15:0	6	38574	0.025	6	38574	0.086	6	38574	0.111
15:00-15:3	6	38574	0.029	6	38574	0.165	6	38574	0.194
15:30-16:0	6	38574	0.034	6	38574	0.21	6	38574	0.244
16:00-16:3	6	38574	0.028	6	38574	0.325	6	38574	0.353
16:30-17:0	6	38574	0.035	6	38574	0.335	6	38574	0.37
17:00-17:3	6	38574	0.038	6	38574	0.421	6	38574	0.459
17:30-18:0	6	38574	0.022	6	38574	0.399	6	38574	0.421
18:00-18:3	6	38574	0.024	6	38574	0.342	6	38574	0.366
18:30-19:0	6	38574	0.019	6	38574	0.263	6	38574	0.282
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			3.233			3.307			6.54

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
Calculation Factor: 100 sqm
Count Type: LGVS

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	6	38574	0.009	6	38574	0.006	6	38574	0.015
07:30-08:0	6	38574	0.01	6	38574	0.004	6	38574	0.014
08:00-08:3	6	38574	0.013	6	38574	0.007	6	38574	0.02
08:30-09:0	6	38574	0.015	6	38574	0.011	6	38574	0.026
09:00-09:3	6	38574	0.007	6	38574	0.009	6	38574	0.016
09:30-10:0	6	38574	0.013	6	38574	0.011	6	38574	0.024
10:00-10:3	6	38574	0.016	6	38574	0.014	6	38574	0.03
10:30-11:0	6	38574	0.016	6	38574	0.013	6	38574	0.029
11:00-11:3	6	38574	0.017	6	38574	0.017	6	38574	0.034
11:30-12:0	6	38574	0.01	6	38574	0.011	6	38574	0.021
12:00-12:3	6	38574	0.014	6	38574	0.012	6	38574	0.026
12:30-13:0	6	38574	0.01	6	38574	0.01	6	38574	0.02
13:00-13:3	6	38574	0.013	6	38574	0.008	6	38574	0.021
13:30-14:0	6	38574	0.012	6	38574	0.014	6	38574	0.026
14:00-14:3	6	38574	0.009	6	38574	0.008	6	38574	0.017
14:30-15:0	6	38574	0.012	6	38574	0.015	6	38574	0.027
15:00-15:3	6	38574	0.006	6	38574	0.013	6	38574	0.019
15:30-16:0	6	38574	0.009	6	38574	0.007	6	38574	0.016
16:00-16:3	6	38574	0.006	6	38574	0.011	6	38574	0.017
16:30-17:0	6	38574	0.005	6	38574	0.008	6	38574	0.013
17:00-17:3	6	38574	0.002	6	38574	0.007	6	38574	0.009
17:30-18:0	6	38574	0.003	6	38574	0.007	6	38574	0.01
18:00-18:3	6	38574	0.002	6	38574	0.004	6	38574	0.006
18:30-19:0	6	38574	0	6	38574	0.005	6	38574	0.005
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.229			0.232			0.461

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK
Calculation Factor: 100 sqm
Count Type: MOTOR CYCLES

			ARRIVALS			DEPARTURES			TOTALS
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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									
05:30-06:00									
06:00-06:30									
06:30-07:00									
07:00-07:3	6	38574	0.003	6	38574	0	6	38574	0.003
07:30-08:0	6	38574	0.004	6	38574	0.001	6	38574	0.005
08:00-08:3	6	38574	0.004	6	38574	0.001	6	38574	0.005
08:30-09:0	6	38574	0	6	38574	0	6	38574	0
09:00-09:3	6	38574	0.002	6	38574	0	6	38574	0.002
09:30-10:0	6	38574	0.001	6	38574	0	6	38574	0.001
10:00-10:3	6	38574	0.002	6	38574	0	6	38574	0.002
10:30-11:0	6	38574	0	6	38574	0	6	38574	0
11:00-11:3	6	38574	0	6	38574	0	6	38574	0
11:30-12:0	6	38574	0.001	6	38574	0.001	6	38574	0.002
12:00-12:3	6	38574	0.001	6	38574	0	6	38574	0.001
12:30-13:0	6	38574	0.001	6	38574	0	6	38574	0.001
13:00-13:3	6	38574	0.001	6	38574	0.001	6	38574	0.002
13:30-14:0	6	38574	0	6	38574	0.001	6	38574	0.001
14:00-14:3	6	38574	0	6	38574	0	6	38574	0
14:30-15:0	6	38574	0.001	6	38574	0	6	38574	0.001
15:00-15:3	6	38574	0.002	6	38574	0.001	6	38574	0.003
15:30-16:0	6	38574	0	6	38574	0	6	38574	0
16:00-16:3	6	38574	0	6	38574	0.002	6	38574	0.002
16:30-17:0	6	38574	0	6	38574	0.001	6	38574	0.001
17:00-17:3	6	38574	0.001	6	38574	0.004	6	38574	0.005
17:30-18:0	6	38574	0	6	38574	0.003	6	38574	0.003
18:00-18:3	6	38574	0	6	38574	0.002	6	38574	0.002
18:30-19:0	6	38574	0	6	38574	0	6	38574	0
19:00-19:30									
19:30-20:00									
20:00-20:30									
20:30-21:00									
21:00-21:30									
21:30-22:00									
22:00-22:30									
22:30-23:00									
23:00-23:30									
23:30-24:00									
Daily Trip Rates:			0.024			0.018			0.042

Calculation Reference: AUDIT-720101-250109-0150

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

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.

LIST OF SITES relevant to selection parameters

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.

MANUALLY DESELECTED SITES

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.

*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:	1772 - 9216 (units: sqm)
Survey date 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 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/C - INDUSTRIAL UNIT
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

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 undertaking 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

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

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

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

LIST OF SITES relevant to selection parameters

1 BD-02-F-01 DISTRIBUTION COMPANY BRADFORD
STAITHGATE LANE
BRADFORD
NEWHALL
Edge of Town
Industrial Zone
Total Gross floor area: 10446 sqm
Survey date: THURSDAY 14/03/19 Survey Type: MANUAL

2 DV-02-F-03 LIDL DISTRIBUTION CENTRE DEVON
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 Survey Type: MANUAL

3 GS-02-F-01 LOGISTICS WAREHOUSE GLOUCESTERSHIRE
GOLF CLUB LANE
NEAR GLOUCESTER
BROCKWORTH
Edge of Town
Commercial Zone
Total Gross floor area: 24500 sqm
Survey date: WEDNESDAY 03/05/23 Survey Type: MANUAL

4 HC-02-F-02 LOGISTICS HAMPSHIRE
RUTHERFORD ROAD
BASINGSTOKE

Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area: 13200 sqm
Survey date: THURSDAY 16/06/16 Survey Type: MANUAL

5 MW-02-F-02 COMMERCIAL WAREHOUSING MEDWAY
MILLS ROAD
AYLESFORD
QUARRY WOOD
Edge of Town
Industrial Zone
Total Gross floor area: 11200 sqm
Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

6 NN-02-F-01 WAREHOUSING & DISTRIBUTION CENTRE NORTH NORTHAMPTONSHIRE
HALLEY ROAD
CORBY

Edge of Town
Industrial Zone
Total Gross floor area: 18790 sqm
Survey date: THURSDAY 19/10/23 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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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 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 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/F - WAREHOUSING (COMMERCIAL)
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.*

Steer Davies Gleave Albion Street Leeds Licence No: 720101

Calculation Reference: AUDIT-720101-250116-0139

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

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

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 undertaking 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 PARCELFORCE WORLDWIDE LINCOLNSHIRE
WHISBY WAY
LINCOLN
BIRCHWOOD
Edge of Town
Industrial Zone
Total Gross floor area: 1496 sqm
Survey date: FRIDAY *28/06/19* *Survey Type: MANUAL*

2 NG-02-G-02 CITY LINK NOTTINGHAM
MILLENIUM WAY
NOTTINGHAM
PHOENIX CENTRE
Edge of Town
Commercial Zone
Total Gross floor area: 3000 sqm
Survey date: MONDAY *17/06/13* *Survey Type: MANUAL*

3 WS-02-G-01 DHL WEST SUSSEX
BARBOUR DRIVE
NEAR CRAWLEY
COPTHORNE
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 6016 sqm
Survey date: THURSDAY *23/11/23* *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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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 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 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/G - PARCEL DISTRIBUTION CENTRES
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.*

P TRICS Site Selection Rationale

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, Middlesborough	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.
	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 -	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.

Land Use	Reference	Address	Survey Date	Rationale for Exclusion
Industrial Estate)	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
	NF-02-C-03	Sheet Metal Contractor, Norwich	09/02/20	The site is too small

Land Use	Reference	Address	Survey Date	Rationale for Exclusion
	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

Q Proposed Development Light Vehicle (Employee Vehicle) Distribution

steer

OK OK

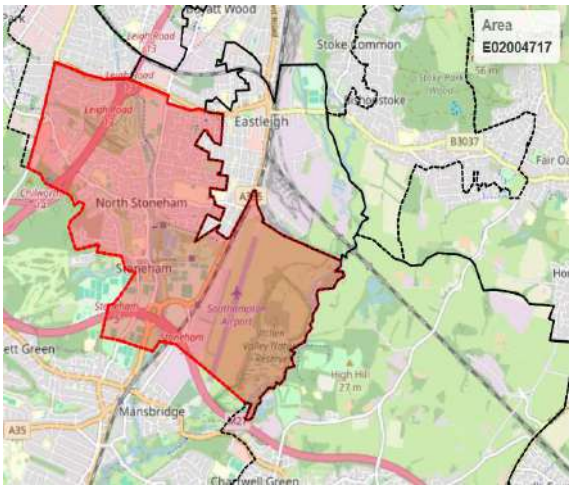
Blocgroup
Navigator Quarter
Employment Distribution v4.xlsx

WU03EW

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

Location of usual residence:	**All residences in the UK**
Place of Work:	**E02004717 : Eastleigh 006 (2011 super output area - middle layer)**

usual residence : 2011 super output area - middle layer	All categories: Method of travel to work (2001 specification)	Driving a car or van	Passenger in a car or van
E02004719 : Eastleigh 008	325	224	18
E02004717 : Eastleigh 006	518	209	33
E02004717 : Eastleigh 006	464	201	34
E02004716 : Eastleigh 005	424	201	40
E02004719 : Eastleigh 008	211	182	9
E02004715 : Eastleigh 004	452	178	27
E02004713 : Eastleigh 002	243	176	18
E02004715 : Eastleigh 004	284	165	23
E02004827 : Test Valley 014	206	163	14
E02004718 : Eastleigh 007	328	160	28
E02004720 : Eastleigh 009	182	152	17
E02004713 : Eastleigh 002	223	141	17
E02004718 : Eastleigh 007	674	140	17
E02004716 : Eastleigh 005	178	139	16
E02004825 : Test Valley 012	146	130	4
E02004720 : Eastleigh 009	147	125	9
E02004714 : Eastleigh 003	187	124	16
E02004712 : Eastleigh 001	142	118	6
E02004721 : Eastleigh 010	129	114	7
E02004712 : Eastleigh 001	141	109	10
E02004721 : Eastleigh 010	150	103	10
E02004714 : Eastleigh 003	152	98	13
E02004827 : Test Valley 014	127	98	9
E02004838 : Winchester 010	99	84	4
E02004723 : Eastleigh 012	98	83	6
E02004723 : Eastleigh 012	110	82	8
E02004722 : Eastleigh 011	85	78	4
E02003564 : Southampton 016	91	76	4
E02004825 : Test Valley 012	93	75	3
E02004823 : Test Valley 010	82	74	2
E02003556 : Southampton 008	99	73	9
E02004722 : Eastleigh 011	96	73	5
E02004840 : Winchester 012	84	73	6
E02003550 : Southampton 002	79	70	5
E02003577 : Southampton 029	115	70	6
E02003568 : Southampton 020	99	69	3
E02003562 : Southampton 014	88	68	3
E02003564 : Southampton 016	81	66	4
E02004840 : Winchester 012	71	64	4
E02003550 : Southampton 002	80	64	3
E02003574 : Southampton 026	66	63	2
E02004781 : New Forest 003	69	63	2
E02004841 : Winchester 013	64	61	1
E02004724 : Eastleigh 013	79	61	1
E02003562 : Southampton 014	90	59	6
E02003569 : Southampton 021	85	59	4
E02003576 : Southampton 028	77	58	0
E02004838 : Winchester 010	67	58	2
E02004823 : Test Valley 010	71	58	3
E02004724 : Eastleigh 013	64	57	5
E02004727 : Fareham 001	61	56	1
E02004728 : Fareham 002	59	56	2
E02004731 : Fareham 005	61	56	3
E02003574 : Southampton 026	63	55	1
E02003551 : Southampton 003	90	54	7
E02003559 : Southampton 011	69	54	5
E02003572 : Southampton 024	62	51	4
E02004727 : Fareham 001	58	51	2
E02004828 : Test Valley 015	63	50	3
E02003551 : Southampton 003	88	50	3
E02004841 : Winchester 013	54	50	2
E02003566 : Southampton 018	64	49	2
E02003579 : Southampton 031	66	49	3
E02003563 : Southampton 015	71	47	6
E02003572 : Southampton 024	53	47	0
E02003578 : Southampton 030	55	46	3
E02003549 : Southampton 001	64	45	5
E02004725 : Eastleigh 014	51	45	0
E02004732 : Fareham 006	48	45	0
E02004786 : New Forest 008	46	45	1
E02004728 : Fareham 002	54	45	2
E02004783 : New Forest 005	51	44	2
E02004789 : New Forest 011	49	44	0
E02004826 : Test Valley 013	46	43	1
E02003566 : Southampton 018	54	43	2
E02004828 : Test Valley 015	47	43	2
E02003552 : Southampton 004	54	42	2
E02003576 : Southampton 028	54	42	4
E02004781 : New Forest 003	49	42	4
E02003558 : Southampton 010	53	41	1
E02003579 : Southampton 031	54	41	4
E02003558 : Southampton 010	49	39	4
E02004786 : New Forest 008	46	39	2
E02003575 : Southampton 027	50	38	5
E02004783 : New Forest 005	42	38	1
E02004726 : Eastleigh 015	45	37	2
E02004839 : Winchester 011	37	37	0
E02003555 : Southampton 007	42	36	1
E02003561 : Southampton 013	58	36	5
E02003573 : Southampton 025	48	36	2
E02004733 : Fareham 007	36	36	0
E02003563 : Southampton 015	52	36	2
E02003567 : Southampton 019	42	36	2
E02004780 : New Forest 002	39	36	1
E02004787 : New Forest 009	39	36	2
E02004837 : Winchester 009	37	36	0
E02003552 : Southampton 004	43	35	2
E02003567 : Southampton 019	48	35	4
E02004732 : Fareham 006	37	35	1
E02003549 : Southampton 001	39	34	2
E02003573 : Southampton 025	43	34	2
E02003555 : Southampton 007	37	33	2
E02004731 : Fareham 005	37	33	1
E02003554 : Southampton 006	52	32	4
E02003580 : Southampton 032	40	32	2
E02003556 : Southampton 008	54	32	4
E02003560 : Southampton 012	44	32	1
E02003568 : Southampton 020	49	32	0
E02003577 : Southampton 029	66	32	3
E02003578 : Southampton 030	39	32	5
E02003553 : Southampton 005	61	31	5
E02004782 : New Forest 004	38	31	1
E02004725 : Eastleigh 014	39	31	0
E02004726 : Eastleigh 015	34	31	0
E02004746 : Gosport 006	37	31	1



E02003571 : Southampton 023	53	29	1
E02003575 : Southampton 027	33	29	2
E02004734 : Fareham 008	33	29	0
E02004780 : New Forest 002	34	29	1
E02004831 : Winchester 003	34	29	1
E02004824 : Test Valley 011	37	28	2
E02004835 : Winchester 007	36	28	0
E02003553 : Southampton 005	54	28	5
E02004782 : New Forest 004	40	28	2
E02004789 : New Forest 011	33	28	2
E02003580 : Southampton 032	36	27	2
E02003560 : Southampton 012	30	26	2
E02003565 : Southampton 017	58	26	2
E02004746 : Gosport 006	32	26	0
E02004822 : Test Valley 009	29	26	1
E02004792 : New Forest 014	29	26	1
E02004833 : Winchester 005	38	26	0
E02003570 : Southampton 022	58	25	5
E02004830 : Winchester 002	29	25	1
E02004837 : Winchester 009	32	25	2
E02004836 : Winchester 008	31	25	1
E02003557 : Southampton 009	44	24	3
E02004784 : New Forest 006	25	24	0
E02003554 : Southampton 006	35	24	3
E02003559 : Southampton 011	32	24	2
E02003561 : Southampton 013	48	24	5
E02003569 : Southampton 021	45	24	1
E02004733 : Fareham 007	25	24	0
E02004735 : Fareham 009	25	24	1
E02004826 : Test Valley 013	32	24	3
E02004739 : Fareham 013	23	22	0
E02004832 : Winchester 004	23	22	0
E02004833 : Winchester 005	31	22	2
E02004729 : Fareham 003	26	21	0
E02004787 : New Forest 009	24	21	3
E02004839 : Winchester 011	23	21	0
E02003557 : Southampton 009	29	21	1
E02004830 : Winchester 002	26	21	0
E02004740 : Fareham 014	21	20	1
E02004739 : Fareham 013	21	20	0
E02004824 : Test Valley 011	26	20	2
E02004730 : Fareham 004	21	19	0
E02006677 : Wiltshire 062	20	19	1
E02003565 : Southampton 017	29	19	0
E02004740 : Fareham 014	22	19	0
E02004832 : Winchester 004	23	19	1
E02006677 : Wiltshire 062	20	19	0
E02003545 : Portsmouth 022	19	18	0
E02004734 : Fareham 008	27	18	1
E02004822 : Test Valley 009	18	18	0
E02004792 : New Forest 014	17	17	0
E02006675 : Wiltshire 060	17	17	0
E02004831 : Winchester 003	21	17	0
E02006675 : Wiltshire 060	17	17	0
E02004735 : Fareham 009	17	16	1
E02004748 : Gosport 008	17	16	1
E02004779 : New Forest 001	16	16	0
E02004836 : Winchester 008	20	16	1
E02004842 : Winchester 014	19	16	0
E02004784 : New Forest 006	19	16	1
E02004829 : Winchester 001	19	16	3
E02004745 : Gosport 005	16	15	1
E02004750 : Gosport 010	16	15	1
E02004785 : New Forest 007	15	15	0
E02004834 : Winchester 006	21	15	2
E02003570 : Southampton 022	36	15	1
E02004745 : Gosport 005	18	15	2
E02004834 : Winchester 006	20	15	1
E02004703 : East Hampshire 007	14	14	0
E02004741 : Gosport 001	15	14	0
E02004747 : Gosport 007	15	14	1
E02004791 : New Forest 013	14	14	0
E02004829 : Winchester 001	14	14	0
E02004736 : Fareham 010	23	14	0
E02004744 : Gosport 004	18	14	0
E02004820 : Test Valley 007	17	14	0
E02003526 : Portsmouth 003	14	13	0
E02004695 : Basingstoke and Deane	13	13	0
E02004737 : Fareham 011	15	13	1
E02006821 : Portsmouth 026	17	13	0
E02004729 : Fareham 003	19	13	2
E02004730 : Fareham 004	17	13	0
E02004785 : New Forest 007	14	13	0
E02004791 : New Forest 013	15	13	1
E02004835 : Winchester 007	21	13	0
E02004743 : Gosport 003	15	12	0
E02004749 : Gosport 009	12	12	0
E02004795 : New Forest 017	12	12	0
E02003571 : Southampton 023	21	12	1
E02004737 : Fareham 011	20	12	1
E02004743 : Gosport 003	17	12	2
E02006822 : Havant 018	15	12	0
E02004816 : Test Valley 003	12	12	0
E02003529 : Portsmouth 006	13	11	0
E02004736 : Fareham 010	11	11	0
E02004744 : Gosport 004	15	11	1
E02004794 : New Forest 016	11	11	0
E02004703 : East Hampshire 007	11	11	0
E02004767 : Havant 006	12	11	1
E02004779 : New Forest 001	13	11	1
E02003531 : Portsmouth 008	12	10	1
E02003541 : Portsmouth 018	11	10	0
E02004738 : Fareham 012	10	10	0
E02004790 : New Forest 012	10	10	0
E02004797 : New Forest 019	13	10	0
E02004820 : Test Valley 007	10	10	0
E02004243 : East Dorset 001	10	10	0
E02004741 : Gosport 001	14	10	2
E02004742 : Gosport 002	13	10	1
E02004814 : Test Valley 001	12	10	0
E02004818 : Test Valley 005	12	10	0
E02004842 : Winchester 014	11	10	0
E02004246 : East Dorset 004	10	10	0
E02003527 : Portsmouth 004	9	9	0
E02003537 : Portsmouth 014	9	9	0
E02003548 : Portsmouth 025	9	9	0
E02006821 : Portsmouth 026	11	9	0
E02004678 : Basingstoke and Deane	9	9	0
E02004699 : East Hampshire 003	9	9	0
E02004765 : Havant 004	10	9	1
E02004772 : Havant 011	11	9	0
E02003189 : Bournemouth 018	9	9	0
E02003526 : Portsmouth 003	11	9	0
E02004738 : Fareham 012	13	9	0
E02004750 : Gosport 010	12	9	0
E02004771 : Havant 010	12	9	1
E02004772 : Havant 011	11	9	1
E02004774 : Havant 013	13	9	1
E02004239 : Christchurch 004	10	9	0
E02003542 : Portsmouth 019	9	8	0
E02004680 : Basingstoke and Deane	9	8	0
E02004682 : Basingstoke and Deane	9	8	1

E02004707 : East Hampshire 011	8	8	0
E02004742 : Gosport 002	8	8	0
E02006822 : Havant 018	10	8	0
E02006831 : Havant 020	8	8	0
E02004793 : New Forest 015	12	8	0
E02004815 : Test Valley 002	9	8	0
E02004816 : Test Valley 003	13	8	2
E02004821 : Test Valley 008	8	8	0
E02003180 : Bournemouth 009	9	8	0
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E02003546 : Portsmouth 023	8	8	0
E02004764 : Havant 003	9	8	0
E02004775 : Havant 014	12	8	2
E02004795 : New Forest 017	8	8	0
E02004821 : Test Valley 008	8	8	0
E02004238 : Christchurch 003	9	8	1
E02004241 : Christchurch 006	12	8	1
E02003534 : Portsmouth 011	14	7	2
E02003543 : Portsmouth 020	13	7	0
E02004677 : Basingstoke and Deane	7	7	0
E02004710 : East Hampshire 014	7	7	0
E02006829 : East Hampshire 016	9	7	2
E02004771 : Havant 010	7	7	0
E02006830 : Havant 019	7	7	0
E02006567 : Chichester 007	7	7	0
E02003175 : Bournemouth 004	8	7	0
E02003530 : Portsmouth 007	9	7	0
E02003535 : Portsmouth 012	8	7	1
E02004692 : Basingstoke and Deane	7	7	0
E02004707 : East Hampshire 011	8	7	0
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E02004797 : New Forest 019	8	7	1
E02004817 : Test Valley 004	10	7	1
E02003177 : Bournemouth 006	8	7	0
E02004245 : East Dorset 003	7	7	0
E02003524 : Portsmouth 001	9	6	1
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E02003535 : Portsmouth 012	8	6	2
E02003539 : Portsmouth 016	8	6	0
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E02004814 : Test Valley 001	7	6	1
E02004819 : Test Valley 006	10	6	1
E02006568 : Chichester 008	8	6	2
E02006571 : Chichester 011	6	6	0
E02006572 : Chichester 012	6	6	0
E02003174 : Bournemouth 003	8	6	0
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E02003190 : Bournemouth 019	6	6	0
E02003191 : Bournemouth 020	6	6	0
E02003199 : Poole 006	7	6	0
E02004241 : Christchurch 006	7	6	0
E02004247 : East Dorset 005	6	6	0
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E02004680 : Basingstoke and Deane	6	6	0
E02004684 : Basingstoke and Deane	6	6	0
E02004749 : Gosport 009	6	6	0
E02004765 : Havant 004	6	6	0
E02004778 : Havant 017	6	6	0
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E02004793 : New Forest 015	7	6	0
E02004794 : New Forest 016	8	6	0
E02004798 : New Forest 020	7	6	0
E02004819 : Test Valley 006	9	6	1
E02003201 : Poole 008	7	6	0
E02006671 : Wiltshire 056	7	6	0
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E02004766 : Havant 005	5	5	0
E02004774 : Havant 013	5	5	0
E02004778 : Havant 017	5	5	0
E02004796 : New Forest 018	6	5	0
E02004817 : Test Valley 004	6	5	0
E02006569 : Chichester 009	5	5	0
E02003184 : Bournemouth 013	6	5	0
E02006885 : Bournemouth 024	6	5	0
E02003211 : Poole 018	5	5	0
E02006666 : Wiltshire 051	5	5	0
E02006668 : Wiltshire 053	5	5	0
E02006671 : Wiltshire 056	7	5	1
E02004236 : Christchurch 001	5	5	0
E02004238 : Christchurch 003	5	5	0
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E02003537 : Portsmouth 014	9	5	2
E02003543 : Portsmouth 020	8	5	2
E02003547 : Portsmouth 024	5	5	0
E02003548 : Portsmouth 025	9	5	0
E02004679 : Basingstoke and Deane	5	5	0
E02004748 : Gosport 008	9	5	0
E02004768 : Havant 007	7	5	1
E02004769 : Havant 008	7	5	2
E02006830 : Havant 019	5	5	0
E02004806 : Rushmoor 005	5	5	0
E02004815 : Test Valley 002	13	5	5
E02003182 : Bournemouth 011	5	5	0
E02003187 : Bournemouth 016	6	5	0
E02003189 : Bournemouth 018	5	5	0
E02004244 : East Dorset 002	5	5	0
E02004252 : East Dorset 010	5	5	0
E02004683 : Basingstoke and Deane	7	4	2
E02004685 : Basingstoke and Deane	5	4	0
E02004690 : Basingstoke and Deane	5	4	0
E02004693 : Basingstoke and Deane	4	4	0
E02004753 : Hart 003	4	4	0
E02004755 : Hart 005	4	4	0
E02004799 : New Forest 021	5	4	0
E02004818 : Test Valley 005	5	4	0
E02006563 : Chichester 003	4	4	0
E02006573 : Chichester 013	4	4	0
E02003178 : Bournemouth 007	6	4	0
E02003179 : Bournemouth 008	4	4	0
E02003185 : Bournemouth 014	5	4	0
E02003187 : Bournemouth 016	4	4	0
E02003200 : Poole 007	4	4	0
E02003206 : Poole 013	4	4	0
E02006664 : Wiltshire 049	4	4	0
E02006669 : Wiltshire 054	4	4	0
E02006673 : Wiltshire 058	5	4	0

E02004239 : Christchurch 004	5	4	1
E02004244 : East Dorset 002	4	4	0
E02004245 : East Dorset 003	4	4	0
E02004246 : East Dorset 004	4	4	0
E02004248 : East Dorset 006	4	4	0
E02003531 : Portsmouth 008	7	4	1
E02003541 : Portsmouth 018	6	4	0
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E02004687 : Basingstoke and Deane	5	4	0
E02004694 : Basingstoke and Deane	6	4	0
E02004702 : East Hampshire 006	4	4	0
E02004709 : East Hampshire 013	4	4	0
E02004710 : East Hampshire 014	6	4	1
E02006829 : East Hampshire 016	5	4	0
E02004760 : Hart 010	4	4	0
E02004776 : Havant 015	4	4	0
E02004777 : Havant 016	4	4	0
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E02004796 : New Forest 018	8	4	0
E02004800 : New Forest 022	5	4	0
E02004801 : New Forest 023	4	4	0
E02006441 : Waverley 003	4	4	0
E02006542 : Arun 001	4	4	0
E02006571 : Chichester 011	4	4	0
E02003179 : Bournemouth 008	4	4	0
E02003186 : Bournemouth 015	6	4	0
E02003195 : Poole 002	4	4	0
E02004236 : Christchurch 001	4	4	0
E02004240 : Christchurch 005	5	4	1
E02004265 : Purbeck 003	6	4	2
E02003591 : Isle of Wight 011	5	3	0
E02003530 : Portsmouth 007	3	3	0
E02003538 : Portsmouth 015	5	3	0
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E02003387 : West Berkshire 021	3	3	0
E02004675 : Basingstoke and Deane	3	3	0
E02004684 : Basingstoke and Deane	3	3	0
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E02004689 : Basingstoke and Deane	3	3	0
E02004698 : East Hampshire 002	3	3	0
E02004709 : East Hampshire 013	3	3	0
E02004767 : Havant 006	3	3	0
E02004770 : Havant 009	5	3	0
E02004788 : New Forest 010	3	3	0
E02004802 : Rushmoor 001	4	3	1
E02005953 : Oxford 014	3	3	0
E02006421 : Surrey Heath 006	3	3	0
E02003177 : Bournemouth 006	3	3	0
E02003181 : Bournemouth 010	4	3	0
E02003186 : Bournemouth 015	3	3	0
E02003188 : Bournemouth 017	5	3	0
E02003192 : Bournemouth 021	4	3	0
E02003197 : Poole 004	3	3	0
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E02006643 : Wiltshire 041	3	3	0
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E02004240 : Christchurch 005	3	3	0
E02004250 : East Dorset 008	3	3	0
E02004254 : East Dorset 012	3	3	0
E02004262 : North Dorset 008	3	3	0
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E02003524 : Portsmouth 001	6	3	0
E02003529 : Portsmouth 006	5	3	0
E02003545 : Portsmouth 022	5	3	2
E02004686 : Basingstoke and Deane	4	3	0
E02004688 : Basingstoke and Deane	5	3	1
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E02004699 : East Hampshire 003	5	3	0
E02004706 : East Hampshire 010	3	3	0
E02004766 : Havant 005	3	3	0
E02004808 : Rushmoor 007	5	3	1
E02006347 : Guildford 004	3	3	0
E02006568 : Chichester 008	3	3	0
E02003178 : Bournemouth 007	3	3	0
E02003184 : Bournemouth 013	3	3	0
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E02006885 : Bournemouth 024	3	3	0
E02003197 : Poole 004	3	3	0
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E02006673 : Wiltshire 058	4	3	0
E02006674 : Wiltshire 059	3	3	0
E02004237 : Christchurch 002	3	3	0
E02004243 : East Dorset 001	4	3	0
E02004249 : East Dorset 007	3	3	0
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E02001281 : Trafford 023	2	2	0
E02001407 : St. Helens 002	2	2	0
E02002838 : Leicester 012	2	2	0
E02006135 : East Staffordshire 005	2	2	0
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E02003355 : Bracknell Forest 004	2	2	0
E02003522 : Brighton and Hove 032	2	2	0
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E02004702 : East Hampshire 006	2	2	0
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E02004807 : Rushmoor 006	2	2	0
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E02006424 : Surrey Heath 009	2	2	0
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E02006467 : Woking 012	2	2	0
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E02006560 : Arun 019	2	2	0
E02006570 : Chichester 010	3	2	0

E02006587 : Crawley 013	2	2	0
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E02004261 : North Dorset 007	2	2	0
E02004617 : Cotswold 003	2	2	0
E02006064 : Sedgemoor 004	3	2	1
E02005476 : South Kesteven 001	2	2	0
E02006020 : Shropshire 009	2	2	0
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E02000222 : Croydon 029	2	2	0
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E02003544 : Portsmouth 021	2	2	0
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E02004756 : Hart 006	2	2	0
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E02004805 : Rushmoor 004	3	2	0
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E02006556 : Arun 015	2	2	0
E02006560 : Arun 019	3	2	1
E02006566 : Chichester 006	4	2	1
E02006567 : Chichester 007	3	2	0
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E02006676 : Wiltshire 061	2	2	0
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E02004242 : Christchurch 007	3	2	0
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E02004251 : East Dorset 009	2	2	0
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E02005289 : South Ribble 003	1	1	0
E02005321 : Wyre 003	1	1	0
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E02005805 : Scarborough 011	1	1	0
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E02002184 : Bradford 002	1	1	0
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E02005339 : Blaby 007	1	1	0
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E02005359 : Charnwood 015	1	1	0
E02005377 : Hinckley and Bosworth	1	1	0
E02005463 : North Kesteven 011	1	1	0
E02006863 : Corby 009	1	1	0
E02005624 : Daventry 006	1	1	0
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E02006031 : Shropshire 017	1	1	0
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E02006174 : South Staffordshire 001	1	1	0
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E02004948 : Stevenage 005	1	1	0
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E02000282 : Enfield 006	1	1	0
E02000293 : Enfield 017	1	1	0
E02000297 : Enfield 021	1	1	0
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E02000510 : Hillingdon 017	1	1	0
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E02000520 : Hillingdon 027	1	1	0
E02000538 : Hounslow 013	2	1	1
E02000540 : Hounslow 015	1	1	0
E02000549 : Hounslow 024	1	1	0
E02000552 : Hounslow 027	1	1	0
E02000852 : Sutton 013	1	1	0
E02000856 : Sutton 017	1	1	0
E02003502 : Brighton and Hove 012	1	1	0
E02003583 : Isle of Wight 003	4	1	0
E02003587 : Isle of Wight 007	1	1	0
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E02003593 : Isle of Wight 013	1	1	0
E02003318 : Medway 005	1	1	0
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E02003391 : Reading 003	1	1	0
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E02003369 : West Berkshire 003	1	1	0
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E02003376 : West Berkshire 010	1	1	0
E02003377 : West Berkshire 011	1	1	0
E02003379 : West Berkshire 013	1	1	0
E02003381 : West Berkshire 015	1	1	0
E02003382 : West Berkshire 016	1	1	0
E02003383 : West Berkshire 017	1	1	0
E02003384 : West Berkshire 018	1	1	0
E02003433 : Windsor and Maidenhea	1	1	0
E02003437 : Windsor and Maidenhea	1	1	0
E02003445 : Wokingham 007	1	1	0
E02003446 : Wokingham 008	1	1	0
E02003447 : Wokingham 009	1	1	0
E02003448 : Wokingham 010	1	1	0
E02003449 : Wokingham 011	1	1	0
E02003451 : Wokingham 013	1	1	0
E02003453 : Wokingham 015	1	1	0
E02003455 : Wokingham 017	1	1	0
E02003457 : Wokingham 019	1	1	0
E02003653 : Aylesbury Vale 002	1	1	0
E02003657 : Aylesbury Vale 006	1	1	0
E02003658 : Aylesbury Vale 007	1	1	0
E02003676 : Chiltern 001	1	1	0
E02003683 : Chiltern 008	1	1	0
E02003692 : South Bucks 005	1	1	0
E02003717 : Wycombe 022	1	1	0
E02004415 : Wealden 013	1	1	0
E02004686 : Basingstoke and Deane	2	1	0
E02004697 : East Hampshire 001	1	1	0
E02004700 : East Hampshire 004	1	1	0
E02004705 : East Hampshire 009	1	1	0
E02004708 : East Hampshire 012	1	1	0
E02006838 : East Hampshire 017	1	1	0
E02004756 : Hart 006	1	1	0
E02004758 : Hart 008	1	1	0
E02004759 : Hart 009	1	1	0
E02004760 : Hart 010	1	1	0
E02004776 : Havant 015	2	1	0
E02004777 : Havant 016	1	1	0
E02004798 : New Forest 020	1	1	0
E02004803 : Rushmoor 002	2	1	1
E02004804 : Rushmoor 003	1	1	0
E02004805 : Rushmoor 004	2	1	0
E02004806 : Rushmoor 005	1	1	0
E02005082 : Maidstone 015	1	1	0
E02005086 : Maidstone 019	1	1	0
E02005095 : Sevenoaks 009	1	1	0
E02005932 : Cherwell 012	1	1	0
E02005972 : South Oxfordshire 015	1	1	0
E02005981 : Vale of White Horse 00	1	1	0
E02005986 : Vale of White Horse 00	1	1	0
E02005997 : West Oxfordshire 005	1	1	0
E02006007 : West Oxfordshire 015	1	1	0
E02006344 : Guildford 001	1	1	0
E02006347 : Guildford 004	1	1	0
E02006354 : Guildford 011	1	1	0
E02006355 : Guildford 012	1	1	0
E02006381 : Reigate and Banstead 0	1	1	0
E02006382 : Reigate and Banstead 0	1	1	0
E02006386 : Reigate and Banstead 0	1	1	0
E02006394 : Runnymede 002	1	1	0
E02006402 : Runnymede 010	1	1	0
E02006407 : Spelthorne 005	1	1	0
E02006408 : Spelthorne 006	1	1	0
E02006409 : Spelthorne 007	1	1	0
E02006410 : Spelthorne 008	1	1	0
E02006411 : Spelthorne 009	1	1	0
E02006412 : Spelthorne 010	1	1	0
E02006415 : Spelthorne 013	1	1	0
E02006419 : Surrey Heath 004	1	1	0
E02006427 : Surrey Heath 012	1	1	0
E02006439 : Waverley 001	1	1	0
E02006443 : Waverley 005	1	1	0
E02006449 : Waverley 011	1	1	0
E02006450 : Waverley 012	2	1	0
E02006457 : Woking 002	1	1	0
E02006541 : Adur 008	1	1	0
E02006547 : Arun 006	1	1	0
E02006548 : Arun 007	1	1	0
E02006559 : Arun 018	1	1	0
E02006562 : Chichester 002	1	1	0
E02006565 : Chichester 005	1	1	0
E02006574 : Chichester 014	1	1	0
E02006589 : Horsham 002	1	1	0
E02006591 : Horsham 004	1	1	0
E02006592 : Horsham 005	1	1	0
E02006597 : Horsham 010	1	1	0
E02006600 : Horsham 013	1	1	0
E02006611 : Mid Sussex 008	1	1	0
E02006614 : Mid Sussex 011	1	1	0
E02006618 : Mid Sussex 015	1	1	0
E02006620 : Mid Sussex 017	1	1	0
E02006624 : Worthing 004	2	1	0
E02006633 : Worthing 013	1	1	0
E02003172 : Bournemouth 001	1	1	0
E02006883 : Bournemouth 023	2	1	0
E02003013 : Bristol 002	3	1	0
E02003043 : Bristol 032	1	1	0
E02003050 : Bristol 039	1	1	0
E02003931 : Cornwall 001	1	1	0

E02003936 : Cornwall 006	1	1	0
E02003947 : Cornwall 065	1	1	0
E02006846 : North Somerset 027	1	1	0
E02003131 : Plymouth 010	1	1	0
E02003136 : Plymouth 015	1	1	0
E02003196 : Poole 003	1	1	0
E02003203 : Poole 010	2	1	0
E02003207 : Poole 014	1	1	0
E02003100 : South Gloucestershire (	1	1	0
E02003110 : South Gloucestershire (	1	1	0
E02003117 : South Gloucestershire (	1	1	0
E02003219 : Swindon 008	1	1	0
E02003224 : Swindon 013	1	1	0
E02003227 : Swindon 016	1	1	0
E02003230 : Swindon 019	1	1	0
E02006847 : Swindon 026	1	1	0
E02006849 : Swindon 028	1	1	0
E02006636 : Wiltshire 024	1	1	0
E02006638 : Wiltshire 026	1	1	0
E02006640 : Wiltshire 029	2	1	1
E02006641 : Wiltshire 034	1	1	0
E02006642 : Wiltshire 038	1	1	0
E02006644 : Wiltshire 001	1	1	0
E02006656 : Wiltshire 014	1	1	0
E02006661 : Wiltshire 045	1	1	0
E02006674 : Wiltshire 059	1	1	0
E02006689 : Wiltshire 037	1	1	0
E02006691 : Wiltshire 040	1	1	0
E02006693 : Wiltshire 043	1	1	0
E02004140 : East Devon 012	1	1	0
E02004187 : North Devon 013	1	1	0
E02004188 : North Devon 014	1	1	0
E02004190 : South Hams 002	1	1	0
E02004202 : Teignbridge 002	1	1	0
E02004209 : Teignbridge 009	1	1	0
E02004237 : Christchurch 002	1	1	0
E02004249 : East Dorset 007	1	1	0
E02004252 : East Dorset 010	1	1	0
E02004259 : North Dorset 005	1	1	0
E02004260 : North Dorset 006	1	1	0
E02004268 : Purbeck 006	1	1	0
E02004275 : West Dorset 007	1	1	0
E02004276 : West Dorset 008	1	1	0
E02004284 : Weymouth and Portlan	1	1	0
E02004616 : Cotswold 002	1	1	0
E02004643 : Gloucester 008	1	1	0
E02006066 : Sedgemoor 006	1	1	0
E02006079 : South Somerset 005	1	1	0
E02006081 : South Somerset 007	1	1	0
E02006093 : South Somerset 019	1	1	0
E02006110 : Taunton Deane 012	1	1	0
W02000229 : Bridgend 012	1	1	0
W02000380 : Cardiff 014	1	1	0
W02000346 : Monmouthshire 011	1	1	0
W02000350 : Newport 004	1	1	0
E02006811 : Middlesbrough 020	1	1	0
E02005718 : Northumberland 031	1	1	0
E02002599 : Warrington 010	1	1	0
E02004028 : South Lakeland 014	1	1	0
E02001162 : Salford 006	1	1	0
E02005291 : South Ribble 005	1	1	0
E02001371 : Liverpool 025	1	1	0
E02001458 : Sefton 030	1	1	0
E02001566 : Doncaster 028	1	1	0
E02002186 : Bradford 004	1	1	0
E02002198 : Bradford 016	1	1	0
E02002278 : Kirklees 008	1	1	0
E02002402 : Leeds 073	1	1	0
E02002438 : Wakefield 001	1	1	0
E02004049 : Bolsover 005	1	1	0
E02004084 : Erewash 007	1	1	0
E02005334 : Blaby 002	1	1	0
E02005622 : Daventry 004	1	1	0
E02005640 : Kettering 002	1	1	0
E02002926 : Herefordshire 022	1	1	0
E02006152 : Lichfield 007	1	1	0
E02006180 : South Staffordshire 007	1	1	0
E02006520 : Warwick 002	1	1	0
E02006530 : Warwick 012	1	1	0
E02002013 : Dudley 014	1	1	0
E02002040 : Dudley 041	1	1	0
E02002181 : Wolverhampton 033	1	1	0
E02006732 : Redditch 012	1	1	0
E02003753 : Huntingdonshire 001	1	1	0
E02004494 : Chelmsford 010	1	1	0
E02004516 : Colchester 011	1	1	0
E02004924 : St Albans 001	1	1	0
E02004944 : Stevenage 001	1	1	0
E02005590 : Norwich 007	1	1	0
E02006908 : Norwich 015	1	1	0
E02000377 : Hammersmith and Fulh	1	1	0
E02000380 : Hammersmith and Fulh	1	1	0
E02000629 : Lambeth 012	1	1	0
E02000648 : Lambeth 031	1	1	0
E02000687 : Lewisham 035	1	1	0
E02000824 : Southwark 018	1	1	0
E02000944 : Wandsworth 022	1	1	0
E02000952 : Wandsworth 030	1	1	0
E02000047 : Barnet 024	1	1	0
E02000108 : Brent 016	1	1	0
E02000243 : Ealing 006	1	1	0
E02000251 : Ealing 014	1	1	0
E02000256 : Ealing 019	1	1	0
E02000278 : Enfield 002	1	1	0
E02000289 : Enfield 013	1	1	0
E02000465 : Havering 002	1	1	0
E02000511 : Hillingdon 018	1	1	0
E02000530 : Hounslow 005	1	1	0
E02000538 : Hounslow 013	1	1	0
E02000601 : Kingston upon Thames	1	1	0
E02000846 : Sutton 007	1	1	0
E02003360 : Bracknell Forest 009	1	1	0
E02003363 : Bracknell Forest 012	1	1	0
E02003365 : Bracknell Forest 014	1	1	0
E02003366 : Bracknell Forest 015	1	1	0
E02003587 : Isle of Wight 007	1	1	0
E02003598 : Isle of Wight 018	1	1	0
E02003525 : Portsmouth 002	6	1	2
E02003536 : Portsmouth 013	5	1	3
E02003540 : Portsmouth 017	2	1	0
E02003389 : Reading 001	1	1	0
E02003392 : Reading 004	1	1	0
E02003397 : Reading 009	1	1	0
E02003405 : Reading 017	1	1	0
E02003413 : Slough 007	1	1	0
E02003414 : Slough 008	1	1	0
E02003370 : West Berkshire 004	1	1	0
E02003373 : West Berkshire 007	1	1	0
E02003378 : West Berkshire 012	1	1	0
E02003380 : West Berkshire 014	1	1	0
E02003387 : West Berkshire 021	1	1	0
E02003423 : Windsor and Maidenhe	1	1	0

E02003428 : Windsor and Maidenhe	1	1	0
E02003437 : Windsor and Maidenhe	1	1	0
E02003442 : Wokingham 004	1	1	0
E02003445 : Wokingham 007	1	1	0
E02003456 : Wokingham 018	1	1	0
E02003695 : South Bucks 008	1	1	0
E02004356 : Eastbourne 001	1	1	0
E02006857 : Eastbourne 013	1	1	0
E02004388 : Lewes 010	1	1	0
E02004392 : Rother 001	1	1	0
E02004400 : Rother 009	1	1	0
E02004410 : Wealden 008	1	1	0
E02004419 : Wealden 017	1	1	0
E02004676 : Basingstoke and Deane	1	1	0
E02004678 : Basingstoke and Deane	2	1	1
E02004696 : Basingstoke and Deane	3	1	0
E02004698 : East Hampshire 002	2	1	0
E02004704 : East Hampshire 008	1	1	0
E02004705 : East Hampshire 009	1	1	0
E02006838 : East Hampshire 017	1	1	0
E02004751 : Hart 001	2	1	0
E02004753 : Hart 003	1	1	0
E02004754 : Hart 004	1	1	0
E02004757 : Hart 007	2	1	0
E02004799 : New Forest 021	4	1	1
E02004804 : Rushmoor 003	1	1	0
E02004811 : Rushmoor 010	1	1	0
E02004996 : Ashford 001	1	1	0
E02005088 : Sevenoaks 002	1	1	0
E02005106 : Shepway 005	1	1	0
E02005126 : Swale 012	1	1	0
E02005143 : Thanet 012	1	1	0
E02005151 : Tonbridge and Malling (	1	1	0
E02005957 : Oxford 018	1	1	0
E02005970 : South Oxfordshire 013	2	1	0
E02005986 : Vale of White Horse 00	1	1	0
E02005988 : Vale of White Horse 01	1	1	0
E02005994 : West Oxfordshire 002	1	1	0
E02005996 : West Oxfordshire 004	1	1	0
E02006837 : Epsom and Ewell 010	1	1	0
E02006356 : Guildford 013	1	1	0
E02006357 : Guildford 014	1	1	0
E02006371 : Mole Valley 010	1	1	0
E02006376 : Reigate and Banstead (	1	1	0
E02006419 : Surrey Heath 004	1	1	0
E02006422 : Surrey Heath 007	1	1	0
E02006427 : Surrey Heath 012	2	1	1
E02006432 : Tandridge 005	1	1	0
E02006440 : Waverley 002	1	1	0
E02006442 : Waverley 004	1	1	0
E02006444 : Waverley 006	1	1	0
E02006454 : Waverley 016	1	1	0
E02006458 : Woking 003	1	1	0
E02006459 : Woking 004	1	1	0
E02006462 : Woking 007	1	1	0
E02006464 : Woking 009	1	1	0
E02006538 : Adur 005	1	1	0
E02006544 : Arun 003	1	1	0
E02006545 : Arun 004	1	1	0
E02006546 : Arun 005	1	1	0
E02006547 : Arun 006	1	1	0
E02006553 : Arun 012	1	1	0
E02006554 : Arun 013	1	1	0
E02006557 : Arun 016	2	1	1
E02006559 : Arun 018	1	1	0
E02006563 : Chichester 003	1	1	0
E02006565 : Chichester 005	1	1	0
E02006572 : Chichester 012	3	1	0
E02006574 : Chichester 014	1	1	0
E02006596 : Horsham 009	1	1	0
E02006600 : Horsham 013	1	1	0
E02006614 : Mid Sussex 011	1	1	0
E02006615 : Mid Sussex 012	1	1	0
E02006619 : Mid Sussex 016	1	1	0
E02006625 : Worthing 005	1	1	0
E02006630 : Worthing 010	1	1	0
E02003173 : Bournemouth 002	1	1	0
E02003174 : Bournemouth 003	1	1	0
E02003176 : Bournemouth 005	1	1	0
E02006883 : Bournemouth 023	1	1	0
E02003012 : Bristol 001	1	1	0
E02003048 : Bristol 037	1	1	0
E02003922 : Cornwall 051	1	1	0
E02003088 : North Somerset 024	1	1	0
E02003127 : Plymouth 006	1	1	0
E02003140 : Plymouth 019	1	1	0
E02003148 : Plymouth 027	1	1	0
E02003196 : Poole 003	1	1	0
E02003200 : Poole 007	1	1	0
E02003203 : Poole 010	1	1	0
E02003204 : Poole 011	1	1	0
E02003207 : Poole 014	1	1	0
E02003210 : Poole 017	1	1	0
E02003211 : Poole 018	1	1	0
E02006847 : Swindon 026	1	1	0
E02006848 : Swindon 027	1	1	0
E02003164 : Torbay 011	1	1	0
E02006635 : Wiltshire 019	1	1	0
E02006640 : Wiltshire 029	1	1	0
E02006652 : Wiltshire 009	1	1	0
E02006657 : Wiltshire 015	1	1	0
E02006661 : Wiltshire 045	2	1	0
E02006662 : Wiltshire 046	1	1	0
E02006665 : Wiltshire 050	1	1	0
E02006666 : Wiltshire 051	1	1	0
E02006667 : Wiltshire 052	2	1	0
E02006681 : Wiltshire 023	1	1	0
E02004155 : Exeter 007	1	1	0
E02004180 : North Devon 006	1	1	0
E02004186 : North Devon 012	1	1	0
E02004187 : North Devon 013	1	1	0
E02004208 : Teignbridge 008	1	1	0
E02004222 : Torridge 003	1	1	0
E02004247 : East Dorset 005	1	1	0
E02004250 : East Dorset 008	1	1	0
E02004253 : East Dorset 011	1	1	0
E02004269 : West Dorset 001	1	1	0
E02004271 : West Dorset 003	1	1	0
E02004281 : Weymouth and Portlan	1	1	0
E02004285 : Weymouth and Portlan	1	1	0
E02004614 : Cheltenham 015	1	1	0
E02004622 : Cotswold 008	1	1	0
E02004635 : Forest of Dean 010	1	1	0
E02006065 : Sedgemoor 005	1	1	0
E02006105 : Taunton Deane 007	1	1	0
W02000414 : Powys 020	1	1	0
W02000117 : Ceredigion 002	1	1	0
W02000290 : Caerphilly 001	1	1	0
W02000311 : Caerphilly 022	1	1	0
W02000312 : Caerphilly 023	1	1	0
W02000322 : Blaenau Gwent 009	1	1	0
W02000333 : Torfaen 011	1	1	0

W02000366 : Newport 020	1	1	0

OK OK

Blocgroup
Navigator Quarter
Employment Distribution v4.xlsx

Residential MSOAs

Combining Driving a Car or Van and Passenger in a Car or Van Modes

usual residence : 2011 super output area - middle layer		Area Description (for areas with a combined total of greater than 50)	Driving a car or van	Passenger in a car or van	Combined	Percentage
E02004717	: Eastleigh 006	North Stoneham	410	67	477	4%
E02004719	: Eastleigh 008	Fair Oak	406	27	433	3%
E02004716	: Eastleigh 005	Bishopstoke	340	56	396	3%
E02004715	: Eastleigh 004	Boyatt Wood	343	50	393	3%
E02004713	: Eastleigh 002	Peverells Wood	317	35	352	3%
E02004718	: Eastleigh 007	Eastleigh	300	45	345	3%
E02004720	: Eastleigh 009	West End	277	26	303	2%
E02004827	: Test Valley 014	Valley Park	261	23	284	2%
E02004714	: Eastleigh 003	Chandler's Ford	222	29	251	2%
E02004712	: Eastleigh 001	Hiltingbury	227	16	243	2%
E02004721	: Eastleigh 010	Boorley Green	217	17	234	2%
E02004825	: Test Valley 012	Ampfield	205	7	212	2%
E02004723	: Eastleigh 012	Cranbourne Park	165	14	179	1%
E02004722	: Eastleigh 011	Broadoak	151	9	160	1%
E02003564	: Southampton 016	Bitterne	142	8	150	1%
E02004838	: Winchester 010	Colden Common & Twyford	142	6	148	1%
E02004840	: Winchester 012	Bishop's Waltham	137	10	147	1%
E02003550	: Southampton 002	Lordswood	134	8	142	1%
E02004823	: Test Valley 010	Cupernham	132	5	137	1%
E02003562	: Southampton 014	Bitterne Park	127	9	136	1%
E02004724	: Eastleigh 013	Old Netley	118	6	124	1%
E02003574	: Southampton 026	Weston Common	118	3	121	1%
E02003556	: Southampton 008	Townhill Park	105	13	118	1%
E02003551	: Southampton 003	Mansbridge	104	10	114	1%
E02004841	: Winchester 013	Shedfield	111	3	114	1%
E02004781	: New Forest 003	West Totton	105	6	111	1%
E02003577	: Southampton 029	Ocean Village	102	9	111	1%
E02004727	: Fareham 001	Sarisbury Green	107	3	110	1%
E02004728	: Fareham 002	Titchfield Park	101	4	105	1%
E02003568	: Southampton 020	Banister's Park	101	3	104	1%
E02003576	: Southampton 028	Itchen	100	4	104	1%
E02003572	: Southampton 024	Bitterne South	98	4	102	1%
E02004828	: Test Valley 015	Chilworth	93	5	98	1%
E02003579	: Southampton 031	Woolston	90	7	97	1%
E02003566	: Southampton 018	Harefield	92	4	96	1%
E02004731	: Fareham 005	Locks Heath	89	4	93	1%
E02003563	: Southampton 015	Shirley Park	83	8	91	1%
E02003569	: Southampton 021	Freemantle	83	5	88	1%
E02004786	: New Forest 008	Marchwood	84	3	87	1%
E02003549	: Southampton 001	Bassett Green	79	7	86	1%
E02003578	: Southampton 030	Botnay Bay	78	8	86	1%
E02004783	: New Forest 005	Rushington	82	3	85	1%
E02003558	: Southampton 010	Shirley Warren	80	5	85	1%
E02003559	: Southampton 011	Upper Shirley	78	7	85	1%
E02004732	: Fareham 006	Warsash	80	1	81	1%
E02003552	: Southampton 004	Coxford	77	4	81	1%
E02003567	: Southampton 019	Regents Park	71	6	77	1%
E02004725	: Eastleigh 014	Netley	76	0	76	1%
E02004789	: New Forest 011	Netley View	72	2	74	1%
E02003573	: Southampton 025	Thornhill	70	4	74	1%
E02003575	: Southampton 027	Hightown	67	7	74	1%
E02003555	: Southampton 007	Maybush	69	3	72	1%
E02004826	: Test Valley 013	Awbridge	67	4	71	1%
E02004726	: Eastleigh 015	Hamble Arifield	68	2	70	1%
E02003561	: Southampton 013	St Denys	60	10	70	1%
E02003553	: Southampton 005	Swaything	59	10	69	1%
E02004780	: New Forest 002	Hammond's Green	65	2	67	1%
E02003554	: Southampton 006	Hollybrook	56	7	63	0%
E02003580	: Southampton 032	Weston	59	4	63	0%
E02004837	: Winchester 009	Olivers Battery	61	2	63	0%
E02004782	: New Forest 004	Totton	59	3	62	0%
E02004787	: New Forest 009	Hollybank	57	5	62	0%
E02003560	: Southampton 012	Redbridge	58	3	61	0%
E02004733	: Fareham 007	Titchfield	60	0	60	0%
E02004746	: Gosport 006	Lee-on-the-solent	57	1	58	0%
E02004839	: Winchester 011	Warnford	58	0	58	0%

E02004824	: Test Valley 011	Romsey	48	4	52	0%
E02004833	: Winchester 005	Weeke	48	2	50	0%
E02003557	: Southampton 009		45	4	49	0%
E02004734	: Fareham 008		47	1	48	0%
E02003565	: Southampton 017		45	2	47	0%
E02004830	: Winchester 002		46	1	47	0%
E02004831	: Winchester 003		46	1	47	0%
E02003570	: Southampton 022		40	6	46	0%
E02004822	: Test Valley 009		44	1	45	0%
E02004792	: New Forest 014		43	1	44	0%
E02003571	: Southampton 023		41	2	43	0%
E02004836	: Winchester 008		41	2	43	0%
E02004735	: Fareham 009		40	2	42	0%
E02004739	: Fareham 013		42	0	42	0%
E02004832	: Winchester 004		41	1	42	0%
E02004784	: New Forest 006		40	1	41	0%
E02004835	: Winchester 007		41	0	41	0%
E02004740	: Fareham 014		39	1	40	0%
E02006677	: Wiltshire 062		38	1	39	0%
E02004729	: Fareham 003		34	2	36	0%
E02006675	: Wiltshire 060		34	0	34	0%
E02004745	: Gosport 005		30	3	33	0%
E02004829	: Winchester 001		30	3	33	0%
E02004834	: Winchester 006		30	3	33	0%
E02004730	: Fareham 004		32	0	32	0%
E02004779	: New Forest 001		27	1	28	0%
E02004785	: New Forest 007		28	0	28	0%
E02004791	: New Forest 013		27	1	28	0%
E02004737	: Fareham 011		25	2	27	0%
E02004741	: Gosport 001		24	2	26	0%
E02004743	: Gosport 003		24	2	26	0%
E02004744	: Gosport 004		25	1	26	0%
E02004842	: Winchester 014		26	0	26	0%
E02004703	: East Hampshire 007		25	0	25	0%
E02004736	: Fareham 010		25	0	25	0%
E02004750	: Gosport 010		24	1	25	0%
E02004820	: Test Valley 007		24	0	24	0%
E02003545	: Portsmouth 022		21	2	23	0%
E02003526	: Portsmouth 003		22	0	22	0%
E02006821	: Portsmouth 026		22	0	22	0%
E02004747	: Gosport 007		21	1	22	0%
E02004748	: Gosport 008		21	1	22	0%
E02004816	: Test Valley 003		20	2	22	0%
E02006822	: Havant 018		20	0	20	0%
E02004795	: New Forest 017		20	0	20	0%
E02004738	: Fareham 012		19	0	19	0%
E02004742	: Gosport 002		18	1	19	0%
E02004772	: Havant 011		18	1	19	0%
E02004749	: Gosport 009		18	0	18	0%
E02004797	: New Forest 019		17	1	18	0%
E02004815	: Test Valley 002		13	5	18	0%
E02003534	: Portsmouth 011		15	2	17	0%
E02003542	: Portsmouth 019		16	1	17	0%
E02004771	: Havant 010		16	1	17	0%
E02004794	: New Forest 016		17	0	17	0%
E02004814	: Test Valley 001		16	1	17	0%
E02003531	: Portsmouth 008		14	2	16	0%
E02003532	: Portsmouth 009		11	5	16	0%
E02003535	: Portsmouth 012		13	3	16	0%
E02003537	: Portsmouth 014		14	2	16	0%
E02004695	asingstoke and Deane 021		16	0	16	0%
E02004765	: Havant 004		15	1	16	0%
E02004790	: New Forest 012		16	0	16	0%
E02004821	: Test Valley 008		16	0	16	0%
E02004241	: Christchurch 006		14	1	15	0%
E02004707	: East Hampshire 011		15	0	15	0%
E02004767	: Havant 006		14	1	15	0%
E02004774	: Havant 013		14	1	15	0%
E02004238	: Christchurch 003		13	1	14	0%
E02004239	: Christchurch 004		13	1	14	0%
E02004246	: East Dorset 004		14	0	14	0%
E02003529	: Portsmouth 006		14	0	14	0%
E02003541	: Portsmouth 018		14	0	14	0%
E02003543	: Portsmouth 020		12	2	14	0%
E02003548	: Portsmouth 025		14	0	14	0%
E02004680	asingstoke and Deane 006		14	0	14	0%
E02006831	: Havant 020		14	0	14	0%
E02004793	: New Forest 015		14	0	14	0%
E02004818	: Test Valley 005		14	0	14	0%
E02004819	: Test Valley 006		12	2	14	0%

E02003189	: Bournemouth 018	14	0	14	0%
E02004243	: East Dorset 001	13	0	13	0%
E02003533	: Portsmouth 010	13	0	13	0%
E02003546	: Portsmouth 023	13	0	13	0%
E02004682	asingstoke and Deane 008	12	1	13	0%
E02006829	: East Hampshire 016	11	2	13	0%
E02004764	: Havant 003	13	0	13	0%
E02004770	: Havant 009	10	3	13	0%
E02004817	: Test Valley 004	12	1	13	0%
E02003527	: Portsmouth 004	11	1	12	0%
E02004699	: East Hampshire 003	12	0	12	0%
E02004710	: East Hampshire 014	11	1	12	0%
E02004775	: Havant 014	10	2	12	0%
E02006830	: Havant 019	12	0	12	0%
E02006671	: Wiltshire 056	11	1	12	0%
E02004245	: East Dorset 003	11	0	11	0%
E02003547	: Portsmouth 024	11	0	11	0%
E02004678	asingstoke and Deane 004	10	1	11	0%
E02004778	: Havant 017	11	0	11	0%
E02006568	: Chichester 008	9	2	11	0%
E02003524	: Portsmouth 001	9	1	10	0%
E02003530	: Portsmouth 007	10	0	10	0%
E02003538	: Portsmouth 015	9	1	10	0%
E02004692	asingstoke and Deane 018	9	1	10	0%
E02004800	: New Forest 022	10	0	10	0%
E02004801	: New Forest 023	10	0	10	0%
E02006571	: Chichester 011	10	0	10	0%
E02003177	: Bournemouth 006	10	0	10	0%
E02004236	: Christchurch 001	9	0	9	0%
E02004244	: East Dorset 002	9	0	9	0%
E02003525	: Portsmouth 002	7	2	9	0%
E02003539	: Portsmouth 016	8	1	9	0%
E02003544	: Portsmouth 021	8	1	9	0%
E02004677	asingstoke and Deane 003	9	0	9	0%
E02004681	asingstoke and Deane 007	9	0	9	0%
E02004684	asingstoke and Deane 010	9	0	9	0%
E02004694	asingstoke and Deane 020	9	0	9	0%
E02004768	: Havant 007	7	2	9	0%
E02004769	: Havant 008	7	2	9	0%
E02004796	: New Forest 018	9	0	9	0%
E02006567	: Chichester 007	9	0	9	0%
E02003175	: Bournemouth 004	9	0	9	0%
E02003187	: Bournemouth 016	9	0	9	0%
E02003190	: Bournemouth 019	9	0	9	0%
E02003191	: Bournemouth 020	9	0	9	0%
E02004240	: Christchurch 005	7	1	8	0%
E02004689	asingstoke and Deane 015	6	2	8	0%
E02004766	: Havant 005	8	0	8	0%
E02003179	: Bournemouth 008	8	0	8	0%
E02003180	: Bournemouth 009	8	0	8	0%
E02003184	: Bournemouth 013	8	0	8	0%
E02006885	: Bournemouth 024	8	0	8	0%
E02003199	: Poole 006	8	0	8	0%
E02003201	: Poole 008	8	0	8	0%
E02006672	: Wiltshire 057	8	0	8	0%
E02004247	: East Dorset 005	7	0	7	0%
E02004679	asingstoke and Deane 005	7	0	7	0%
E02004687	asingstoke and Deane 013	7	0	7	0%
E02004691	asingstoke and Deane 017	7	0	7	0%
E02004709	: East Hampshire 013	7	0	7	0%
E02004788	: New Forest 010	7	0	7	0%
E02004798	: New Forest 020	7	0	7	0%
E02006569	: Chichester 009	7	0	7	0%
E02006572	: Chichester 012	7	0	7	0%
E02003174	: Bournemouth 003	7	0	7	0%
E02003178	: Bournemouth 007	7	0	7	0%
E02003182	: Bournemouth 011	7	0	7	0%
E02003185	: Bournemouth 014	7	0	7	0%
E02003186	: Bournemouth 015	7	0	7	0%
E02006664	: Wiltshire 049	7	0	7	0%
E02006668	: Wiltshire 053	7	0	7	0%
E02006673	: Wiltshire 058	7	0	7	0%
W02000259	Rhondda Cynon Taf 008	6	0	6	0%
E02004248	: East Dorset 006	6	0	6	0%
E02004252	: East Dorset 010	6	0	6	0%
E02004265	: Purbeck 003	4	2	6	0%
E02004683	asingstoke and Deane 009	4	2	6	0%
E02004685	asingstoke and Deane 011	6	0	6	0%
E02004688	asingstoke and Deane 014	5	1	6	0%
E02004690	asingstoke and Deane 016	6	0	6	0%

E02004693	asingstoke and Deane 019	6	0	6	0%
E02004696	asingstoke and Deane 022	6	0	6	0%
E02004702	: East Hampshire 006	6	0	6	0%
E02004799	: New Forest 021	5	1	6	0%
E02004806	: Rushmoor 005	6	0	6	0%
E02004808	: Rushmoor 007	5	1	6	0%
E02006573	: Chichester 013	6	0	6	0%
E02003183	: Bournemouth 012	6	0	6	0%
E02003192	: Bournemouth 021	6	0	6	0%
E02003195	: Poole 002	6	0	6	0%
E02003197	: Poole 004	6	0	6	0%
E02003206	: Poole 013	6	0	6	0%
E02003211	: Poole 018	6	0	6	0%
E02006663	: Wiltshire 048	6	0	6	0%
E02006666	: Wiltshire 051	6	0	6	0%
E02004706	: East Hampshire 010	5	0	5	0%
E02004753	: Hart 003	5	0	5	0%
E02004760	: Hart 010	5	0	5	0%
E02004776	: Havant 015	5	0	5	0%
E02004777	: Havant 016	5	0	5	0%
E02006560	: Arun 019	4	1	5	0%
E02006563	: Chichester 003	5	0	5	0%
E02003188	: Bournemouth 017	5	0	5	0%
E02003200	: Poole 007	5	0	5	0%
E02003204	: Poole 011	4	1	5	0%
E02006643	: Wiltshire 041	5	0	5	0%
E02006676	: Wiltshire 061	4	0	4	0%
E02004237	: Christchurch 002	4	0	4	0%
E02004249	: East Dorset 007	4	0	4	0%
E02004250	: East Dorset 008	4	0	4	0%
E02004251	: East Dorset 009	4	0	4	0%
E02004264	: Purbeck 002	3	1	4	0%
E02003536	: Portsmouth 013	1	3	4	0%
E02003540	: Portsmouth 017	4	0	4	0%
E02003387	: West Berkshire 021	4	0	4	0%
E02004686	asingstoke and Deane 012	4	0	4	0%
E02004697	: East Hampshire 001	4	0	4	0%
E02004698	: East Hampshire 002	4	0	4	0%
E02004704	: East Hampshire 008	3	1	4	0%
E02004755	: Hart 005	4	0	4	0%
E02004802	: Rushmoor 001	3	1	4	0%
E02004807	: Rushmoor 006	4	0	4	0%
E02006347	: Guildford 004	4	0	4	0%
E02006353	: Guildford 010	4	0	4	0%
E02006441	: Waverley 003	4	0	4	0%
E02006542	: Arun 001	4	0	4	0%
E02006669	: Wiltshire 054	4	0	4	0%
E02006670	: Wiltshire 055	4	0	4	0%
E02006674	: Wiltshire 059	4	0	4	0%
E02004242	: Christchurch 007	2	1	3	0%
E02004253	: East Dorset 011	3	0	3	0%
E02004254	: East Dorset 012	3	0	3	0%
E02004255	: North Dorset 001	2	1	3	0%
E02004256	: North Dorset 002	2	1	3	0%
E02004259	: North Dorset 005	3	0	3	0%
E02004262	: North Dorset 008	3	0	3	0%
E02006064	: Sedgemoor 004	2	1	3	0%
E02000538	: Hounslow 013	2	1	3	0%
E02003591	: Isle of Wight 011	3	0	3	0%
E02003598	: Isle of Wight 018	3	0	3	0%
E02003373	: West Berkshire 007	3	0	3	0%
E02003378	: West Berkshire 012	3	0	3	0%
E02003379	: West Berkshire 013	3	0	3	0%
E02003384	: West Berkshire 018	3	0	3	0%
E02003385	: West Berkshire 019	3	0	3	0%
E02004675	asingstoke and Deane 001	3	0	3	0%
E02004676	asingstoke and Deane 002	3	0	3	0%
E02004708	: East Hampshire 012	3	0	3	0%
E02004754	: Hart 004	3	0	3	0%
E02004756	: Hart 006	3	0	3	0%
E02004757	: Hart 007	3	0	3	0%
E02004758	: Hart 008	3	0	3	0%
E02004805	: Rushmoor 004	3	0	3	0%
E02005953	: Oxford 014	3	0	3	0%
E02006356	: Guildford 013	3	0	3	0%
E02006421	: Surrey Heath 006	3	0	3	0%
E02006427	: Surrey Heath 012	2	1	3	0%
E02006440	: Waverley 002	3	0	3	0%
E02006443	: Waverley 005	3	0	3	0%
E02006444	: Waverley 006	3	0	3	0%

E02006566	: Chichester 006		2	1	3	0%
E02003181	: Bournemouth 010		3	0	3	0%
E02003210	: Poole 017		3	0	3	0%
E02006636	: Wiltshire 024		3	0	3	0%
E02006640	: Wiltshire 029		2	1	3	0%
E02006642	: Wiltshire 038		3	0	3	0%
E02006662	: Wiltshire 046		3	0	3	0%
E02006665	: Wiltshire 050		3	0	3	0%
E02004187	: North Devon 013		2	0	2	0%
E02004199	: South Hams 011		2	0	2	0%
E02004258	: North Dorset 004		2	0	2	0%
E02004261	: North Dorset 007		2	0	2	0%
E02004617	: Cotswold 003		2	0	2	0%
E02006811	: Middlesbrough 020		2	0	2	0%
E02001253	: Tameside 025		2	0	2	0%
E02001281	: Trafford 023		2	0	2	0%
E02001407	: St. Helens 002		2	0	2	0%
E02002838	: Leicester 012		2	0	2	0%
E02005476	: South Kesteven 001		2	0	2	0%
E02006020	: Shropshire 009		2	0	2	0%
E02006135	: East Staffordshire 005		2	0	2	0%
E02004447	: Braintree 002		2	0	2	0%
E02006922	: Colchester 022		2	0	2	0%
E02000222	: Croydon 029		2	0	2	0%
E02000511	: Hillingdon 018		2	0	2	0%
E02000708	: Merton 020		2	0	2	0%
E02003355	: Bracknell Forest 004		2	0	2	0%
E02003522	Brighton and Hove 032		2	0	2	0%
E02003586	: Isle of Wight 006		2	0	2	0%
E02003587	: Isle of Wight 007		2	0	2	0%
E02003597	: Isle of Wight 017		2	0	2	0%
E02003388	: West Berkshire 022		2	0	2	0%
E02003437	ndsor and Maidenhead 017		2	0	2	0%
E02003445	: Wokingham 007		2	0	2	0%
E02004399	: Rother 008		2	0	2	0%
E02004705	: East Hampshire 009		2	0	2	0%
E02006838	: East Hampshire 017		2	0	2	0%
E02004803	: Rushmoor 002		1	1	2	0%
E02004804	: Rushmoor 003		2	0	2	0%
E02004810	: Rushmoor 009		2	0	2	0%
E02004812	: Rushmoor 011		2	0	2	0%
E02004813	: Rushmoor 012		2	0	2	0%
E02005986	Vale of White Horse 009		2	0	2	0%
E02006352	: Guildford 009		2	0	2	0%
E02006418	: Surrey Heath 003		2	0	2	0%
E02006419	: Surrey Heath 004		2	0	2	0%
E02006424	: Surrey Heath 009		2	0	2	0%
E02006839	: Waverley 018		2	0	2	0%
E02006467	: Woking 012		2	0	2	0%
E02006535	: Adur 002		2	0	2	0%
E02006547	: Arun 006		2	0	2	0%
E02006556	: Arun 015		2	0	2	0%
E02006557	: Arun 016		1	1	2	0%
E02006559	: Arun 018		2	0	2	0%
E02006565	: Chichester 005		2	0	2	0%
E02006570	: Chichester 010		2	0	2	0%
E02006574	: Chichester 014		2	0	2	0%
E02006587	: Crawley 013		2	0	2	0%
E02006600	: Horsham 013		2	0	2	0%
E02006614	: Mid Sussex 011		2	0	2	0%
E02006883	: Bournemouth 023		2	0	2	0%
E02003028	: Bristol 017		2	0	2	0%
E02003141	: Plymouth 020		2	0	2	0%
E02003194	: Poole 001		2	0	2	0%
E02003196	: Poole 003		2	0	2	0%
E02003203	: Poole 010		2	0	2	0%
E02003205	: Poole 012		2	0	2	0%
E02003207	: Poole 014		2	0	2	0%
E02006847	: Swindon 026		2	0	2	0%
E02006661	: Wiltshire 045		2	0	2	0%
W02000366	: Newport 020		1	0	1	0%
W02000350	: Newport 004		1	0	1	0%
W02000346	: Monmouthshire 011		1	0	1	0%
W02000333	: Torfaen 011		1	0	1	0%
W02000322	: Blaenau Gwent 009		1	0	1	0%
W02000312	: Caerphilly 023		1	0	1	0%
W02000311	: Caerphilly 022		1	0	1	0%
W02000290	: Caerphilly 001		1	0	1	0%
W02000380	: Cardiff 014		1	0	1	0%
W02000229	: Bridgend 012		1	0	1	0%

W02000414	: Powys 020		1	0	1	0%
W02000117	: Ceredigion 002		1	0	1	0%
E02006681	: Wiltshire 023		1	0	1	0%
E02006689	: Wiltshire 037		1	0	1	0%
E02006691	: Wiltshire 040		1	0	1	0%
E02006693	: Wiltshire 043		1	0	1	0%
E02004140	: East Devon 012		1	0	1	0%
E02004155	: Exeter 007		1	0	1	0%
E02004180	: North Devon 006		1	0	1	0%
E02004186	: North Devon 012		1	0	1	0%
E02004188	: North Devon 014		1	0	1	0%
E02004190	: South Hams 002		1	0	1	0%
E02004202	: Teignbridge 002		1	0	1	0%
E02004208	: Teignbridge 008		1	0	1	0%
E02004209	: Teignbridge 009		1	0	1	0%
E02004222	: Torridge 003		1	0	1	0%
E02004260	: North Dorset 006		1	0	1	0%
E02004268	: Purbeck 006		1	0	1	0%
E02004269	: West Dorset 001		1	0	1	0%
E02004271	: West Dorset 003		1	0	1	0%
E02004275	: West Dorset 007		1	0	1	0%
E02004276	: West Dorset 008		1	0	1	0%
E02004277	: West Dorset 009		0	1	1	0%
E02004281	eymouth and Portland 001		1	0	1	0%
E02004284	eymouth and Portland 004		1	0	1	0%
E02004285	eymouth and Portland 005		1	0	1	0%
E02004614	: Cheltenham 015		1	0	1	0%
E02004616	: Cotswold 002		1	0	1	0%
E02004622	: Cotswold 008		1	0	1	0%
E02004635	: Forest of Dean 010		1	0	1	0%
E02004643	: Gloucester 008		1	0	1	0%
E02006061	: Sedgemoor 001		0	1	1	0%
E02006065	: Sedgemoor 005		1	0	1	0%
E02006066	: Sedgemoor 006		1	0	1	0%
E02006079	: South Somerset 005		1	0	1	0%
E02006081	: South Somerset 007		1	0	1	0%
E02006093	: South Somerset 019		1	0	1	0%
E02006105	: Taunton Deane 007		1	0	1	0%
E02006110	: Taunton Deane 012		1	0	1	0%
E02005718	: Northumberland 031		1	0	1	0%
E02003856	: Cheshire East 004		1	0	1	0%
E02003862	: Cheshire East 011		1	0	1	0%
E02002599	: Warrington 010		1	0	1	0%
E02004028	: South Lakeland 014		1	0	1	0%
E02000995	: Bolton 012		1	0	1	0%
E02001028	: Bury 010		1	0	1	0%
E02001162	: Salford 006		1	0	1	0%
E02001267	: Trafford 009		1	0	1	0%
E02001280	: Trafford 022		1	0	1	0%
E02005289	: South Ribble 003		1	0	1	0%
E02005291	: South Ribble 005		1	0	1	0%
E02005321	: Wyre 003		1	0	1	0%
E02001343	: Knowsley 017		1	0	1	0%
E02001345	: Knowsley 019		1	0	1	0%
E02001371	: Liverpool 025		1	0	1	0%
E02001458	: Sefton 030		1	0	1	0%
E02001505	: Wirral 039		1	0	1	0%
E02002695	ast Riding of Yorkshire 012		1	0	1	0%
E02005805	: Scarborough 011		1	0	1	0%
E02001512	: Barnsley 004		0	1	1	0%
E02001513	: Barnsley 005		1	0	1	0%
E02001536	: Barnsley 028		1	0	1	0%
E02001566	: Doncaster 028		1	0	1	0%
E02001593	: Rotherham 016		1	0	1	0%
E02002184	: Bradford 002		1	0	1	0%
E02002186	: Bradford 004		1	0	1	0%
E02002187	: Bradford 005		1	0	1	0%
E02002198	: Bradford 016		1	0	1	0%
E02002206	: Bradford 024		1	0	1	0%
E02002278	: Kirklees 008		1	0	1	0%
E02002402	: Leeds 073		1	0	1	0%
E02002438	: Wakefield 001		1	0	1	0%
E02002453	: Wakefield 016		1	0	1	0%
E02002825	: Derby 030		1	0	1	0%
E02002849	: Leicester 023		0	1	1	0%
E02004049	: Bolsover 005		1	0	1	0%
E02004084	: Erewash 007		1	0	1	0%
E02004105	lorth East Derbyshire 001		0	1	1	0%
E02005334	: Blaby 002		1	0	1	0%
E02005335	: Blaby 003		1	0	1	0%

E02005339	: Blaby 007		1	0	1	0%
E02005341	: Blaby 009		1	0	1	0%
E02005359	: Charnwood 015		1	0	1	0%
E02005377	inckley and Bosworth 001		1	0	1	0%
E02005463	: North Kesteven 011		1	0	1	0%
E02006863	: Corby 009		1	0	1	0%
E02005622	: Daventry 004		1	0	1	0%
E02005624	: Daventry 006		1	0	1	0%
E02005640	: Kettering 002		1	0	1	0%
E02005689	uth Northamptonshire 009		1	0	1	0%
E02005911	: Rushcliffe 006		1	0	1	0%
E02002926	: Herefordshire 022		1	0	1	0%
E02006031	: Shropshire 017		1	0	1	0%
E02006118	: Cannock Chase 001		1	0	1	0%
E02006124	: Cannock Chase 007		1	0	1	0%
E02006152	: Lichfield 007		1	0	1	0%
E02006174	South Staffordshire 001		1	0	1	0%
E02006180	South Staffordshire 007		1	0	1	0%
E02006226	: Tamworth 010		1	0	1	0%
E02006468	North Warwickshire 001		1	0	1	0%
E02006502	: Rugby 011		1	0	1	0%
E02006520	: Warwick 002		1	0	1	0%
E02006530	: Warwick 012		1	0	1	0%
E02001948	: Birmingham 122		1	0	1	0%
E02001955	: Birmingham 129		1	0	1	0%
E02001985	: Coventry 028		1	0	1	0%
E02002013	: Dudley 014		1	0	1	0%
E02002040	: Dudley 041		1	0	1	0%
E02002042	: Dudley 043		1	0	1	0%
E02002096	: Solihull 016		1	0	1	0%
E02002108	: Solihull 028		1	0	1	0%
E02002181	: Wolverhampton 033		1	0	1	0%
E02006709	: Bromsgrove 014		1	0	1	0%
E02006732	: Redditch 012		1	0	1	0%
E02003641	Central Bedfordshire 023		1	0	1	0%
E02003643	Central Bedfordshire 024		1	0	1	0%
E02003731	: Cambridge 013		1	0	1	0%
E02003753	: Huntingdonshire 001		1	0	1	0%
E02004489	: Chelmsford 005		1	0	1	0%
E02004494	: Chelmsford 010		1	0	1	0%
E02004516	: Colchester 011		1	0	1	0%
E02004575	: Tendring 003		1	0	1	0%
E02004591	: Uttlesford 001		1	0	1	0%
E02004871	: Dacorum 016		1	0	1	0%
E02004877	: Dacorum 022		1	0	1	0%
E02004900	: Hertsmere 005		1	0	1	0%
E02004901	: Hertsmere 006		1	0	1	0%
E02004924	: St Albans 001		1	0	1	0%
E02004938	: St Albans 015		1	0	1	0%
E02004944	: Stevenage 001		1	0	1	0%
E02004948	: Stevenage 005		1	0	1	0%
E02004972	: Watford 005		1	0	1	0%
E02005590	: Norwich 007		1	0	1	0%
E02006908	: Norwich 015		1	0	1	0%
E02006286	: St Edmundsbury 014		1	0	1	0%
E02000184	: Camden 019		0	1	1	0%
E02000377	mmersmith and Fulham 006		1	0	1	0%
E02000380	mmersmith and Fulham 009		1	0	1	0%
E02000629	: Lambeth 012		1	0	1	0%
E02000640	: Lambeth 023		1	0	1	0%
E02000648	: Lambeth 031		1	0	1	0%
E02000687	: Lewisham 035		1	0	1	0%
E02000824	: Southwark 018		1	0	1	0%
E02000932	: Wandsworth 010		1	0	1	0%
E02000944	: Wandsworth 022		1	0	1	0%
E02000950	: Wandsworth 028		1	0	1	0%
E02000952	: Wandsworth 030		1	0	1	0%
E02000047	: Barnet 024		1	0	1	0%
E02000108	: Brent 016		1	0	1	0%
E02000112	: Brent 020		1	0	1	0%
E02000161	: Bromley 035		1	0	1	0%
E02000218	: Croydon 025		1	0	1	0%
E02000243	: Ealing 006		1	0	1	0%
E02000251	: Ealing 014		1	0	1	0%
E02000256	: Ealing 019		1	0	1	0%
E02000278	: Enfield 002		1	0	1	0%
E02000282	: Enfield 006		1	0	1	0%
E02000289	: Enfield 013		1	0	1	0%
E02000293	: Enfield 017		1	0	1	0%
E02000297	: Enfield 021		1	0	1	0%

E02000298	: Enfield 022		1	0	1	0%
E02000465	: Havering 002		1	0	1	0%
E02000495	: Hillingdon 002		0	1	1	0%
E02000499	: Hillingdon 006		0	1	1	0%
E02000510	: Hillingdon 017		1	0	1	0%
E02000520	: Hillingdon 027		1	0	1	0%
E02000530	: Hounslow 005		1	0	1	0%
E02000540	: Hounslow 015		1	0	1	0%
E02000549	: Hounslow 024		1	0	1	0%
E02000552	: Hounslow 027		1	0	1	0%
E02000601	ingston upon Thames 004		1	0	1	0%
E02000846	: Sutton 007		1	0	1	0%
E02000852	: Sutton 013		1	0	1	0%
E02000856	: Sutton 017		1	0	1	0%
E02003360	: Bracknell Forest 009		1	0	1	0%
E02003363	: Bracknell Forest 012		1	0	1	0%
E02003365	: Bracknell Forest 014		1	0	1	0%
E02003366	: Bracknell Forest 015		1	0	1	0%
E02003502	Brighton and Hove 012		1	0	1	0%
E02003583	: Isle of Wight 003		1	0	1	0%
E02003588	: Isle of Wight 008		1	0	1	0%
E02003589	: Isle of Wight 009		1	0	1	0%
E02003593	: Isle of Wight 013		1	0	1	0%
E02003318	: Medway 005		1	0	1	0%
E02003330	: Medway 017		1	0	1	0%
E02003345	: Medway 032		1	0	1	0%
E02003348	: Medway 035		1	0	1	0%
E02003483	: Milton Keynes 025		1	0	1	0%
E02003487	: Milton Keynes 029		1	0	1	0%
E02003389	: Reading 001		1	0	1	0%
E02003391	: Reading 003		1	0	1	0%
E02003392	: Reading 004		1	0	1	0%
E02003397	: Reading 009		1	0	1	0%
E02003405	: Reading 017		1	0	1	0%
E02003413	: Slough 007		1	0	1	0%
E02003414	: Slough 008		1	0	1	0%
E02003367	: West Berkshire 001		1	0	1	0%
E02003368	: West Berkshire 002		1	0	1	0%
E02003369	: West Berkshire 003		1	0	1	0%
E02003370	: West Berkshire 004		1	0	1	0%
E02003374	: West Berkshire 008		1	0	1	0%
E02003376	: West Berkshire 010		1	0	1	0%
E02003377	: West Berkshire 011		1	0	1	0%
E02003380	: West Berkshire 014		1	0	1	0%
E02003381	: West Berkshire 015		1	0	1	0%
E02003382	: West Berkshire 016		1	0	1	0%
E02003383	: West Berkshire 017		1	0	1	0%
E02003423	ndsor and Maidenhead 003		1	0	1	0%
E02003428	ndsor and Maidenhead 008		1	0	1	0%
E02003433	ndsor and Maidenhead 013		1	0	1	0%
E02003442	: Wokingham 004		1	0	1	0%
E02003446	: Wokingham 008		1	0	1	0%
E02003447	: Wokingham 009		1	0	1	0%
E02003448	: Wokingham 010		1	0	1	0%
E02003449	: Wokingham 011		1	0	1	0%
E02003451	: Wokingham 013		1	0	1	0%
E02003453	: Wokingham 015		1	0	1	0%
E02003455	: Wokingham 017		1	0	1	0%
E02003456	: Wokingham 018		1	0	1	0%
E02003457	: Wokingham 019		1	0	1	0%
E02003653	: Aylesbury Vale 002		1	0	1	0%
E02003657	: Aylesbury Vale 006		1	0	1	0%
E02003658	: Aylesbury Vale 007		1	0	1	0%
E02003676	: Chiltern 001		1	0	1	0%
E02003683	: Chiltern 008		1	0	1	0%
E02003692	: South Bucks 005		1	0	1	0%
E02003695	: South Bucks 008		1	0	1	0%
E02003717	: Wycombe 022		1	0	1	0%
E02004356	: Eastbourne 001		1	0	1	0%
E02006857	: Eastbourne 013		1	0	1	0%
E02004388	: Lewes 010		1	0	1	0%
E02004392	: Rother 001		1	0	1	0%
E02004400	: Rother 009		1	0	1	0%
E02004410	: Wealden 008		1	0	1	0%
E02004415	: Wealden 013		1	0	1	0%
E02004419	: Wealden 017		1	0	1	0%
E02004700	: East Hampshire 004		1	0	1	0%
E02004751	: Hart 001		1	0	1	0%
E02004759	: Hart 009		1	0	1	0%
E02004811	: Rushmoor 010		1	0	1	0%

E02004996	: Ashford 001		1	0	1	0%
E02005082	: Maidstone 015		1	0	1	0%
E02005086	: Maidstone 019		1	0	1	0%
E02005088	: Sevenoaks 002		1	0	1	0%
E02005095	: Sevenoaks 009		1	0	1	0%
E02005106	: Shepway 005		1	0	1	0%
E02005126	: Swale 012		1	0	1	0%
E02005143	: Thanet 012		1	0	1	0%
E02005151	onbridge and Malling 003		1	0	1	0%
E02005932	: Cherwell 012		1	0	1	0%
E02005957	: Oxford 018		1	0	1	0%
E02005970	South Oxfordshire 013		1	0	1	0%
E02005972	South Oxfordshire 015		1	0	1	0%
E02005981	Vale of White Horse 004		1	0	1	0%
E02005988	Vale of White Horse 011		1	0	1	0%
E02005994	: West Oxfordshire 002		1	0	1	0%
E02005996	: West Oxfordshire 004		1	0	1	0%
E02005997	: West Oxfordshire 005		1	0	1	0%
E02006007	: West Oxfordshire 015		1	0	1	0%
E02006837	: Epsom and Ewell 010		1	0	1	0%
E02006344	: Guildford 001		1	0	1	0%
E02006354	: Guildford 011		1	0	1	0%
E02006355	: Guildford 012		1	0	1	0%
E02006357	: Guildford 014		1	0	1	0%
E02006371	: Mole Valley 010		1	0	1	0%
E02006376	eigate and Banstead 002		1	0	1	0%
E02006381	eigate and Banstead 007		1	0	1	0%
E02006382	eigate and Banstead 008		1	0	1	0%
E02006386	eigate and Banstead 012		1	0	1	0%
E02006394	: Runnymede 002		1	0	1	0%
E02006402	: Runnymede 010		1	0	1	0%
E02006407	: Spelthorne 005		1	0	1	0%
E02006408	: Spelthorne 006		1	0	1	0%
E02006409	: Spelthorne 007		1	0	1	0%
E02006410	: Spelthorne 008		1	0	1	0%
E02006411	: Spelthorne 009		1	0	1	0%
E02006412	: Spelthorne 010		1	0	1	0%
E02006415	: Spelthorne 013		1	0	1	0%
E02006422	: Surrey Heath 007		1	0	1	0%
E02006432	: Tandridge 005		1	0	1	0%
E02006439	: Waverley 001		1	0	1	0%
E02006442	: Waverley 004		1	0	1	0%
E02006449	: Waverley 011		1	0	1	0%
E02006450	: Waverley 012		1	0	1	0%
E02006454	: Waverley 016		1	0	1	0%
E02006457	: Woking 002		1	0	1	0%
E02006458	: Woking 003		1	0	1	0%
E02006459	: Woking 004		1	0	1	0%
E02006462	: Woking 007		1	0	1	0%
E02006464	: Woking 009		1	0	1	0%
E02006465	: Woking 010		0	1	1	0%
E02006538	: Adur 005		1	0	1	0%
E02006541	: Adur 008		1	0	1	0%
E02006544	: Arun 003		1	0	1	0%
E02006545	: Arun 004		1	0	1	0%
E02006546	: Arun 005		1	0	1	0%
E02006548	: Arun 007		1	0	1	0%
E02006553	: Arun 012		1	0	1	0%
E02006554	: Arun 013		1	0	1	0%
E02006558	: Arun 017		0	1	1	0%
E02006562	: Chichester 002		1	0	1	0%
E02006589	: Horsham 002		1	0	1	0%
E02006591	: Horsham 004		1	0	1	0%
E02006592	: Horsham 005		1	0	1	0%
E02006596	: Horsham 009		1	0	1	0%
E02006597	: Horsham 010		1	0	1	0%
E02006611	: Mid Sussex 008		1	0	1	0%
E02006615	: Mid Sussex 012		1	0	1	0%
E02006618	: Mid Sussex 015		1	0	1	0%
E02006619	: Mid Sussex 016		1	0	1	0%
E02006620	: Mid Sussex 017		1	0	1	0%
E02006624	: Worthing 004		1	0	1	0%
E02006625	: Worthing 005		1	0	1	0%
E02006630	: Worthing 010		1	0	1	0%
E02006633	: Worthing 013		1	0	1	0%
E02003172	: Bournemouth 001		1	0	1	0%
E02003173	: Bournemouth 002		1	0	1	0%
E02003176	: Bournemouth 005		1	0	1	0%
E02003012	: Bristol 001		1	0	1	0%
E02003013	: Bristol 002		1	0	1	0%

E02003043	: Bristol 032		1	0	1	0%
E02003048	: Bristol 037		1	0	1	0%
E02003050	: Bristol 039		1	0	1	0%
E02003922	: Cornwall 051		1	0	1	0%
E02003931	: Cornwall 001		1	0	1	0%
E02003936	: Cornwall 006		1	0	1	0%
E02003947	: Cornwall 065		1	0	1	0%
E02003088	: North Somerset 024		1	0	1	0%
E02006846	: North Somerset 027		1	0	1	0%
E02003127	: Plymouth 006		1	0	1	0%
E02003131	: Plymouth 010		1	0	1	0%
E02003136	: Plymouth 015		1	0	1	0%
E02003140	: Plymouth 019		1	0	1	0%
E02003148	: Plymouth 027		1	0	1	0%
E02003100	outh Gloucestershire 011		1	0	1	0%
E02003110	outh Gloucestershire 021		1	0	1	0%
E02003117	outh Gloucestershire 028		1	0	1	0%
E02003219	: Swindon 008		1	0	1	0%
E02003224	: Swindon 013		1	0	1	0%
E02003227	: Swindon 016		1	0	1	0%
E02003230	: Swindon 019		1	0	1	0%
E02006848	: Swindon 027		1	0	1	0%
E02006849	: Swindon 028		1	0	1	0%
E02003164	: Torbay 011		1	0	1	0%
E02006635	: Wiltshire 019		1	0	1	0%
E02006638	: Wiltshire 026		1	0	1	0%
E02006641	: Wiltshire 034		1	0	1	0%
E02006644	: Wiltshire 001		1	0	1	0%
E02006652	: Wiltshire 009		1	0	1	0%
E02006656	: Wiltshire 014		1	0	1	0%
E02006657	: Wiltshire 015		1	0	1	0%
E02006667	: Wiltshire 052		1	0	1	0%

OK OK

Blocgroup
Navigator Quarter
Employment Distribution v4.xlsx

AM Routing

usual residence : 2011 super output area - middle layer	Area Description	Travel TO Site		WU03EW (Drivers/ Passengers)		Primary Route			Alternative Route			
E02004717	North Stoneham	Stoneham Lane (west of Trojans Sports Club)	Stoneham Lane	477	3.8%	Stoneham Lane	10	100.0%	477	None	0	-100%	-	0
E02004719	Fair Oak	Alan Drayton Way	Bishopstoke Road	433	3.4%	Bishopstoke Road	20	100.0%	433	None	0	-100%	-	0
E02004716	Bishoostoke	Bishoostoke Road		396	3.1%	Bishoostoke Road	15	100.0%	396	None	0	-100%	-	0
E02004715	Boyatt Wood	Shakespeare Road	Twyford Road	393	3.1%	Twyford Road	15	50.0%	197	Stoneham Lane	15	0%	50.0%	197
E02004713	Peveretls Wood	Passfield Avenue	Stoneham Lane	352	2.8%	Stoneham Lane	17	50.0%	176	M27 West	17	0%	50.0%	176
E02004718	Eastleigh	Magpie Lane	Stoneham Lane	345	2.7%	Stoneham Lane	8	100.0%	345	Chestnut Avenue	11	31%	-	0
E02004720	West End	Mansbridge Road		303	2.4%	Mansbridge Road	19	100.0%	303	None	0	-100%	-	0
E02004827	Valley Park	Templars Way	Stoneham Lane	284	2.2%	Stoneham Lane	15	100.0%	284	None	0	-100%	-	0
E02004714	Chandler's Ford	Bournemouth Road	Stoneham Lane	251	2.0%	Stoneham Lane	16	100.0%	251	Chestnut Avenue	19	19%	-	0
E02004712	Hiltinebury	Bournemouth Road	Stoneham Lane	243	1.9%	Stoneham Lane	21	50.0%	122	M27 West	21	0%	50.0%	122
E02004721	Boorley Green	M27 East		234	1.8%	M27 East	29	50.0%	117	Mansbridge Road	29	0%	50.0%	117
E02004825	Ampfield	Chestnut Avenue	Stoneham Lane	212	1.7%	Stoneham Lane	21	100.0%	212	M27 East	22	5%	-	0
E02004723	Cranbourne Park	M27 East		179	1.4%	M27 East	26	100.0%	179	Mansbridge Road	28	10%	-	0
E02004722	Broad Oak	M27 East		160	1.3%	M27 East	25	100.0%	160	Mansbridge Road	28	14%	-	0
E02003564	Bitterne	Wessex Lane		150	1.2%	Wessex Lane	18	100.0%	150	Mansbridge Road	20	11%	-	0
E02004838	Colden Common	Highbridge Road	Twyford Road	148	1.2%	Twyford Road	18	100.0%	148	M27 West	19	6%	-	0
E02004840	Bishoo's Waltham	Alan Drayton Way	Mansbridee Road	147	1.2%	Mansbridee Road	30	100.0%	147	Bishoostoke Road	37	23%	-	0
E02003550	Lordswood	Stoneham Way		142	1.1%	Stoneham Way	25	100.0%	142	M27 East	27	8%	-	0
E02004823	Cupernham	M27 East		137	1.1%	M27 East	23	100.0%	137	Stoneham Lane	29	26%	-	0
E02003562	Bitterne Park	Wessex Lane		136	1.1%	Wessex Lane	15	100.0%	136	Stoneham Way	18	20%	-	0
E02004724	Old Netley	M27 East		124	1.0%	M27 East	28	100.0%	124	Mansbridge Road	31	9%	-	0
E02003574	Weston Lane	Mansbridge Road		121	1.0%	Mansbridge Road	32	100.0%	121	M27 East	35	11%	-	0
E02003556	Townhill Park	Wessex Lane		118	0.9%	Wessex Lane	15	100.0%	118	Stoneham Lane	19	31%	-	0
E02003551	Mansbridae	Mansbridee Road		114	0.9%	Mansbridee Road	8	100.0%	114	None	0	-100%	-	0
E02004841	Shedfield	M27 East		114	0.9%	M27 East	36	100.0%	114	Mansbridge Road	40	10%	-	0
E02003577	Ocean Village	Stoneham Way		111	0.9%	Stoneham Way	22	100.0%	111	None	0	-100%	-	0
E02004781	West Totton	M27 West		111	0.9%	M27 West	18	100.0%	111	None	0	-100%	-	0
E02004727	Sarisbury Green	M27 East		110	0.9%	M27 East	32	100.0%	110	None	0	-100%	-	0
E02004728	Titchfield Park	M27 East		105	0.8%	M27 East	39	100.0%	105	None	0	-100%	-	0
E02003568	Banister's Park	Stoneham Lane (west of Trojans Sports Club)	Stoneham Lane	104	0.8%	Stoneham Lane	18	100.0%	104	None	0	-100%	-	0
E02003576	Itchen	Stoneham Lane		104	0.8%	Stoneham Lane	21	100.0%	104	Mansbridee Road	0	-100%	-	0
E02003572	Bitterne South	Wessex Lane		102	0.8%	Wessex Lane	18	100.0%	102	Mansbridge Road	20	11%	-	0
E02004828	Chilworth	Stoneham Lane (west of Trojans Sports Club)	Stoneham Lane	98	0.8%	Stoneham Lane	14	100.0%	98	Bassett Green Road	15	4%	-	0
E02003579	Woolston	Stoneham Lane		97	0.8%	Stoneham Lane	30	100.0%	97	Mansbridge Road	32	5%	-	0
E02003566	Harefield	Mansbridge Road		96	0.8%	Mansbridge Road	21	50.0%	48	Wessex Lane	21	0%	50.0%	48
E02004731	Locks Heath	M27 East		93	0.7%	M27 East	39	100.0%	93	Mansbridge Road	41	6%	-	0
E02003563	Shirley Park	Stoneham Way		91	0.7%	Stoneham Way	26	100.0%	91	None		-100%	-	0
E02003569	Freemantle	Stoneham Wav		88	0.7%	Stoneham Wav	21	100.0%	88	None		-100%	-	0
E02004786	Marchwood	M27 West		87	0.7%	M27 West	28	100.0%	87	None		-100%	-	0
E02003549	Bassett Green	Stoneham Way		86	0.7%	Stoneham Way	7	100.0%	86	Bassett Green Road	9	29%	-	0
E02003578	Botnay Bay	Mansbridge Road		86	0.7%	Mansbridge Road	28	100.0%	86	None		-100%	-	0
E02004783	Rushington	M27 West		85	0.7%	M27 West	23	100.0%	85	None		-100%	-	0
E02003558	Shirley Warren	Stoneham Way		85	0.7%	Stoneham Way	26	100.0%	85	None		-100%	-	0
E02003559	Upper Shirley	Stoneham Way		85	0.7%	Stoneham Way	20	100.0%	85	None		-100%	-	0
E02004732	Warsash	Mansbridee Road		81	0.6%	Mansbridee Road	40	100.0%	81	None		-100%	-	0
E02003552	Coxford	Stoneham Way		81	0.6%	Stoneham Way	25	100.0%	81	None		-100%	-	0
E02003567	Regents Park	Stoneham Way		77	0.6%	Stoneham Way	26	100.0%	77	M27 West	27	4%	-	0
E02004725	Netley	M27 East		76	0.6%	M27 East	33	100.0%	76	Mansbridge Road	35	8%	-	0
E02004789	Netley View	M27 West		74	0.6%	M27 West	36	100.0%	74	None		-100%	-	0
E02003573	Thornhill	Mansbridge Road		74	0.6%	Mansbridge Road	26	100.0%	74	M27 East	28	10%	-	0
E02003575	Hightown	M27 East		74	0.6%	M27 East	26	100.0%	74	Mansbridge Road	27	6%	-	0
E02003555	Mavbush	M27 West		72	0.6%	M27 West	27	100.0%	72	Stoneham Wav	28	6%	-	0
E02004826	Awbridge	M27 West		71	0.6%	M27 West	28	100.0%	71	None		-100%	-	0
E02004726	Hamble Airfield	Mansbridge Road		70	0.6%	Mansbridge Road	33	100.0%	70	M27 East	41	25%	-	0
E02003561	St Denys	Stoneham Way		70	0.6%	Stoneham Way	10	100.0%	70	Wessex Lane	12	15%	-	0
E02003553	Swaythine	Stoneham Wav		69	0.5%	Stoneham Wav	6	100.0%	69	None		-100%	-	0
E02004780	Hammond's Green	M27 West		67	0.5%	M27 West	27	100.0%	67	None		-100%	-	0
E02003554	Hollybrook	Stoneham Way		63	0.5%	Stoneham Way	20	100.0%	63	None		-100%	-	0
E02003580	Weston	Mansbridee Road		63	0.5%	Mansbridee Road	32	100.0%	63	M27 East	35	11%	-	0
E02004837	Olivers Battery	M27 West		63	0.5%	M27 West	19	100.0%	63	Twyford Road	24	26%	-	0
E02004782	Totton	M27 West		62	0.5%	M27 West	20	100.0%	62	None		-100%	-	0
E02004787	Hollybank	M27 West		62	0.5%	M27 West	33	100.0%	62	None		-100%	-	0
E02003560	Redbridge	M27 West		61	0.5%	M27 West	21	100.0%	61	None		-100%	-	0
E02004733	Titchfield	M27 East		60	0.5%	M27 East	42	100.0%	60	None		-100%	-	0
E02004746	Lee-on-the-solent	M27 East		58	0.5%	M27 East	55	100.0%	58	None		-100%	-	0
E02004839	Warnford	M27 West		58	0.5%	M27 West	33	100.0%	58	Stoneham Lane	43	29%	-	0
E02004824	Romsey	M27 West		52	0.4%	M27 West	19	100.0%	52	None		-100%	-	0
E02004833	Weeke	M27 West		50	0.4%	M27 West	28	100.0%	50	Twyford Road	31	13%	-	0

MSOAs over 50 combined trips
Google Maps routing. Arrival time Wednesday 15 January 09:00
Assumes access via Mitchell Way
Average journey time presented
If longer route is longer by <0.5%, the longer route is considered an acceptable option

END

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PM Routing

usual residence : 2011 super output area - middle layer	Area Description	Travel FROM Site			WU03EW (Drivers/ Passengers)		Primary Route				Alternative Route				
E02004717	North Stoneham	Stoneham Lane			477	3.8%	Stoneham Lane	13	100.0%	477	Bassett Green Road	14	8%	-	0
E02004719	Fair Oak	Mansbridge Road			433	3.4%	Mansbridge Road	24	100.0%	433	None	0	-100%	-	0
E02004716	Bishopstoke	Bishopstoke Road			396	3.1%	Bishopstoke Road	17	100.0%	396	None	0	-100%	-	0
E02004715	Boyatt Wood	Chestnut Avenue			393	3.1%	Chestnut Avenue	17	100.0%	393	Twyford Road	18	6%	-	0
E02004713	Peveretls Wood	M27 West			352	2.8%	M27 West	17	100.0%	352	Chestnut Avenue	20	18%	-	0
E02004718	Eastleigh	Chestnut Avenue			345	2.7%	Chestnut Avenue	10	100.0%	345	Derby Road	12	15%	-	0
E02004720	West End	Mansbridge Road			303	2.4%	Mansbridge Road	20	100.0%	303	None	0	-100%	-	0
E02004827	Valley Park	Stoneham Lane			284	2.2%	Stoneham Lane	20	100.0%	284	Derby Road	22	10%	-	0
E02004714	Chandler's Ford	M27 West			251	2.0%	M27 West	16	100.0%	251	Chestnut Avenue	19	19%	-	0
E02004712	Hiltinebury	M27 West			243	1.9%	M27 West	20	100.0%	243	Stoneham Lane	27	33%	-	0
E02004721	Boorley Green	M27 East			234	1.8%	M27 East	21	100.0%	234	None	0	-100%	-	0
E02004825	Ampfield	M27 West			212	1.7%	M27 West	23	100.0%	212	Mansbridge Road	28	20%	-	0
E02004723	Cranbourne Park	M27 East			179	1.4%	M27 East	18	100.0%	179	None	0	-100%	-	0
E02004722	Broad Oak	M27 East			160	1.3%	M27 East	18	100.0%	160	None	0	-100%	-	0
E02003564	Bitterne	Stoneham Way			150	1.2%	Stoneham Way	22	50.0%	75	Mansbridge Road	22	0%	50.0%	75
E02004838	Colden Common	M27 West			148	1.2%	M27 West	21	100.0%	148	Twyford Road	24	14%	-	0
E02004840	Bishop's Waltham	M27 East			147	1.2%	M27 East	31	100.0%	147	None	0	-100%	-	0
E02003550	Lordswood	Stoneham Way			142	1.1%	Stoneham Way	27	50.0%	71	M27 West	27	0%	50.0%	71
E02004823	Cupernham	M27 West			137	1.1%	M27 West	28	100.0%	137	None	0	-100%	-	0
E02003562	Bitterne Park	Wessex Lane			136	1.1%	Wessex Lane	18	100.0%	136	Bassett Green Road	19	6%	-	0
E02004724	Old Netley	M27 East			124	1.0%	M27 East	27	100.0%	124	Mansbridge Road	31	17%	-	0
E02003574	Weston Lane	Mansbridge Road			121	1.0%	Mansbridge Road	31	50.0%	61	M27 East	31	0%	50.0%	61
E02003556	Townhill Park	Wessex Lane			118	0.9%	Wessex Lane	16	100.0%	118	Stoneham Way	18	13%	-	0
E02003551	Mansbridge	Mansbridge Road			114	0.9%	Mansbridge Road	11	100.0%	114	None	0	-100%	-	0
E02004841	Shedfield	M27 East			114	0.9%	M27 East	28	100.0%	114	None	0	-100%	-	0
E02003577	Ocean Village	Stoneham Way			111	0.9%	Stoneham Way	30	100.0%	111	None	0	-100%	-	0
E02004781	West Totton	M27 West			111	0.9%	M27 West	23	100.0%	111	None	0	-100%	-	0
E02004727	Sarisbury Green	M27 East			110	0.9%	M27 East	28	100.0%	110	None	0	-100%	-	0
E02004728	Titchfield Park	M27 East			105	0.8%	M27 East	23	100.0%	105	None	0	-100%	-	0
E02003568	Banister's Park	Stoneham Lane			104	0.8%	Stoneham Lane	13	100.0%	104	Stoneham Way	14	8%	-	0
E02003576	Itchen	Mansbridge Road			104	0.8%	Mansbridge Road	17	100.0%	104	None	0	-100%	-	0
E02003572	Bitterne South	Stoneham Way			102	0.8%	Stoneham Way	23	100.0%	102	Mansbridge Road	24	4%	-	0
E02004828	Chilworth	Bassett Green Road			98	0.8%	Bassett Green Road	17	100.0%	98	Stoneham Lane	19	12%	-	0
E02003579	Woolston	Stoneham Way			97	0.8%	Stoneham Way	28	50.0%	49	Mansbridge Road	28	0%	50.0%	49
E02003566	Harefield	Mansbridge Road			96	0.8%	Mansbridge Road	21	100.0%	96	None	0	-100%	-	0
E02004731	Locks Heath	M27 East			93	0.7%	M27 East	28	100.0%	93	None	0	-100%	-	0
E02003563	Shirley Park	M27 West			91	0.7%	M27 West	24	100.0%	91	Bassett Green Road	29	21%	-	0
E02003569	Freemantle	M27 West			88	0.7%	M27 West	26	100.0%	88	Stoneham Way	30	18%	-	0
E02004786	Marchwood	M27 West			87	0.7%	M27 West	28	100.0%	87	Bassett Green Road	42	51%	-	0
E02003549	Bassett Green	Bassett Green Road			86	0.7%	Bassett Green Road	12	100.0%	86	Stoneham Way	14	17%	-	0
E02003578	Botnay Bay	Stoneham Way			86	0.7%	Stoneham Way	27	50.0%	43	Mansbridge Road	27	0%	50.0%	43
E02004783	Rushington	M27 West			85	0.7%	M27 West	23	100.0%	85	Bassett Green Road	37	61%	-	0
E02003558	Shirley Warren	Bassett Green Road			85	0.7%	Bassett Green Road	28	50.0%	43	M27 West	28	0%	50.0%	43
E02003559	Upper Shirley	Stoneham Lane			85	0.7%	Stoneham Lane	23	100.0%	85	None	0	-100%	-	0
E02004732	Warsash	M27 East			81	0.6%	M27 East	29	100.0%	81	None	0	-100%	-	0
E02003552	Coxford	Bassett Green Road			81	0.6%	Bassett Green Road	26	100.0%	81	M27 West	27	4%	-	0
E02003567	Regents Park	M27 West			77	0.6%	M27 West	22	100.0%	77	Bassett Green Road	29	32%	-	0
E02004725	Netley	M27 East			76	0.6%	M27 East	32	100.0%	76	Mansbridge Road	36	11%	-	0
E02004789	Netley View	M27 West			74	0.6%	M27 West	39	100.0%	74	Bassett Green Road	48	22%	-	0
E02003573	Thornhill	M27 East			74	0.6%	M27 East	24	100.0%	74	Mansbridge Road	27	10%	-	0
E02003575	Highstown	M27 East			74	0.6%	M27 East	24	100.0%	74	Mansbridge Road	30	25%	-	0
E02003555	Maybush	M27 West			72	0.6%	M27 West	27	100.0%	72	Bassett Green Road	28	4%	-	0
E02004826	Awbridge	M27 West			71	0.6%	M27 West	29	100.0%	71	Bassett Green Road	36	25%	-	0
E02004726	Hamble Airfield	M27 East			70	0.6%	M27 East	31	100.0%	70	Mansbridge Road	35	11%	-	0
E02003561	St Denys	Stoneham Way			70	0.6%	Stoneham Way	14	100.0%	70	None	0	-100%	-	0
E02003553	Swaythling	Stoneham Way			69	0.5%	Stoneham Way	9	100.0%	69	None	0	-100%	-	0
E02004780	Hammond's Green	M27 West			67	0.5%	M27 West	22	100.0%	67	None	0	-100%	-	0
E02003554	Hollybrook	Bassett Green Road			63	0.5%	Bassett Green Road	23	100.0%	63	Stoneham Way	26	11%	-	0
E02003580	Weston	Mansbridge Road			63	0.5%	Mansbridge Road	31	100.0%	63	M27 East	32	3%	-	0
E02004837	Olivers Battery	M27 West			63	0.5%	M27 West	22	100.0%	63	Twyford Road	37	66%	-	0
E02004782	Totton	M27 West			62	0.5%	M27 West	27	100.0%	62	Bassett Green Road	41	53%	-	0
E02004787	Hollybank	M27 West			62	0.5%	M27 West	36	100.0%	62	Bassett Green Road	48	34%	-	0
E02003560	Redbridge	M27 West			61	0.5%	M27 West	23	100.0%	61	Bassett Green Road	34	46%	-	0
E02004733	Titchfield	M27 East			60	0.5%	M27 East	28	100.0%	60	None	0	-100%	-	0
E02004746	Lee-on-the-solent	M27 East			58	0.5%	M27 East	39	100.0%	58	None	0	-100%	-	0
E02004839	Warnford	M27 East			58	0.5%	M27 East	40	100.0%	58	None	0	-100%	-	0
E02004824	Romsey	M27 West			52	0.4%	M27 West	23	100.0%	52	Bassett Green Road	31	35%	-	0
E02004833	Weeke	M27 West			50	0.4%	M27 West	31	100.0%	50	None	0	-100%	-	0

MSOAs over 50 combined trips
Google Maps routing. Departing time Wednesday 15th January 17:00
Assumes access via Mitchell Way
Average journey time presented
If longer route is longer by <0.5%, the longer route is considered an acceptable option

END

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AM Distribution

Enter into the Study Area

Route (with alternative routing 50%)	Percentage
Stoneham Lane	27%
Bishopstoke Road	9%
Twyford Road	4%
Mansbridge Road	13%
M27 East	15%
Stoneham Way	11%
Wessex Lane	6%
M27 West	14%
Bassett Green Road	-
Chestnut Avenue	-
Derby Road	-
Strategic Road Network	*29%*

Summarises where employees will enter the study area
Where a longer route is longer by less than 0.5%, the longer route is considered an acceptable option. 50% of employees are assigned to the primary route and 50% to the longer route

END

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PM Distribution

Exit the Study Area

Route (with alternative routing 50%)	Percentage
Stoneham Lane	10%
Bishopstoke Road	4%
Twyford Road	-
Mansbridge Road	15%
M27 East	21%
Stoneham Way	6%
Wessex Lane	3%
M27 West	29%
Bassett Green Road	4%
Chestnut Avenue	8%
Derby Road	-
Strategic Road Network	*49%*

Summarises where employees will exit the study area
Where a longer route is longer by less than 0.5%, the longer route is considered an acceptable option. 50% of employees are assigned to the primary route and 50% to the longer route

END

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AM Network Distribution

Percentage of Employees Passing Through Each Arm of a Junction with the Study Area

Junction	Entry Arm to Juction (to Site)	Entry Point to Network that will use Junction Arm								Distribution
J1	A335 Southampton Road	Twyford Road	Bishopstoke Road	Derby Road	Chestnut Avenue					13%
J2	A335 Wide Lane (north)	Twyford Road	Bishopstoke Road	Derby Road	Chestnut Avenue	South Street				13%
J3	A335	Stoneham Lane	M27 West	M27 East						56%
J3	A335 Wide Lane	Twyford Road	Bishopstoke Road	Derby Road	Chestnut Avenue	South Street				13%
J4	Stoneham Lane	Stoneham Lane								27%
J4	M27 West	M27 West								14%
J4	M27 East	M27 East								15%
J5	Wide Lane (north)	Twyford Road	Bishopstoke Road	Derby Road	Chestnut Avenue	Stoneham Lane	M27 West	M27 East	South Street	69%
J5	Wide Lane (south)	Mansbridge Road	Wessex Lane	Stoneham Way	Bassett Green Road	Mountpark				31%
J6	Wide Lane (south)	Mansbridge Road	Wessex Lane	Stoneham Way	Bassett Green Road					31%
J7	Wide Lane (west)	Wessex Lane	Stoneham Way	Bassett Green Road						18%
J7	Mansbridge Road	Mansbridge Road								13%
J8A	Twyford Road	Twyford Road								4%
J8B	A335 Station Hill	Twyford Road	Coles Close	Romsey Road						4%
J8B	Bishopstoke Road (Left Turn Slip)	Bishopstoke Road								9%
J9	Wide Lane (west)	Bassett Green Road	Stoneham Way							11%
J9	Wessex Lane	Wessex Lane								6%
J10	Stoneham Way (south)	Stoneham Way								11%
J11	A335 Southampton Road	Twyford Road	Bishopstoke Road	Derby Road						13%
J12	A335 Southampton Road (north)	Twyford Road	Bishopstoke Road							13%

Based on entry point assigned in AM Distribution tab

END

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Navigator Quarter
Employment Distribution v4.xlsx

PM Network Distribution

Percentage of Employees Passing Through Each Arm of a Junction with the Study Area

Junction	Movement	Exit Point to Network that will use Junction Arm								Distribution
J1	A335 Wide Lane to A335 Southampton Road	Derby Road	Chestnut Avenue	Twyford Road	Bishopstoke Road					12%
J2	A335 Wide Lane (south) to A335 Wide Lane (north)	Derby Road	Chestnut Avenue	Twyford Road	Bishopstoke Road	South Street				12%
J3	Wide Lane to A335 Wide Lane	Derby Road	Chestnut Avenue	Twyford Road	Bishopstoke Road	South Street	Southampton Parkway Access			12%
J3	Wide Lane to A335	Stoneham Lane	M27 West	M27 East	Bassett Green Road					64%
J4	A335 to Stoneham Lane	Stoneham Lane								10%
J4	A335 to M27 West	M27 East								21%
J4	A335 to M27 East	M27 West								29%
J4	A335 to Stoneham Way	Bassett Green Road								4%
J5	Mitchell Way to Wide Lane (north)	Twyford Road	Bishopstoke Road	Derby Road	Chestnut Avenue	Stoneham Lane	M27 West	M27 East	Bassett Green Road	76%
J5	Mitchell Way to Wide Lane (south)	Mansbridge Road	Wessex Lane	Stoneham Way						24%
J6	Wide Lane (north) to Wide Lane (south)	Mansbridge Road	Bassett Green Road	Wessex Lane	Stoneham Way					28%
J7	Wide Lane (north) to Wide Lane (west)	Wessex Lane	Stoneham Way							9%
J7	Wide Lane (north) to Mansbridge Road	Mansbridge Road								15%
J8B	A335 Southampton Road to Bishopstoke Road (Left Turn Slip)	Bishopstoke Road								4%
J9	Wide Lane (east) to Wide Lane (west)	Stoneham Way								6%
J9	Wide Lane (east) to Wessex Lane	Wessex Lane								3%
J10	Wide Lane to Stoneham Way (south)	Stoneham Way								6%
J10	Stoneham Way (north) to Bassett Green Road	Bassett Green Road								4%
J11	A335 Wide Lane to Chestnut Avenue	Chestnut Avenue								8%
J11	A335 Wide Lane to A335 Southampton Road	Twyford Road	Bishopstoke Road	Derby Road						4%
J12	A335 Southampton Road (south) to A335 Southampton Road (no	Twyford Road	Bishopstoke Road							4%

Based on exit point assigned in PM Distribution tab

END

R Proposed Development Light Vehicle (Employment Vehicle) Turning Movement Flows

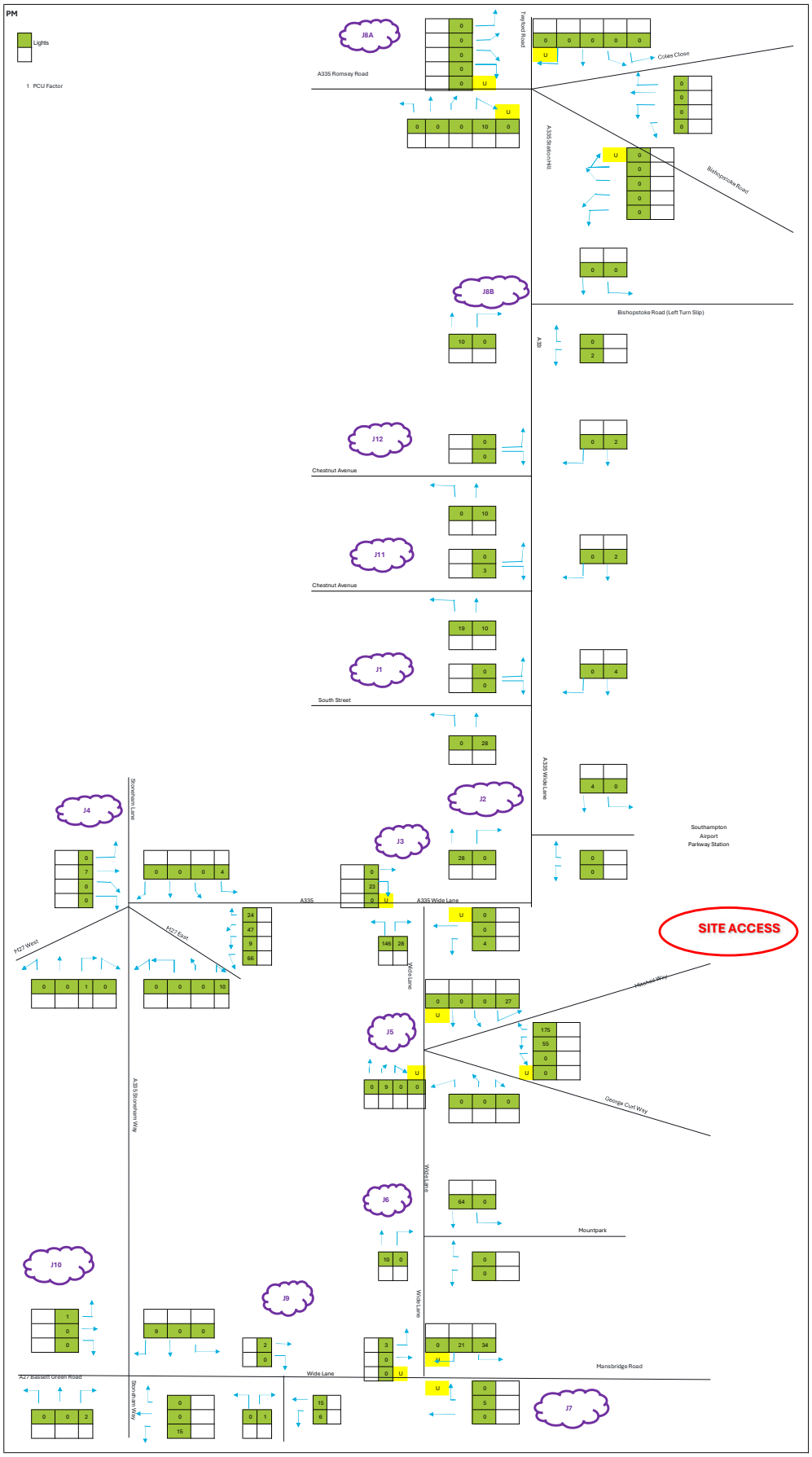
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Proposed Development Baseline - Light Vehicle PCUs (Cars, Motorcycles, Taxis, LGVs)



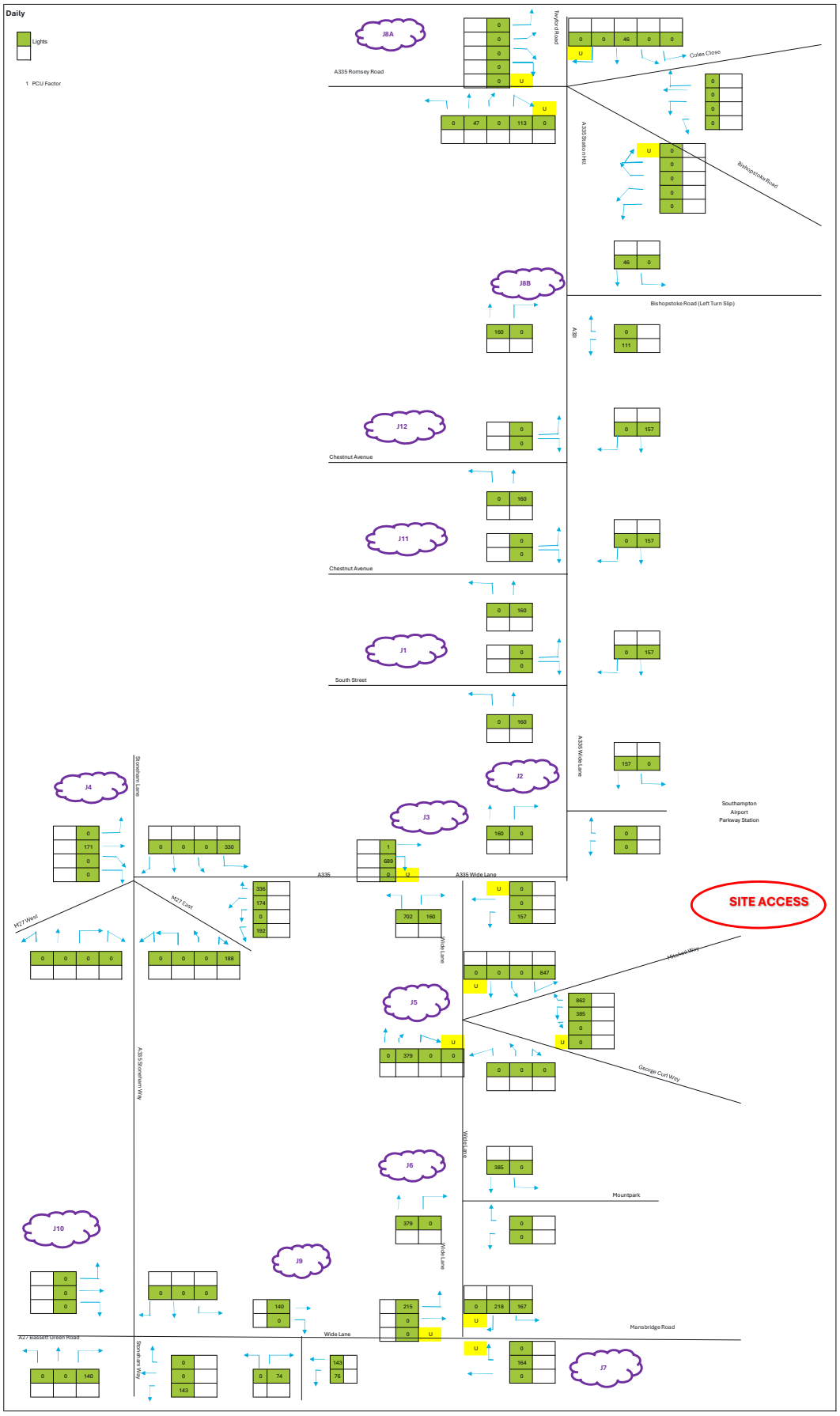
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Proposed Development Baseline - Light Vehicle PCUs (Cars, Motorcycles, Taxis, LGVs)

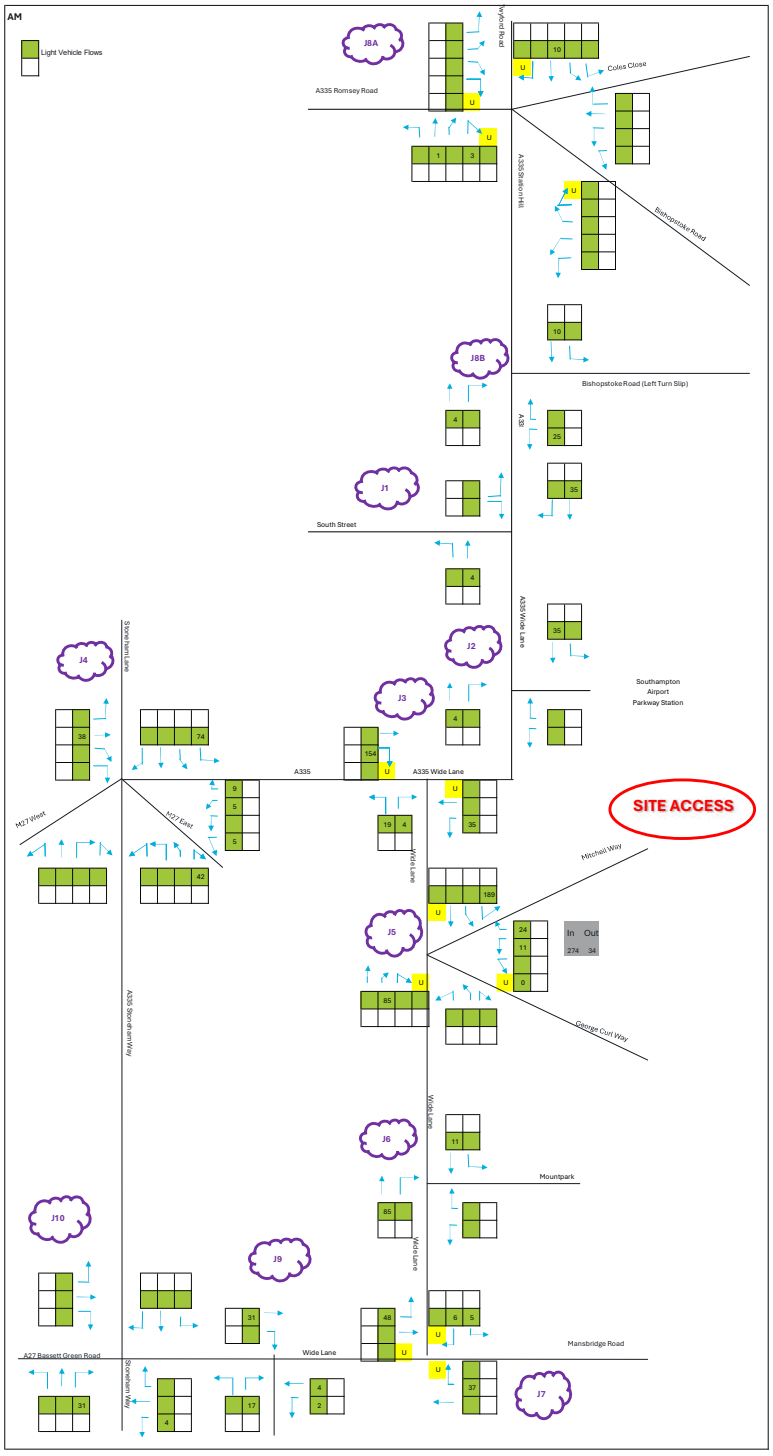


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Proposed Development Baseline - Light Vehicle PCUs (Cars, Motorcycles, Taxis, LGVs)



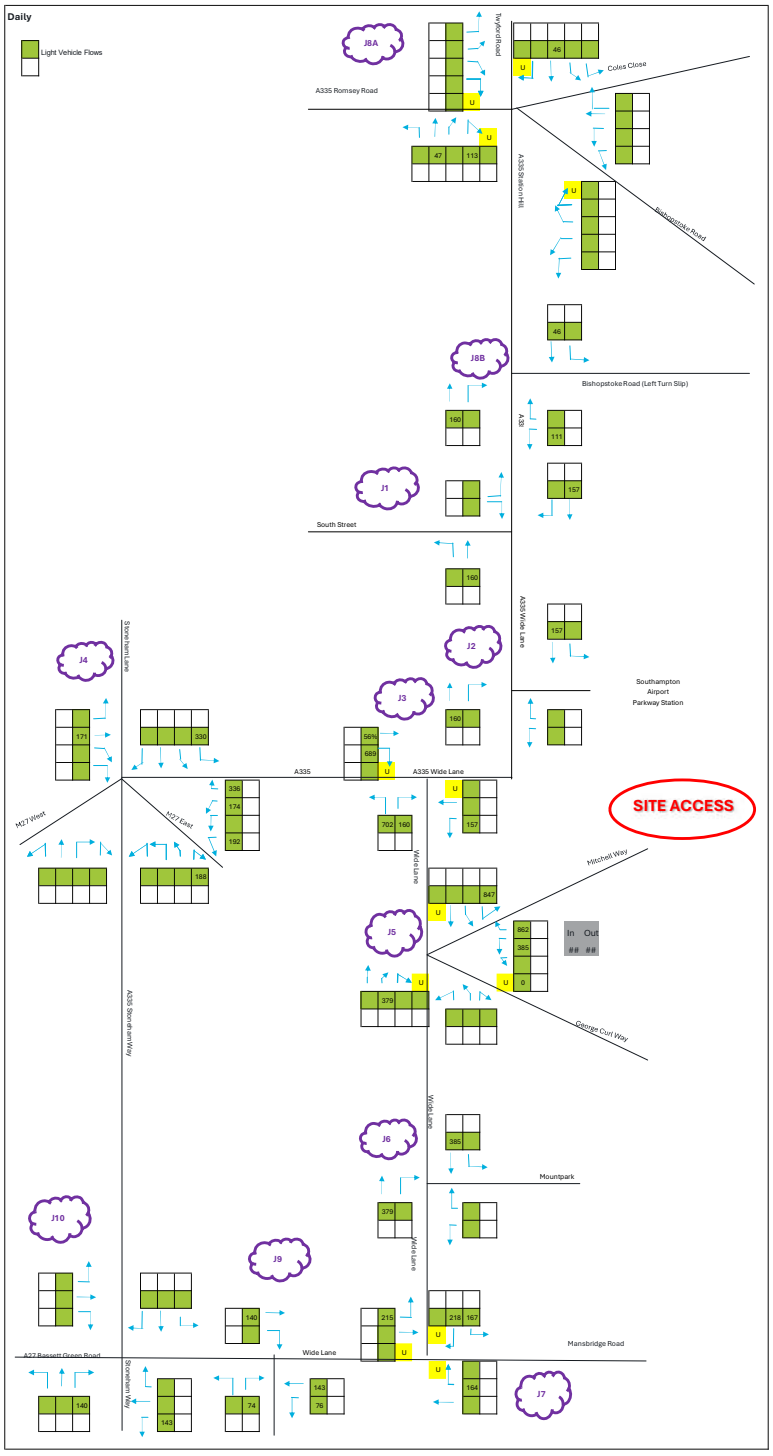
Proposed Development - Light Vehicle Flows (Cars, Motorcycles, Taxis)



Proposed Development - Light Vehicle Flows (Cars, Motorcycles, Taxis)



Proposed Development - Light Vehicle Flows (Cars, Motorcycles, Taxis)

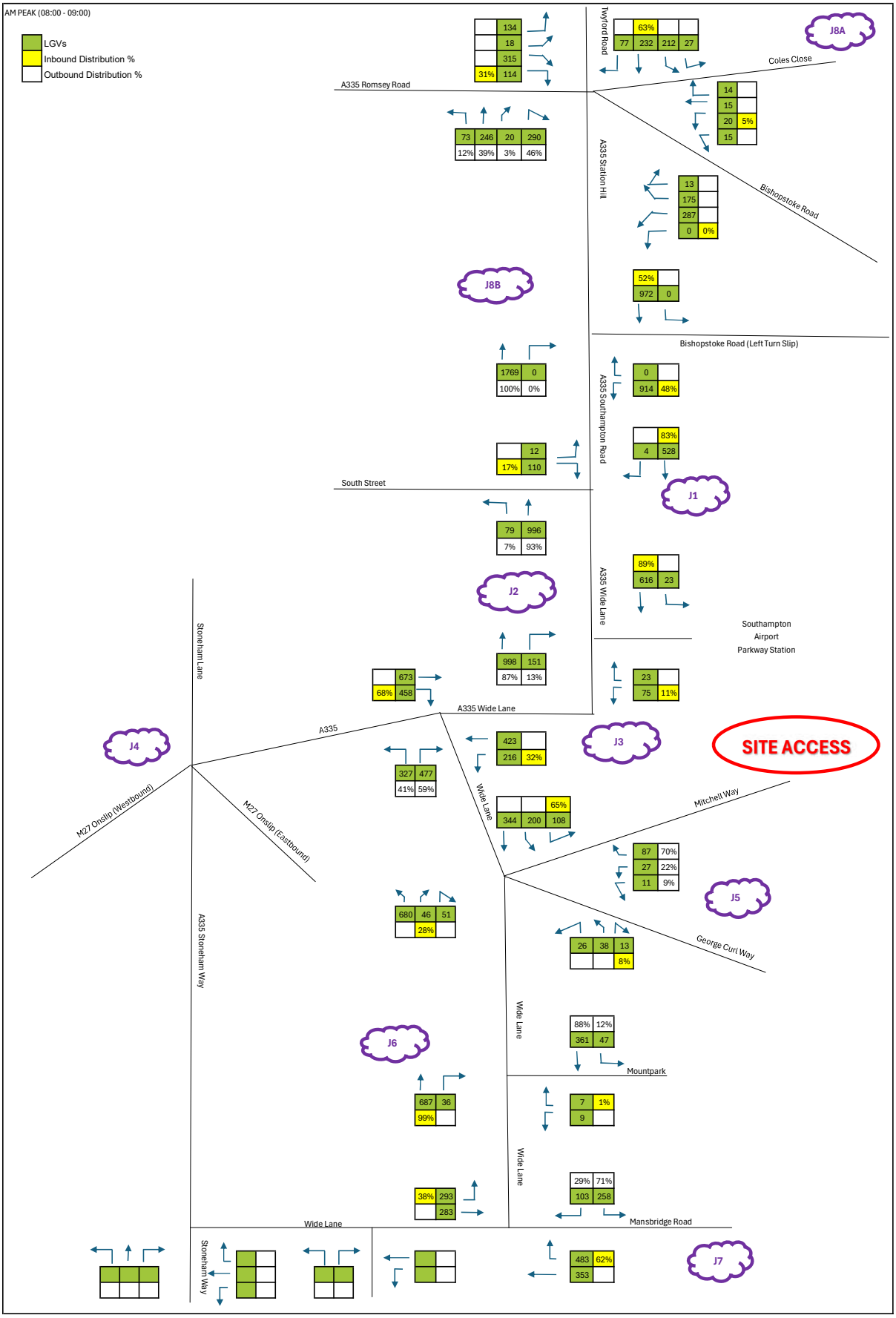


S 2023 Light Goods Vehicle Flow (LGV) Distribution

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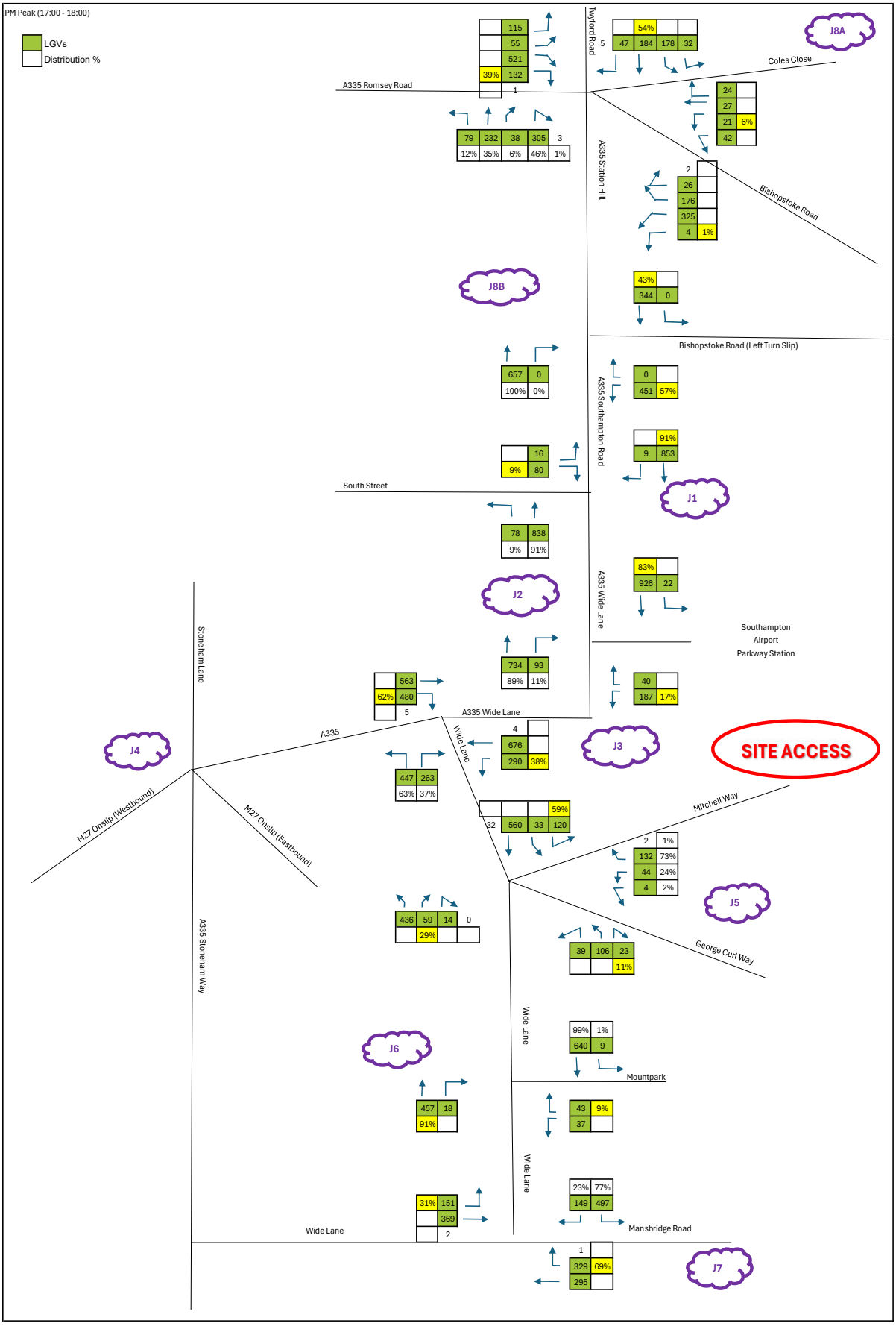
Blocwork
Navigator Quarter
Flow Diagrams

LGV Flows from 2023 Traffic Surveys



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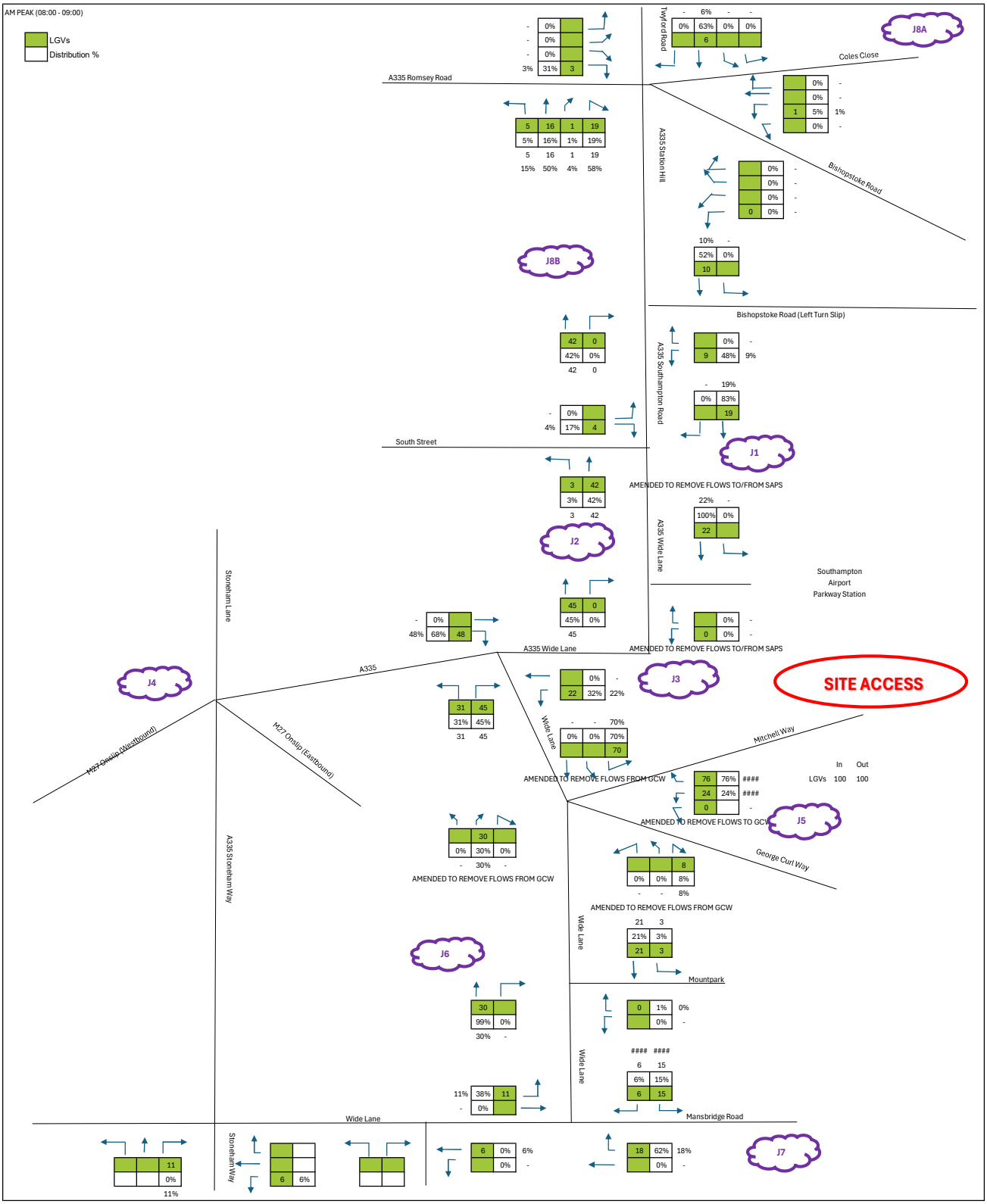


T Proposed Development LGV Trip Distribution

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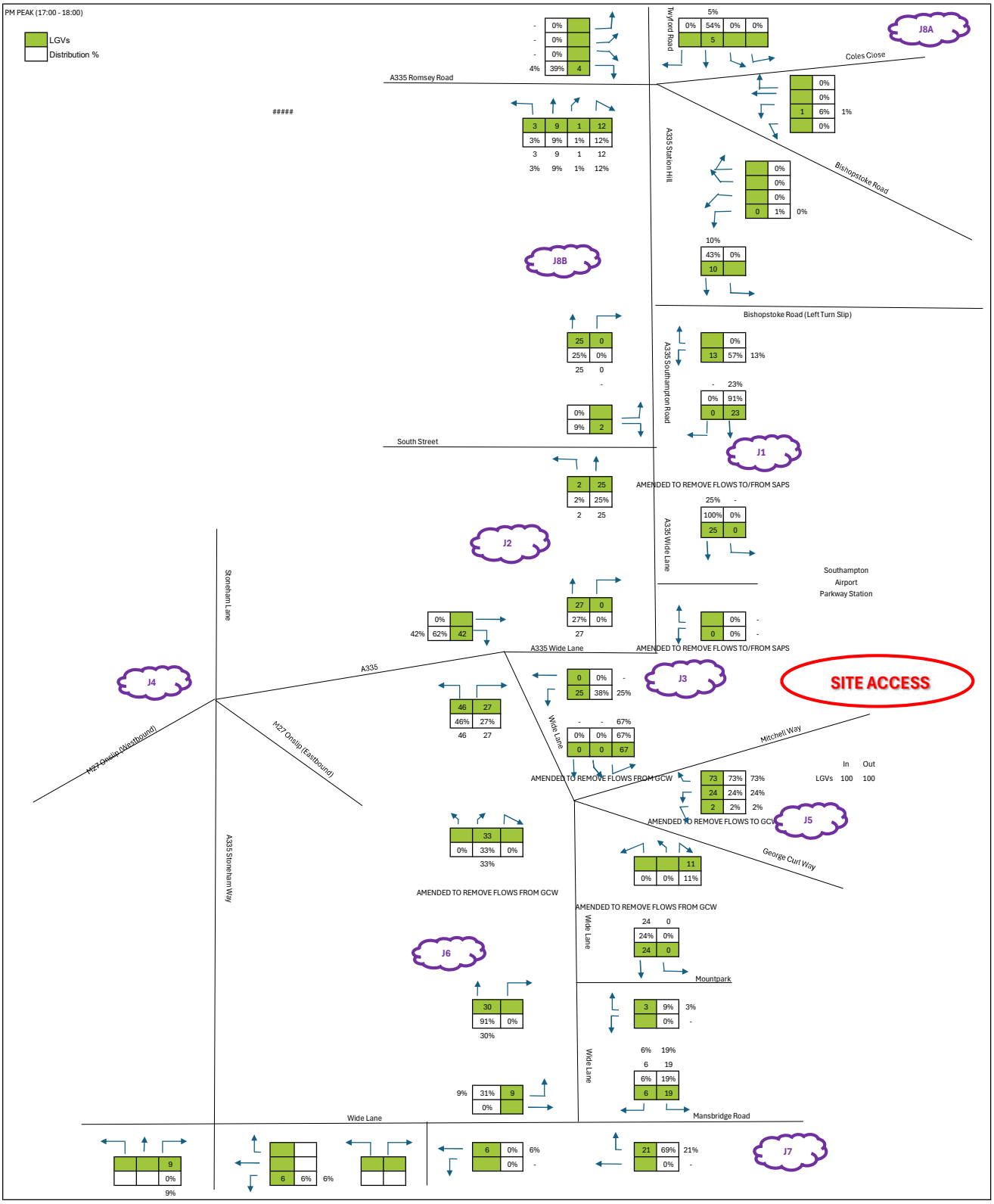
Blocwork
Navigator Quarter
Flow Diagrams

LGV Survey Distribution



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U Proposed Development LGV Turning Movement Flows

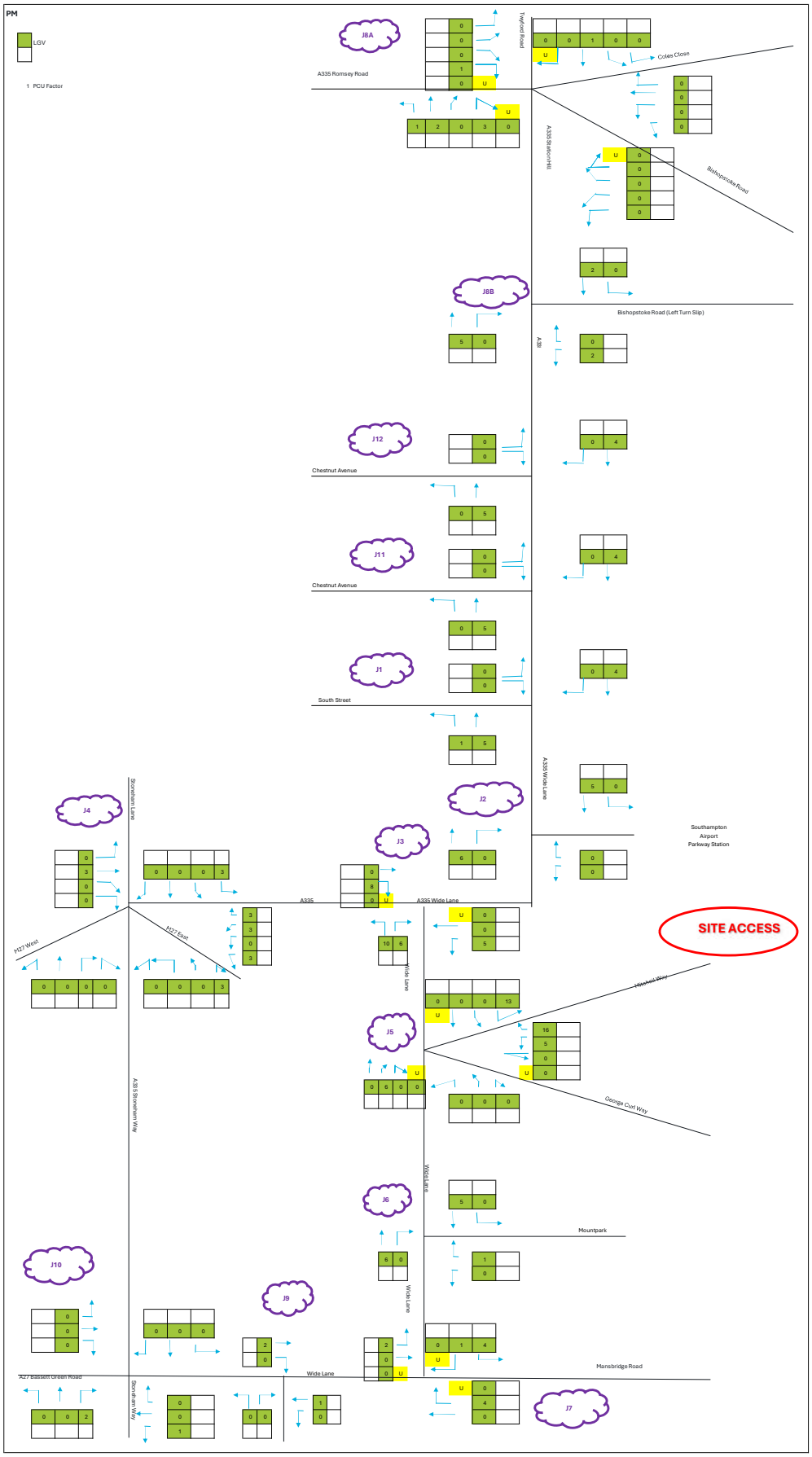
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Proposed Development Baseline - LGVs PCUs



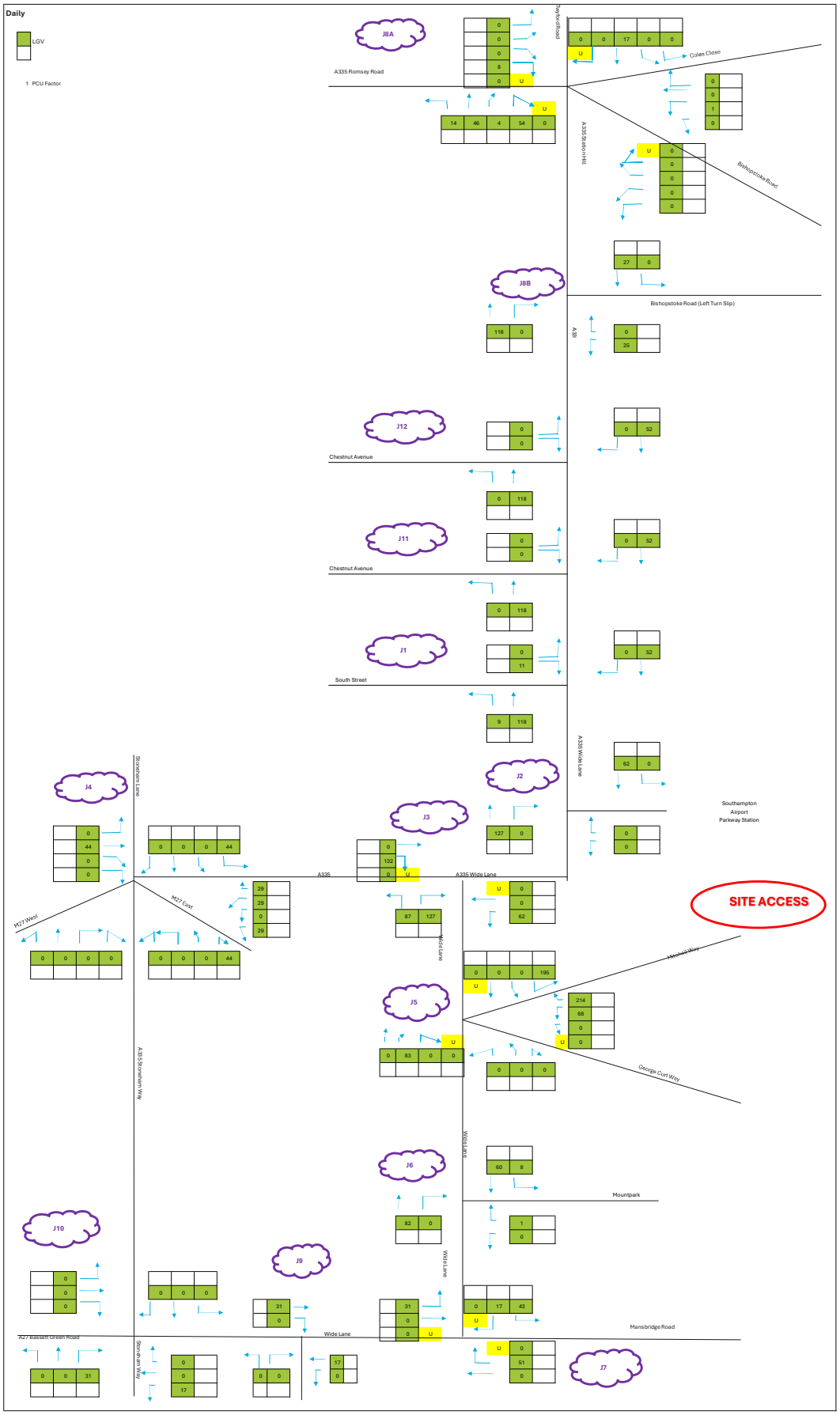
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Proposed Development Baseline - LGVs PCUs

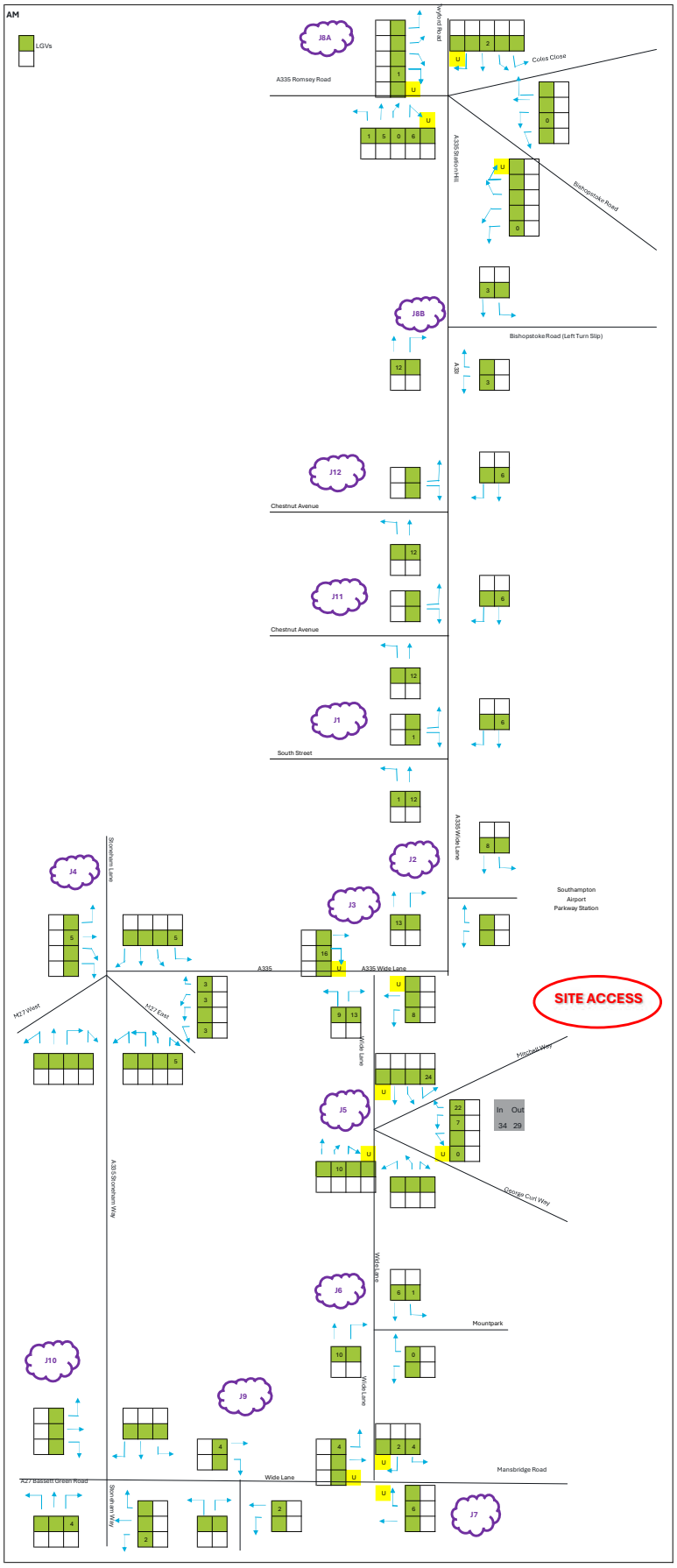


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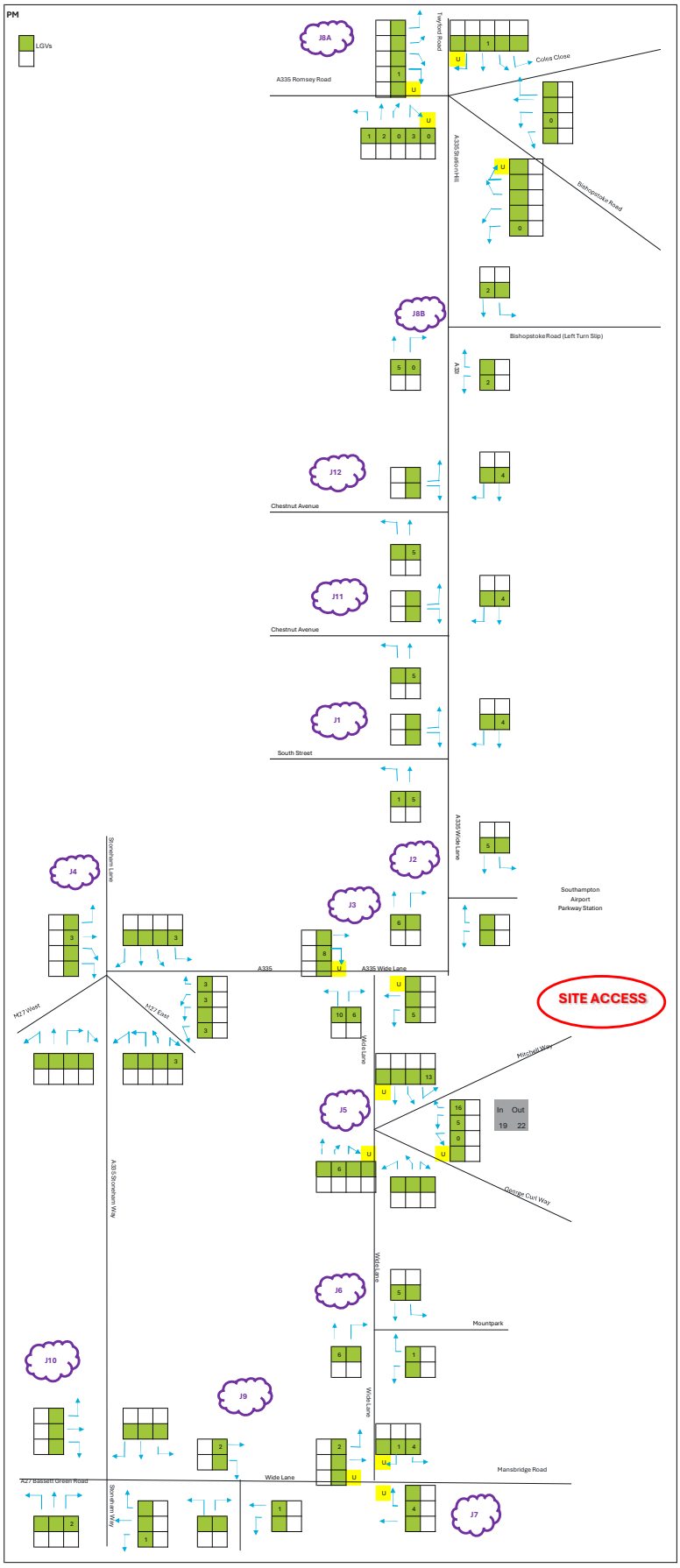
Proposed Development Baseline - LGVs PCUs



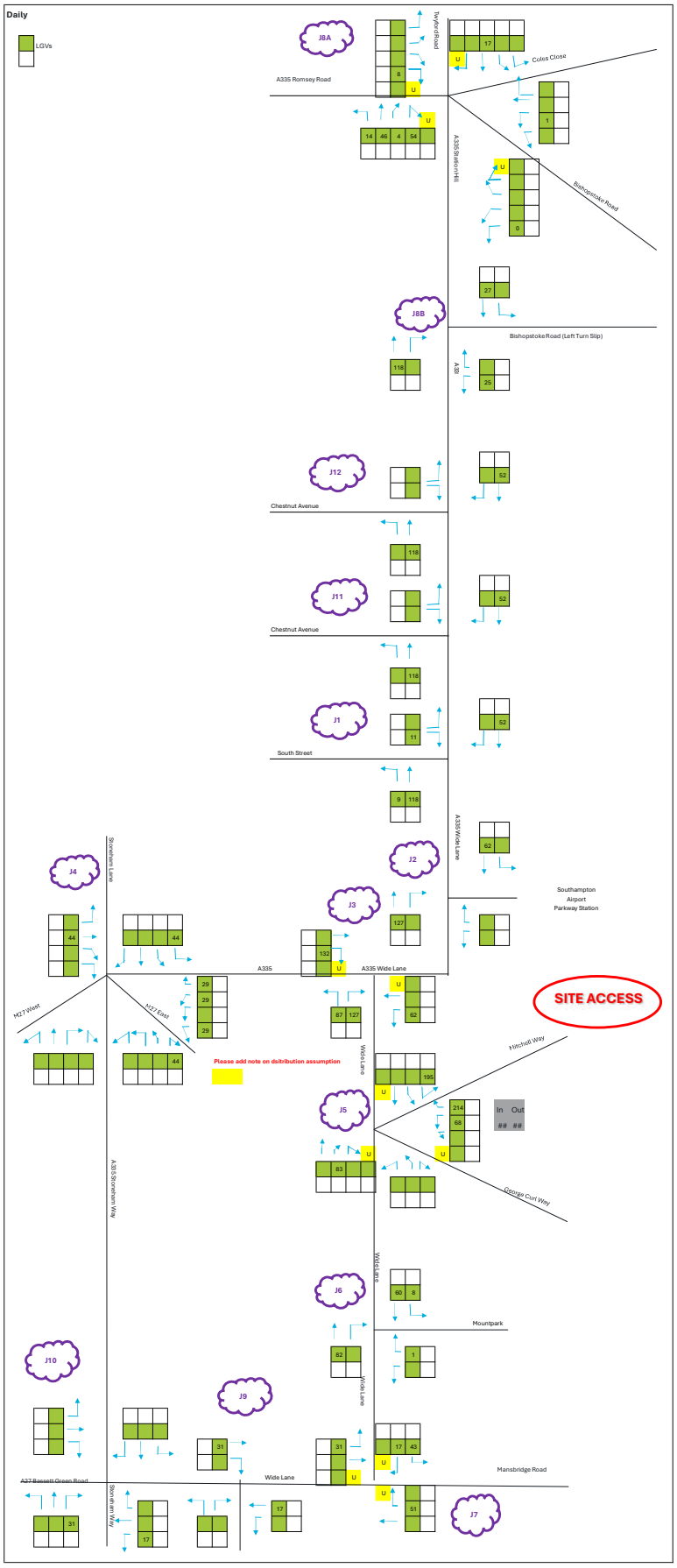
Proposed Development - LGVs



Proposed Development - LGVs



Proposed Development - LGVs



V Proposed Development HGV Turning Movement Flows

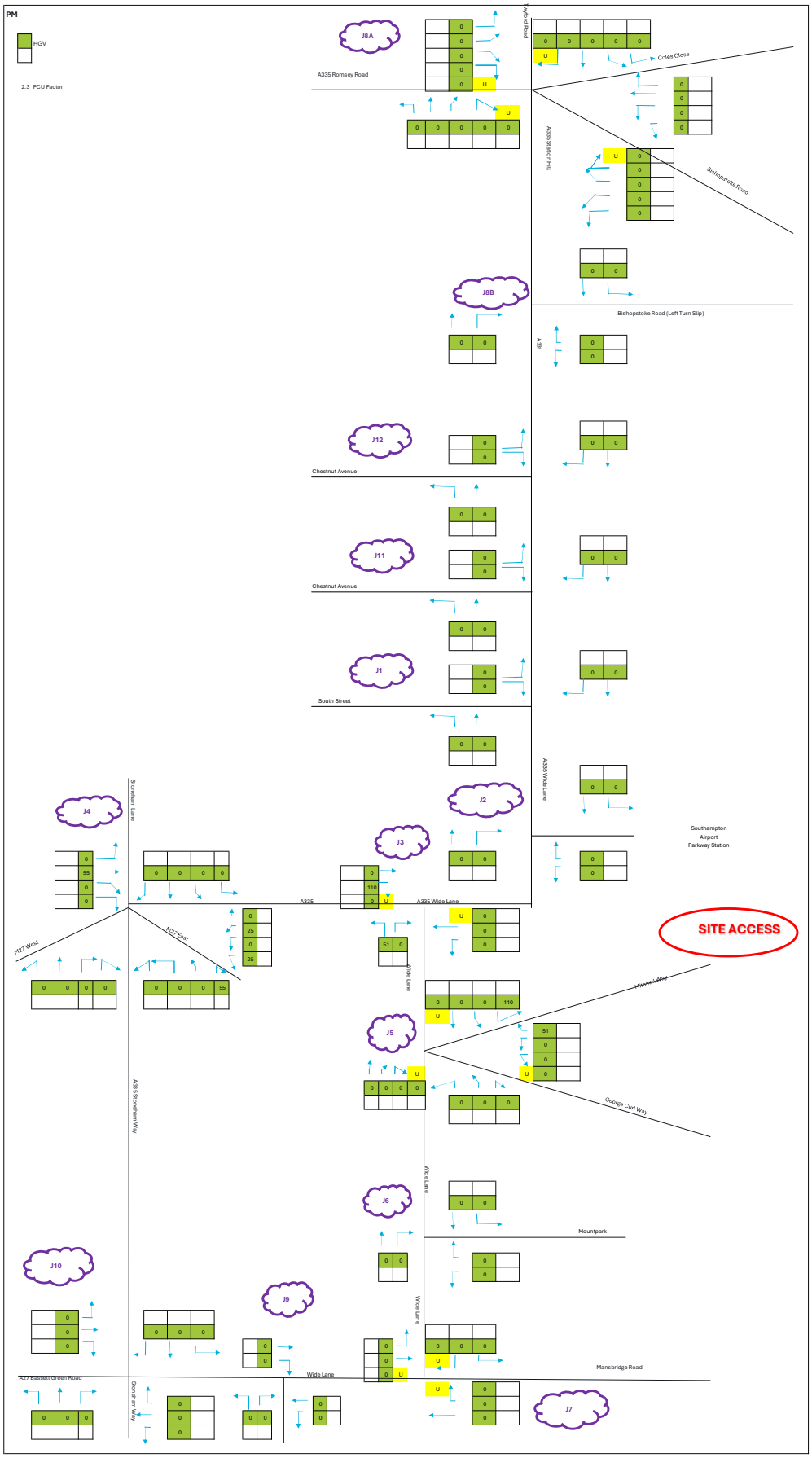
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Proposed Development - HGVs PCUS



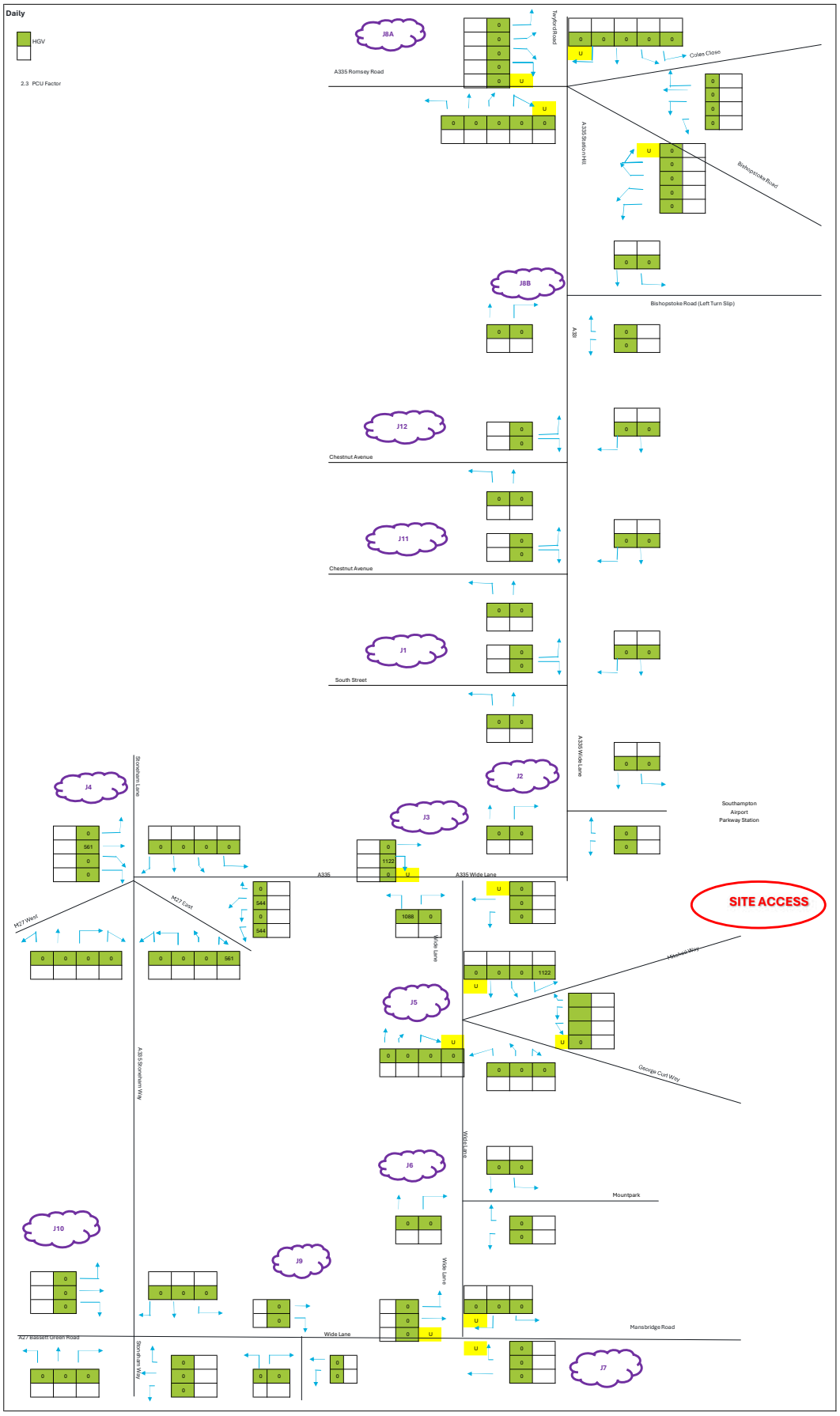
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Proposed Development - HGVs PCUS

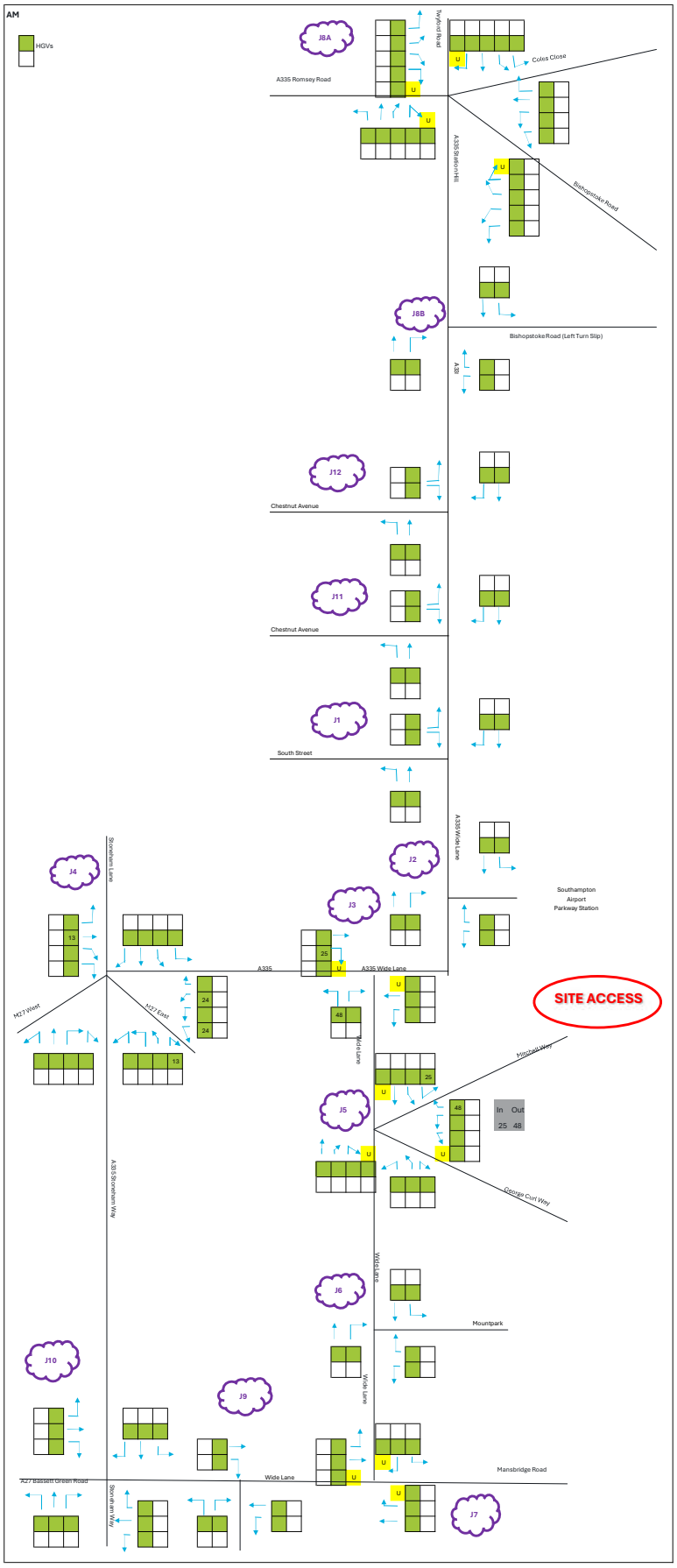


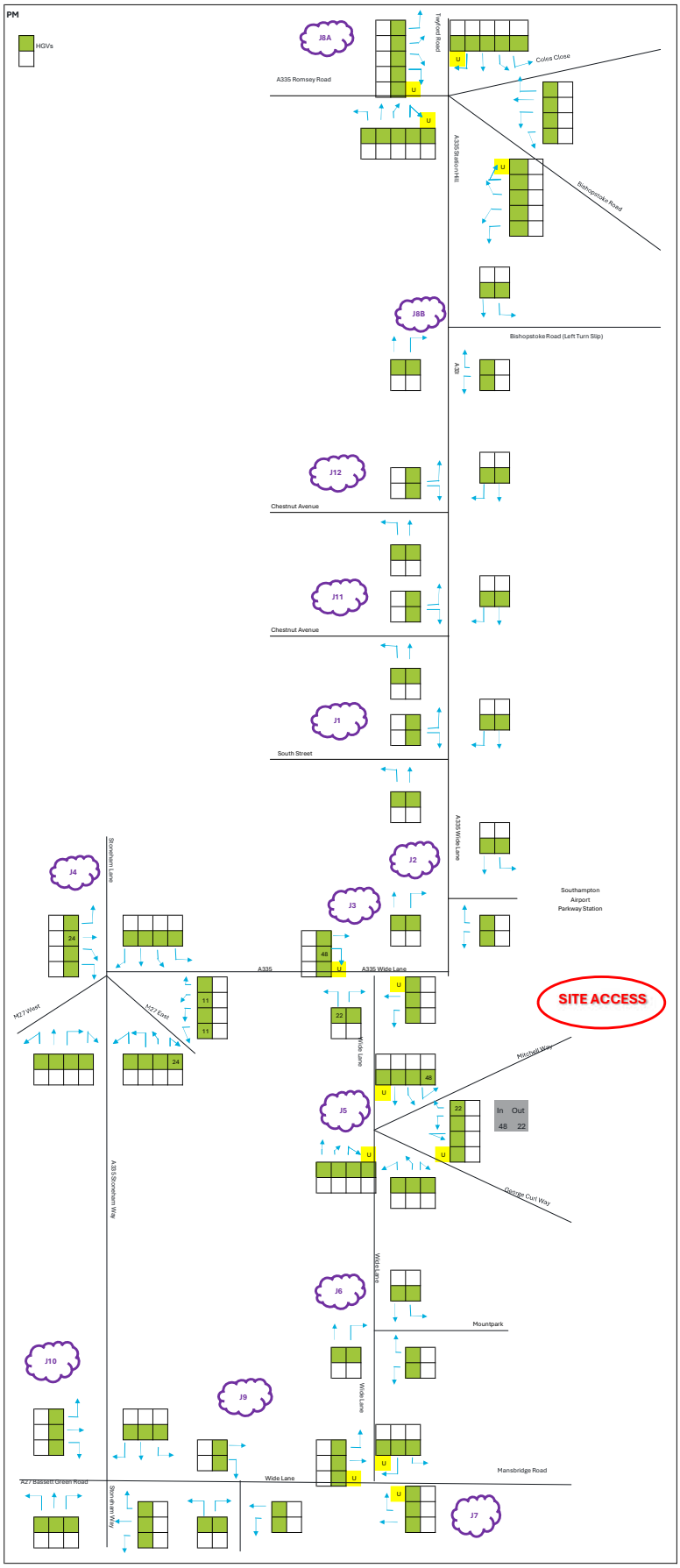
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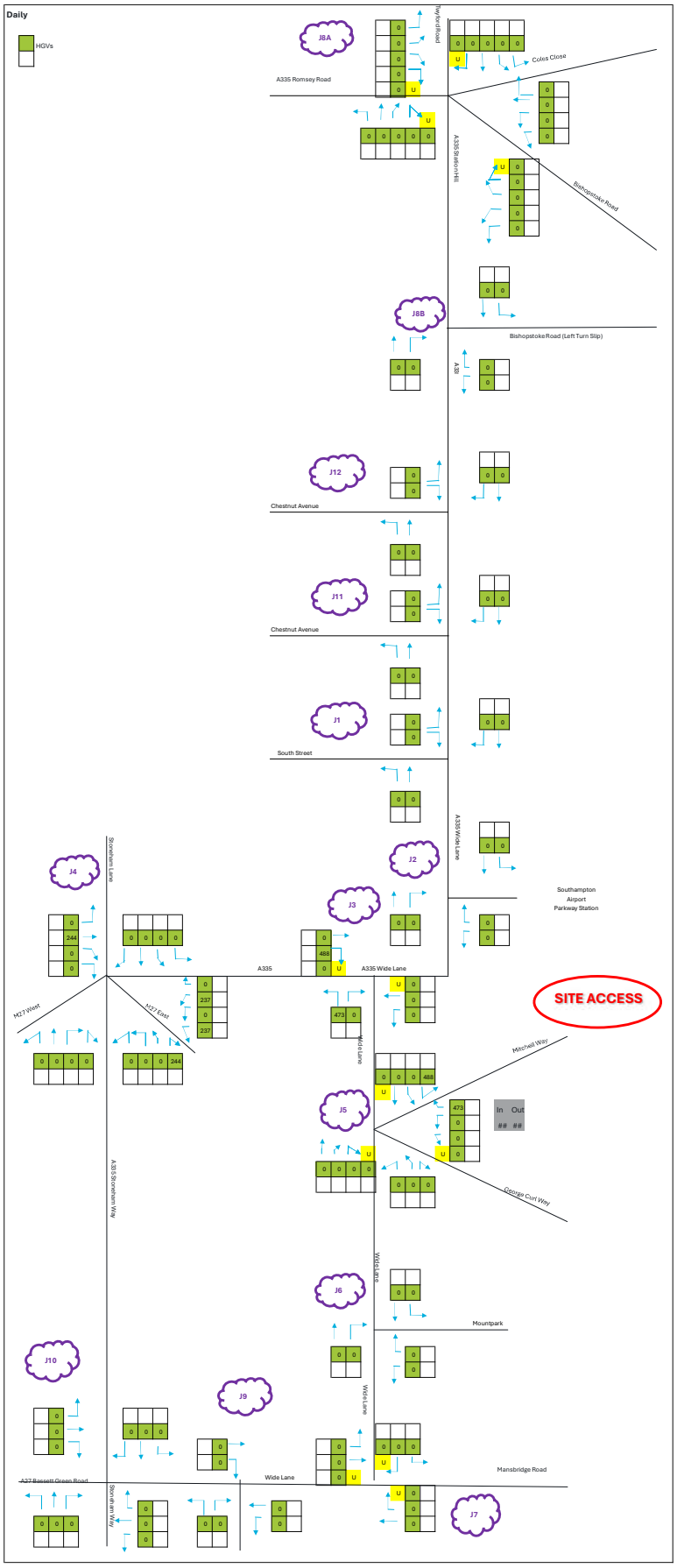
Proposed Development - HGVs PCUS



Proposed Development - HGVs




PM
HGVs
J8A
A335 Romsey Road
Twyford Road
Coles Close
A335 Romsey Hill
Bishopstoke Road
J8B
Bishopstoke Road (Left Turn Slip)
A335
J12
Chestnut Avenue
J11
Chestnut Avenue
J1
South Street
A335 Wide Lane
J2
J3
J4
Southampton Airport Parkway Station
A335
A335 Wide Lane
SITE ACCESS
M27 West
M27 East
Wide Lane
Mitchell Way
J5
In Out
48 22
George Curl Way
A335 Southern Way
Wide Lane
J6
Mountpark
J10
J9
Wide Lane
A27 Bassett Green Road
Southern Way
Wide Lane
Mansbridge Road
J7

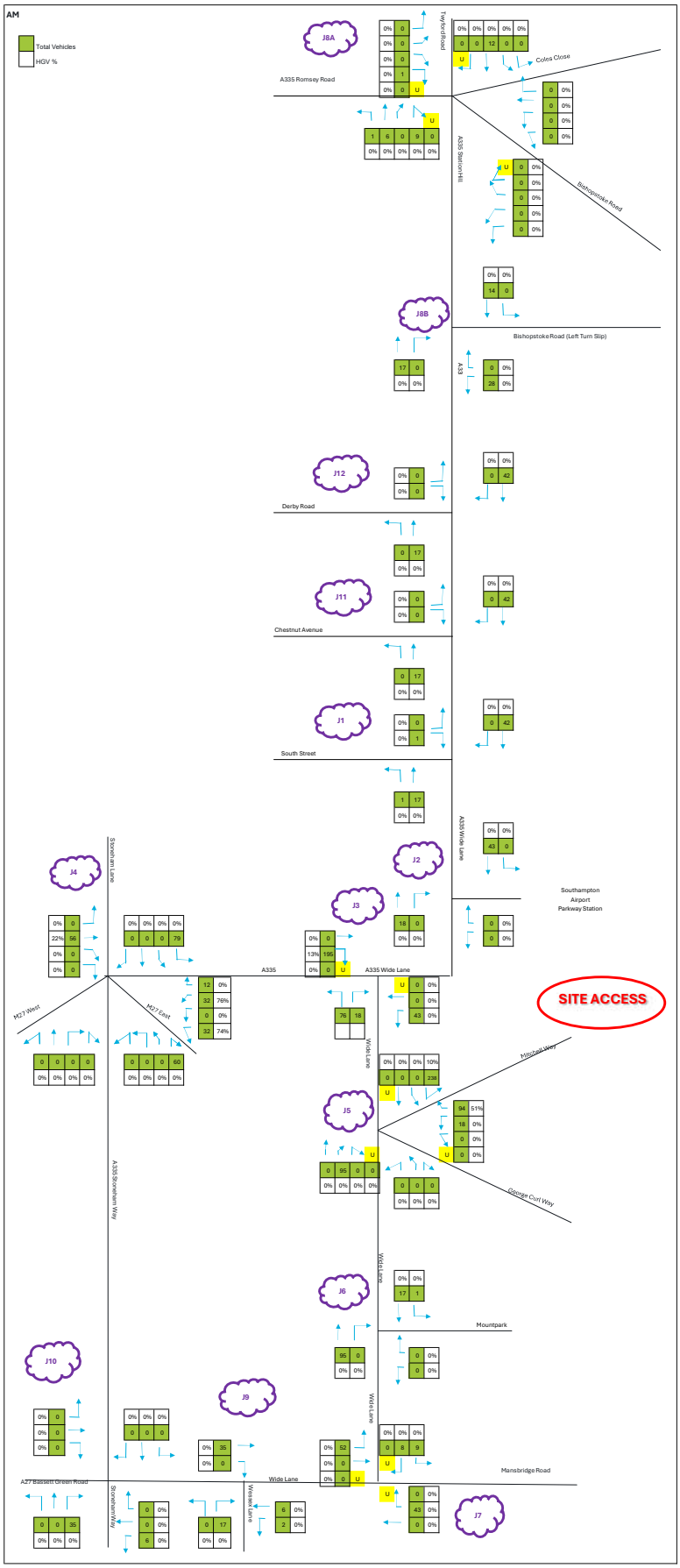

Daily
HGVs
J8A
A335 Romsey Road
Twyford Road
Coles Close
A335 Stoneham Way
Bishopstoke Road
J8B
Bishopstoke Road (Left Turn Slip)
A33
J12
Chestnut Avenue
J11
Chestnut Avenue
J1
South Street
A335 West Lane
J2
J3
Southampton Airport Parkway Station
J4
Stoneham Lane
A335
A335 Wide Lane
SITE ACCESS
M27 West
M27 East
Mitchell Way
J5
George Curl Way
A335 Stoneham Way
Wide Lane
J6
Mountpark
J10
J9
Wide Lane
A27 Bassett Green Road
Stoneham Way
Wide Lane
Mansbridge Road
J7

W Total Proposed Development Turning Movement Vehicle Flows

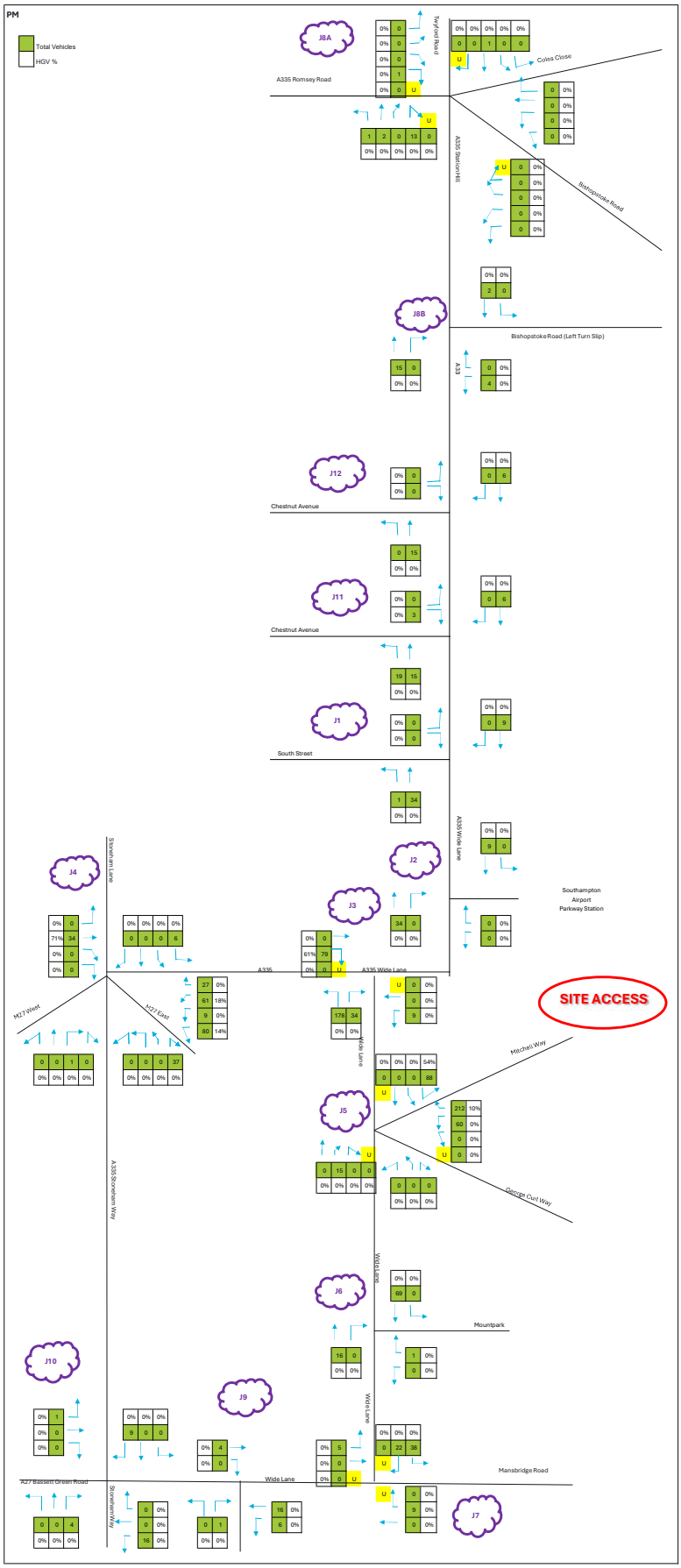
Blocwork & SIAL
24733101 Navigator Quarter Southampton

Proposed Development Turning Movement Flows

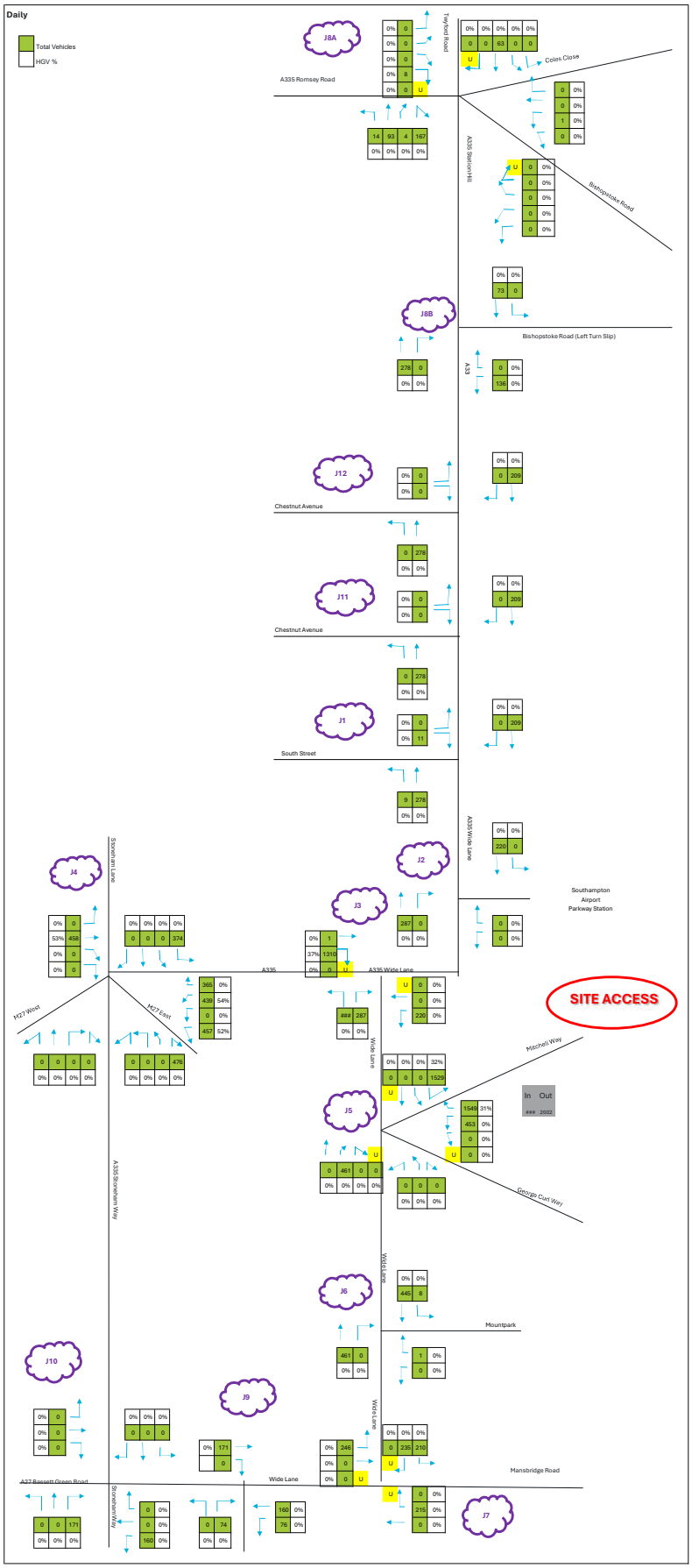
Proposed Development - Total Vehicles



Proposed Development - Total Vehicles



Proposed Development - Total Vehicles



X Total Proposed Development Turning Movement PCU Flows

steer

Blocwork & SIAL
24733101 Navigator Quarter Southampton

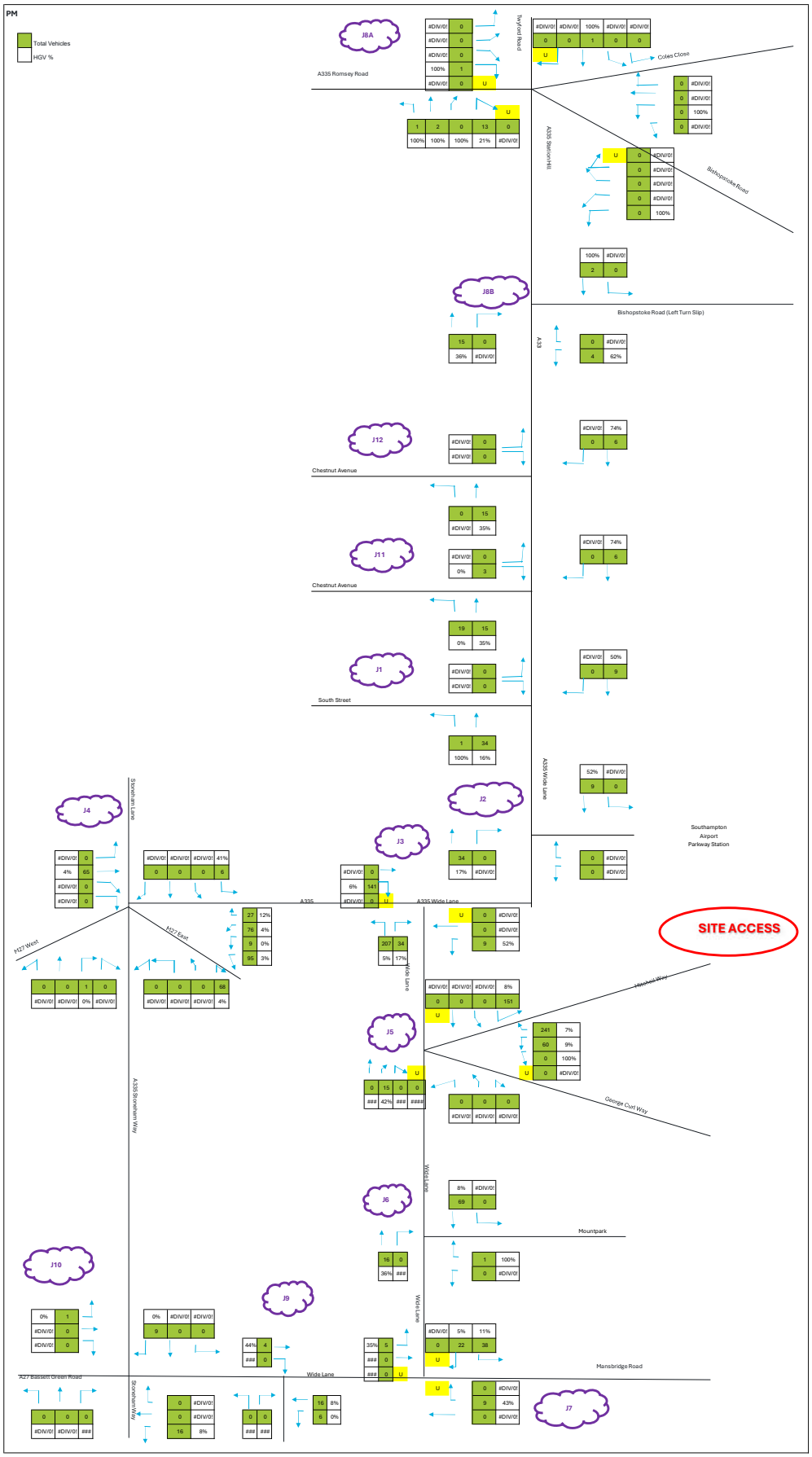
Proposed Development Baseline Turning Movement Flows - PCUs

Proposed Development Baseline - Total Vehicle PCUs



steer

Proposed Development Baseline - Total Vehicle PCUs



steer

Proposed Development Baseline - Total Vehicle PCUs



Y Highways Modelling Technical Note

To	blocwork (Eastleigh) LLP and Southampton International Airport Limited (SIAL)	**Technical Note**	
From	Steer		
Date	12 June 2025		
Project	Navigator Quarter	Project No.	24733101

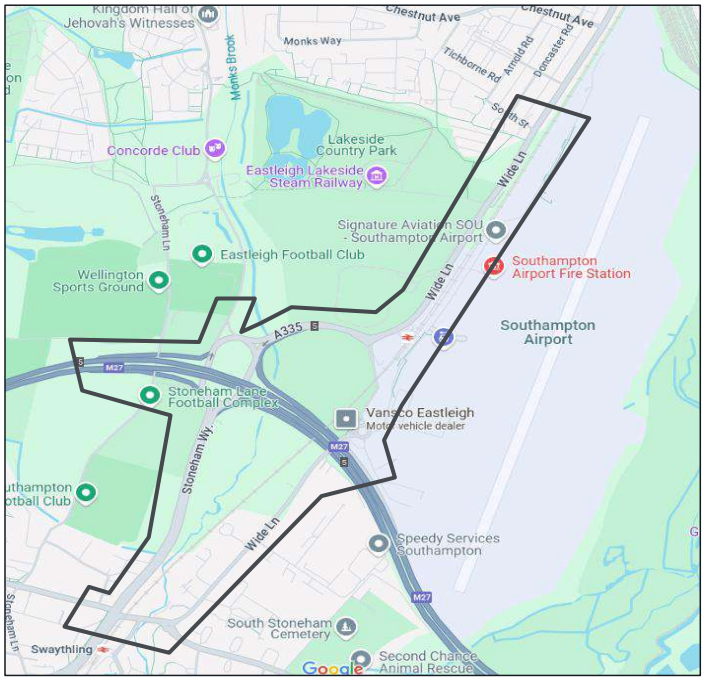
Modelling Technical Note

1 Introduction

1.1 This technical note presents the transport modelling analysis for the Navigator Quarter study area, utilising Junctions 9 (J9) and LinSig v3 models.

1.2 The Base J9 and LinSig models have been developed to provide a robust representation of the base year (2023) traffic conditions in the Study Area (shown in **Figure 1-1**). This note describes the base model, validation process to ascertain the appropriateness of the models for assessment of the highway impacts of the Navigation Quarter development proposals. It also presents the methodology and findings of the junction capacity modelling results for the future year scenarios with and without the Proposed Development.

Figure 1-1: Study Area



steer

1.3 The structure of this note is detailed as follows:

- Section 2: Presents the base modelling approach;
- Section 3: Describes the data sources and collection methods;
- Section 4: Summarises the results of the model validation for each junction;
- Section 5: Presents the Proposed Development forecast scenarios and summarises the model outputs; and
- Section 6: Summarise key findings and provides recommendations for next steps.

2 Base Modelling Approach

Modelling Software

2.1 Each junction has been modelled separately using J9 and LinSig v3 – these are industry standard local junction modelling software packages.

2.2 J9 incorporates both PICADY and ARCADY software packages, which are used to assess the performance of non-signalised priority junctions and non-signalised roundabouts, respectively.

Model Extents

2.3 Due to availability of traffic survey data, junctions within the study area have been developed to represent either a 2023 or 2025 base year, as detailed in **Table 2-1**. This technical note covers the five junction models with a 2023 base year, as summarised in **Table 2-1**. The models with a *2025 base year* will be covered in a subsequent Transport Assessment Addendum, submitted after the initial planning application.

Table 2-1: Junction Model Summary

Steer ID	Location	Software	Base Year
J01	Wide Lane / South Street	LinSig	2023
J02	Wide Lane / Southampton Airport Parkway	LinSig	2023
J03	A335 / Wide Lane	J9	2023
J04	Spitfire Roundabout	J9	2023
J05	Wide Lane / Mountpark	LinSig	2023
J06	*M27 J5*	*LinSig*	*2025*
J07	*Stoneham Way / Wide Ln / Wessex Ln and Wide Lane / Mansbridge Rd*	*LinSig*	*2025*

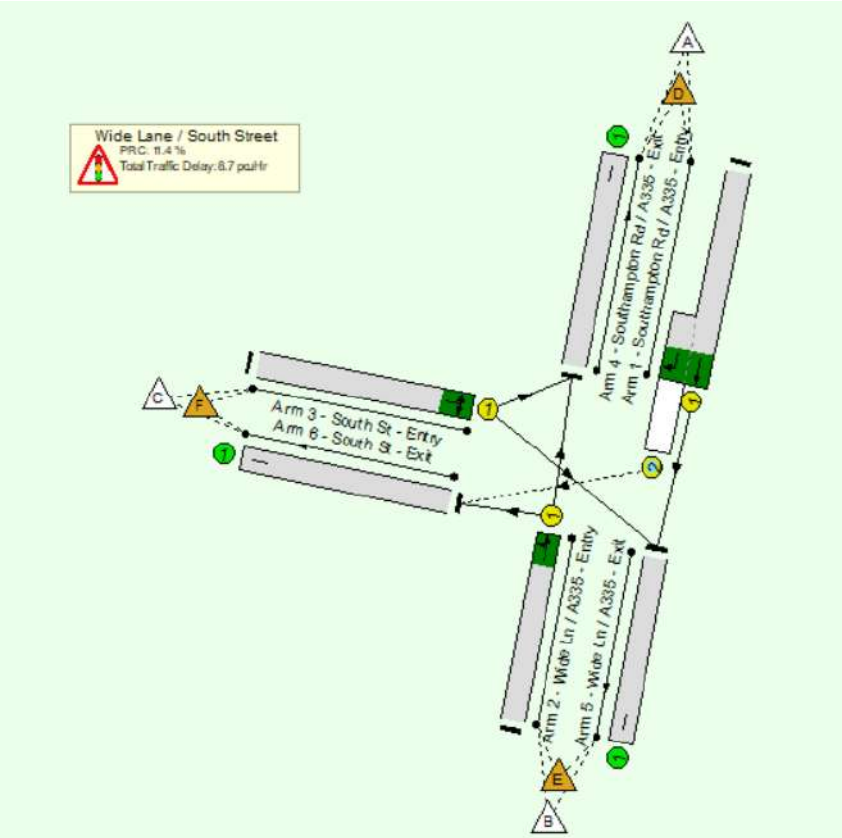
J01 – Wide Lane / South Street

2.4 The J01 model includes the following approaches:

- Southampton Road / A335
- Wide Lane / A335
- South Street

2.5 The network layout of the J01 model is shown in Figure 2-1.

Figure 2-1: J01 model – network layout



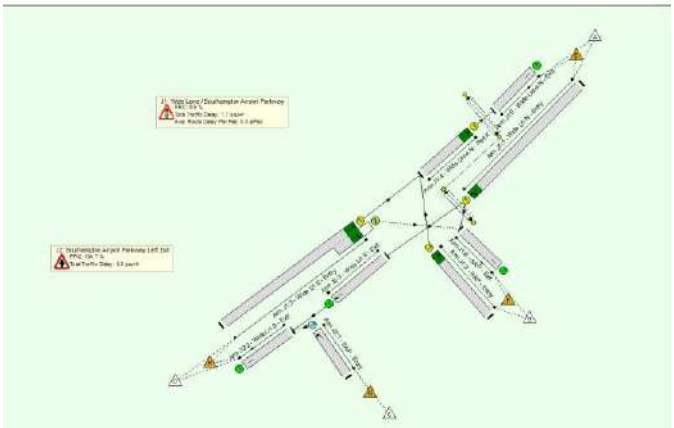
J02 – Wide Lane / Southampton Airport Parkway

2.6 The J02 model includes the following approaches:

- Wide Lane (N)
- Southampton Airport Parkway – Right Turn Only (Signalised)
- Southampton Airport Parkway – Left Turn Only (Priority)
- Wide Lane (S)

2.7 The network layout of the J02 model is shown in **Figure 2-2**.

Figure 2-2: J02 model – network layout



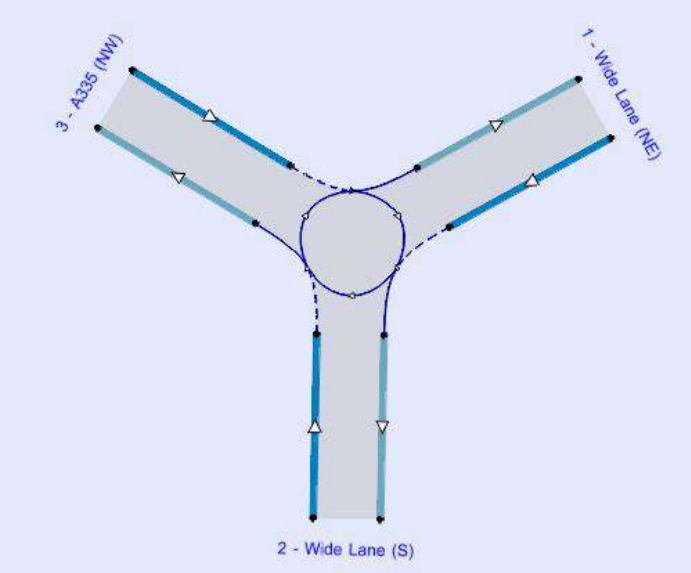
J03 – A335 / Wide Lane

2.8 The J03 model includes the following approaches:

- Wide Lane (E)
- Wide Lane (S)
- A335

2.9 The network layout of the J03 model is shown in **Figure 2-3**.

Figure 2-3: J03 model – network layout



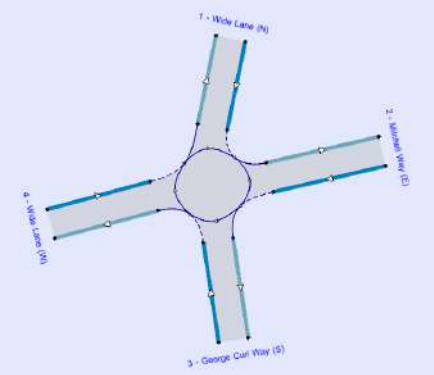
J04 – Spitfire Roundabout

2.10 The J04 model includes the following approaches:

- Wide Lane (N)
- Mitchell Way
- George Curl Way
- Wide Lane (W)

2.11 The network layout of the J04 model is shown in **Figure 2-4.**

Figure 2-4: J04 model – network layout



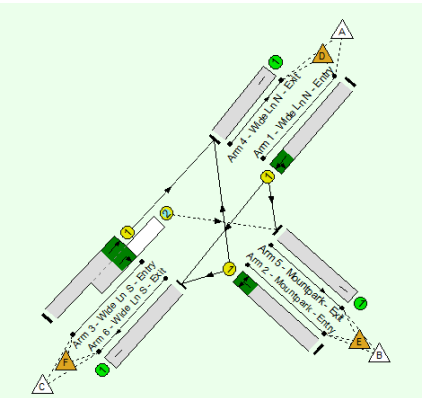
J05 – Wide Lane / Mountpark

2.12 The J05 model includes the following approaches:

- Wide Lane (N)
- Mountpark
- Wide Lane (S)

2.13 The network layout of the J05 model is shown in **Figure 2-5**.

Figure 2-5: J05 model – network layout



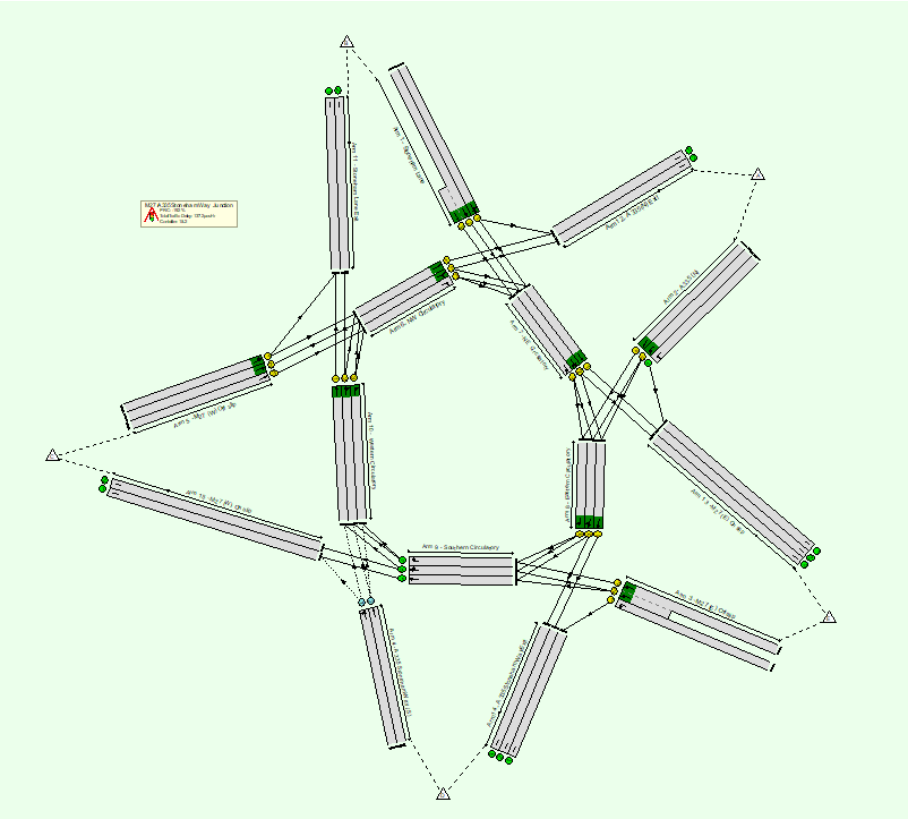
J06 – M27 J5

2.14 The J06 model includes the following approaches:

- Stoneham Lane
- A335 (N)
- M27 (E) Off-slip
- A335 Stoneham Way (S)
- M27 (W) Off-slip

2.15 The network layout of the J06 model is shown in **Figure 2-5**.

Figure 2-6: J06 model – network layout



J07 – Stoneham Way / Wide Ln / Wessex Ln and Wide Lane / Mansbridge Rd

2.16 The J07 model is a multi-junction network including the Stoneham Way / Wide Lane / Wessex Lane signalised junction (J1) and the Wide Lane / Mansbridge Road roundabout (J2). J1 has the following approaches:

- Bassett Green Road

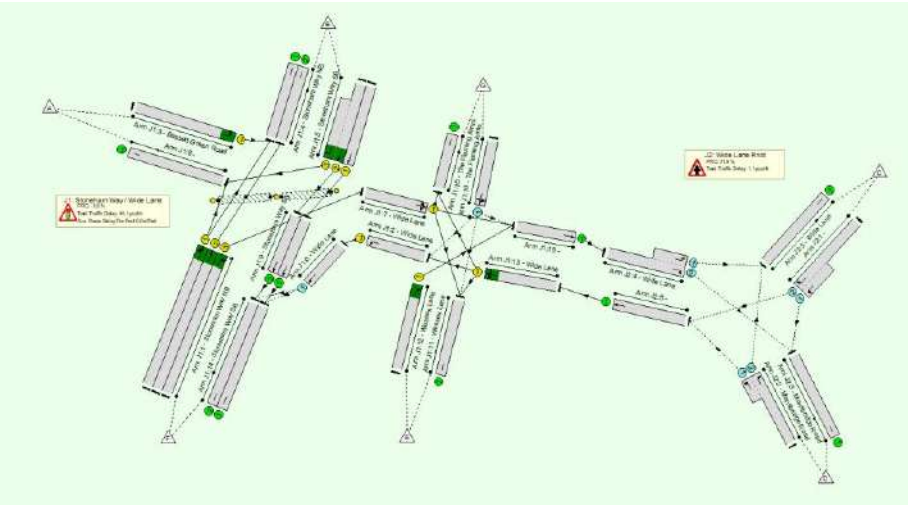
- Stoneham Way (N)
- Stoneham Way (S)
- Wessex Lane
- The Fleming Arms access
- Wide Lane (External)
- Wide Lane EB (Internal)
- Wide Lane WB (Internal)

J2 has the following approaches:

- Wide Lane N
- Mansbridge Road
- Wide Lane W

2.17 The network layout of the J07 model is shown in **Figure 2-5**.

Figure 2-7: J06 model – network layout



Time Periods Modelled

2.18 Given the close proximity of junctions within the study area, it was deemed appropriate to identify consistent network peak time periods across all junctions. The time periods modelled were based on the peak hours for the entire network determined by the ATC hourly data. However, at the request of Hampshire CC, junction turning counts were also analysed.

2.19 A comparison of flows at each junction between the network peaks and the individual junction peaks was undertaken using the GEH statistic. The GEH statistic is a standard measure used in transport modelling to compare traffic flows. It accounts for both absolute and relative differences, making it more robust than simple percentage comparisons. A GEH value below 5 is generally considered a good match.

2.20 The formula for the GEH Statistic is:

$$GEH = \sqrt{\frac{2(M-C)^2}{M+C}}$$

Where M is the hourly traffic volume from the junction peak hour and C is the traffic volume from the network-wide peak hour

2.21 As shown in **Table 2-2,** the GEH statistic has been used to compare traffic flows at each junction and time period.

Table 2-2: GEH Summary

Junction	GEH AM	GEH PM
A335/ South Street	2	0
A335 Wide Lane/ Airport Parkway	1	0
A335/Wide Lane	1	0
Spitfire Roundabout	2	0
Wide Lane/ Mount Park	6	2

2.22 The analysis shows that GEH values are mostly below 5, indicating that the differences in flows between the network peak and the individual junction peak are statistically insignificant.

2.23 This confirms that 08:00-09:00 remains a suitable and representative AM peak hour for network-wide analysis. However, for Wide Lane/ Mount Park, the AM peak hour flows will be taken for 07:30-08:30 as this is the only junction where the GEH exceeds 5

Therefore, the time periods were modelled are as follows:

- Network peak:
  - AM Peak – 08:00-09:00
  - PM Peak – 17:00-18:00
- J05 – Wide Lane / Mountpark peak:
  - AM Peak – 07:30-08:30
  - PM Peak – 17:00-18:00

2.24 As part of the 2025 model update, a similar peak hour analysis was undertaken. This determined the peak hours for the J06 and J07 models to be as follows:

- Network peak:
  - AM Peak – 07:30-08:30
  - PM Peak – 16:00-17:00

3 Data Collection

Traffic Surveys

3.1 For the 2023 models, traffic flow inputs were sourced from the traffic surveys conducted in June 2023. Manual Classified Counts (MCC) were carried out on 29th June 2023 coinciding with queue length surveys and Automatic Traffic Counts (ATC). ATC surveys were conducted from 28/06/23 to 04/07/23.

3.2 MCC and queue length data were collected over a 6-hour period (07:00-10:00 and 16:00-19:00) at the following junctions (also shown in Error! Reference source not found.):

- Site 1 – Wide Lane / South Street
- Site 2 – Wide Lane / Southampton Airport Parkway
- Site 3 – A335 / Wide Lane
- Site 4 – M27 Roundabout / Wide Lane
- Site 5 – Spitfire Roundabout
- Site 6 – Wide Lane / Mountpark
- Site 7 – Mansbridge Road Roundabout
- Site 8 – Wide Lane / Romsey Road / Bishopstoke Road

3.3 Sites 4, 6 and 8 were not analysed as part of the modelling exercise. This is because Site 4 and 6 will be resurveyed in 2025 due to incomplete datasets in 2023 and Site 8 was agreed unnecessary to be modelled given its distance from the development area.

3.4 ATC data was collected over a 24-hour period at the following locations (also shown in Error! R eference source not found.).

- A1 – A335 Station Hill
- A2 – A335 Wide Lane
- A3 – A335 east of M27 Junction 5.
- A4 – Wide Lane south of Wide Lane roundabout.
- A5 – Mitchell Way (north of the Royal Mail car park).
- A6 – Wide Lane (north of Mountpark).

3.5 For the 2025 models, traffic flow inputs were sourced from the traffic surveys conducted in February 2025. MCC's were carried out on 13th February 2025 coinciding with queue length surveys and Automatic Traffic Counts (ATC). ATC surveys were conducted from 08/02/25 to 14/02/25.

3.6 MCC and queue length data were collected over a 6-hour period (07:00-10:00 and 16:00-19:00) at the following junctions:

- Site 1&2 – Stoneham Way/Wide Lane/Wessex Lane/Bassett Green Rd
- Site 3 – Wide Lane/Mansbridge Road
- Site 4 – M27 J5 (Stoneham Interchange)

3.7 ATC and Radar data was collected over a 24-hour period at the following locations:

- ATC1 – A335 Station Hill
- ATC2 – A335 Wide Lane
- ATC4 – Wide Lane
- ATC5 – Mitchell Way
- ATC6 – Wide Lane
- ATC7 – Wide Lane
- ATC8 – Mansbridge Road

- RAD3 – A335
- RAD9 – Stoneham Way
- RAD10 – A335 Stoneham Way

Signal Data

3.8 Timing sheets, stage timings and signal layout drawing files were provided by Hampshire CC and Southampton CC for the five signalised junctions within the study area:

- J01 – Wide Lane / South Street
- J02 – Wide Lane / Southampton Airport Parkway (SAP)
- J05 – Wide Lane / Mountpark
- J06 – M27 J5
- J07 – Stoneham Way / Wide Lane / Wessex Lane

4 Base Model Validation

Validation Criteria

4.1 The local junction models were developed to evaluate the queue lengths, delays and Degree of Saturation/ Ratio of Flow to Capacity (DoS/RFC) at all junctions. DoS/RFC is a quantitative analysis of the level of congestion on the network and is used as the primary indicator of the operational performance of a junction. Generally, when a junction reaches 90 percent DoS/RFC it is considered to be at practical capacity and when it reaches 100 percent, at theoretical capacity.

4.2 The relationship between queues and DoS/RFC is such that queues begin to increase significantly at high DoS (>85%) and so become sensitive to increases in traffic flow or reductions in the traffic capacity provided.

4.3 The queues are presented in terms of the average maximum queue in PCUs (passenger car units) from the surveys and the Mean Max Queue (MMQ) in PCUs in LinSig.

4.4 For validation purposes, comparisons of the modelling results were undertaken against observed queue data and DoS, where observed.

4.5 The following criteria was used to indicate model validation:

- Average modelled queue (in PCU) for the peak period within 2 PCU of the average observed queue, where the average observed queue is 10 PCU or less;
- Average modelled queue (in PCU) for the peak period within 20% of the average observed queue, where the average observed queue is greater than 10 PCU; and
- DoS for the peak period within 10% of the average observed DoS

2023 Base Model Validation Results

4.6 The results of the queue comparison and the other model results are presented in the tables below for each model.

J01 – Wide Lane / South Street

4.7 The tables below summarise the validation results for this junction. See Appendix A for full results.

Table 4-1: Summary of Queue Validation Results – J01 AM Model

Lane	Observed (PCUs)	Modelled (PCUs)	Difference	Difference (%)	Validates?
A335 Southampton Road	10	7	-3	-30%	NO
A335 Wide Lane	26	21	-5	-18%	YES
South Street	7	6	-1	-15%	YES

Table 4-2: Summary of Queue Validation Results – J01 PM Model

Lane	Observed (PCUs)	Modelled (PCUs)	Difference	%age Difference	Validates?
A335 Southampton Road	9	10	1	12%	YES
A335 Wide Lane	13	13	0	2%	YES
South Street	8	3	-5	-68%	NO

Table 4-3: Summary of DoS Validation Results – J01 AM Model

Lane	Observed (%)	Modelled (%)	Difference	Validates?
A335 Southampton Road	-	47	-	-
A335 Wide Lane	79	83	4	YES
South Street	-	89	-	-

Table 4-4: Summary of DoS Validation Results – J01 PM Model

Lane	Observed (%)	Modelled (%)	Difference	Validates?
A335 Southampton Road	-	65	-	-
A335 Wide Lane	71	75	4	YES
South Street	-	63	-	-

4.8 The queue results presented in the previous tables show a good level of validation between the observed and modelled queues in both time periods. The modelled queues on A335 Southampton Road in the AM and on South Street in the PM are the only instances where the queue does not validate against the observed. However, this is a minor difference in both cases.

4.9 Only the A335 Wide Lane approach had observed DoS values, and these validated well against the modelled values.

J02 – Wide Lane / Southampton Airport Parkway

4.10 The tables below summarise the validation results for this junction. See Appendix B for full results

Table 4-5: Summary of Queue Validation Results – J02 AM Model

Lane	Observed (PCUs)	Modelled (PCUs)	Difference	%age Difference	Validates?
Wide Lane N	-	10	-	-	-
SAP Right	2	1	-1	-71%	YES
SAP Left	2	0	-2	-96%	YES
Wide Lane S	-	16	-	-	-

able 4-6: Summary of Queue Validation Results – J02 PM Model

Lane	Observed (PCUs)	Modelled (PCUs)	Difference	%age Difference	Validates ?
Wide Lane N	-	14	-	-	-
SAP Right	2*	1	-1	-50%	YES
SAP Left	4	0	-4	-93%	NO
Wide Lane S	-	6	-	-	-

*based on spot checks following video data review

Table 4-7: Summary of DoS Validation Results – J02 AM Model

Lane	Observed (%)	Modelled (%)	Difference	Validates?
Wide Lane N	-	60	-	-
SAP Right	19	9	-10	YES
SAP Left	-	14	-	-
Wide Lane S	80	81	2	YES

Table 4-8: Summary of DoS Validation Results – J02 PM Model

Lane	Observed (%)	Modelled (%)	Difference	Validates?
Wide Lane N	-	71	-	-
SAP Right	24	14	-10	YES
SAP Left	-	38	-	-
Wide Lane S	64	59	-5	YES

4.11 The queue results presented in the tables above show a good level of validation between the observed and modelled queues in the AM. However, the PM shows that the modelled and observed queue lengths differ on the Southampton Airport (SAP) left arm.

4.12 Only the SAP Right and Wide Lane South approach had observed DoS values, and these validated well against the modelled values.

J03 – A335 / Wide Lane Roundabout

4.13 The tables below summarise the validation results for this junction. See Appendix C for full results

Table 4-9: Summary of Queue Validation Results – J03 AM Model

Lane	Observed (PCUs)	Modelled (PCUs)	Difference	%age Difference	Validates?
A335 Wide Lane 1	1	0.5	-1	-60%	YES
A335 Wide Lane 2	3	3.7	1	23%	YES
Wide Lane - Lane 1	1	1.2	1	140%	YES
Wide Lane - Lane 2	1	1.3	1	95%	YES
A335 Lane 1	17*	14.1	-3	-17%	YES
A335 Lane 2	2	2.5	1	30%	YES

*based on spot checks following video data review

Table 4-10: Summary of Queue Validation Results – J03 PM Model

Lane	Observed (PCUs)	Modelled (PCUs)	Difference	%age Difference	Validates ?
A335 Wide Lane 1	1	0.7	0	5%	YES
A335 Wide Lane 2	10*	11.5	1.5	15%	YES
Wide Lane - Lane 1	2	3.3	1	52%	YES
Wide Lane - Lane 2	2	0.5	-1	-70%	YES
A335 Lane 1	1	2.5	2	400%	NO
A335 Lane 2	1	1.5	1	200%	YES

*based on spot checks following video data review

4.14 The queue results presented in the tables above show a good level of validation between the observed and modelled queues in both time periods. The modelled queue on A335 Lane 1 in the AM and Wide Lane 2 in the PM are the only instances where the queue differs greatly against the observed.

J04 – Spitfire Roundabout

4.15 The tables overleaf summarise the validation results for this junction. See Appendix D for full results.

Table 4-11: Summary of Queue Validation Results – J05 AM Model

Lane	Observed (PCUs)	Modelled (PCUs)	Difference	Difference (%)	Validates?
Wide Lane (N) Lane 1	0	1.0	-1	N/A	YES
Wide Lane (N) Lane 2	0	1.0	-1	N/A	YES
Mitchell Way (E) Lane 1	0	0.1	0	N/A	YES
Mitchell Way (E) Lane 2	0	0.1	0	N/A	YES
George Curl Way (S) Lane 1	0	0.1	0	20%	YES
George Curl Way (S) Lane 2	0	0.1	0	20%	YES

Wide Lane (W) Lane 1	1	0.9	0	2%	YES
Wide Lane (W) Lane 2	0	0.9	-1	0%	YES

Table 4-12: Summary of Queue Validation Results – J05 PM Model

Lane	Observed (PCUs)	Modelled (PCUs)	Difference	%age Difference	Validates?
Wide Lane (N) Lane 1	0	1.1	-1	0%	YES
Wide Lane (N) Lane 2	1	1.1	0	20%	YES
Mitchell Way (E) Lane 1	0	0.2	0	20%	YES
Mitchell Way (E) Lane 2	0	0.2	0	20%	YES
George Curl Way (S) Lane 1	0	0.2	0	-4%	YES
George Curl Way (S) Lane 2	0	0.2	0	-4%	YES
Wide Lane (W) Lane 1	0	0.5	-1	0%	YES
Wide Lane (W) Lane 2	0	0.5	0	100%	YES

4.16 The queue results presented in the tables above show a good level of validation between the observed and modelled queues for both time periods.

J05 – Wide Lane / Mountpark

4.17 The tables below summarise the validation results for this junction. See Appendix E for results

Table 4-13: Summary of Queue Validation Results – J06 AM Model

Lane	Observed (PCUs)	Modelled (PCUs)	Difference	%age Difference	Validates ?
Wide Lane N	9	5	-4	-48%	NO
Mountpark	2	1	-1	-32%	YES
Wide Lane S	11	9	-2	-15%	YES

Table 4-14: Summary of Queue Validation Results – J06 PM Model

Lane	Observed (PCUs)	Modelled (PCUs)	Difference	%age Difference	Validates ?
Wide Lane	11	11	0	-1%	YES
Mountpark	2	2	0	21%	YES
Wide Lane S	2	4	2	96%	YES

4.18 The queue results presented in the tables above show a good level of validation between the observed and modelled queues at both junctions. The modelled queue on Wide Lane N in the AM is the only instance where the queue does not validate against the observed. However, this is a minor difference in one time period and does validate well in the PM.

2025 Base Model Validation Results

J06 - M27 J5

4.19 The tables below summarise the validation results for this junction. See Appendix E for results

Table 4-15: Summary of Queue Validation Results – J06 AM Model

Lane	Observed (PCUs)	Modelled (PCUs)	Difference	%age Difference	Validates ?
A335 (N) Ahead	12	8.8	-3	-26%	NO
A335 (N) Ahead	8	8.9	1	14%	YES
Stoneham Lane Ahead Left	12	10.3	-2	-14%	YES
Stoneham Lane Ahead	10	6.7	-3	-32%	NO
Stoneham Lane Ahead	3	6.7	4	110%	NO
M27 (W) Off slip Ahead	8	7.2	0	-5%	YES
M27 (W) Off slip Ahead	5	2.9	-2	-39%	YES
M27 (W) Off slip Ahead	9	9.3	0	2%	YES
M27 (E) Off slip Ahead	10	6.9	-3	-30%	NO
M27 (E) Off slip Ahead	8	6.9	-1	-13%	YES

NE Circulatory Ahead	9	7.3	-2	-18%	YES
NE Circulatory Ahead Ahead2	8	1.9	-6	-75%	NO
NE Circulatory Ahead	3	7.3	4	116%	NO
NW Circulatory Ahead	12	14	2	22%	NO
NW Circulatory Right Ahead	7	11.3	4	52%	NO
NW Circulatory Right	3	7	4	130%	NO
Western Circulatory Ahead	12	9.7	-2	-20%	YES
Western Circulatory Right Ahead	8	9.6	1	14%	YES
Western Circulatory Right	7	7.4	1	9%	YES
Eastern Circulatory Ahead	11	5.7	-5	-46%	NO
Eastern Circulatory Right Ahead	9	5.9	-3	-35%	NO
Eastern Circulatory Right	4	3.9	-1	-13%	YES

Table 4-16: Summary of Queue Validation Results – J06 PM Model

Lane	Observed (PCUs)	Modelled (PCUs)	Difference	%age Difference	Validates ?
A335 (N) Ahead	8	8.3	0	-26%	YES
A335 (N) Ahead	10	7.4	-3	14%	NO
Stoneham Lane Ahead Left	13	10	-3	-14%	NO
Stoneham Lane Ahead	10	5.6	-5	-32%	NO
Stoneham Lane Ahead	4	5.6	2	110%	YES
M27 (W) Off slip Ahead	6	5.3	-1	-5%	YES
M27 (W) Off slip Ahead	3	5	2	-39%	NO
M27 (W) Off slip Ahead	7	12	5	2%	NO
M27 (E) Off slip Ahead	8	4.2	-3	-30%	NO
M27 (E) Off slip Ahead	5	4.2	-1	-13%	YES
NE Circulatory Ahead	9	11.5	3	-18%	NO
NE Circulatory Ahead Ahead2	5	3	-2	-75%	YES
NE Circulatory Ahead	2	5.3	3	116%	NO
NW Circulatory Ahead	11	8	-3	22%	NO

NW Circulatory Right Ahead	11	6.7	-5	52%	NO
NW Circulatory Right	6	3.6	-2	130%	NO
Western Circulatory Ahead	4	5.6	1	-20%	YES
Western Circulatory Right Ahead	6	5.5	0	14%	YES
Western Circulatory Right	6	7.5	1	9%	YES
Eastern Circulatory Ahead	7	4.8	-2	-46%	NO
Eastern Circulatory Right Ahead	7	8.3	2	-35%	YES
Eastern Circulatory Right	6	6.4	0	-13%	YES

4.20 The queue results presented in the tables above show a good level of validation between the observed and modelled queues at both junctions. In some cases, the queues do not validate on certain arms but the queues remain within a maximum of 5 PCUs.

Table 4-17: Summary of DoS Validation Results – J06 AM Model

Lane	Observed (%)	Modelled (%)	Difference	Validates?
A335 (N) Ahead	86	82	-4	YES
A335 (N) Ahead	74	82	8	YES
Stoneham Lane Ahead Left	80	79	-1	YES
Stoneham Lane Ahead	66	70	4	YES
Stoneham Lane Ahead	27	70	43	NO
M27 (W) Off slip Ahead	78	69	-8	YES
M27 (W) Off slip Ahead	No Data	33	0	YES
M27 (W) Off slip Ahead	88	83	-5	YES
M27 (E) Off slip Ahead	78	75	-3	YES
M27 (E) Off slip Ahead	70%	75	5	YES
NE Circulatory Ahead	48	50	2	YES
NE Circulatory Ahead Ahead2	40	43	3	YES
NE Circulatory Ahead	No Data	28	0	YES
NW Circulatory Ahead	73	73	0	YES
NW Circulatory Right Ahead	49	55	6	YES
NW Circulatory Right	47	37	-10	YES
Western Circulatory Ahead	58	56	-2	YES
Western Circulatory Right Ahead	52	57	5	YES
Western Circulatory Right	44	47	3	YES
Eastern Circulatory Ahead	79	74	-5	YES

Eastern Circulatory Right Ahead	76	74	-2%	YES
Eastern Circulatory Right	No Data	56	0%	YES

Table 4-18: Summary of DoS Validation Results – J06 PM Model

Lane	Observed (%)	Modelled (%)	Difference	Validates?
A335 (N) Ahead	73	82	9	YES
A335 (N) Ahead	85	77	-8	YES
Stoneham Lane Ahead Left	85	75	-11	NO
Stoneham Lane Ahead	69	59	-9	YES
Stoneham Lane Ahead	42	59	17	NO
M27 (W) Off slip Ahead	74	72	-2	YES
M27 (W) Off slip Ahead	No Data	69	0	YES
M27 (W) Off slip Ahead	91	96	5	YES
M27 (E) Off slip Ahead	70	56	-14	NO
M27 (E) Off slip Ahead	57	56	0	YES
NE Circulatory Ahead	65	58	-6	YES
NE Circulatory Ahead Ahead2	40	51	11	NO
NE Circulatory Ahead	No Data	22	0	YES
NW Circulatory Ahead	68	62	-6	YES
NW Circulatory Right Ahead	59	61	1	YES
NW Circulatory Right	51	49	-2	YES
Western Circulatory Ahead	44	37	-7	YES
Western Circulatory Right Ahead	49	43	-7	YES
Western Circulatory Right	48	53	5	YES
Eastern Circulatory Ahead	72	59	-13	NO
Eastern Circulatory Right Ahead	66	61	-5	YES
Eastern Circulatory Right	No Data	38	0	YES

4.21 The DoS results presented in the tables above show a very good level of validation between the observed and modelled DoS in both time periods, with only arm (Stoneham Way Ahead) exceeding 15% difference – this is attributed to the fact that this lane is a right turn flare. However, generally where the DoS difference exceeds 10%, the modelled queue data validates well. Therefore, this model can be considered fit for purpose in testing future scenarios.

J07 – Stoneham Way / Wide Lane / Wessex Lane and Wide Lane / Mansbridge Road

4.22 The tables below summarise the validation results for this junction. See Appendix B for full results

Table 4-19: Summary of Queue Validation Results – J07 AM Model

Lane	Observed (PCUs)	Modelled (PCUs)	Difference	%age Difference	Validates?
Stoneham Way / Wessex Lane					
Stoneham Way SB Ahead	23.1	25.1	2	9%	YES
Stoneham Way SB Right Ahead	6.3	8.1	2	30%	YES
Stoneham Way SB Right Ahead	9.6	8.1	-1	-15%	YES
Bassett Green Road Left	6.1	5.9	0	-3%	YES
Stoneham Way NB Ahead Left	12.7	12.2	0	-4%	YES
Stoneham Way NB Ahead	11.4	12.2	1	7%	YES
Stoneham Way NB Right	11.1	11.8	1	7%	YES
Wessex Lane Right	5.9	3.9	-2	-33%	YES
Wide Lane Ahead Left Right	13.5	13.6	0	1%	YES
Wide Lane Right Ahead Left	0.8	1.4	1	75%	YES
Wide Lane Left	0.1	0.5	0	317%	YES
Mansbridge Roundabout					
Wide Lane N Right Left	0.2	0.1	0	-40%	YES
Mansbridge Road Right Left	1.5	0.3	-1	-81%	YES
Wide Lane W Right Left	1.9	0.1	-2	-95%	YES

Table 4-20: Summary of Queue Validation Results – J02 PM Model

Lane	Observed (PCUs)	Modelled (PCUs)	Difference	%age Difference	Validates?
Stoneham Way / Wessex Lane					
Stoneham Way SB Ahead	14.4	19.5	5	36%	NO
Stoneham Way SB Right Ahead	5.9	6.8	1	16%	YES

Lane	Observed (PCUs)	Modelled (PCUs)	Difference	%age Difference	Validates?
Stoneham Way SB Right Ahead	9.7	6.8	-3	-30%	NO
Bassett Green Road Left	14.6	12.5	-2	-14%	YES
Stoneham Way NB Ahead Left	9.8	10.5	1	7%	YES
Stoneham Way NB Ahead	12.0	10.5	-2	-13%	YES
Stoneham Way NB Right	11.8	11.2	-1	-5%	YES
Wessex Lane Right	3.8	3.0	-1	-21%	YES
Wide Lane Ahead Left Right	13.6	13.9	0	2%	YES
Wide Lane Right Ahead Left	0.0	1.6	2	0%	YES
Wide Lane Left	0.0	0.3	0	0%	YES
Mansbridge Roundabout					
Wide Lane N Right Left	0.5	0.2	0	-60%	YES
Mansbridge Road Right Left	0.6	0.2	0	-68%	YES
Wide Lane W Right Left	0.1	0.1	0	20%	YES

Table 4-21: Summary of DoS Validation Results – J02 AM Model

Lane	Observed (%)	Modelled (%)	Difference	Validates?
Stoneham Way SB Ahead	82	80	-2	YES
Stoneham Way SB Right Ahead	70	71	1	YES
Stoneham Way SB Right Ahead	70	71	1	YES
Bassett Green Road Left	63	47	-16	NO
Stoneham Way NB Ahead Left	50	50	1	YES
Stoneham Way NB Ahead	40	48	8	YES
Stoneham Way NB Right	84	70	-15	NO
Wessex Lane Right	64	66	2	YES
Wide Lane Ahead Left Right	77	69	-8	YES
Wide Lane Right Ahead Left	38	25	-13	NO
Wide Lane Left	-	47	-	-

Table 4-22: Summary of DoS Validation Results – J07 PM Model

Lane	Observed (%)	Modelled (%)	Difference	Validates?
Stoneham Way SB Ahead	68	75	7	YES
Stoneham Way SB Right Ahead	68	59	-8	YES
Stoneham Way SB Right Ahead	68	59	-8	YES
Bassett Green Road Left	85	78	-7	YES
Stoneham Way NB Ahead Left	56	48	-7	YES
Stoneham Way NB Ahead	50	49	-1	YES
Stoneham Way NB Right	83	74	-9	YES
Wessex Lane Right	70	62	-7	YES
Wide Lane Ahead Left Right	74	83	9	YES
Wide Lane Right Ahead Left	40	29	-11	NO
Wide Lane Left	-	36	-	-

4.23 The queue results presented in the tables above show a good level of validation between the observed and modelled queues in the AM. However, the PM shows that the modelled and observed queue lengths differ on the Stoneham Way SB arm.

4.24 The DoS results presented in the tables above show a good level of validation between the observed and modelled DoS in both time periods, with no arm exceeding 15% difference. However, where the DoS difference exceeds 10%, the modelled queue data validates well. Therefore, this model can be considered fit for purpose in testing future scenarios.

Results Summary

4.25 The tables below show the queue, and DoS results for each approach for all of the junctions, across both time periods.

Table 4-23: Summary of base model results – J01 Model – Wide Lane/ South Street

Lane	AM Queue (PCUs)	AM DoS (%)	PM Queue (PCUs)	PM DoS (%)
A335 Southampton Road	7	47	10	65
A335 Wide Lane	21	83	13	75
South Street	6	89	3	63

Table 4-24: Summary of base model results – J02 Model – Wide Lane/ Southampton Airport Parkway

Lane	AM Queue (PCUs)	AM DoS (%)	PM Queue (PCUs)	PM DoS (%)
Wide Lane N	10	60	14	71
SAP Right	1	9	1	14
SAP Left	0	14	0	38
Wide Lane S	16	81	6	59

Table 4-25: Summary of base model results – J03 Model – A335/ Wide Lane

Lane	AM Queue (PCUs)	AM RFC (%)	PM Queue (PCUs)	PM RFC (%)
A335 Wide Lane 1	0.5	32	0.7	41
A335 Wide Lane 2	3.7	77	11.5	95
Wide Lane - Lane 1	1.2	54	3.3	77
Wide Lane - Lane 2	1.3	57	0.5	36
A335 Lane 1	14.1	96	2.5	71
A335 Lane 2	2.5	71	1.5	59

Table 4-26: Summary of base model results – J04 Model – Spitfire Roundabout

Lane	AM Queue (PCUs)	AM RFC (%)	PM Queue (PCUs)	PM RFC (%)
Wide Lane (N) Lane 1	1.0	54	1.1	57
Wide Lane (N) Lane 2	1.0	54	1.1	57
Mitchell Way (E) Lane 1	0.1	11	0.2	14
Mitchell Way (E) Lane 2	0.1	11	0.2	14
George Curl Way (S) Lane 1	0.1	6	0.2	16
George Curl Way (S) Lane 2	0.1	6	0.2	16
Wide Lane (W) Lane 1	0.9	50	0.5	35
Wide Lane (W) Lane 2	0.9	50	0.5	35

Table 4-27: Summary of base model results – J05 Model – Wide Lane/ Mount Park

Lane	AM Queue (PCUs)	AM DoS (%)	PM Queue (PCUs)	PM DoS (%)
Wide Lane N	5	38	11	72
Mountpark	1	44	2	64
Wide Lane S	9	66	4	41

Table 4-28: Summary of base model results – J06 Model – M27 J5

Lane	AM Queue (PCUs)	AM DoS (%)	PM Queue (PCUs)	PM DoS (%)
Stoneham Lane Ahead Left	10.3	79	10	75
Stoneham Lane Ahead	6.6	70	5.6	59
A335 (N) Left	0.1	20	0.2	31
A335 (N) Ahead	8.9	82	8.3	82
A335 (N) Ahead	8.9	82	7.4	77
M27 (E) Off slip Left	0.3	41	0.2	31
M27 (E) Off slip Ahead	7.1	76	4.2	56
A335 Stoneham Way (S) Ahead Left	1.6	76	1.4	62

Lane	AM Queue (PCUs)	AM DoS (%)	PM Queue (PCUs)	PM DoS (%)
A335 Stoneham Way (S) Ahead	5.2	77	21.6	91
M27 (W) Off slip Ahead Left	7.1	68	5.3	72
M27 (W) Off slip Ahead	2.9	34	5	69
M27 (W) Off slip Ahead	9.3	83	12	96
NW Circulatory Ahead	11.8	66	8	62
NW Circulatory Right Ahead	12.2	58	6.7	61
NW Circulatory Right	7.5	39	3.6	49
NE Circulatory Ahead	7.3	48	11.5	58
NE Circulatory Ahead Ahead2	1.9	45	3	51
NE Circulatory Ahead	7.3	28	5.3	22
Eastern Circulatory Ahead	5.6	74	4.8	59
Eastern Circulatory Right Ahead	5.9	74	8.3	61
Eastern Circulatory Right	3.9	56	6.4	38
Southern Circulatory Ahead	0	5	0	7

Table 4-29: Summary of base model results – J07 Model – Stoneham Way / Wide Lane / Wessex Lane and Wide Lane / Mansbridge Road

Lane	AM Queue (PCUs)	AM DoS (%)	PM Queue (PCUs)	PM DoS (%)
Stoneham Way NB Ahead Left	12.4	50.8	10.5	48.1
Stoneham Way NB Ahead	12	48.3	11.2	48.8
Stoneham Way NB Right	9.5	77.3	9.8	74.3
Wide Lane Left	0.5	45.8	0.3	36.2
Bassett Green Road Left	6	47.2	12.5	77.6
Stoneham Way SB Ahead	25.2	79.9	19.5	74.7
Stoneham Way SB Right Ahead	8.3	72.4	6.8	59.3
Wide Lane Right Ahead Left	2.4	29.7	1.6	29.3
Wide Lane Ahead	10.3	32.5	0.1	19
The Fleming Arms Right Ahead Left	0	0	0	0.7
Wessex Lane Right	3.2	61.3	3	62.3

Lane	AM Queue (PCUs)	AM DoS (%)	PM Queue (PCUs)	PM DoS (%)
Wide Lane Ahead Left Right	13.5	65.9	13.9	83.4
Wide Lane Right Left	0.1	21.5	0.2	26.2
Mansbridge Road Right Left	0.4	42	0.2	23.9
Mansbridge Road	0.1	16.3	0.1	21.5

4.26 The DoS results show that most junctions are currently operating below their practical capacity except for J03 A335 / Wide Lane roundabout. In particular, the A335 Lane 1 (western arm) is operating close to its theoretical capacity in the AM. It was noted through site observations that queuing can extend back towards the M27 roundabout and is mostly caused by the blocking back from J02 – Wide Lane/ Southampton Airport Parkway. The A335 Wide Lane 2 (western arm) is over capacity in the PM, and this has a knock-on effect on the traffic turning left out of Southampton Airport Parkway heading towards the M27.

The 2025 models also show that most arms operate below their practical capacity. However, there are a few arms from M27 J5 model that operate close to theoretical capacity in the PM such as M27 (W) Off slip Ahead and Stoneham Way Ahead.

5 Forecast Modelling

Scenarios

5.1 Using the validated base local junction models as the basis for the future year forecast modelling, five future demand scenarios were tested. The modelled scenarios are summarised in **Table 5-1.**

Table 5-1: Forecast modelled scenarios

Scenario	Demand	Network
2025 Baseline**	Uplifted base flows to current year	Same as base (except for J05 model*)
2028 Baseline	Uplifted base flows to future 2028 flows	Same as base (except for J05 model*)
2028 Baseline + Proposed Development	Uplifted base flows to future 2028 flows + development trips	Same as base (except for J05 model*)
2036 Baseline	Uplifted base flows to future 2036 flows	Same as base (except for J05 model*)
2036 Baseline + Proposed Development	Uplifted base flows to future 2036 flows + development trips	Same as base (except for J05 model*)

* As requested by Hampshire CC, J05 future models include the priority junction for access to the coffee drive through
** Only applies to 2023 models

2023 Model Forecast Results

J01 – Wide Lane / South Street

5.2 The junction capacity assessment results for this junction are shown in the tables below.

Table 5-2: Forecast Results – J01 AM Model – Wide Lane/ South Street

Scenario	Lane	DoS (%)	Total Delay (PCU/Hr)	Mean Max Queue
2025 Baseline	A335 Southampton Road	49	1.5	7.6
	A335 Wide Lane	87	6.0	24.2
	South Street	80	3.2	4.8
2028 Baseline	A335 Southampton Road	51	1.6	8.1
	A335 Wide Lane	90	7.3	27.2
	South Street	81	3.3	5.0
2028 Baseline + Proposed Development	A335 Southampton Road	54	1.7	8.8
	A335 Wide Lane	91	8.0	28.8
	South Street	82	3.5	5.2
2036 Baseline	A335 Southampton Road	55	1.8	8.9
	A335 Wide Lane	97	14.4	40.1
	South Street	86	4.0	5.8
2036 Baseline + Proposed Development	A335 Southampton Road	58	2.0	9.9
	A335 Wide Lane	98	17.3	44.0
	South Street	87	4.1	5.9

Table 5-3: Forecast Results – J01 PM Model -Wide Lane/ South Street

Scenario	Lane	DoS (%)	Total Delay (PCU/Hr)	Mean Max Queue
2025 Baseline	A335 Southampton Road	66	2.5	10.5
	A335 Wide Lane	77	3.7	14.4
	South Street	65	1.7	2.7

Scenario	Lane	DoS (%)	Total Delay (PCU/Hr)	Mean Max Queue
2028 Baseline	A335 Southampton Road	69	2.7	11.4
	A335 Wide Lane	81	4.2	15.8
	South Street	66	1.8	2.8
2028 Baseline + Proposed Development	A335 Southampton Road	69	2.8	11.5
	A335 Wide Lane	84	4.8	17.6
	South Street	66	1.8	2.8
2036 Baseline	A335 Southampton Road	74	3.2	13.0
	A335 Wide Lane	88	6.2	20.8
	South Street	70	2.0	3.1
2036 Baseline + Proposed Development	A335 Southampton Road	74	3.3	13.4
	A335 Wide Lane	91	7.4	22.9
	South Street	70	2.0	3.1

5.3 The results show that even by 2028 Baseline, the junction will be at practical capacity in the AM period on the A335 Wide Lane south arm, regardless of the Proposed Development trips. The junction will also be approaching practical capacity in the 2036 Baseline and the additional Proposed Development trips, will not significantly exacerbate the capacity issues.

J02 – Wide Lane / Southampton Airport Parkway

5.4 The junction capacity assessment results for this junction are shown in the tables below.

Table 5-4: Forecast Results – J02 AM Model – Wide Lane/ Southampton Airport Parkway

Scenario	Lane	DoS (%)	Total Delay (PCU/Hr)	Mean Max Queue
2025 Baseline	Wide Lane N	58	1.8	9.0
	SAP Right	13	0.3	0.6
	SAP Left	15	0.1	0.1
	Wide Lane S	80	3.0	13.1
2028 Baseline	Wide Lane N	59	1.9	9.6
	SAP Right	13	0.3	0.6
	SAP Left	15	0.1	0.1
	Wide Lane S	83	3.6	15.4
	Wide Lane N	62	2.2	10.6
	SAP Right	13	0.3	0.6

Scenario	Lane	DoS (%)	Total Delay (PCU/Hr)	Mean Max Queue
2028 Baseline + Proposed Development	SAP Left	16	0.1	0.1
	Wide Lane S	84	3.9	16.2
2036 Baseline	Wide Lane N	64	2.3	11.1
	SAP Right	13	0.3	0.7
	SAP Left	17	0.1	0.1
	Wide Lane S	90	5.6	22.1
2036 Baseline + Proposed Development	Wide Lane N	67	2.5	12
	SAP Right	13	0.3	0.7
	SAP Left	17	0.1	0.1
	Wide Lane S	91	6.3	23.6

Table 5-5: Forecast Results – J02 PM Model - Wide Lane/ Southampton Airport Parkway

Scenario	Lane	DoS (%)	Total Delay (PCU/Hr)	Mean Max Queue
2025 Baseline	Wide Lane N	69	2.5	12.4
	SAP Right	19	0.5	0.9
	SAP Left	38	0.3	0.3
	Wide Lane S	58	1.2	4.8
2028 Baseline	Wide Lane N	71	2.8	13.2
	SAP Right	19	0.5	1.0
	SAP Left	40	0.3	0.3
	Wide Lane S	61	1.4	5.3
2028 Baseline + Proposed Development	Wide Lane N	72	2.9	13.6
	SAP Right	19	0.5	1.0
	SAP Left	41	0.3	0.3
	Wide Lane S	63	1.5	5.6
2036 Baseline	Wide Lane N	76	3.4	15.6
	SAP Right	20	0.5	1
	SAP Left	44	0.4	0.4
	Wide Lane S	66	1.8	6.9
2036 Baseline + Proposed Development	Wide Lane N	77	3.5	15.8
	SAP Right	20	0.5	1.0
	SAP Left	44	0.4	0.4
	Wide Lane S	69	2.0	7.3

5.5 The results show that by the 2036 Baseline, the junction will be at practical capacity in the AM period regardless of the Proposed Development trips. This is due to the traffic on Wide Lane south. This is significant because the resultant queues, will block back onto the A335 / Wide Lane roundabout, having a knock-on impact on congestion at that junction.

J03 – A335 / Wide Lane Roundabout

5.6 The junction capacity assessment results for this junction are shown in the tables below.

Table 5-6: Forecast Results – J03 AM Model – A335/ Wide Lane Roundabout

Scenario	Lane	RFC	Delay (s)	Queue (PCU)
2025 Baseline	1/1 - Wide Lane (NE)	0.34	7.26	0.5
	1/2 - Wide Lane (NE)	0.81	26.75	4.4
	2/1 - Wide Lane (S)	0.58	11.64	1.4
	2/2 - Wide Lane (S)	0.6	9.74	1.5
	3/1 - A335 (NW)	1	88.03	20
	3/2 - A335 (NW)	0.75	18.73	3.1
2028 Baseline	1/1 - Wide Lane (NE)	0.39	8.14	0.6
	1/2 - Wide Lane (NE)	0.86	37.17	6.2
	2/1 - Wide Lane (S)	0.65	14.03	1.9
	2/2 - Wide Lane (S)	0.64	10.97	1.8
	3/1 - A335 (NW)	1.04	122.57	29.8
	3/2 - A335 (NW)	0.86	30.99	5.6
2028 Baseline + Proposed Development	1/1 - Wide Lane (NE)	0.51	11.36	1
	1/2 - Wide Lane (NE)	0.98	90.41	15.4
	2/1 - Wide Lane (S)	0.84	33.23	5.6
	2/2 - Wide Lane (S)	0.66	11.66	1.9
	3/1 - A335 (NW)	1.05	135.48	33.4
	3/2 - A335 (NW)	1.18	303.98	81.1
2036 Baseline	1/1 - Wide Lane (NE)	0.45	9.4	0.8
	1/2 - Wide Lane (NE)	0.95	67.12	11.8
	2/1 - Wide Lane (S)	0.77	21.93	3.4
	2/2 - Wide Lane (S)	0.73	14.76	2.6
	3/1 - A335 (NW)	1.15	242.91	64.7
	3/2 - A335 (NW)	1.04	121.5	28
2036 Baseline + Proposed Development	1/1 - Wide Lane (NE)	0.56	12.59	1.3
	1/2 - Wide Lane (NE)	1.03	134.29	25.2
	2/1 - Wide Lane (S)	0.98	82.38	16.1

Scenario	Lane	RFC	Delay (s)	Queue (PCU)
	2/2 - Wide Lane (S)	0.75	15.95	2.9
	3/1 - A335 (NW)	1.16	257.09	68.3
	3/2 - A335 (NW)	1.38	717.08	171.3

Table 5-7: Forecast Results – J03 PM Model – A335/ Wide Lane Roundabout

Scenario	Lane	RFC	Delay (s)	Queue (PCU)
2025 Baseline	1/1 - Wide Lane (NE)	0.43	8.11	0.8
	1/2 - Wide Lane (NE)	0.98	78.49	16.5
	2/1 - Wide Lane (S)	0.83	30.78	4.6
	2/2 - Wide Lane (S)	0.38	7.07	0.6
	3/1 - A335 (NW)	0.73	14.64	2.8
	3/2 - A335 (NW)	0.62	10.35	1.7
2028 Baseline	1/1 - Wide Lane (NE)	0.48	9.21	0.9
	1/2 - Wide Lane (NE)	1.04	124.39	28.5
	2/1 - Wide Lane (S)	0.93	58.32	9.6
	2/2 - Wide Lane (S)	0.43	7.74	0.8
	3/1 - A335 (NW)	0.76	16.66	3.2
	3/2 - A335 (NW)	0.69	12.91	2.3
2028 Baseline + Proposed Development	1/1 - Wide Lane (NE)	0.56	12.13	1.3
	1/2 - Wide Lane (NE)	1.17	273.65	64.9
	2/1 - Wide Lane (S)	1.27	444.56	99.2
	2/2 - Wide Lane (S)	0.48	8.33	0.9
	3/1 - A335 (NW)	0.78	18.26	3.5
	3/2 - A335 (NW)	0.88	33.15	6.9
2036 Baseline	1/1 - Wide Lane (NE)	0.54	10.85	1.2
	1/2 - Wide Lane (NE)	1.16	257.27	64.4
	2/1 - Wide Lane (S)	1.13	221.87	49.5
	2/2 - Wide Lane (S)	0.52	9.33	1.1
	3/1 - A335 (NW)	0.83	23.96	4.7
	3/2 - A335 (NW)	0.8	20.57	4

Scenario	Lane	RFC	Delay (s)	Queue (PCU)
2036 Baseline + Proposed Development	1/1 - Wide Lane (NE)	0.62	14.95	1.6
	1/2 - Wide Lane (NE)	1.31	517.63	106.7
	2/1 - Wide Lane (S)	1.47	873.02	191.4
	2/2 - Wide Lane (S)	0.56	10.29	1.3
	3/1 - A335 (NW)	0.84	25.81	5.1
	3/2 - A335 (NW)	0.99	80.66	19.3

5.7 The results show that even in the 2025 Baseline, the junction will be approaching/ at theoretical capacity in both peak periods. In both the 2028 and 2036 Baseline scenarios the junction will also exceed theoretical capacity. As the junction is over theoretical capacity associated queues on the impacted arms are therefore increasing exponentially, which then rise further as a result of the Proposed Development in the 2028 and 2036 Baseline + Proposed Development scenarios.

5.8 Although the junction is clearly over theoretical capacity and failing in the future baseline, even without the additional Proposed Development trips, it is considered that mitigation will need to be explored for this junction, given that a high proportion of the Proposed Development trips will be passing through this junction to access either M27 J5 or to use Wide Lane or Stoneham Lane to access Eastleigh.

5.9 Due to the capacity issues recorded at all arms in the 2036 Baseline + Proposed Development scenarios, a fundamental re-design of the roundabout was considered to mitigate these issues. These network changes included:

- Addition of left-turn bypass on A335 (NW) arm.
  - This bypass would run parallel to the existing Wide Lane road until the next stop-line at the adjacent SAP junction, also resulting in increased capacity at this approach.
- Allowance of right-turners from the nearside lane on A335 (NW) arm.
- Replacement of nearside lane on Wide Lane (S) with left-turn bypass.
- Allowance of ahead movement on nearside lane on Wide Lane (NE) arm.

5.10 To assess this, the mitigation option was tested in Junctions 9 with the same level of demand. However, it should be noted that in the absence of network origin-destination data, it has been assumed 85% of traffic travelling ahead from the A335 (NW) arm uses the bypass. The remaining 15% would use the nearside lane on this arm. This is based on turning proportions at the Southampton Airport Parkway (SAP) junction, where 13% of Base AM traffic on Wide Lane S turns right into SAP. This has been rounded up to the nearest 5% to represent a more robust test.

5.11 The Proposed 2036 results are presented in **Table 5-8** and **Table 5-9** below.

Table 5-8: A335/ Wide Lane Roundabout Mitigation Option – Proposed 2036 AM results

Scenario	Lane	RFC	Delay (s)	Queue (PCU)
2028 Baseline	1/1 - Wide Lane (NE)	0.61	6.60	1.7
	2/1 - Wide Lane (S)	0.52	6.75	1.1
	3/1 - A335 (NW)	0.48	4.32	1.0

Scenario	Lane	RFC	Delay (s)	Queue (PCU)
2028 Baseline + Proposed Development	1/1 - Wide Lane (NE)	0.72	10.49	2.8
	2/1 - Wide Lane (S)	0.54	7.01	1.2
	3/1 - A335 (NW)	0.64	6.30	1.9
2036 Baseline	1/1 - Wide Lane (NE)	0.69	8.66	2.4
	2/1 - Wide Lane (S)	0.59	8.06	1.5
	3/1 - A335 (NW)	0.57	5.28	1.4
2036 Baseline + Proposed Development	1/1 - Wide Lane (NE)	0.82	16.86	4.7
	2/1 - Wide Lane (S)	0.61	8.40	1.6
	3/1 - A335 (NW)	0.73	8.53	2.8

Table 5-9: A335/ Wide Lane Roundabout Mitigation Option – Proposed 2036 PM results

Scenario	Lane	RFC	Delay (s)	Queue (PCU)
2028 Baseline	1/1 - Wide Lane (NE)	0.74	9.12	2.9
	2/1 - Wide Lane (S)	0.35	5.46	0.5
	3/1 - A335 (NW)	0.40	3.32	0.7
2028 Baseline + Proposed Development	1/1 - Wide Lane (NE)	0.81	13.04	4.1
	2/1 - Wide Lane (S)	0.38	5.73	0.6
	3/1 - A335 (NW)	0.49	4.21	1.1
2036 Baseline	1/1 - Wide Lane (NE)	0.81	12.74	4.2
	2/1 - Wide Lane (S)	0.42	6.21	0.7
	3/1 - A335 (NW)	0.46	3.75	0.9
2036 Baseline + Proposed Development	1/1 - Wide Lane (NE)	0.88	21.48	6.9
	2/1 - Wide Lane (S)	0.45	6.63	0.8
	3/1 - A335 (NW)	0.55	4.84	1.3

5.12 The model results show that by implementing these changes, we see a vastly improved performing junction with only slight capacity issues occurring in the 2036 PM on Arm 1– 88% RFC. However, that still compares favourably to even the existing Base PM model, where the RFC on the offside lane (Arm 1 Lane 2) is 98%.

5.13 In addition, the provision of the additional lane/ stop line on the southern arm at the SAP junction, will provide that junction with enhanced capacity at the southern entry signals.

J04 – Spitfire Roundabout

5.14 The junction capacity assessment results for this junction are shown in the tables below and overleaf.

Table 5-10: Forecast Results – J05 AM Model – Spitfire Roundabout

Scenario	Lane	RFC	Delay (s)	Queue (PCU)
Future Base 2025	1 - Wide Lane (N)	0.57	5.91	1.4
	2 - Mitchell Way (E)	0.13	2.75	0.2
	3 - George Curl Way (S)	0.07	2.89	0.1
	4 - Wide Lane (W)	0.52	4.23	1.1
Future Base 2028	1 - Wide Lane (N)	0.64	7.01	1.8
	2 - Mitchell Way (E)	0.19	2.9	0.2
	3 - George Curl Way (S)	0.07	3.05	0.1
	4 - Wide Lane (W)	0.57	4.75	1.3
Proposed 2028	1 - Wide Lane (N)	0.87	20.65	6.8
	2 - Mitchell Way (E)	0.31	3.75	0.5
	3 - George Curl Way (S)	0.08	3.38	0.1
	4 - Wide Lane (W)	0.67	6.58	2
Future Base 2036	1 - Wide Lane (N)	0.75	10.22	3
	2 - Mitchell Way (E)	0.28	3.28	0.4
	3 - George Curl Way (S)	0.08	3.35	0.1
	4 - Wide Lane (W)	0.65	6.07	1.9
Proposed 2036	1 - Wide Lane (N)	1.0	66.04	25.2
	2 - Mitchell Way (E)	0.4	4.23	0.8
	3 - George Curl Way (S)	0.09	3.72	0.1
	4 - Wide Lane (W)	0.76	9.41	3.2

Table 5-11: Forecast Results – J05 PM Model – Spitfire Roundabout

Scenario	Lane	RFC	Delay (s)	Queue (PCU)
Future Base 2025	1 - Wide Lane (N)	0.59	6.01	1.5
	2 - Mitchell Way (E)	0.17	2.84	0.2
	3 - George Curl Way (S)	0.17	3.78	0.2
	4 - Wide Lane (W)	0.37	3.48	0.6

Scenario	Lane	RFC	Delay (s)	Queue (PCU)
Future Base 2028	1 - Wide Lane (N)	0.65	7.15	1.9
	2 - Mitchell Way (E)	0.24	3.07	0.3
	3 - George Curl Way (S)	0.18	4.14	0.2
	4 - Wide Lane (W)	0.43	3.89	0.8
Proposed 2028	1 - Wide Lane (N)	0.77	11.33	3.5
	2 - Mitchell Way (E)	0.45	4.28	0.8
	3 - George Curl Way (S)	0.23	5.35	0.3
	4 - Wide Lane (W)	0.49	4.86	1
Future Base 2036	1 - Wide Lane (N)	0.75	9.98	2.9
	2 - Mitchell Way (E)	0.35	3.62	0.6
	3 - George Curl Way (S)	0.22	4.89	0.3
	4 - Wide Lane (W)	0.51	4.81	1.1
Proposed 2036	1 - Wide Lane (N)	0.87	19.49	6.4
	2 - Mitchell Way (E)	0.56	5.45	1.3
	3 - George Curl Way (S)	0.28	6.66	0.4
	4 - Wide Lane (W)	0.59	6.39	1.5

5.15 The results show that the Spitfire Roundabout will operate within capacity during all scenarios except for the 2036 Baseline + Proposed Development, where the Wide Lane north arm will be at theoretical capacity. Upon review of the capacity modelling this arm experiences poorly balanced flows on the northern arm approach, and therefore, a mitigation option for this junction has been identified subsequently within this note.

5.16 Due to the imbalance of movements from the northern approach, improving lane discipline was expected to enhance junction performance. To assess this, a mitigation option was tested, separating the two lanes of the northern approach: one designated for left-turn movements to Mitchell Way and the other for ahead movements to George Curl Way and right-turn movements to Wide Lane (W). The Proposed 2036 results are presented in **Table 5-12** below and overleaf.

Table 5-12: Spitfire Roundabout Mitigation Option – Proposed 2036 results

Scenario	Lane	RFC	Delay (s)	Queue (PCU)
2028 Baseline	1/1 - Wide Lane (NE)	0.61	6.60	1.7
	2/1 - Wide Lane (S)	0.52	6.75	1.1
	3/1 - A335 (NW)	0.48	4.32	1.0
	1/1 - Wide Lane (NE)	0.72	10.49	2.8

Scenario	Lane	RFC	Delay (s)	Queue (PCU)
2028 Baseline + Proposed Development	2/1 - Wide Lane (S)	0.54	7.01	1.2
	3/1 - A335 (NW)	0.64	6.30	1.9
2036 Baseline	1/1 - Wide Lane (NE)	0.69	8.66	2.4
	2/1 - Wide Lane (S)	0.59	8.06	1.5
	3/1 - A335 (NW)	0.57	5.28	1.4
2036 Baseline + Proposed Development	1/1 - Wide Lane (NE)	0.82	16.86	4.7
	2/1 - Wide Lane (S)	0.61	8.40	1.6
	3/1 - A335 (NW)	0.73	8.53	2.8

Table 5-13: Spitfire Roundabout Mitigation Option – Proposed 2036 results

Scenario	Lane	RFC	Delay (s)	Queue (PCU)
2028 Baseline	1/1 - Wide Lane (NE)	0.74	9.12	2.9
	2/1 - Wide Lane (S)	0.35	5.46	0.5
	3/1 - A335 (NW)	0.40	3.32	0.7
2028 Baseline + Proposed Development	1/1 - Wide Lane (NE)	0.81	13.04	4.1
	2/1 - Wide Lane (S)	0.38	5.73	0.6
	3/1 - A335 (NW)	0.49	4.21	1.1
2036 Baseline	1/1 - Wide Lane (NE)	0.81	12.74	4.2
	2/1 - Wide Lane (S)	0.42	6.21	0.7
	3/1 - A335 (NW)	0.46	3.75	0.9
2036 Baseline + Proposed Development	1/1 - Wide Lane (NE)	0.88	21.48	6.9
	2/1 - Wide Lane (S)	0.45	6.63	0.8
	3/1 - A335 (NW)	0.55	4.84	1.3

5.17 **Table 5-12** shows that by improving lane discipline in 2036, the junction will be able to cope with the additional demand generated from the proposed development. Further design work will need to be undertaken to finalise the layout of the junction.

J05 – Wide Lane / Mountpark

5.18 The junction capacity results for this junction are shown in the tables below.

Table 5-14: Forecast Results – J05 AM Model – Wide Lane/ Mount Park

Scenario	Lane	DoS (%)	Total Delay (PCU/Hr)	Mean Max Queue
Future Base 2025	Wide Lane N	40	1.2	5.2
	Mountpark	44	0.8	1.4
	Wide Lane S	68	2.2	10.4
Future Base 2028	Wide Lane N	44	1.4	5.9
	Mountpark	46	0.9	1.4
	Wide Lane S	72	2.5	11.8
Proposed 2028	Wide Lane N	46	1.5	6.1
	Mountpark	46	0.9	1.4
	Wide Lane S	78	3.3	14.9
Future Base 2036	Wide Lane N	51	1.7	7.1
	Mountpark	49	1.0	1.5
	Wide Lane S	79	3.5	15.4
Proposed 2036	Wide Lane N	52	1.8	7.4
	Mountpark	49	1.0	1.5
	Wide Lane S	85	4.8	19.7

Table 5-15: Forecast Results – J05 PM Model – Wide Lane/ Mount Park

Scenario	Lane	DoS (%)	Total Delay (PCU/Hr)	Mean Max Queue
Future Base 2025	Wide Lane N	77	4.1	11.0
	Mountpark	65	1.5	2.3
	Wide Lane S	44	1.3	4.7
Future Base 2028	Wide Lane N	83	5.1	12.8
	Mountpark	66	1.6	2.3
	Wide Lane S	50	1.5	5.5
Proposed 2028	Wide Lane N	90	7.5	16.6
	Mountpark	66	1.6	2.4
	Wide Lane S	51	1.6	5.9
Future Base 2036	Wide Lane N	92	8.4	17.7
	Mountpark	70	1.8	2.6
	Wide Lane S	57	2.0	7.0
Proposed 2036	Wide Lane N	99	17.7	28.5
	Mountpark	71	1.8	2.7
	Wide Lane S	58	2.1	7.2

5.19 The results demonstrate that this junction would perform within capacity within all scenarios, during the AM peak period. However, during the PM peak the junction would be at practical

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capacity in the 2036 Baseline, even before the addition of future development trips. No mitigation is proposed for this junction, as a result.

2025 Model Forecast Results

J06 - M27 J5

5.20 The junction capacity results for this junction are shown in the tables below.

Table 5-16: Forecast Results – J06 AM Model – M27 J5

Scenario	Lane	DoS (%)	Total Delay (PCU/Hr)	Mean Max Queue
2028 Baseline	Stoneham Lane Ahead Left	76.30%	4.7	10
	Stoneham Lane Ahead	69.00%	4.9	6.6
	A335 (N) Left	20.40%	0.1	0.1
	A335 (N) Ahead	57.70%	3	7
	A335 (N) Ahead	57.70%	3.1	7.1
	M27 (E) Off slip Left	40.90%	0.3	0.3
	M27 (E) Off slip Ahead	75.30%	5	7.3
	A335 Stoneham Way (S) Ahead Left	78.40%	1.8	4.2
	A335 Stoneham Way (S) Ahead	79.20%	2.2	8
	M27 (W) Off slip Ahead Left	57.00%	2.9	6.5
	M27 (W) Off slip Ahead	31.60%	1.4	3.2
	M27 (W) Off slip Ahead	66.50%	3.5	7.6
	NW Circulatory Ahead	69.80%	2.8	9.8
	NW Circulatory Right Ahead	61.00%	2.4	7.9
	NW Circulatory Right	42.20%	0.8	2.8
	NE Circulatory Ahead	54.00%	2.3	12
	NE Circulatory Ahead Ahead2	54.80%	1.6	4
	NE Circulatory Ahead	32.90%	0.4	0.9
	Eastern Circulatory Ahead	77.50%	3.7	8.5
	Eastern Circulatory Right Ahead	77.50%	4.2	8.3
	Eastern Circulatory Right	61.60%	2.5	8.2
	Southern Circulatory Ahead	5.20%	0	0
	Southern Circulatory Right Ahead	44.00%	0.4	0.4

Scenario	Lane	DoS (%)	Total Delay (PCU/Hr)	Mean Max Queue
	Southern Circulatory Right	29.20%	0.2	0.2
	Western Circulatory Ahead	59.80%	2.6	10.9
	Western Circulatory Right Ahead	59.40%	2.4	10.1
	Western Circulatory Right	58.20%	2.9	10.9
2028 Baseline + Proposed Development	Stoneham Lane Ahead Left	78.80%	5.1	10.9
	Stoneham Lane Ahead	75.30%	5.6	7.9
	A335 (N) Left	23.80%	0.2	0.2
	A335 (N) Ahead	58.60%	3.2	7.6
	A335 (N) Ahead	58.70%	3.2	7.7
	M27 (E) Off slip Left	40.90%	0.3	0.3
	M27 (E) Off slip Ahead	82.10%	6.1	8.9
	A335 Stoneham Way (S) Ahead Left	81.20%	2.2	6.1
	A335 Stoneham Way (S) Ahead	82.80%	2.7	9.2
	M27 (W) Off slip Ahead Left	44.10%	2.2	6
	M27 (W) Off slip Ahead	29.00%	1.3	3.6
	M27 (W) Off slip Ahead	46.80%	2.4	6.1
	NW Circulatory Ahead	76.40%	4.5	11.2
	NW Circulatory Right Ahead	66.30%	3.6	10
	NW Circulatory Right	48.40%	2	9.4
	NE Circulatory Ahead	47.40%	1.8	9.1
	NE Circulatory Ahead Ahead2	66.60%	2	7
	NE Circulatory Ahead	34.40%	0.6	6
	Eastern Circulatory Ahead	78.70%	4.5	9.8
	Eastern Circulatory Right Ahead	81.50%	4.5	8.1
	Eastern Circulatory Right	68.80%	3	9.1
	Southern Circulatory Ahead	6.80%	0	0
	Southern Circulatory Right Ahead	47.00%	0.4	0.4
	Southern Circulatory Right	32.00%	0.2	0.2
	Western Circulatory Ahead	75.50%	6	15.8

Scenario	Lane	DoS (%)	Total Delay (PCU/Hr)	Mean Max Queue
	Western Circulatory Right Ahead	72.40%	5	14
	Western Circulatory Right	76.40%	5.3	15.2
2036 Baseline	Stoneham Lane Ahead Left	75.10%	4.6	10.1
	Stoneham Lane Ahead	71.40%	5.3	7
	A335 (N) Left	22.30%	0.1	0.1
	A335 (N) Ahead	55.90%	3	7.4
	A335 (N) Ahead	56.10%	3.1	7.5
	M27 (E) Off slip Left	43.00%	0.4	0.4
	M27 (E) Off slip Ahead	80.40%	5.9	8.3
	A335 Stoneham Way (S) Ahead Left	84.60%	2.7	6.8
	A335 Stoneham Way (S) Ahead	86.90%	3.7	10.6
	M27 (W) Off slip Ahead Left	65.10%	3.4	7.5
	M27 (W) Off slip Ahead	42.80%	1.9	4.4
	M27 (W) Off slip Ahead	73.60%	4.1	8.5
	NW Circulatory Ahead	76.20%	3.5	10.7
	NW Circulatory Right Ahead	66.60%	2.6	9.3
	NW Circulatory Right	49.70%	1.3	8.9
	NE Circulatory Ahead	55.70%	3	12.1
	NE Circulatory Ahead Ahead2	67.00%	2.4	4.8
	NE Circulatory Ahead	37.40%	0.7	6.5
	Eastern Circulatory Ahead	82.00%	5.1	10.4
	Eastern Circulatory Right Ahead	82.00%	4.5	8.6
	Eastern Circulatory Right	69.90%	3	9.1
	Southern Circulatory Ahead	5.80%	0	0
	Southern Circulatory Right Ahead	47.80%	0.5	0.5
	Southern Circulatory Right	31.50%	0.2	0.2
	Western Circulatory Ahead	61.50%	2.6	11.4
	Western Circulatory Right Ahead	60.90%	2.6	10.8

Scenario	Lane	DoS (%)	Total Delay (PCU/Hr)	Mean Max Queue
	Western Circulatory Right	61.50%	3	11.7
2036 Baseline + Proposed Development	Stoneham Lane Ahead Left	81.40%	5.5	11.6
	Stoneham Lane Ahead	80.40%	6.4	9.6
	A335 (N) Left	25.60%	0.2	0.2
	A335 (N) Ahead	64.40%	3.7	8.6
	A335 (N) Ahead	64.40%	3.7	8.7
	M27 (E) Off slip Left	43.00%	0.4	0.4
	M27 (E) Off slip Ahead	87.30%	7.5	10.6
	A335 Stoneham Way (S) Ahead Left	85.80%	3	6.9
	A335 Stoneham Way (S) Ahead	92.30%	5.9	19.5
	M27 (W) Off slip Ahead Left	72.90%	4.1	8.5
	M27 (W) Off slip Ahead	56.10%	2.7	5.8
	M27 (W) Off slip Ahead	77.90%	4.6	8.9
	NW Circulatory Ahead	81.70%	4.9	12.9
	NW Circulatory Right Ahead	71.70%	3.6	12
	NW Circulatory Right	53.10%	1.4	6.3
	NE Circulatory Ahead	47.30%	2.1	9.6
	NE Circulatory Ahead Ahead2	75.20%	2.8	10.6
	NE Circulatory Ahead	33.90%	0.7	6.5
	Eastern Circulatory Ahead	84.30%	4.5	8.1
	Eastern Circulatory Right Ahead	85.60%	5.3	11.1
	Eastern Circulatory Right	76.50%	5	10.2
	Southern Circulatory Ahead	7.50%	0	0
	Southern Circulatory Right Ahead	50.80%	0.5	0.5
	Southern Circulatory Right	33.90%	0.3	0.8
	Western Circulatory Ahead	63.20%	3.5	14.3
	Western Circulatory Right Ahead	60.50%	2.9	9.6
	Western Circulatory Right	63.70%	3	11.3

Table 5-17: Forecast Results – J06 PM Model – M27 J5

Scenario	Lane	DoS (%)	Total Delay (PCU/Hr)	Mean Max Queue
2028 Baseline	Stoneham Lane Ahead Left	79.30%	5.1	10.8
	Stoneham Lane Ahead	62.10%	4	5.8
	A335 (N) Left	32.00%	0.2	0.2
	A335 (N) Ahead	59.10%	3	6.6
	A335 (N) Ahead	57.10%	2.9	6.5
	M27 (E) Off slip Left	31.40%	0.2	0.2
	M27 (E) Off slip Ahead	47.10%	2.2	3.6
	A335 Stoneham Way (S) Ahead Left	62.00%	0.8	1.6
	A335 Stoneham Way (S) Ahead	94.20%	7	14.5
	M27 (W) Off slip Ahead Left	47.40%	2	4.4
	M27 (W) Off slip Ahead	46.30%	2	4.2
	M27 (W) Off slip Ahead	62.90%	3.1	6.4
	NW Circulatory Ahead	62.70%	2.2	7.1
	NW Circulatory Right Ahead	60.70%	2.4	9.1
	NW Circulatory Right	49.50%	1.3	3.5
	NE Circulatory Ahead	65.40%	2.1	11
	NE Circulatory Ahead Ahead2	58.70%	3.1	8.3
	NE Circulatory Ahead	25.00%	0.4	0.8
	Eastern Circulatory Ahead	87.30%	4.4	8
	Eastern Circulatory Right Ahead	90.50%	5.8	10.7
	Eastern Circulatory Right	60.00%	1.5	2.9
	Southern Circulatory Ahead	7.60%	0	0
	Southern Circulatory Right Ahead	32.70%	0.2	0.2
	Southern Circulatory Right	18.70%	0.1	0.1
	Western Circulatory Ahead	42.50%	2.1	6.5
	Western Circulatory Right Ahead	48.40%	2.3	8.2
	Western Circulatory Right	61.30%	2.7	10.9
2028 Baseline + Proposed Development	Stoneham Lane Ahead Left	81.20%	5.4	11.2
	Stoneham Lane Ahead	61.90%	3.9	5.8
	A335 (N) Left	37.00%	0.3	0.3
	A335 (N) Ahead	59.60%	3.2	7.5
	A335 (N) Ahead	59.40%	3.2	7.6
	M27 (E) Off slip Left	31.40%	0.2	0.2
	M27 (E) Off slip Ahead	50.20%	2.5	3.8

Scenario	Lane	DoS (%)	Total Delay (PCU/Hr)	Mean Max Queue
	A335 Stoneham Way (S) Ahead Left	64.20%	0.9	2.2
	A335 Stoneham Way (S) Ahead	99.80%	15.8	36.2
	M27 (W) Off slip Ahead Left	58.30%	2.6	5.4
	M27 (W) Off slip Ahead	57.90%	2.6	5.3
	M27 (W) Off slip Ahead	66.80%	3.3	6.6
	NW Circulatory Ahead	69.60%	2.5	8.3
	NW Circulatory Right Ahead	64.00%	2.5	9.8
	NW Circulatory Right	51.80%	1.4	4.1
	NE Circulatory Ahead	67.90%	2.4	11.7
	NE Circulatory Ahead Ahead2	64.50%	4.1	9.8
	NE Circulatory Ahead	26.90%	0.5	0.9
	Eastern Circulatory Ahead	90.50%	5.7	10
	Eastern Circulatory Right Ahead	97.00%	9.9	14.8
	Eastern Circulatory Right	73.00%	2.5	4.7
	Southern Circulatory Ahead	9.50%	0.1	0.1
	Southern Circulatory Right Ahead	36.90%	0.3	0.3
	Southern Circulatory Right	20.80%	0.1	0.1
	Western Circulatory Ahead	45.50%	2.1	7.1
	Western Circulatory Right Ahead	48.80%	2.2	8.6
	Western Circulatory Right	62.50%	2.7	11.2
2036 Baseline	Stoneham Lane Ahead Left	74.90%	4.6	10.4
	Stoneham Lane Ahead	62.10%	4	6
	A335 (N) Left	35.00%	0.3	0.3
	A335 (N) Ahead	54.10%	2.8	6.9
	A335 (N) Ahead	53.30%	2.8	6.9
	M27 (E) Off slip Left	33.00%	0.2	0.2
	M27 (E) Off slip Ahead	49.90%	2.4	3.8
	A335 Stoneham Way (S) Ahead Left	66.70%	1	2.4
	A335 Stoneham Way (S) Ahead	103.00%	27.3	92.2
	M27 (W) Off slip Ahead Left	55.30%	2.4	5
	M27 (W) Off slip Ahead	55.20%	2.4	5
	M27 (W) Off slip Ahead	70.10%	3.6	7.2
	NW Circulatory Ahead	70.40%	2.7	7.7
	NW Circulatory Right Ahead	65.70%	2.9	9.5
	NW Circulatory Right	55.20%	2	9.4
	NE Circulatory Ahead	71.70%	4.1	13.4

Scenario	Lane	DoS (%)	Total Delay (PCU/Hr)	Mean Max Queue
	NE Circulatory Ahead Ahead2	67.50%	1.6	5.9
	NE Circulatory Ahead	30.50%	1.9	6.7
	Eastern Circulatory Ahead	89.40%	5.3	8.9
	Eastern Circulatory Right Ahead	97.60%	10.9	16.1
	Eastern Circulatory Right	71.20%	2.2	4.5
	Southern Circulatory Ahead	8.00%	0	0
	Southern Circulatory Right Ahead	36.60%	0.3	0.3
	Southern Circulatory Right	20.00%	0.1	0.1
	Western Circulatory Ahead	44.30%	1.7	7.4
	Western Circulatory Right Ahead	49.70%	1.9	8.2
	Western Circulatory Right	61.80%	2.6	10.4
2036 Baseline + Proposed Development	Stoneham Lane Ahead Left	76.30%	4.8	10.7
	Stoneham Lane Ahead	62.00%	4	6
	A335 (N) Left	39.90%	0.3	0.3
	A335 (N) Ahead	62.80%	3.5	8.3
	A335 (N) Ahead	62.50%	3.5	8.4
	M27 (E) Off slip Left	33.00%	0.2	0.2
	M27 (E) Off slip Ahead	107.00%	40	40
	A335 Stoneham Way (S) Ahead Left	69.30%	1.1	3
	A335 Stoneham Way (S) Ahead	107.20%	45	93.5
	M27 (W) Off slip Ahead Left	52.90%	2.5	5.5
	M27 (W) Off slip Ahead	52.70%	2.5	5.4
	M27 (W) Off slip Ahead	59.10%	2.9	6.4
	NW Circulatory Ahead	72.00%	2.7	7.1
	NW Circulatory Right Ahead	68.60%	3.2	10.6
	NW Circulatory Right	57.20%	2.4	9.7
	NE Circulatory Ahead	67.20%	3.5	12.3
	NE Circulatory Ahead Ahead2	72.50%	1.9	9.2
	NE Circulatory Ahead	27.40%	1.8	6.7
	Eastern Circulatory Ahead	49.90%	0.8	1.4
	Eastern Circulatory Right Ahead	50.70%	1.3	7.6
	Eastern Circulatory Right	40.00%	0.6	1.5
	Southern Circulatory Ahead	11.00%	0.1	0.1
	Southern Circulatory Right Ahead	38.30%	0.3	0.3
	Southern Circulatory Right	21.10%	0.1	0.1
	Western Circulatory Ahead	48.60%	2.3	7.8

Scenario	Lane	DoS (%)	Total Delay (PCU/Hr)	Mean Max Queue
	Western Circulatory Right Ahead	49.70%	2.3	7.2
	Western Circulatory Right	67.50%	3.5	12.6

5.21 The modelling results indicate that the junction generally operates within acceptable capacity limits, in the 2025 and 2028 Baseline AM peak scenarios with most arms/ lanes staying below 90% DoS.

5.22 However, certain key movements experience increasing pressure over time. In the AM peak, DoS values exceed 80% by the 2036 Baseline on the A335 Stoneham Way arm and Eastern Circulatory section. In the 2036 Baseline + Proposed Development AM peak scenario, the M27 E off-slip ahead arm, and A335 Stoneham Way S arms and the Eastern Circulatory all operate above 80% DoS, but the junction still operates within its theoretical capacity.

5.23 In the PM peak, the DoS levels are generally higher than in the AM peak. In the 2028 Baseline PM peak the DoS is forecast to exceed 90% on A335 Stoneham Way ahead arm and Eastern Circulatory, which then increase further in the 2028 Baseline + Proposed Development PM peak scenario, with the A335 Stoneham Way ahead arm close to theoretical capacity (99.8% DoS).

5.24 In the 2036 Baseline PM peak, the A335 Stoneham Way ahead arm is forecast to be at 103% DoS, and the Eastern Circulatory is forecast to be at 97.6% DoS, and therefore the junction will be operating above theoretical capacity even before Proposed Development trips are added. Therefore, the theoretical capacity is also forecast to be exceeded in the 2036 Baseline + Proposed Development scenario on the M27 E off-slip and the A335 Stoneham Way arm (107% DoS).

J07 – Stoneham Way / Wide Lane / Wessex Lane and Wide Lane / Mansbridge Road

5.25 The junction capacity results for this junction are shown in the tables below.

Table 5-18: Forecast Results – J07 AM Model – Stoneham Way / Wide Lane / Wessex Lane and Wide Lane / Mansbridge Road

Scenario	Lane	DoS (%)	Total Delay (PCU/Hr)	Mean Max Queue
2028 Baseline	**Stoneham Way / Wessex Lane**			
	Stoneham Way NB Ahead Left	50.8	2.7	12.4
	Stoneham Way NB Ahead	48.3	2.6	12
	Stoneham Way NB Right	77.3	4.9	9.5
	Wide Lane Left	45.8	0.4	0.5
	Bassett Green Road Left	47.2	2.6	6
	Stoneham Way SB Ahead	79.9	6	25.2
	Stoneham Way SB Right Ahead	72.4	5	8.3
	Wide Lane Right Ahead Left	29.7	1.4	2.4

Scenario	Lane	DoS (%)	Total Delay (PCU/Hr)	Mean Max Queue
	Wide Lane Ahead	32.5	0.5	10.3
	The Fleming Arms Right Ahead Left	0	0	0
	Wessex Lane Right	61.3	1.9	3.2
	Wide Lane Ahead Left Right	65.9	4.9	13.5
	Mansbridge Roundabout			
	Wide Lane Right Left	21.5	0.1	0.1
	Mansbridge Road Right Left	42	0.4	0.4
	Mansbridge Road	16.3	0.1	0.1
	Wide Lane Right Left	20.4	0.1	0.1
2028 Baseline + Proposed Development	**Stoneham Way / Wessex Lane**			
	Stoneham Way NB Ahead Left	52.1	2.9	12.9
	Stoneham Way NB Ahead	49.7	2.8	12.6
	Stoneham Way NB Right	80.6	5.6	10.9
	Wide Lane Left	48.2	0.5	0.5
	Bassett Green Road Left	44	2.5	5.8
	Stoneham Way SB Ahead	78.1	5.8	23.9
	Stoneham Way SB Right Ahead	70.9	5.1	8.3
	Wide Lane Right Ahead Left	32.7	1.4	2.6
	Wide Lane Ahead	32.9	0.5	10.8
	The Fleming Arms Right Ahead Left	0	0	0
	Wessex Lane Right	62.1	2	3.3
	Wide Lane Ahead Left Right	70.1	5.4	14.3
	Mansbridge Roundabout			
	Wide Lane Right Left	22.4	0.1	0.1
	Mansbridge Road Right Left	46.9	0.4	0.4
	Mansbridge Road	16.5	0.1	0.1
	Wide Lane Right Left	26.3	0.2	0.2
2036 Baseline	**Stoneham Way / Wessex Lane**			
	Stoneham Way NB Ahead Left	54	3	13.8
	Stoneham Way NB Ahead	51.7	2.9	13.3

Scenario	Lane	DoS (%)	Total Delay (PCU/Hr)	Mean Max Queue
	Stoneham Way NB Right	83.1	5.9	11.2
	Wide Lane Left	50.7	0.5	0.5
	Bassett Green Road Left	47.9	2.7	6.3
	Stoneham Way SB Ahead	81.1	6.4	26.2
	Stoneham Way SB Right Ahead	75.8	5.7	9
	Wide Lane Right Ahead Left	32.8	1.6	2.8
	Wide Lane Ahead	35.6	0.6	12.2
	The Fleming Arms Right Ahead Left	0	0	0
	Wessex Lane Right	64.5	2.1	3.5
	Wide Lane Ahead Left Right	73	5.9	15.4
	Mansbridge Roundabout			
	Wide Lane Right Left	26.5	0.2	0.2
	Mansbridge Road Right Left	48.1	0.5	0.5
	Mansbridge Road	19.3	0.1	0.1
	Wide Lane Right Left	23.9	0.2	0.2
2036 Baseline + Proposed Development	**Stoneham Way / Wessex Lane**			
	Stoneham Way NB Ahead Left	55.4	3.2	14.4
	Stoneham Way NB Ahead	53.1	3.2	13.9
	Stoneham Way NB Right	86.1	6.9	12.8
	Wide Lane Left	53.2	0.6	0.6
	Bassett Green Road Left	44.7	2.6	6.1
	Stoneham Way SB Ahead	85.3	7.8	29.2
	Stoneham Way SB Right Ahead	72.9	5.4	8.5
	Wide Lane Right Ahead Left	35.8	1.7	3
	Wide Lane Ahead	36	0.7	12.6
	The Fleming Arms Right Ahead Left	0	0	0
	Wessex Lane Right	65.3	2.1	3.6
	Wide Lane Ahead Left Right	77.2	6.5	16.3
	Wide Lane Right Left	27.4	0.2	0.2
	Mansbridge Roundabout			

Scenario	Lane	DoS (%)	Total Delay (PCU/Hr)	Mean Max Queue
	Mansbridge Road Right Left	52.4	0.5	0.5
	Mansbridge Road	19.5	0.1	0.1
	Wide Lane Right Left	30.1	0.2	0.2

Table 5-19: Forecast Results – J07 PM Model – Stoneham Way / Wide Lane / Wessex Lane and Wide Lane / Mansbridge Road

Scenario	Lane	DoS (%)	Total Delay (PCU/Hr)	Mean Max Queue
2028 Baseline	**Stoneham Way / Wessex Lane**			
	Stoneham Way NB Ahead Left	50.8	2.7	12.4
	Stoneham Way NB Ahead	48.3	2.6	12
	Stoneham Way NB Right	77.3	4.9	9.5
	Wide Lane Left	45.8	0.4	0.5
	Bassett Green Road Left	47.2	2.6	6
	Stoneham Way SB Ahead	79.9	6	25.2
	Stoneham Way SB Right Ahead	72.4	5	8.3
	Wide Lane Right Ahead Left	29.7	1.4	2.4
	Wide Lane Ahead	32.5	0.5	10.3
	The Fleming Arms Right Ahead Left	0	0	0
	Wessex Lane Right	61.3	1.9	3.2
	Wide Lane Ahead Left Right	65.9	4.9	13.5
	Mansbridge Roundabout			
	Wide Lane Right Left	21.5	0.1	0.1
	Mansbridge Road Right Left	42	0.4	0.4
	Mansbridge Road	16.3	0.1	0.1
	Wide Lane Right Left	20.4	0.1	0.1
2028 Baseline + Proposed Development	**Stoneham Way / Wessex Lane**			
	Stoneham Way NB Ahead Left	52.1	2.9	12.9
	Stoneham Way NB Ahead	49.7	2.8	12.6
	Stoneham Way NB Right	80.6	5.6	10.9
	Wide Lane Left	48.2	0.5	0.5

Scenario	Lane	DoS (%)	Total Delay (PCU/Hr)	Mean Max Queue
	Bassett Green Road Left	44	2.5	5.8
	Stoneham Way SB Ahead	78.1	5.8	23.9
	Stoneham Way SB Right Ahead	70.9	5.1	8.3
	Wide Lane Right Ahead Left	32.7	1.4	2.6
	Wide Lane Ahead	32.9	0.5	10.8
	The Fleming Arms Right Ahead Left	0	0	0
	Wessex Lane Right	62.1	2	3.3
	Wide Lane Ahead Left Right	70.1	5.4	14.3
	Mansbridge Roundabout			
	Wide Lane Right Left	22.4	0.1	0.1
	Mansbridge Road Right Left	46.9	0.4	0.4
	Mansbridge Road	16.5	0.1	0.1
	Wide Lane Right Left	26.3	0.2	0.2
2036 Baseline	**Stoneham Way / Wessex Lane**			
	Stoneham Way NB Ahead Left	54	3	13.8
	Stoneham Way NB Ahead	51.7	2.9	13.3
	Stoneham Way NB Right	83.1	5.9	11.2
	Wide Lane Left	50.7	0.5	0.5
	Bassett Green Road Left	47.9	2.7	6.3
	Stoneham Way SB Ahead	81.1	6.4	26.2
	Stoneham Way SB Right Ahead	75.8	5.7	9
	Wide Lane Right Ahead Left	32.8	1.6	2.8
	Wide Lane Ahead	35.6	0.6	12.2
	The Fleming Arms Right Ahead Left	0	0	0
	Wessex Lane Right	64.5	2.1	3.5
	Wide Lane Ahead Left Right	73	5.9	15.4
	Mansbridge Roundabout			
	Wide Lane Right Left	26.5	0.2	0.2
	Mansbridge Road Right Left	48.1	0.5	0.5
	Mansbridge Road	19.3	0.1	0.1

Scenario	Lane	DoS (%)	Total Delay (PCU/Hr)	Mean Max Queue
	Wide Lane Right Left	23.9	0.2	0.2
2036 Baseline + Proposed Development	**Stoneham Way / Wessex Lane**			
	Stoneham Way NB Ahead Left	55.4	3.2	14.4
	Stoneham Way NB Ahead	53.1	3.2	13.9
	Stoneham Way NB Right	86.1	6.9	12.8
	Wide Lane Left	53.2	0.6	0.6
	Bassett Green Road Left	44.7	2.6	6.1
	Stoneham Way SB Ahead	85.3	7.8	29.2
	Stoneham Way SB Right Ahead	72.9	5.4	8.5
	Wide Lane Right Ahead Left	35.8	1.7	3
	Wide Lane Ahead	36	0.7	12.6
	The Fleming Arms Right Ahead Left	0	0	0
	Wessex Lane Right	65.3	2.1	3.6
	Wide Lane Ahead Left Right	77.2	6.5	16.3
	Wide Lane Right Left	27.4	0.2	0.2
	Mansbridge Roundabout			
	Mansbridge Road Right Left	52.4	0.5	0.5
	Mansbridge Road	19.5	0.1	0.1
	Wide Lane Right Left	30.1	0.2	0.2

5.26 The modelling results show that across all scenarios and time periods, the junction operates within acceptable capacity limits, with all lanes remaining below 90% DoS. During the 2036 Baseline PM peak scenario the Stoneham Way northbound right turn lane and Stoneham Way southbound ahead lanes operate at 83% and 81% RFC respectively, with RFC's increasing marginally to 86% on the Stoneham Way northbound right turn lane and 85% on the Stoneham Way southbound lane during the 20236 Baseline + Proposed Development PM peak scenario.

6 Conclusion and Recommendations

6.1 The transport modelling analysis for the Navigator Quarter study area has demonstrated the effectiveness of the Junctions 9 and LinSig models in providing a robust representation of current and future traffic conditions. The base models were validated to an acceptable level of accuracy, confirming their suitability for assessing forecast scenarios.

6.2 Key findings from the base model analysis include:

- **Validation Results:** The base models generally aligned well with observed traffic conditions, with minimal discrepancies. While a few minor validation issues were identified they do not undermine the reliability of the overall models.
- **Operational Challenges:** The analysis highlighted significant existing operational issues at some junctions with the A335 / Wide Lane consistently operating above practical capacity during peak periods. Queueing effects at Southampton Airport Parkway contributes to this congestion issue.

6.3 Key findings from the forecast model analysis including junction arms operating at/ above capacity are identified in **Table 6-1** below. This table excludes mitigation measures.

Table 6-1: Summary of junctions operating at/ above capacity.

Junction	Lane	Junctions and arms operating at/ above capacity			
		FB 2028	Proposed 2028	FB 2036	Proposed 2036
J01 - Wide Lane / South Street	Southampton Rd	N	N	N	N
	Wide Lane	Y	Y	Y	Y
	South Street	N	N	Y	Y
J02 - Wide Lane / Southampton Airport Parkway	Wide Lane N	N	N	N	N
	SAP	N	N	N	N
	Wide Lane S	N	N	Y	Y
J03 - A335 / Wide Lane Roundabout	1/1 - Wide Lane (NE)	N	N	N	N
	1/2 - Wide Lane (NE)	Y	Y	Y	Y
	2/1 - Wide Lane (S)	Y	Y	Y	Y
	2/2 - Wide Lane (S)	N	N	N	N
	3/1 - A335 (NW)	Y	Y	Y	Y
	3/2 - A335 (NW)	N	Y	Y	Y
J04 - Spitfire Roundabout	Wide Lane N	N	N	N	Y
	Mitchell Way	N	N	N	N
	George Curl Way	N	N	N	N
	Wide Lane W	N	N	N	N
	Wide Lane N	N	Y	Y	Y

Junction	Lane	Junctions and arms operating at/ above capacity			
		FB 2028	Proposed 2028	FB 2036	Proposed 2036
J05 - Wide Lane / Mountpark	Mountpark	N	N	N	N
	Wide Lane S	N	N	N	N
J06 – M27 J5	Stoneham Lane Ahead Left	N	N	N	N
	Stoneham Lane Ahead	N	N	N	N
	A335 (N) Left	N	N	N	N
	A335 (N) Ahead	N	N	N	N
	A335 (N) Ahead	N	N	N	N
	M27 (E) Off slip Left	N	N	N	N
	M27 (E) Off slip Ahead	N	N	N	Y
	A335 Stoneham Way (S) Ahead Left	N	N	N	N
	A335 Stoneham Way (S) Ahead	Y	Y	Y	Y
	M27 (W) Off slip Ahead Left	N	N	N	N
	M27 (W) Off slip Ahead	N	N	N	N
	M27 (W) Off slip Ahead	N	N	N	N
	NW Circulatory Ahead	N	N	N	N
	NW Circulatory Right Ahead	N	N	N	N
	NW Circulatory Right	N	N	N	N
	NE Circulatory Ahead	N	N	N	N
	NE Circulatory Ahead Ahead2	N	N	N	N
	NE Circulatory Ahead	N	N	N	N
	Eastern Circulatory Ahead	N	Y	N	N
	Eastern Circulatory Right Ahead	Y	Y	Y	N
	Eastern Circulatory Right	N	N	N	N
	Southern Circulatory Ahead	N	N	N	N
J07 – Stoneham Way / Wide Lane / Wessex Lane and Wide Lane / Mansbridge Road	Stoneham Way NB Ahead Left	N	N	N	N
	Stoneham Way NB Ahead	N	N	N	N
	Stoneham Way NB Right	N	N	N	N
	Wide Lane Left	N	N	N	N

Junction	Lane	Junctions and arms operating at/ above capacity			
		FB 2028	Proposed 2028	FB 2036	Proposed 2036
	Bassett Green Road Left	N	N	N	N
	Stoneham Way SB Ahead	N	N	N	N
	Stoneham Way SB Right Ahead	N	N	N	N
	Wide Lane Right Ahead Left	N	N	N	N
	Wide Lane Ahead	N	N	N	N
	The Fleming Arms Right Ahead Left	N	N	N	N
	Wessex Lane Right	N	N	N	N
	Wide Lane Ahead Left Right	N	N	N	N
	Wide Lane Right Left	N	N	N	N
	Mansbridge Road Right Left	N	N	N	N
	Mansbridge Road	N	N	N	N
	Wide Lane Right Left	N	N	N	N

6.4 Considering the table above and results detailed in Chapter 5, mitigation options were developed for J03 – A335 / Wide Lane and J04 – Spitfire Roundabout, as these junctions perform significantly worse as a result of the additional development trips. This is summarised below:

- The mitigation option to increase capacity through additional left-turn bypasses was tested as part of this assessment for **J03 – A335 / Wide Lane** and was shown to reduce the RFC in the 2036 proposed scenario to an acceptable level.
- The mitigation option to improve lane discipline was tested as part of this assessment **for J04 – Spitfire Roundabout** and was shown to reduce the RFC in the 2036 proposed scenario to an acceptable level.

6.5 Whilst J05 – Wide Lane / Mountpark does exceed theoretical capacity in 2028 Baseline + Proposed Development scenario, it only slightly exceeds the 2028 Baseline Scenario, where it is close to practical capacity and therefore, it is not considered a priority for mitigation. At all other junctions, performance issues occur in the Future Baseline scenarios indicating that background growth is the main driver of poor junction performance, not the Proposed Development.

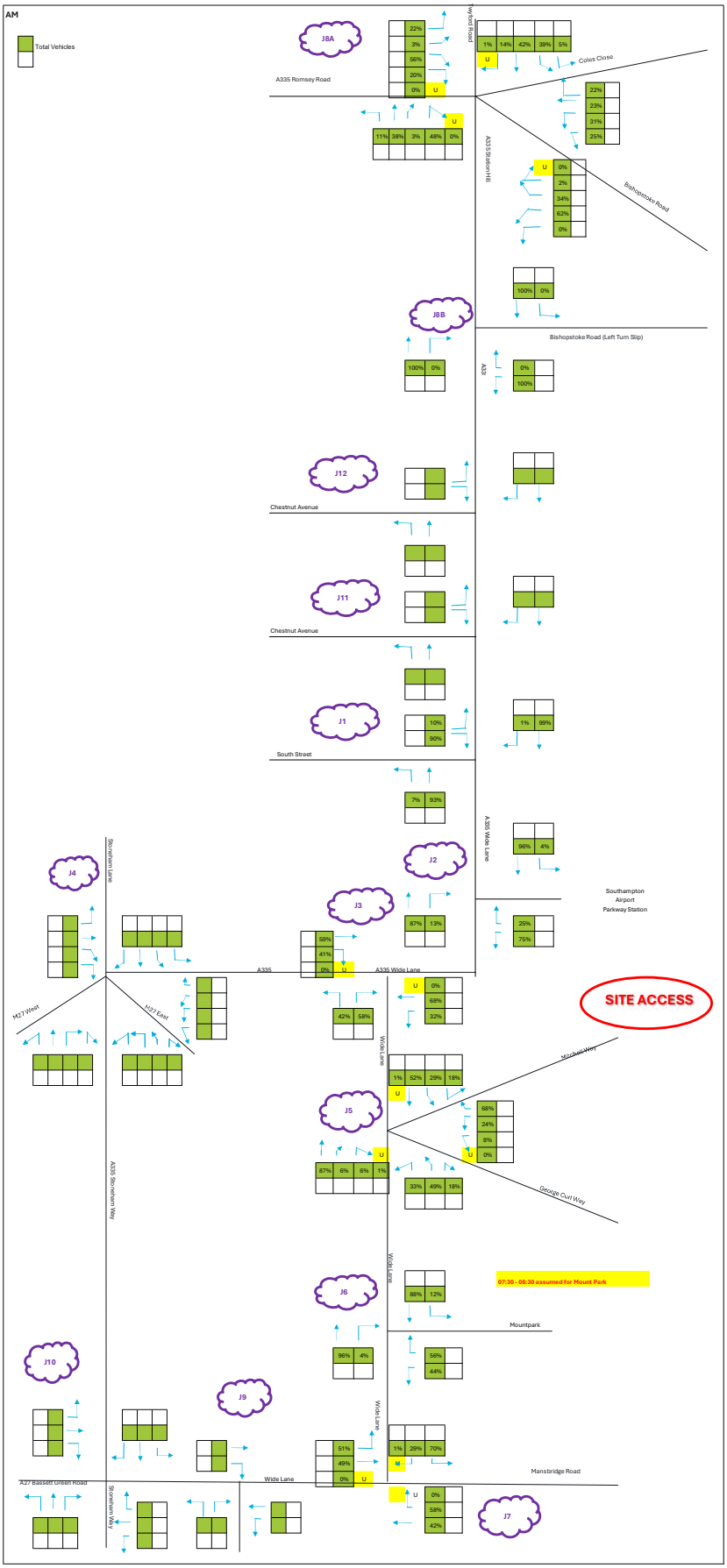
Z Land at Former Ford Site Flow Distribution

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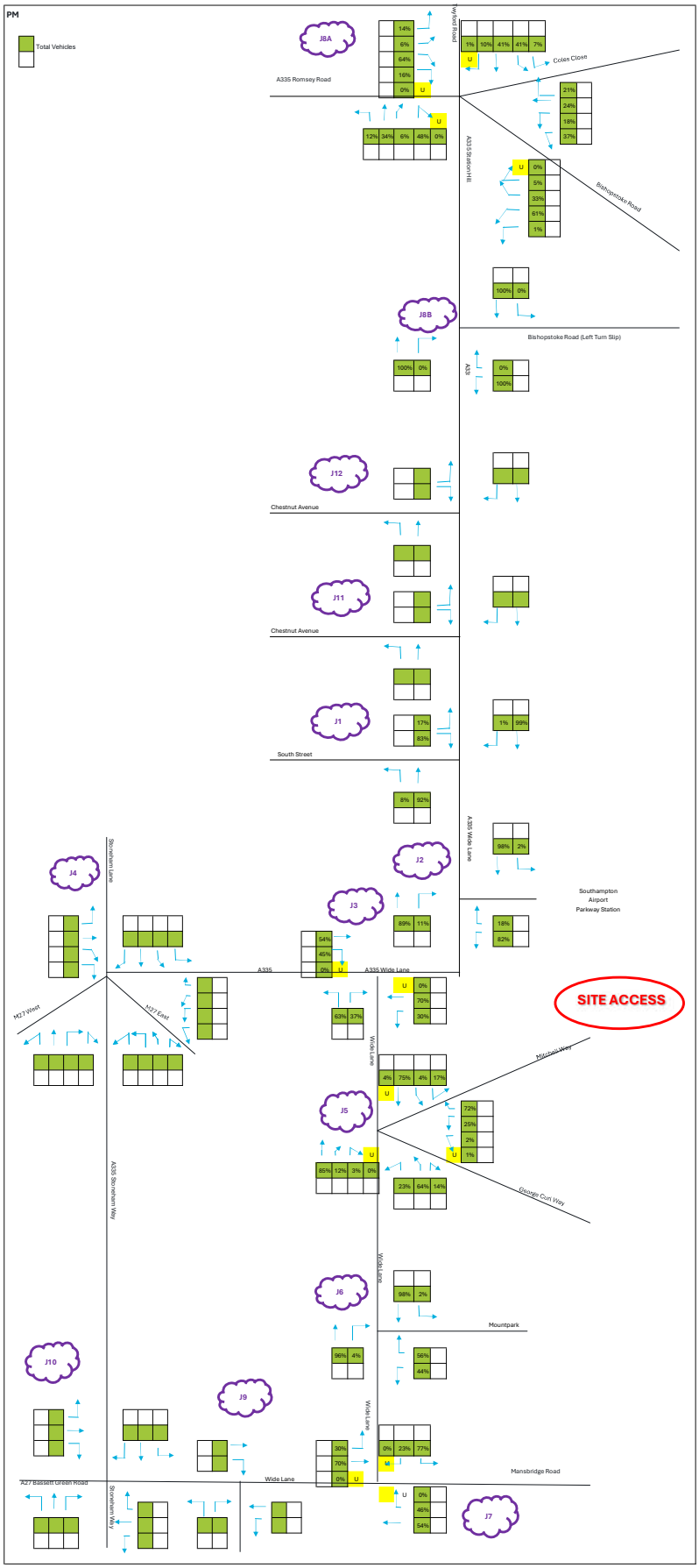
Land at Former Ford Site Flow Distribution

Costa Coffee Flows



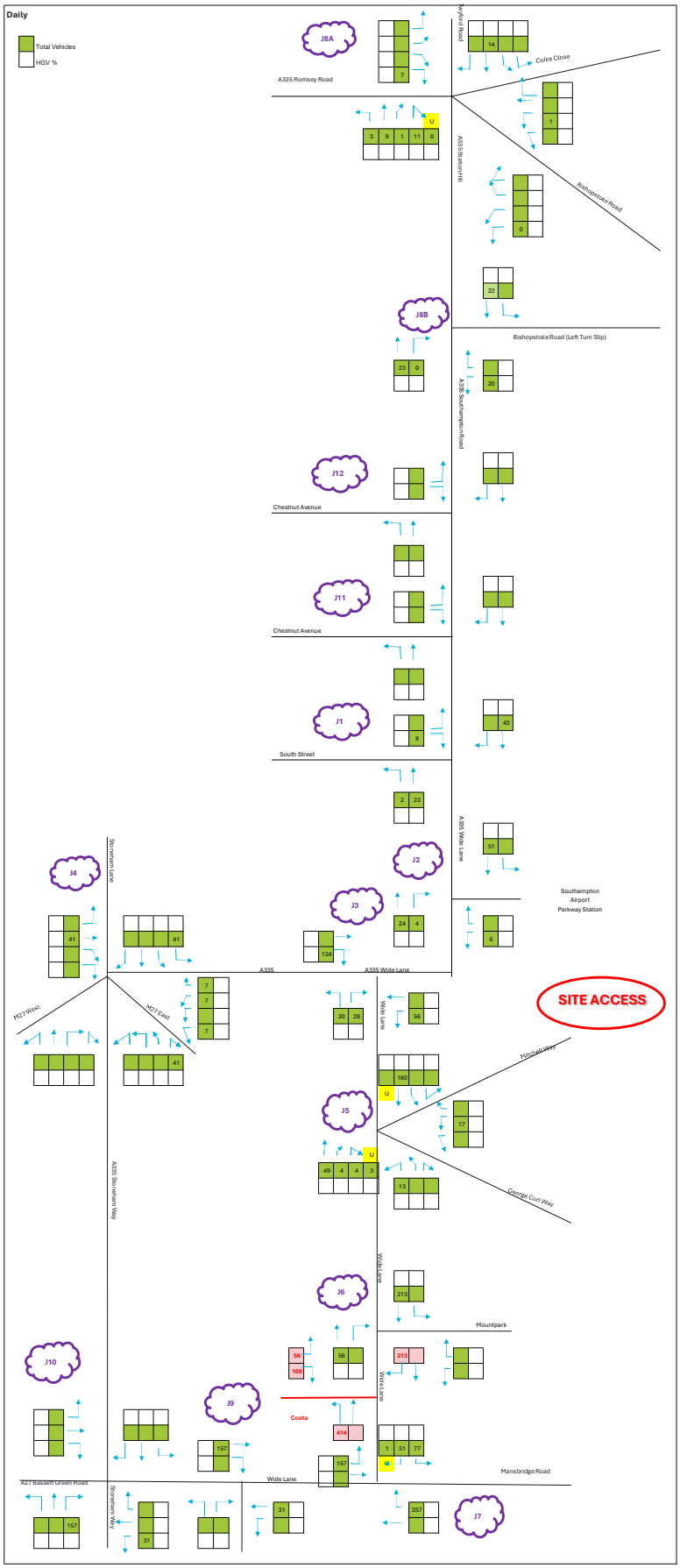
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Costa Coffee Flows



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Costa Coffee Flows



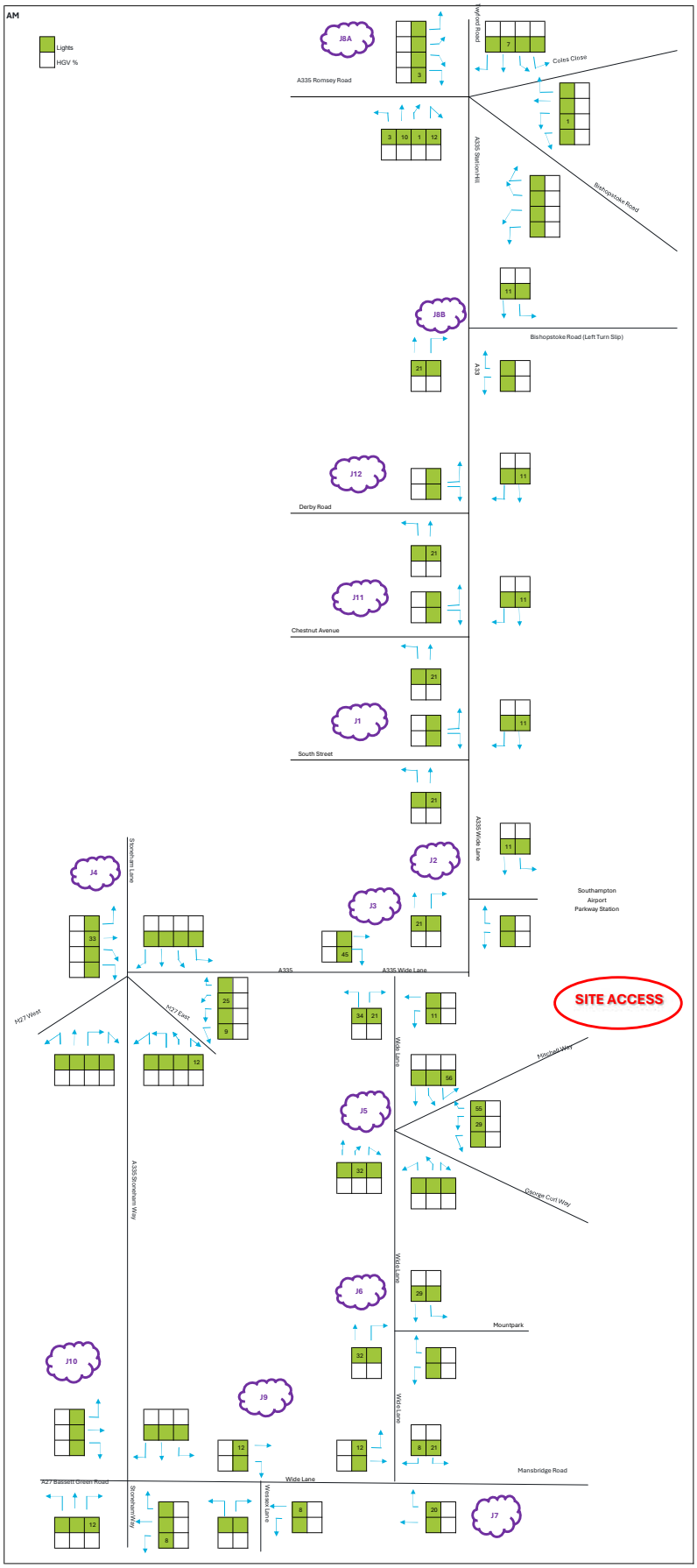
AA Airport Growth Flow Distribution

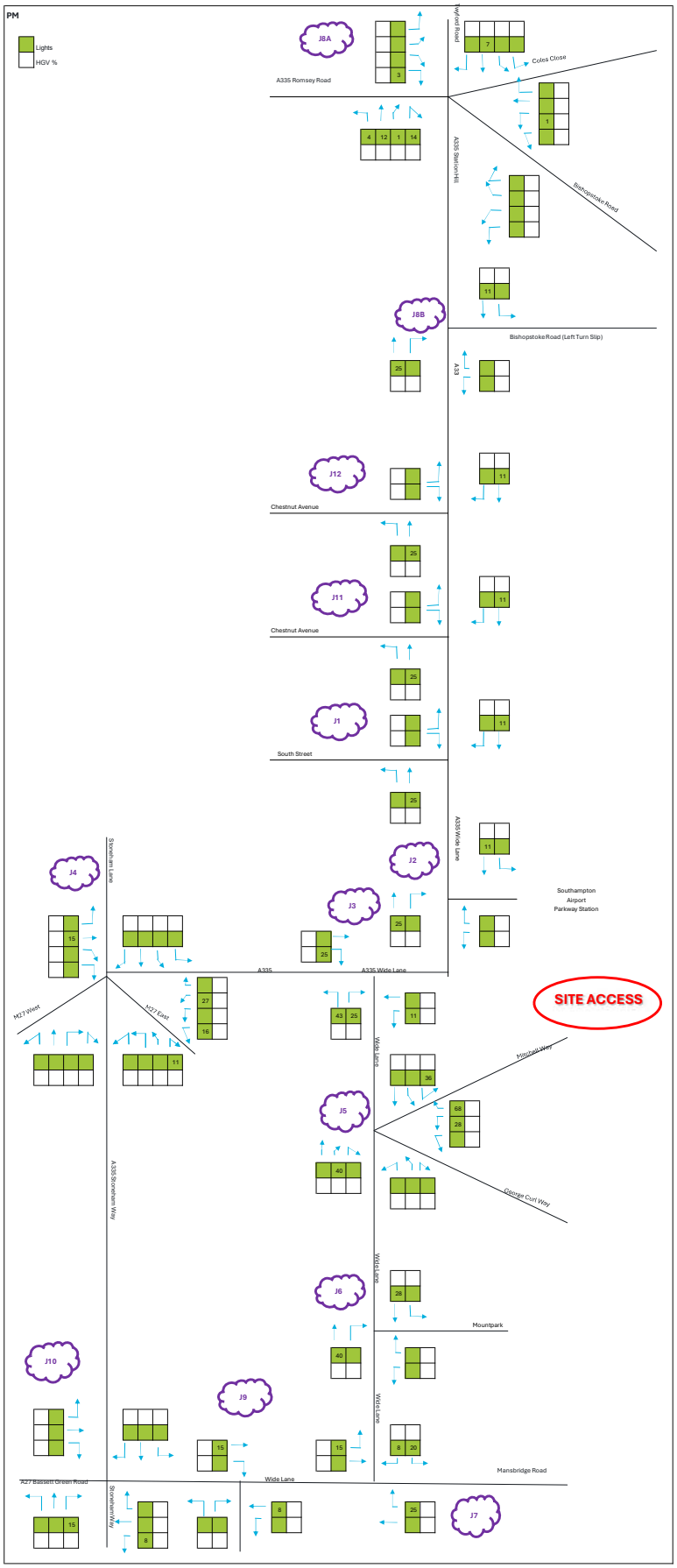
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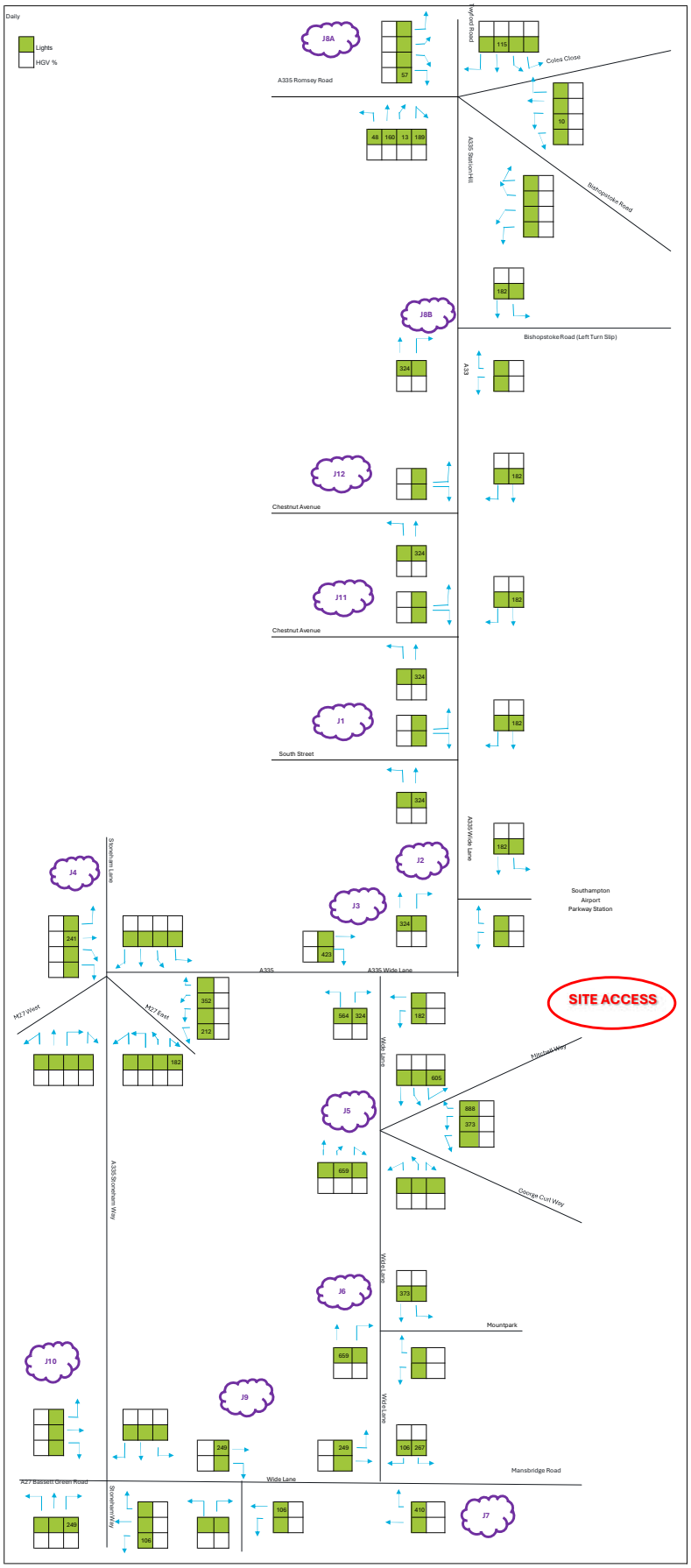
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Airport Growth Vehicle Flow Diagrams

2023 - Light Vehicle Distribution

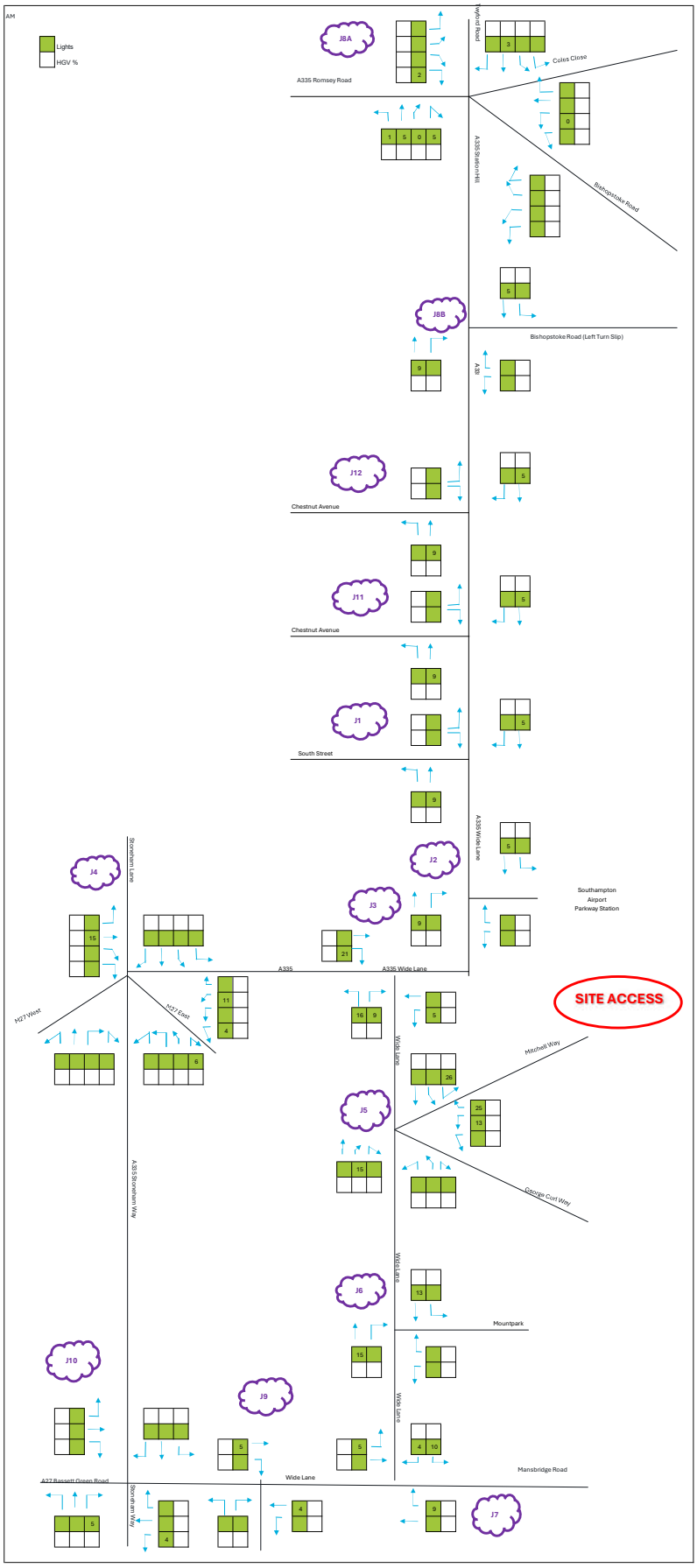



PM
Lights
HGV %
J8A
A335 Romsey Road
Highfield Lane
Coles Close
A335 Romsey Rd
Bishopstoke Road
J8B
Bishopstoke Road (Left Turn Slip)
A33
J12
Chestnut Avenue
J11
Chestnut Avenue
J1
South Street
A335 Wide Lane
J2
J3
Southampton
Airport
Parkway Station
A335
A335 Wide Lane
J4
Stoneham Lane
M27 West
M27 East
SITE ACCESS
Hiltingbury Way
J5
George Curl Way
Wide Lane
A335 Stoneham Way
J6
Mountpark
J10
J9
A27 Bassett Green Road
Wide Lane
Mansbridge Road
Stoneham Way
J7

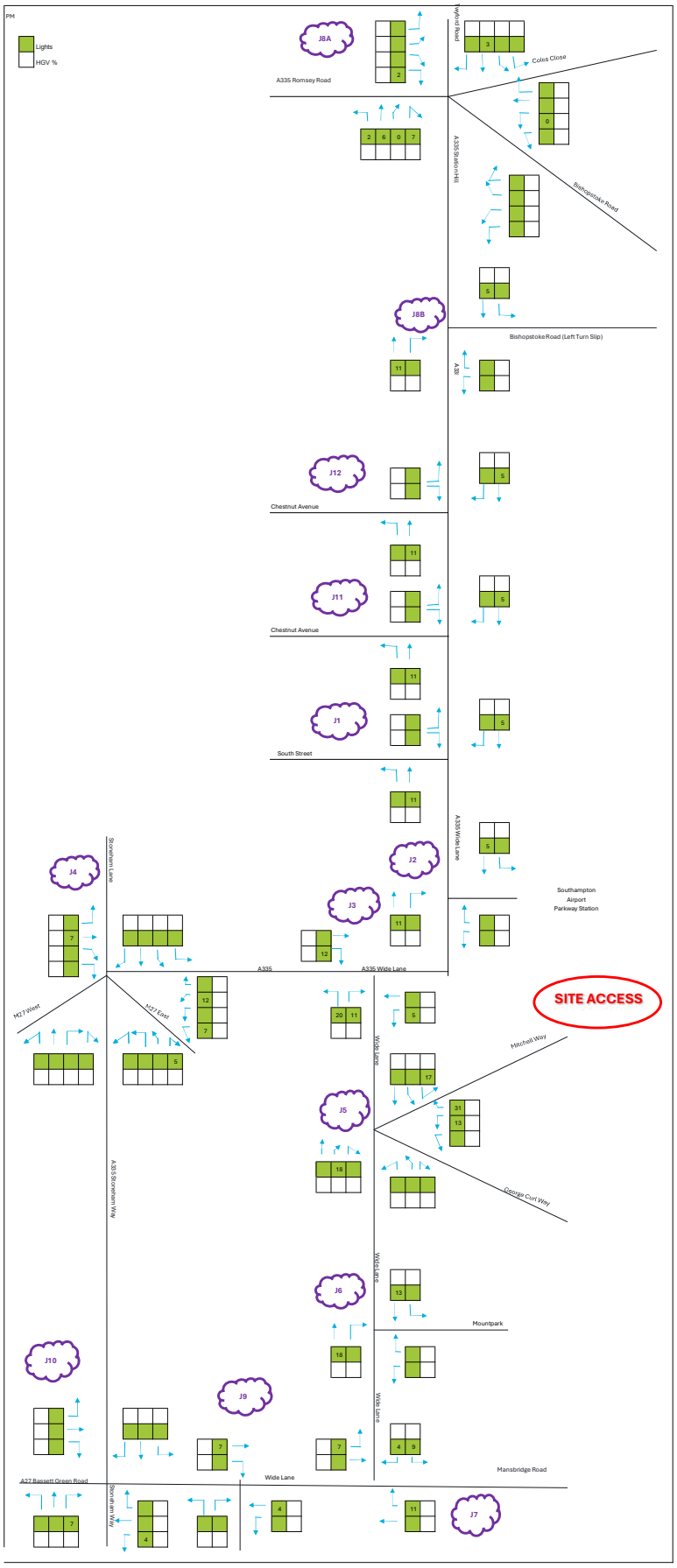

Daily
Lights
HGV %
J8A
A335 Romsey Road
Tweyford Road
Coles Close
A335 Stoneham Hill
Bishopstoke Road
J8B
Bishopstoke Road (Left Turn Slip)
A33
J12
Chestnut Avenue
J11
Chestnut Avenue
J1
South Street
A335 Wide Lane
J2
J3
J4
Stoneham Lane
Southampton
Airport
Parkway Station
A335
A335 Wide Lane
M27 West
M27 East
SITE ACCESS
White Laurel
Mitchell Way
J5
George Curl Way
A335 Stoneham Way
Mitchell Way
J6
Mountpark
J10
J9
A27 Bassett Green Road
Wide Lane
Mansbridge Road
Stoneham Way
J7

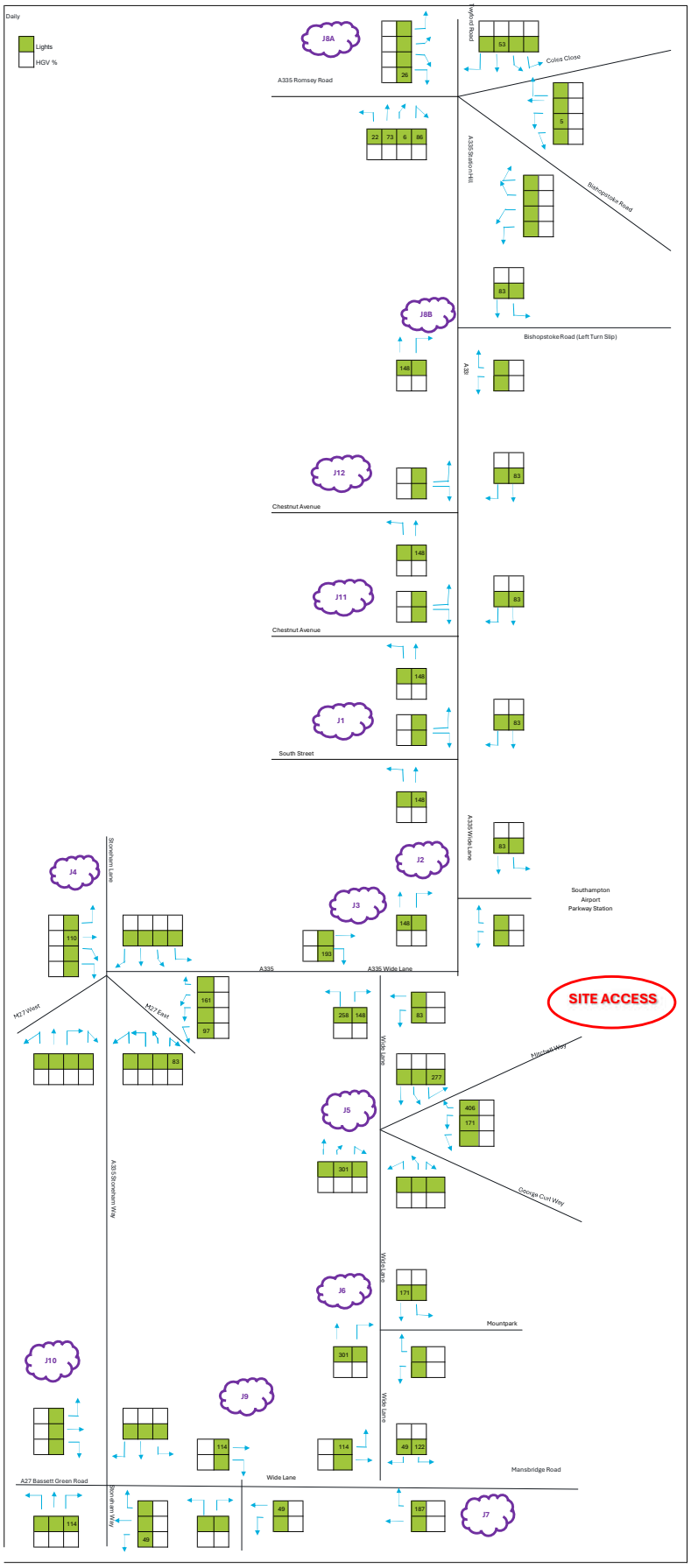
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2025 (2023-2025)



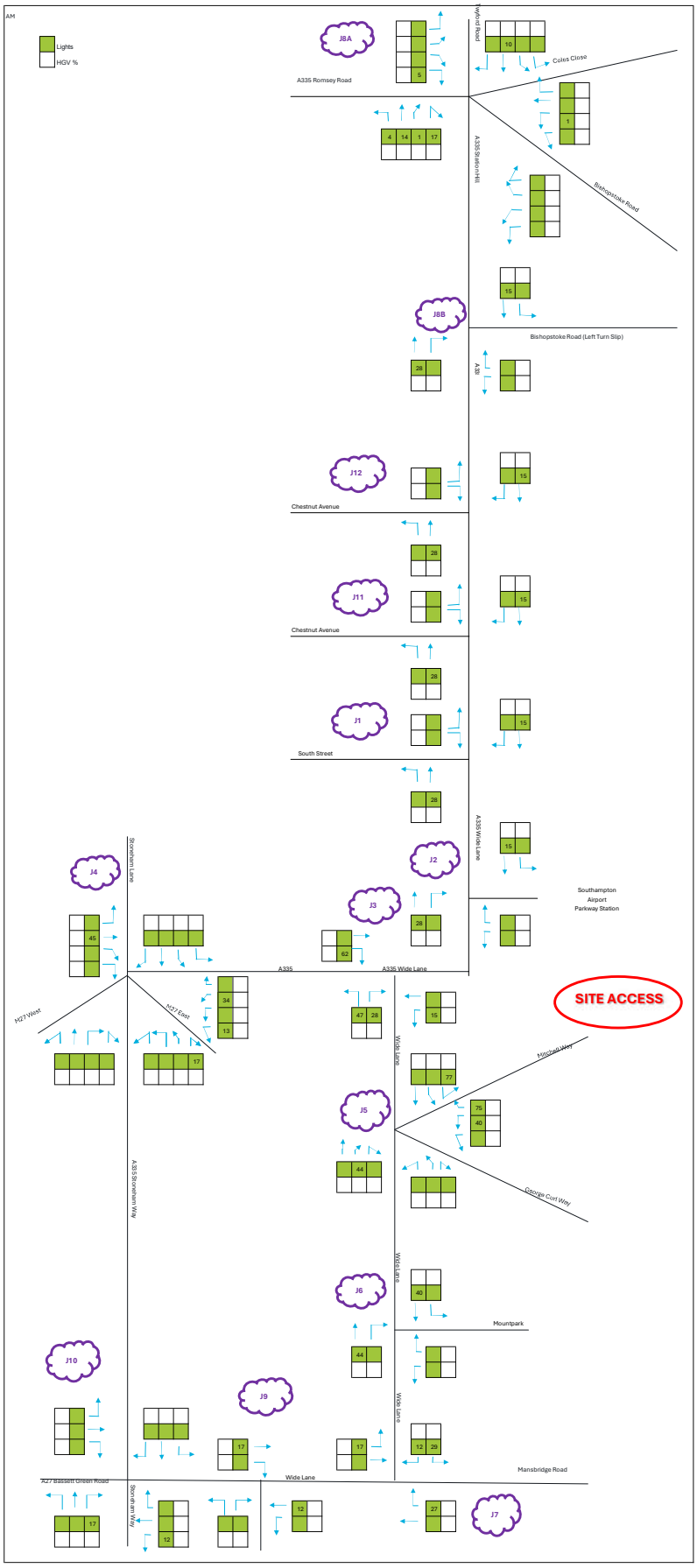
steer


PM
Lights
HGV %
J8A
A335 Romsey Road
Twyford Road
Coles Close
A335 Romsey Hill
Bishopstoke Road
J8B
Bishopstoke Road (Left Turn Slip)
A32
J12
Chestnut Avenue
J11
Chestnut Avenue
J1
South Street
A335 Wide Lane
J2
J3
Southampton Airport Parkway Station
J4
Stoneham Lane
A335
A335 Wide Lane
SITE ACCESS
M27 West
M27 East
Mitchell Way
George Curl Way
J5
A335 Stoneham Way
J6
Mountpark
J10
J9
A27 Bassett Green Road
Wide Lane
Mansbridge Road
Stoneham Way
J7

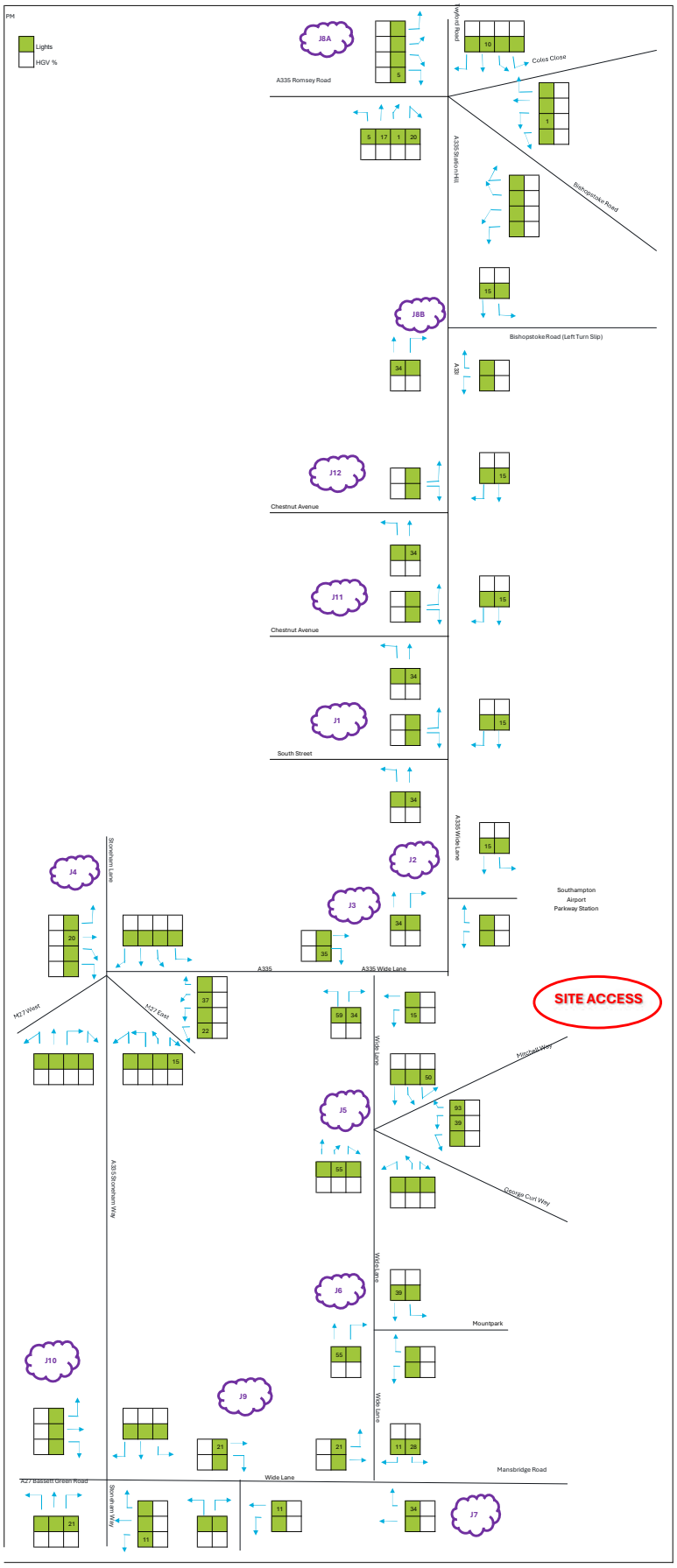

Daily
Lights
HGV %
J8A
A335 Romsey Road
Tytherley Road
Coles Close
A3057 Shirley Hill
Bishopstoke Road
J8B
Bishopstoke Road (Left Turn Slip)
A33
J12
Chestnut Avenue
J11
Chestnut Avenue
J1
South Street
A3024 Mint Lane
J2
J3
Southampton Airport Parkway Station
J4
Stoneham Lane
A335
A335 Wide Lane
SITE ACCESS
M27 West
M27 East
Wide Lane
Hamtun Way
J5
George Curl Way
A335 Stoneham Way
Wide Lane
J6
Mountpark
J10
J9
Wide Lane
A27 Bassett Green Road
Stoneham Way
Mansbridge Road
J7

steer

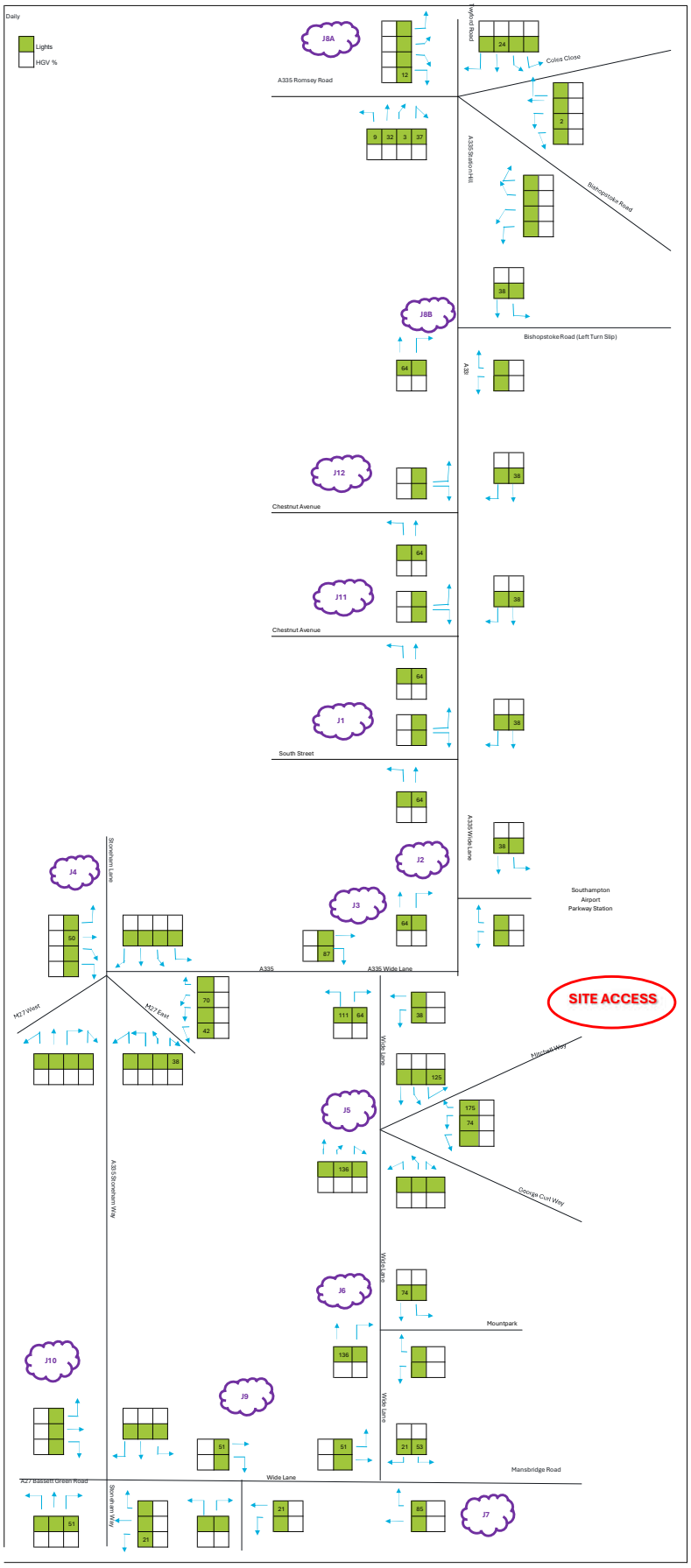
2028 (2025-2028)



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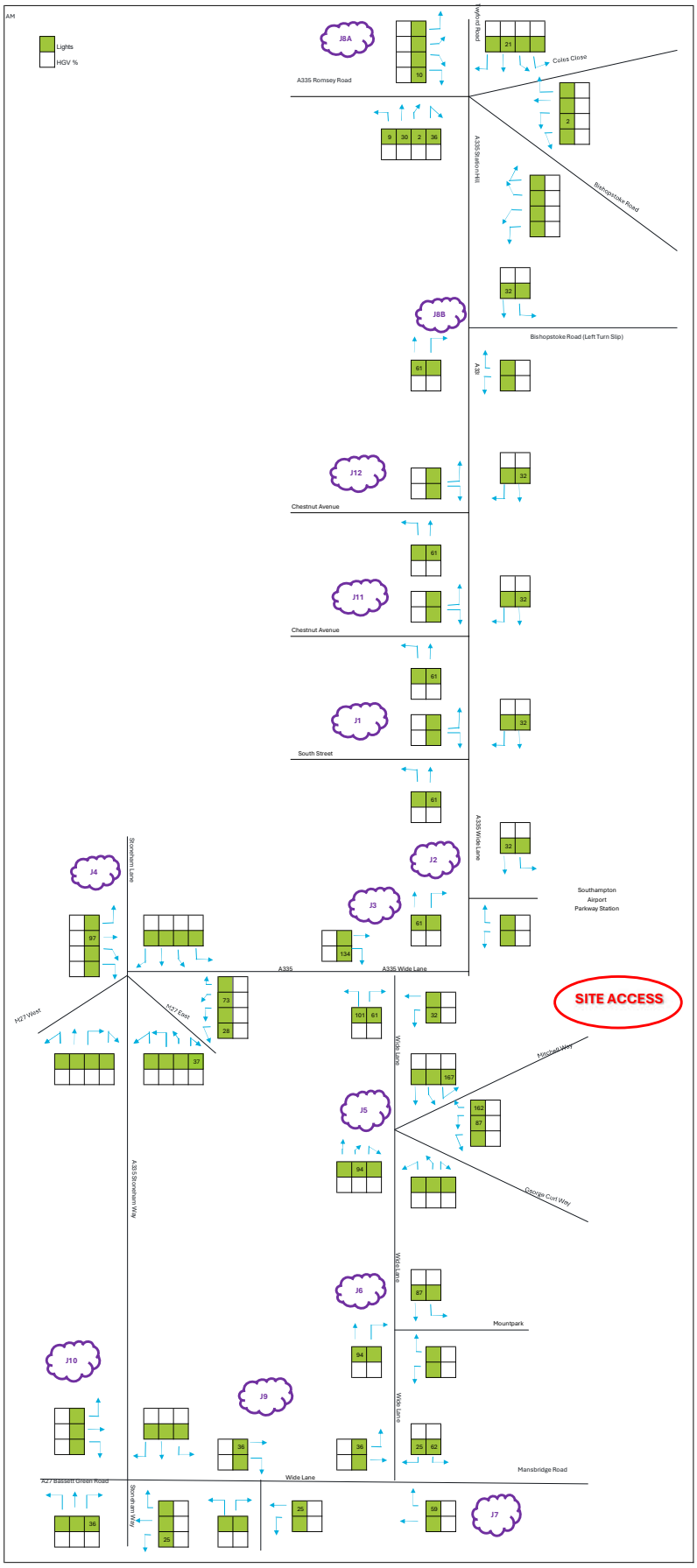

PM
Lights
HGV %
J8A
A335 Romsey Road
Twyford Road
Coles Close
A335 Romsey Road
Bishopstoke Road
J8B
Bishopstoke Road (Left Turn Slip)
A32
J12
Chestnut Avenue
J11
Chestnut Avenue
J1
South Street
A335 Wide Lane
J2
J3
J4
Southampton Airport Parkway Station
Stoneham Lane
A335
A335 Wide Lane
SITE ACCESS
M27 West
M27 East
Hursley Way
George Curl Way
J5
Wide Lane
A335 Southern Way
J6
Mountpark
Wide Lane
J10
J9
A27 Bassett Green Road
Wide Lane
Mansbridge Road
Southern Way
J7

steer

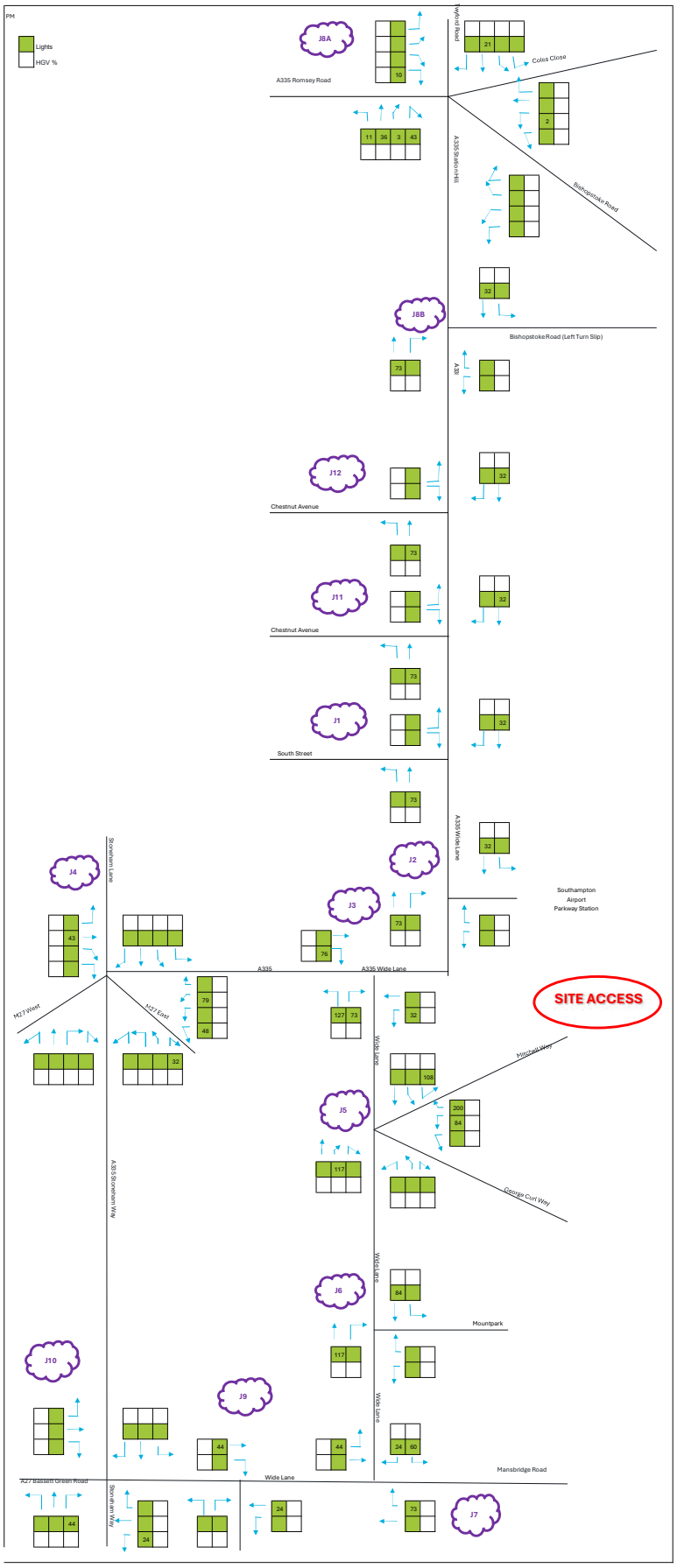

Daily
Lights
HGV %
J8A
A335 Romsey Road
Twyford Road
Colvis Close
A3025 Shirley Hill
Bishopstoke Road
J8B
Bishopstoke Road (Left Turn Slip)
A33
J12
Chestnut Avenue
J11
Chestnut Avenue
J1
South Street
A3024 Mint Lane
J2
J3
Southampton Airport Parkway Station
J4
Stoneham Lane
A335
A335 Wide Lane
SITE ACCESS
M27 West
M27 East
Wide Lane
Hamwic Way
J5
George Curl Way
A335 Stoneham Way
Wide Lane
J6
Mountpark
J10
J9
Wide Lane
A27 Bassett Green Road
Wide Lane
Mansbridge Road
Stoneham Way
J7

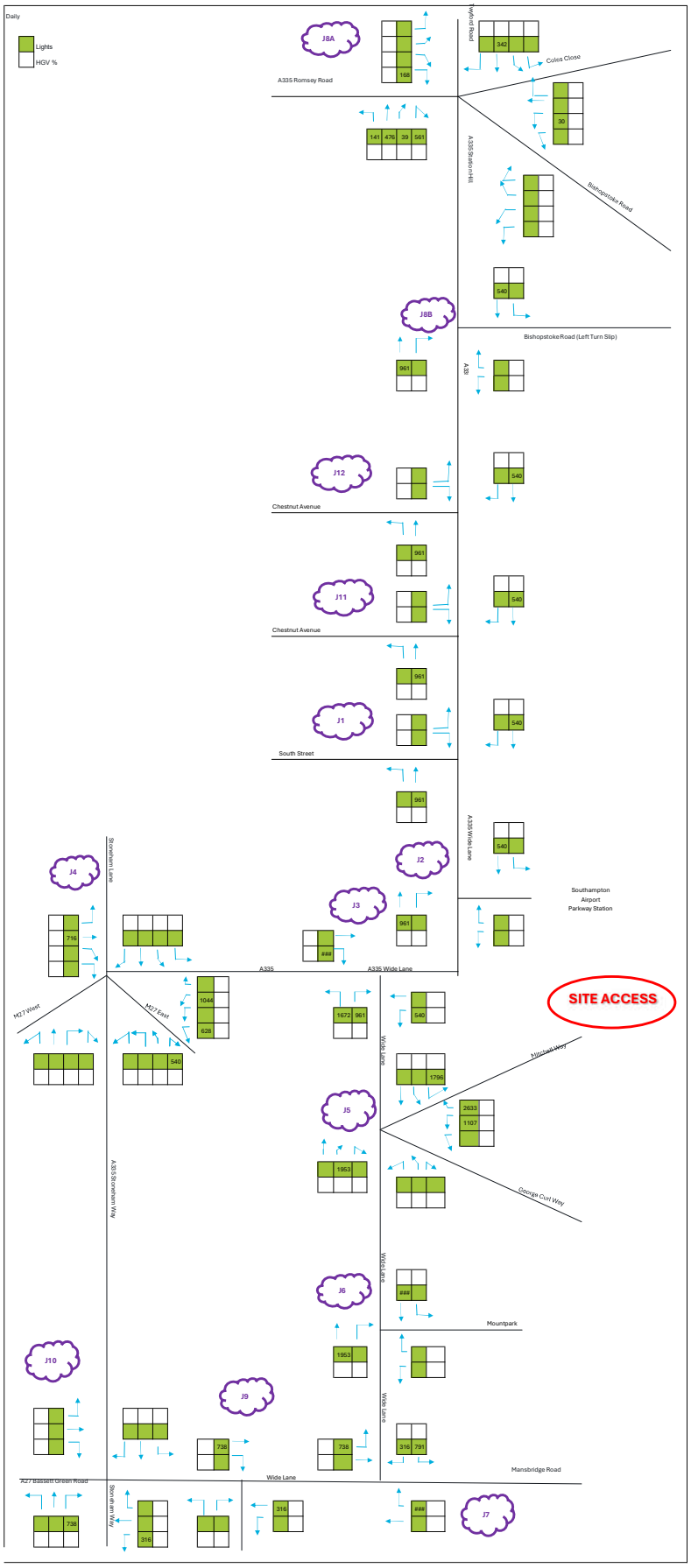
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2036 (2025-2036)



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PM
Lights
HGV %
J8A
A335 Romsey Road
Twyford Road
Coles Close
A335 Romsey Hill
Bishopstoke Road
J8B
Bishopstoke Road (Left Turn Slip)
A32
J12
Chestnut Avenue
J11
Chestnut Avenue
J1
South Street
A335 Wide Lane
J2
J3
Southampton Airport Parkway Station
J4
Stoneham Lane
A335
A335 Wide Lane
M27 West
M27 East
SITE ACCESS
Winchester Way
George Curl Way
J5
Wide Lane
A335 Stoneham Way
J6
Mountpark
J10
J9
Wide Lane
A27 Bassett Green Road
Stoneham Way
Wide Lane
Mansbridge Road
J7


Daily
Lights
HGV %
J8A
A335 Romsey Road
Tadd Field
Coles Close
A3057 Shirley Hill
Bishopstoke Road
J8B
Bishopstoke Road (Left Turn Slip)
A33
J12
Chestnut Avenue
J11
Chestnut Avenue
J1
South Street
A3024 Mint Lane
J4
Shirley Arch Lane
J2
J3
Southampton Airport Parkway Station
A335
A335 Wide Lane
SITE ACCESS
M27 West
M27 East
Wide Lane
Millbrook Way
J5
George Curl Way
A3035 Shirley Way
Wide Lane
J6
Mountpark
J10
J9
Wide Lane
Mansbridge Road
A27 Bassett Green Road
Shirley Way
J7

steer

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Navigator Quarter

Airport Growth Flows

2023 Mitchell Way ATC Flows (7 Day Average)

	Total Vehicles			Light		
	Northbound	Southbound	Total	Northbound	Southbound	Total
00:00	4	7	11	2	5	8
01:00	2	4	5	2	3	5
02:00	1	2	3	0	1	2
03:00	1	2	4	0	1	1
04:00	12	7	19	11	3	14
05:00	65	12	77	62	10	72
06:00	88	39	127	82	34	116
07:00	133	78	211	118	69	187
08:00	99	96	195	88	84	173
09:00	90	95	185	76	81	157
10:00	75	69	144	65	55	120
11:00	77	73	150	65	60	125
12:00	89	82	171	80	68	148
13:00	116	86	202	104	69	174
14:00	85	121	205	71	105	176
15:00	68	100	168	58	87	145
16:00	69	85	155	59	75	134
17:00	87	106	193	76	96	172
18:00	91	78	169	83	70	153
19:00	74	110	184	67	103	170
20:00	51	88	139	45	83	128
21:00	31	68	99	28	63	91
22:00	16	29	45	15	25	40
23:00	8	15	23	7	11	17
Total	**1432**	**1452**	**2884**	**1264**	**1261**	**2528**

2025 Mitchell Way Total Flows (7 Day Average)

	Total Vehicles			Light		
	Northbound	Southbound	Total	Northbound	Southbound	Total
00:00	6	10	16	3	7	12
01:00	3	6	7	3	4	7
02:00	1	3	4	0	1	3
03:00	1	3	6	0	1	1
04:00	17	10	28	16	4	20
05:00	95	17	112	90	15	105
06:00	128	57	185	119	50	169
07:00	194	114	307	172	101	272
08:00	144	140	284	128	122	252
09:00	131	138	270	111	118	229
10:00	109	101	210	95	80	175
11:00	112	106	219	95	87	182
12:00	130	119	249	117	99	216
13:00	169	125	294	152	101	254
14:00	124	176	299	103	153	256
15:00	99	146	245	85	127	211
16:00	101	124	226	86	109	195
17:00	127	154	281	111	140	251
18:00	133	114	246	121	102	223
19:00	108	160	268	98	150	248
20:00	74	128	203	66	121	186
21:00	45	99	144	41	92	133
22:00	23	42	66	22	36	58
23:00	12	22	34	10	16	25
Total	**2086**	**2115**	**4202**	**1842**	**1837**	**3683**

2023-2025 - Net Growth in Vehicles

	Total Vehicles			Light		
	Northbound	Southbound	Total	Northbound	Southbound	Total
00:00	2	3	5	1	2	4
01:00	1	2	2	1	1	2
02:00	0	1	1	0	0	1
03:00	0	1	2	0	0	0
04:00	5	3	9	5	1	6
05:00	30	5	35	28	5	33
06:00	40	18	58	37	16	53
07:00	61	36	96	54	32	85
08:00	45	44	89	40	38	79
09:00	41	43	85	35	37	72
10:00	34	32	66	30	25	55
11:00	35	33	69	30	27	57
12:00	41	37	78	37	31	68
13:00	53	39	92	48	32	80
14:00	39	55	94	32	48	80
15:00	31	46	77	27	40	66
16:00	32	39	71	27	34	61
17:00	40	48	88	35	44	79
18:00	42	36	77	38	32	70
19:00	34	50	84	31	47	78
20:00	23	40	64	21	38	58
21:00	14	31	45	13	29	42
22:00	7	13	21	7	11	18
23:00	4	7	11	3	5	8
Total	654	663	1318	578	576	1155

2028 Mitchell Way Total Flows (7 Day Average)

	Total Vehicles			Light		
	Northbound	Southbound	Total	Northbound	Southbound	Total
00:00	10	17	26	5	12	19
01:00	5	10	12	5	7	12
02:00	2	5	7	0	2	5
03:00	2	5	10	0	2	2
04:00	29	17	45	26	7	33
05:00	155	29	183	148	24	171
06:00	209	93	302	195	81	276
07:00	317	186	502	281	164	445
08:00	236	228	464	209	200	412
09:00	214	226	440	181	193	374
10:00	178	164	343	155	131	286
11:00	183	174	357	155	143	297
12:00	212	195	407	190	162	352
13:00	276	205	481	247	164	414
14:00	202	288	488	169	250	419
15:00	162	238	400	138	207	345
16:00	164	202	369	140	178	319
17:00	207	252	459	181	228	409
18:00	217	186	402	198	167	364
19:00	176	262	438	159	245	405
20:00	121	209	331	107	198	305
21:00	74	162	236	67	150	217
22:00	38	69	107	36	59	95
23:00	19	36	55	17	26	40
Total	**3408**	**3455**	**6863**	**3008**	**3001**	**6016**

2023-2028 - Net Growth in Vehicles

	Total Vehicles			Light		
	Northbound	Southbound	Total	Northbound	Southbound	Total
00:00	6	10	15	3	7	11
01:00	3	6	7	3	4	7
02:00	1	3	4	0	1	3
03:00	1	3	6	0	1	1
04:00	17	10	26	15	4	19
05:00	90	17	106	86	14	99
06:00	121	54	175	113	47	160
07:00	184	108	291	163	95	258
08:00	137	132	269	121	116	239
09:00	124	131	255	105	112	217
10:00	103	95	199	90	76	166
11:00	106	101	207	90	83	172
12:00	123	113	236	110	94	204
13:00	160	119	279	143	95	240
14:00	117	167	283	98	145	243
15:00	94	138	232	80	120	200
16:00	95	117	214	81	103	185
17:00	120	146	266	105	132	237
18:00	126	108	233	115	97	211
19:00	102	152	254	92	142	235
20:00	70	121	192	62	115	177
21:00	43	94	137	39	87	126
22:00	22	40	62	21	34	55
23:00	11	21	32	10	15	23
Total	1976	2003	3979	1744	1740	3488

2036 Mitchell Way Total Flows (7 Day Average)

	Total Vehicles			Light		
	Northbound	Southbound	Total	Northbound	Southbound	Total
00:00	16	28	44	8	20	32
01:00	8	16	20	8	12	20
02:00	4	8	12	0	4	8
03:00	4	8	16	0	4	4
04:00	48	28	75	44	12	56
05:00	258	48	305	246	40	286
06:00	349	155	504	325	135	460
07:00	528	309	837	468	274	742
08:00	393	381	773	349	333	686
09:00	357	377	734	301	321	623
10:00	297	274	571	258	218	476
11:00	305	290	595	258	238	496
12:00	353	325	678	317	270	587
13:00	460	341	801	412	274	690
14:00	337	480	813	282	416	698
15:00	270	397	666	230	345	575
16:00	274	337	615	234	297	531
17:00	345	420	765	301	381	682
18:00	361	309	670	329	278	607
19:00	294	436	730	266	409	674
20:00	202	349	551	178	329	508
21:00	123	270	393	111	250	361
22:00	63	115	178	59	99	159
23:00	32	59	91	28	44	67
Total	**5680**	**5759**	**11439**	**5013**	**5002**	**10027**

2025 - 2036 Net Growth in Vehicles

	Total Vehicles			Light		
	Northbound	Southbound	Total	Northbound	Southbound	Total
00:00	12	21	33	6	15	24
01:00	6	12	15	6	9	15
02:00	3	6	9	0	3	6
03:00	3	6	12	0	3	3
04:00	36	21	56	33	9	42
05:00	193	36	228	184	30	214
06:00	261	116	377	243	101	344
07:00	395	231	626	350	205	555
08:00	294	285	578	261	249	513
09:00	267	282	549	225	240	466
10:00	222	205	427	193	163	356
11:00	228	217	445	193	178	371
12:00	264	243	507	237	202	439
13:00	344	255	599	308	205	516
14:00	252	359	608	211	311	522
15:00	202	297	498	172	258	430
16:00	205	252	460	175	222	397
17:00	258	314	572	225	285	510
18:00	270	231	501	246	208	454
19:00	220	326	546	199	306	504
20:00	151	261	412	133	246	380
21:00	92	202	294	83	187	270
22:00	47	86	133	44	74	119
23:00	24	44	68	21	33	50
Total	4248	4307	8555	3749	3741	7499

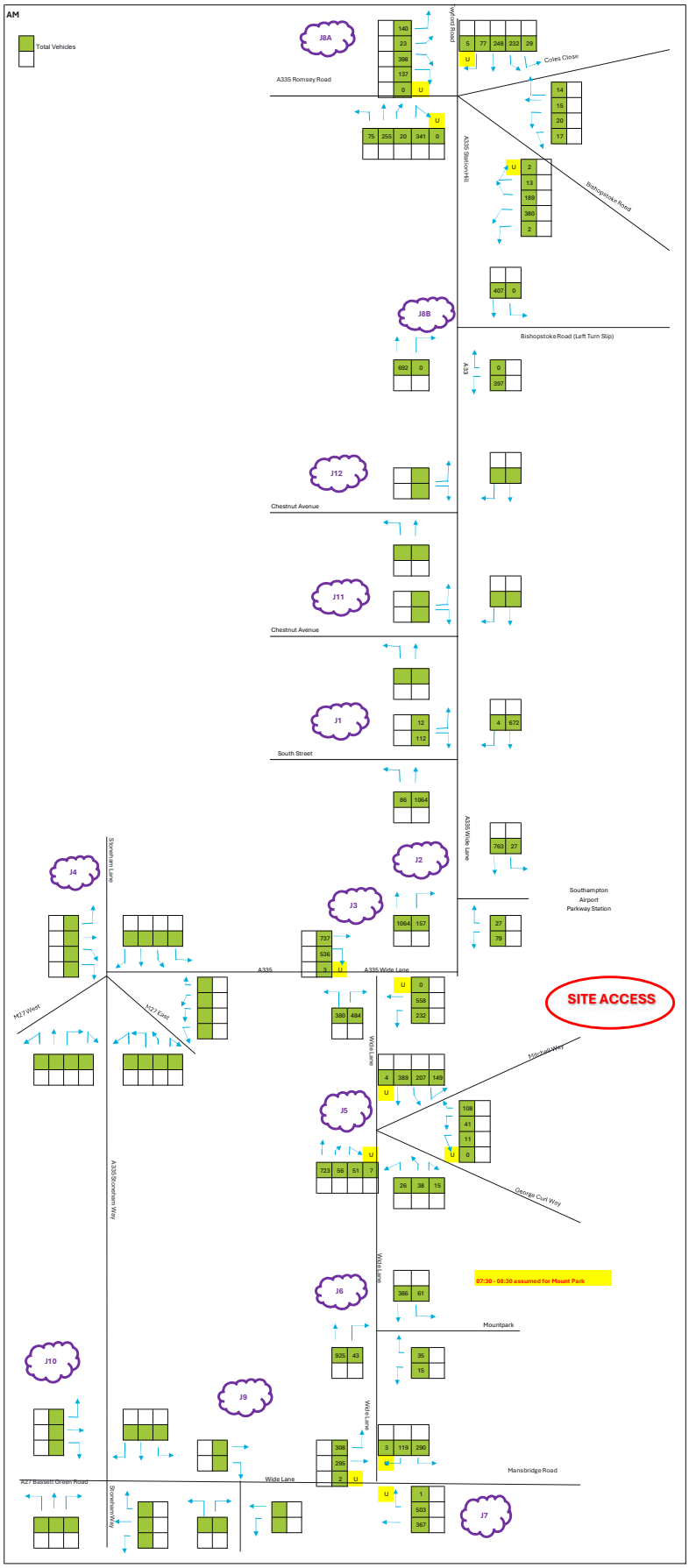
BB Highway Network Turning Movement Diagrams

steer

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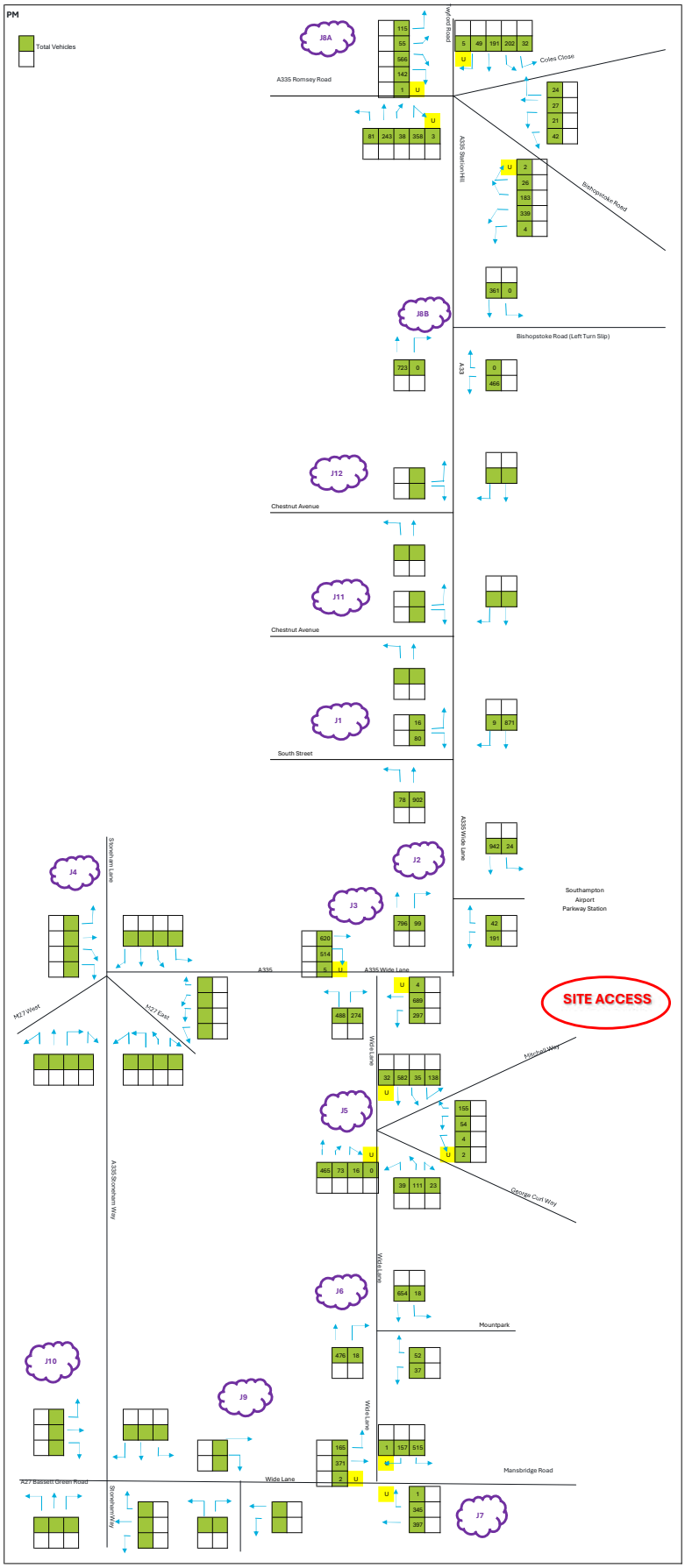
2023 Observed Turning Movement Flows

2023 Base - Total Vehicles



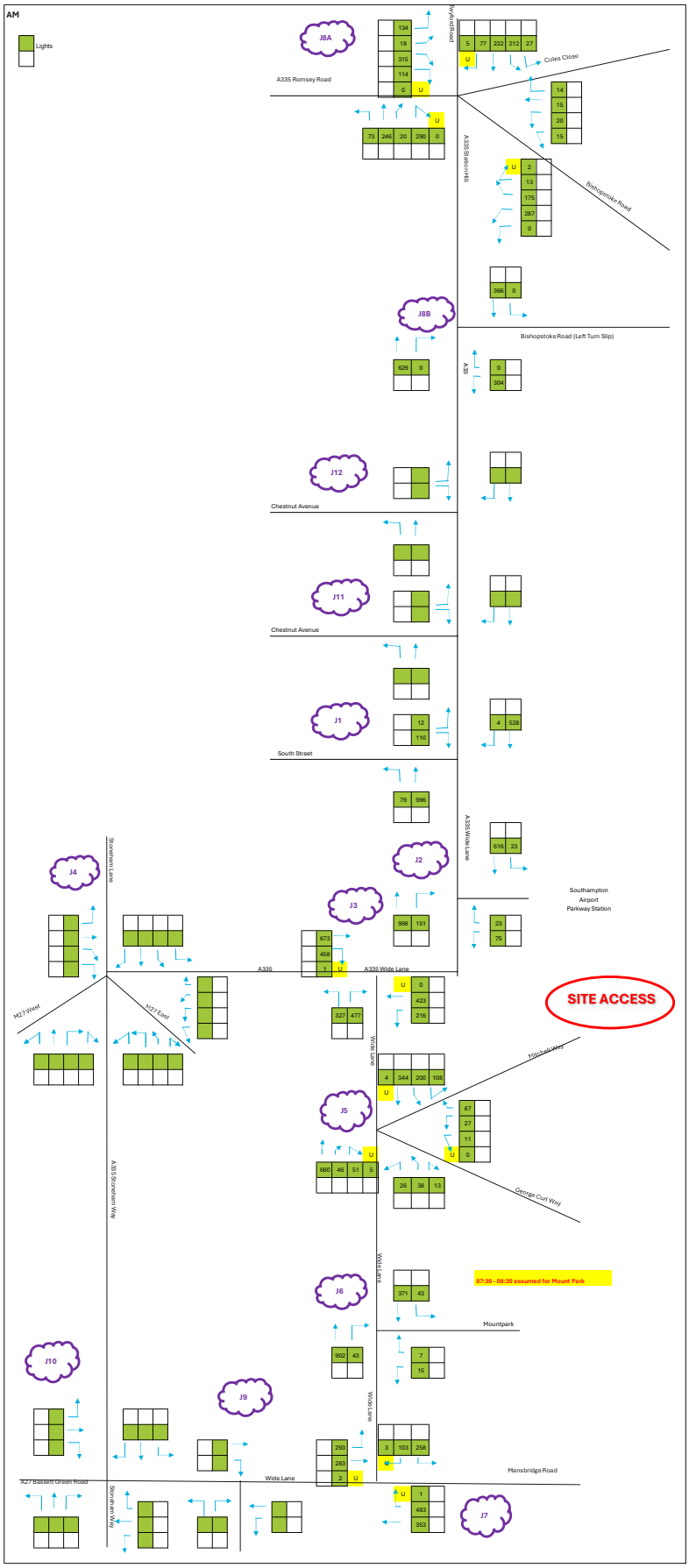
steer

2023 Base - Total Vehicles



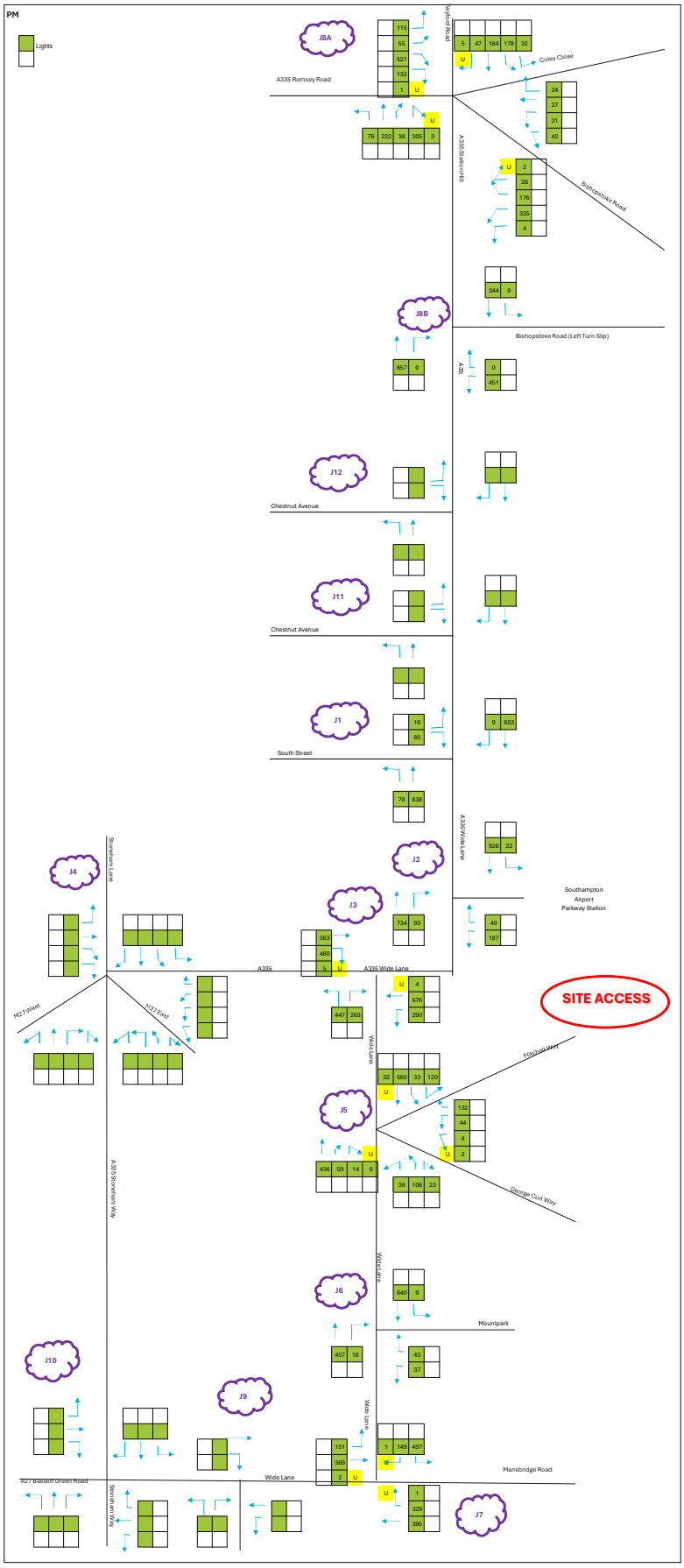
steer

2023 Base Light Vehicles (Cars, Motorcycles, Taxis, LGVs)



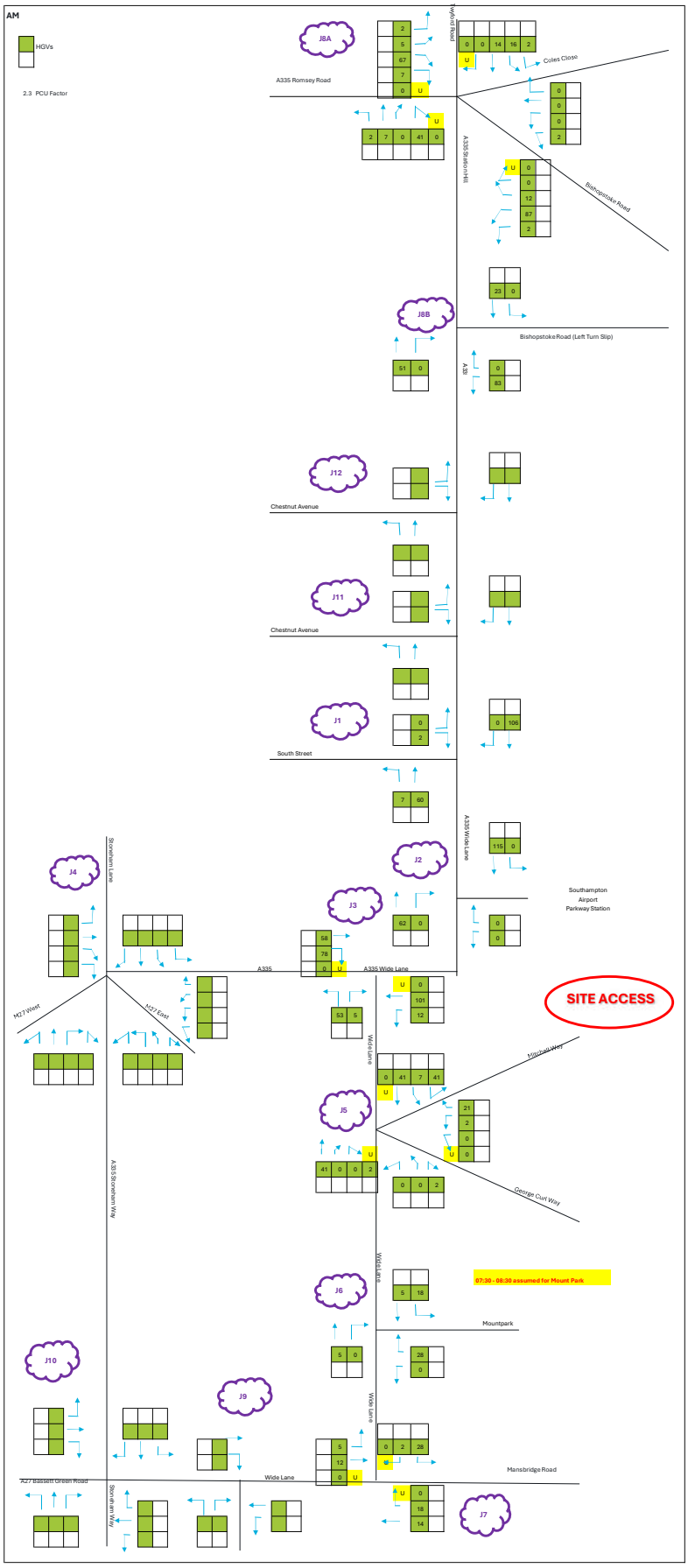
steer

2023 Base Light Vehicles (Cars, Motorcycles, Taxis, LGVs)



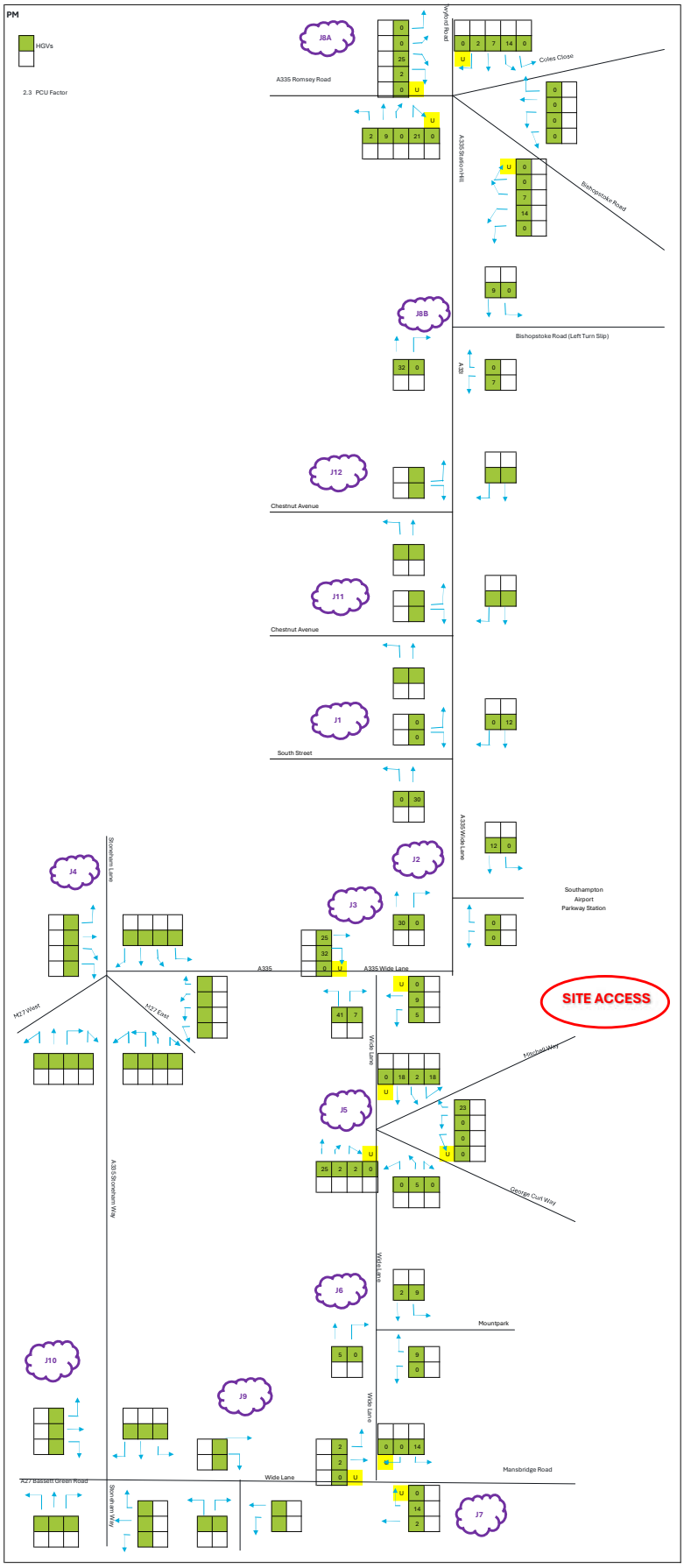
steer

2023 Base HGVs



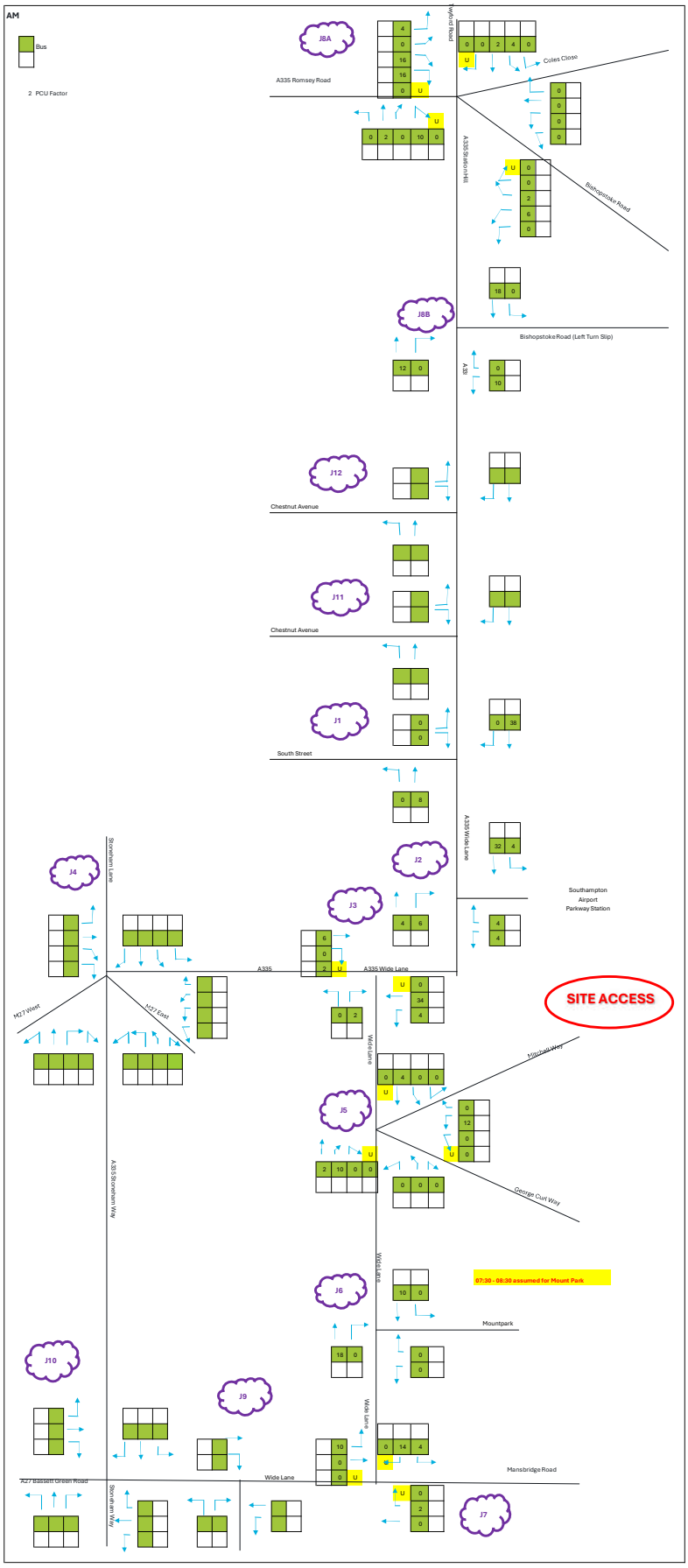
steer

2023 Base HGVs



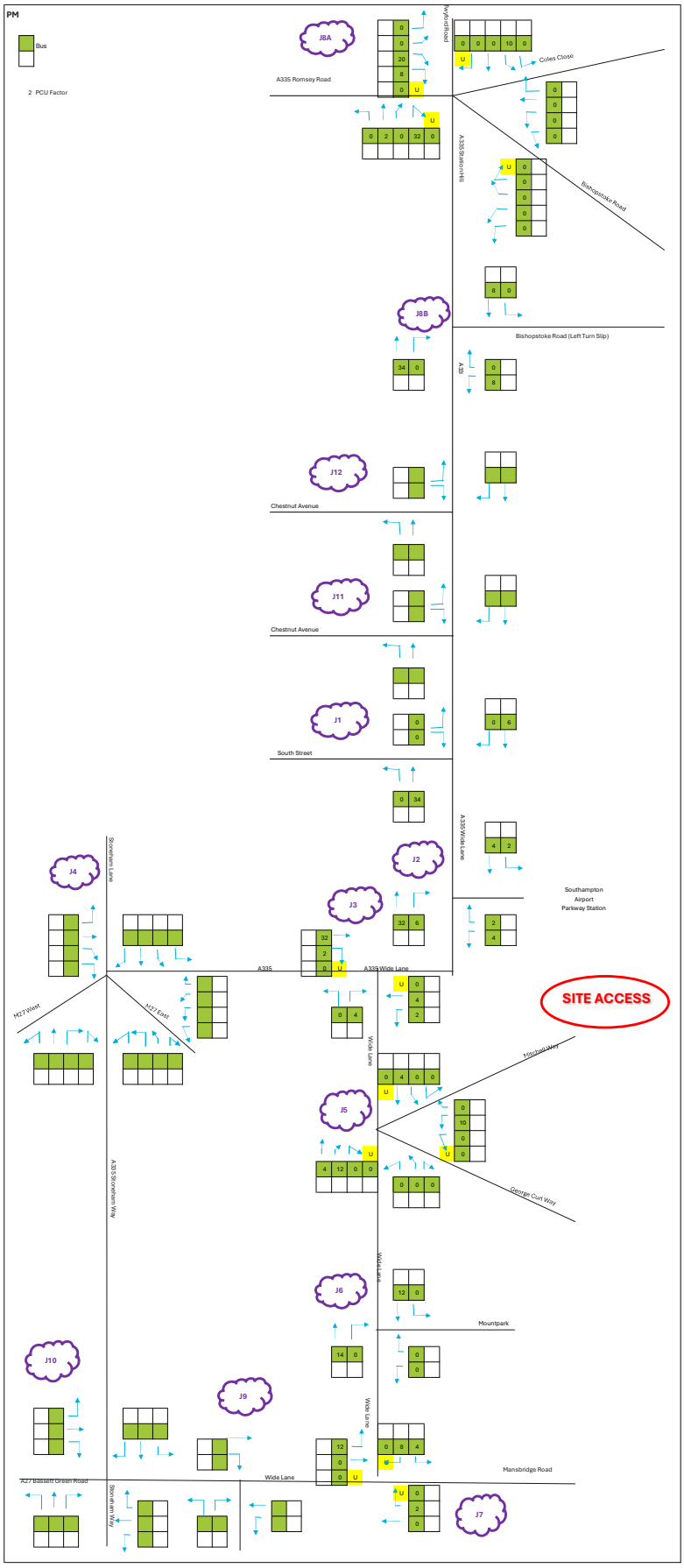
steer

2023 Base Bus



steer

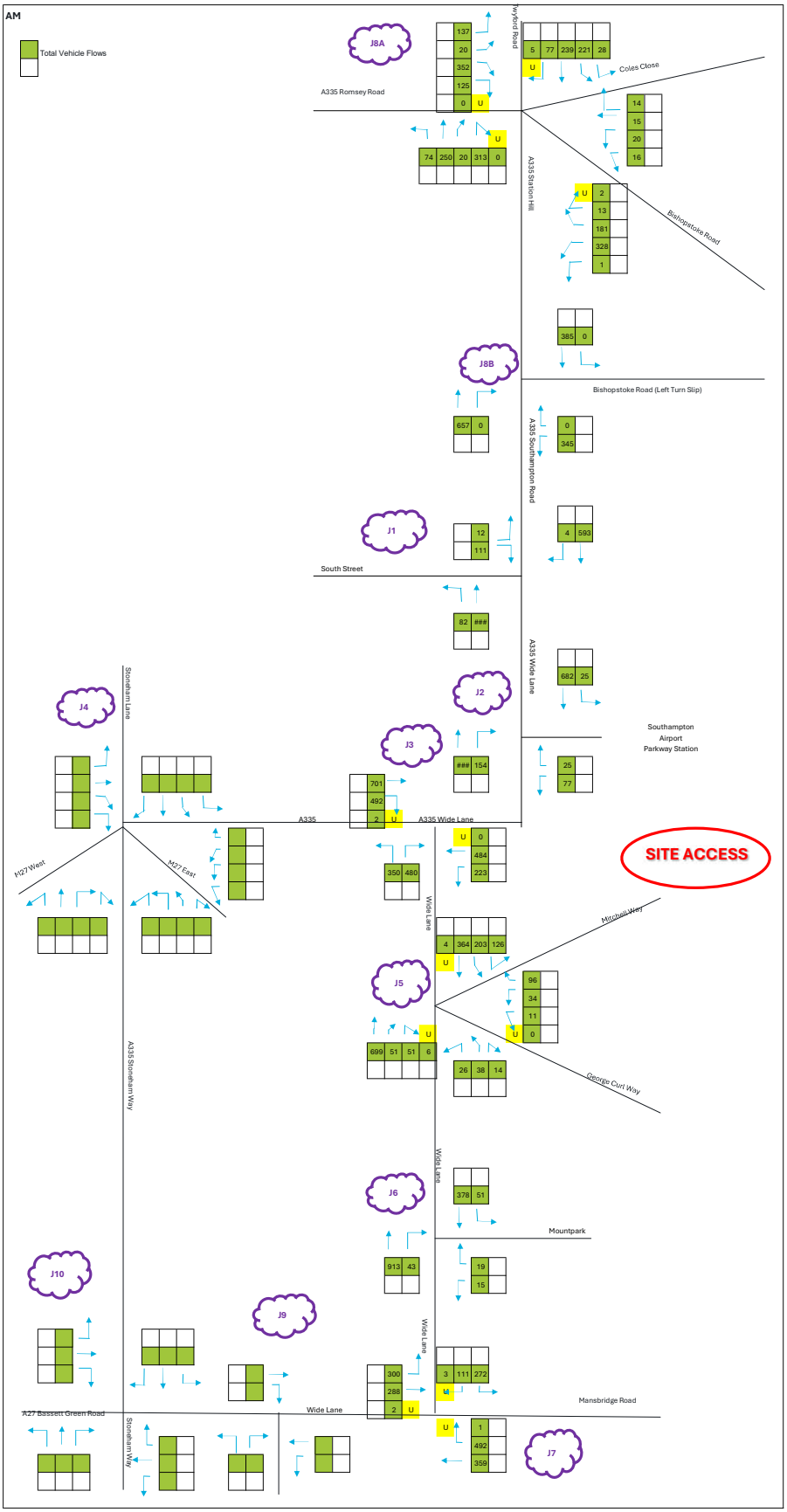
2023 Base Bus



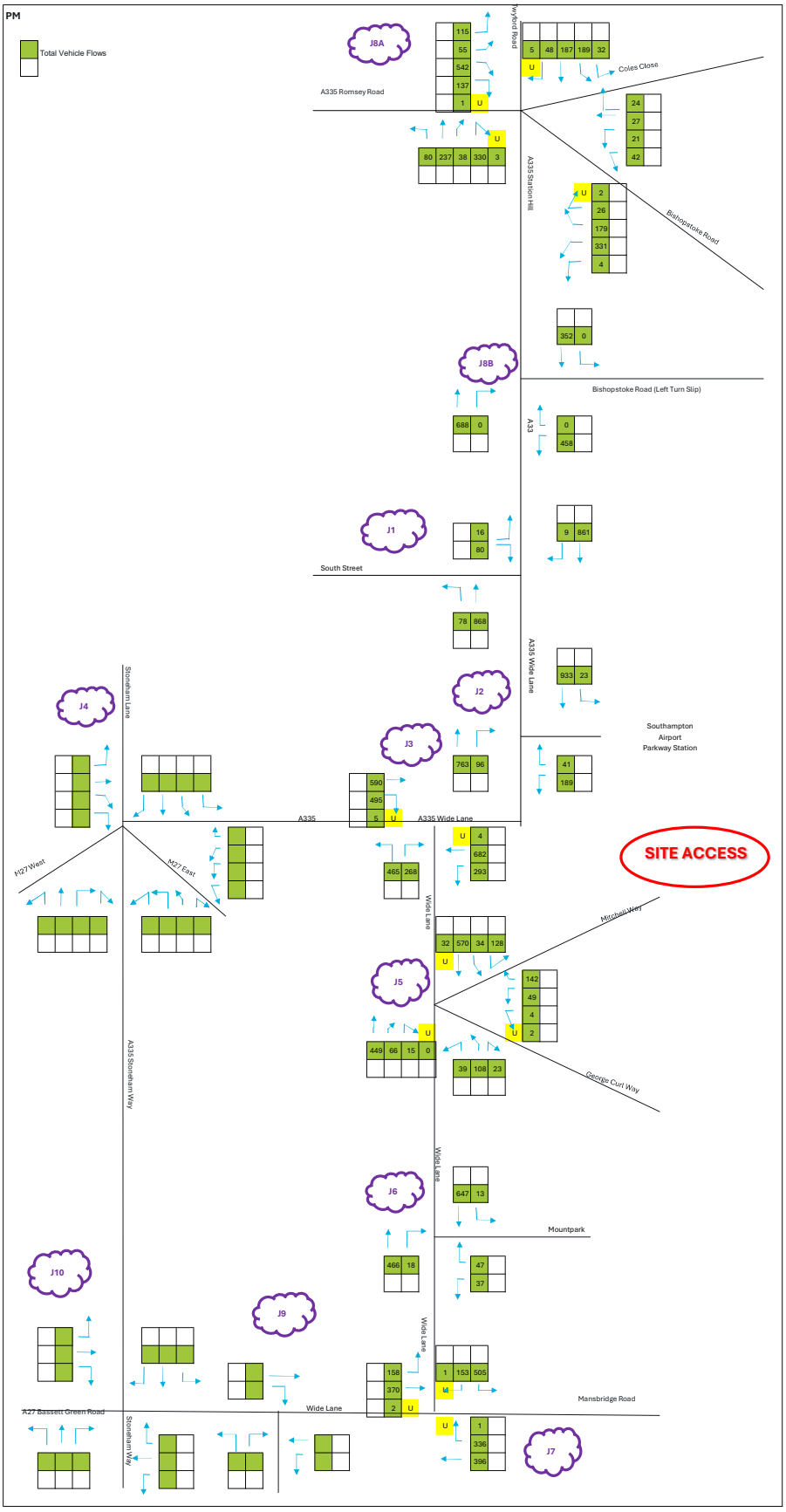
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2023 Observed Turning Movement Flows

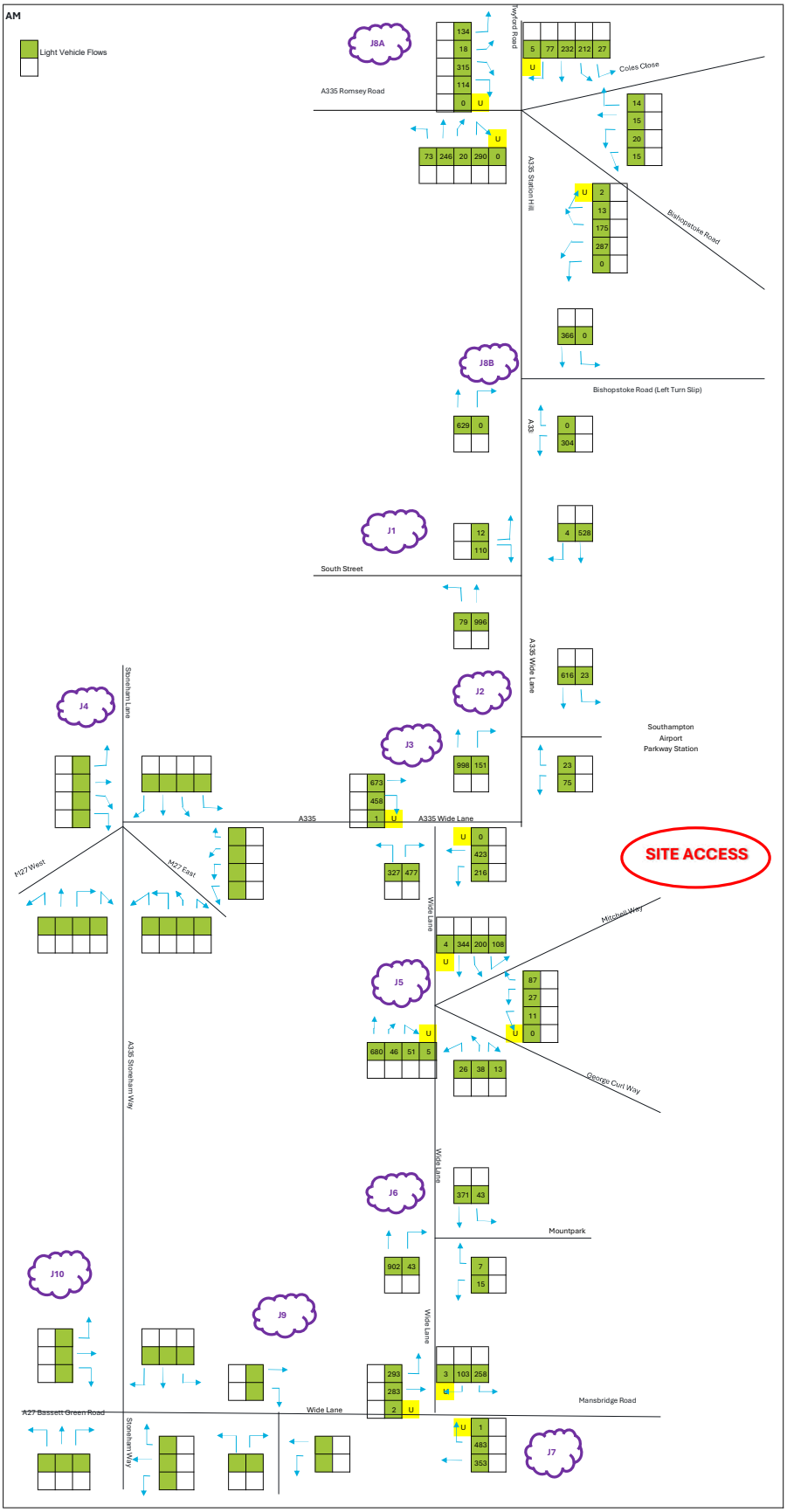
2023 Base - Total Vehicles



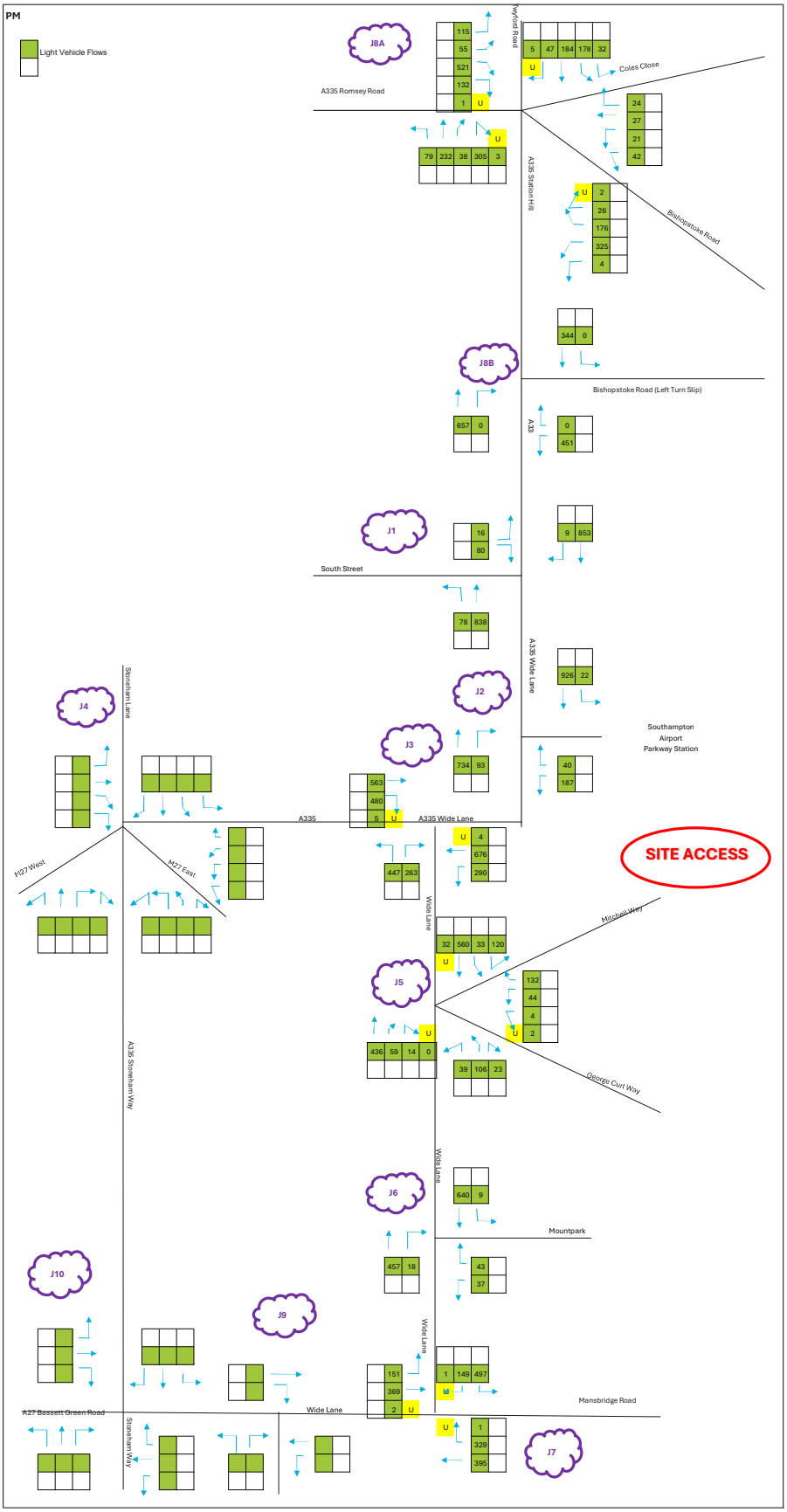
2023 Base - Total Vehicles



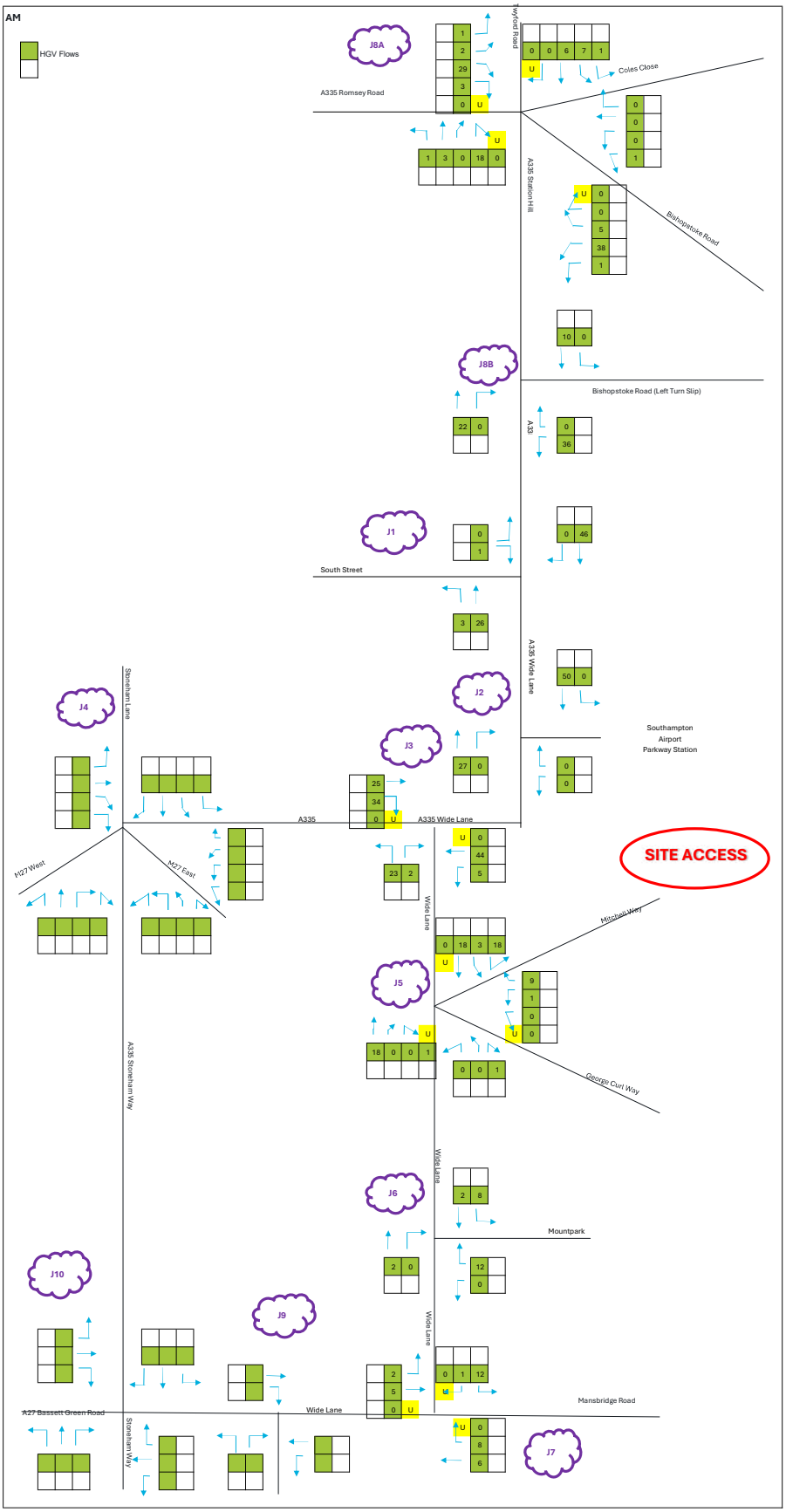
2023 Base Light Vehicles (Cars, Motorcycles, Taxis, LGVs)



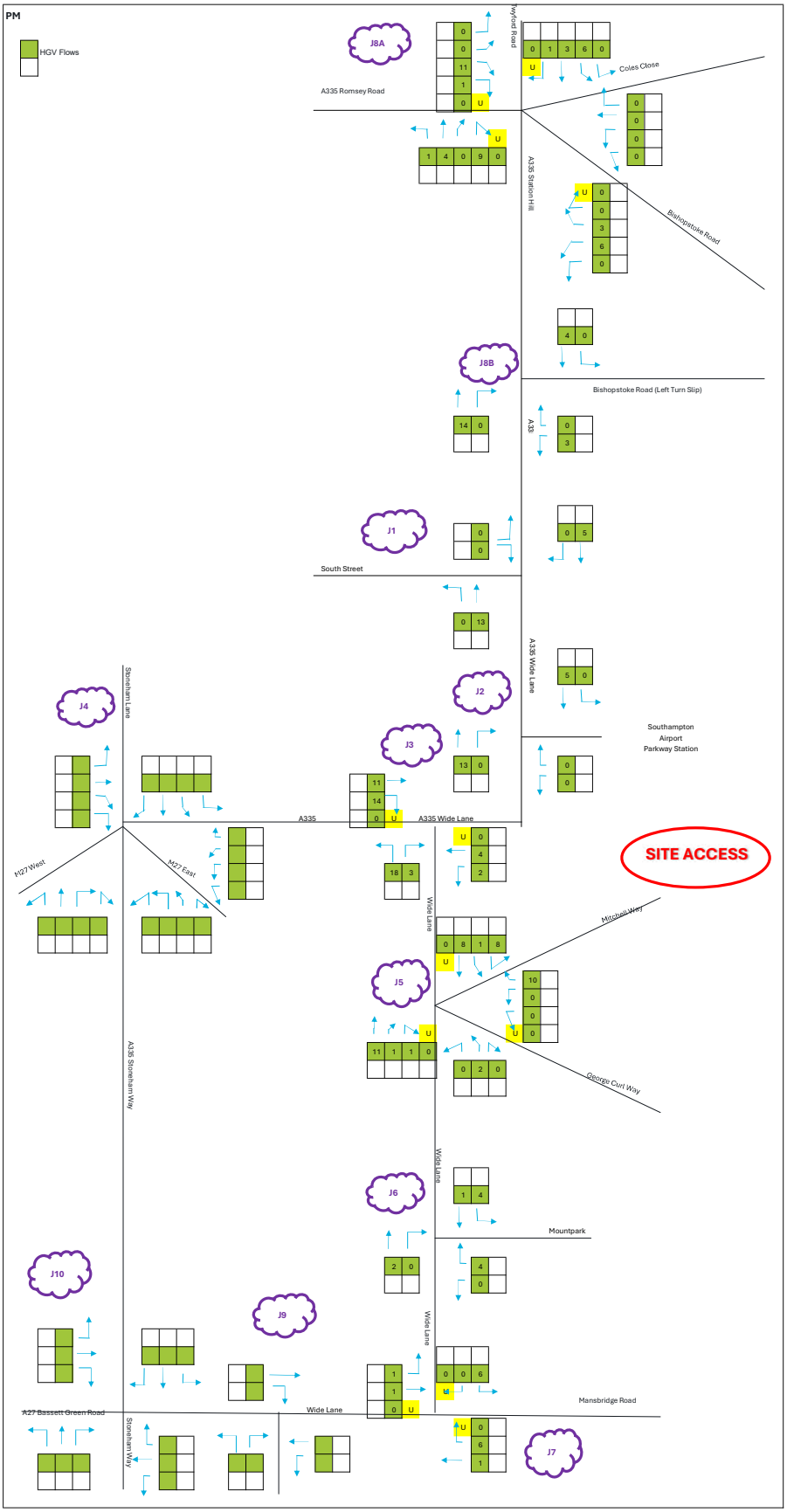
2023 Base Light Vehicles (Cars, Motorcycles, Taxis, LGVs)



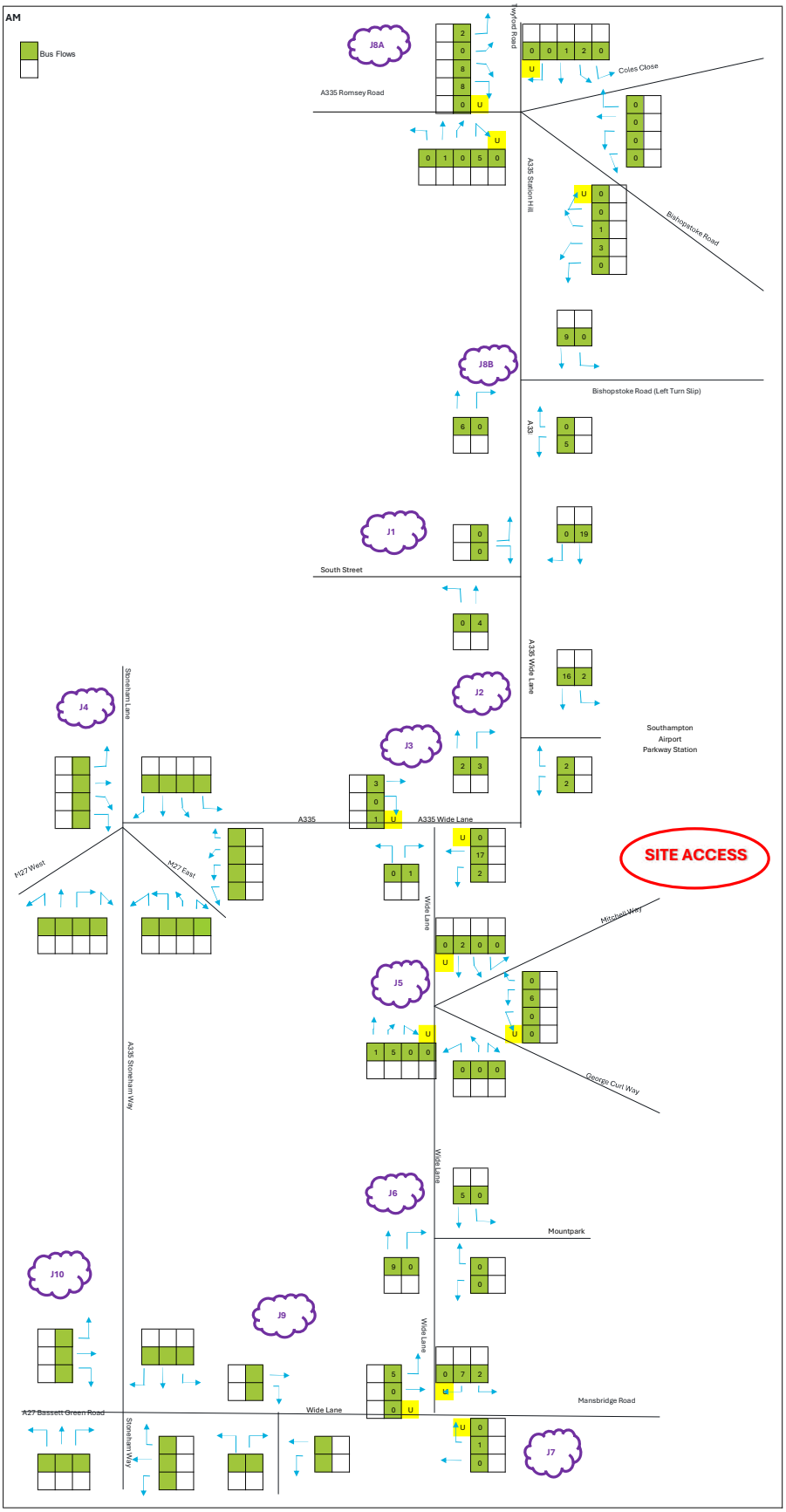
2023 Base HGVs



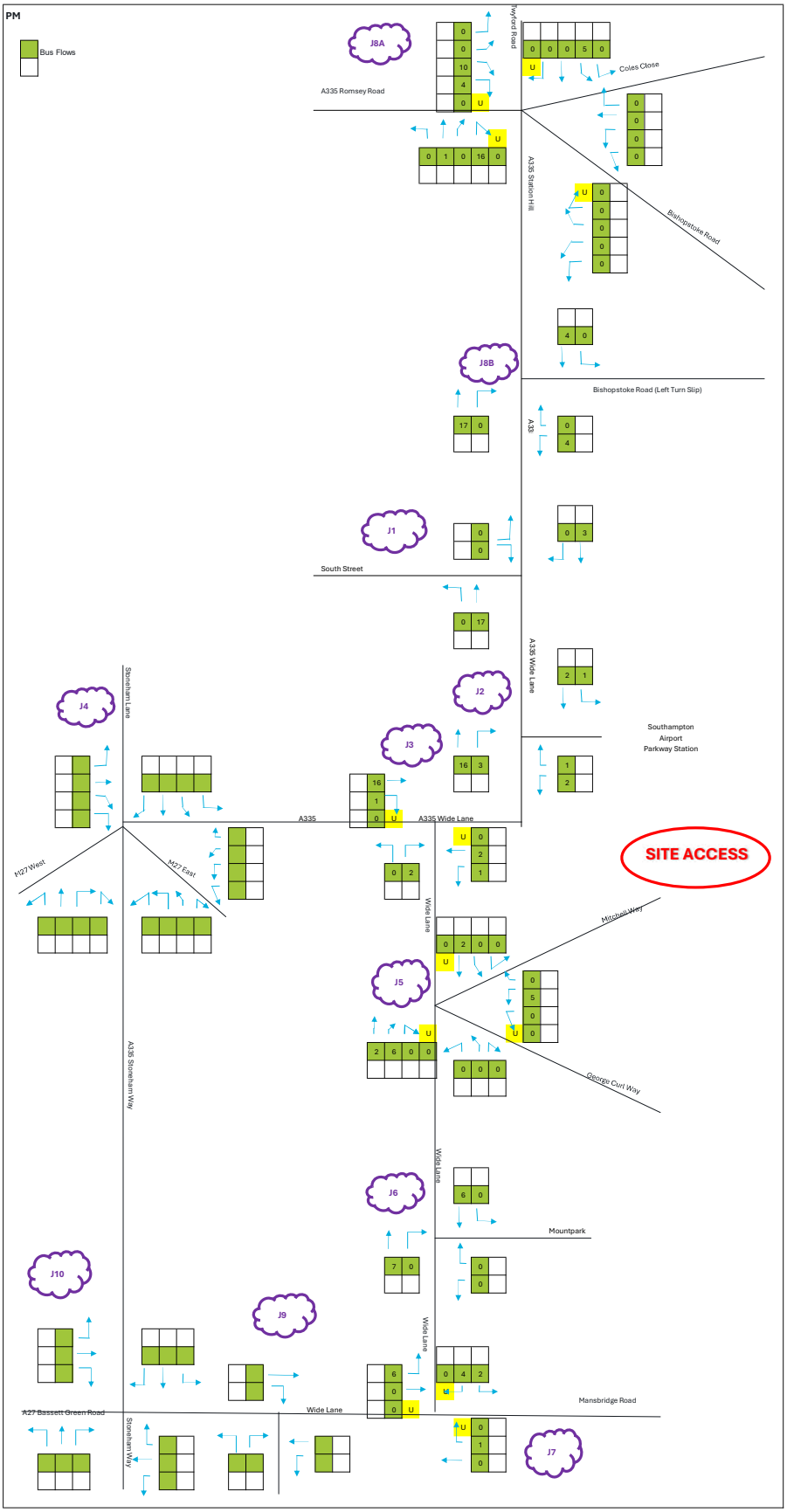
2023 Base HGVs



2023 Base Bus



2023 Base Bus



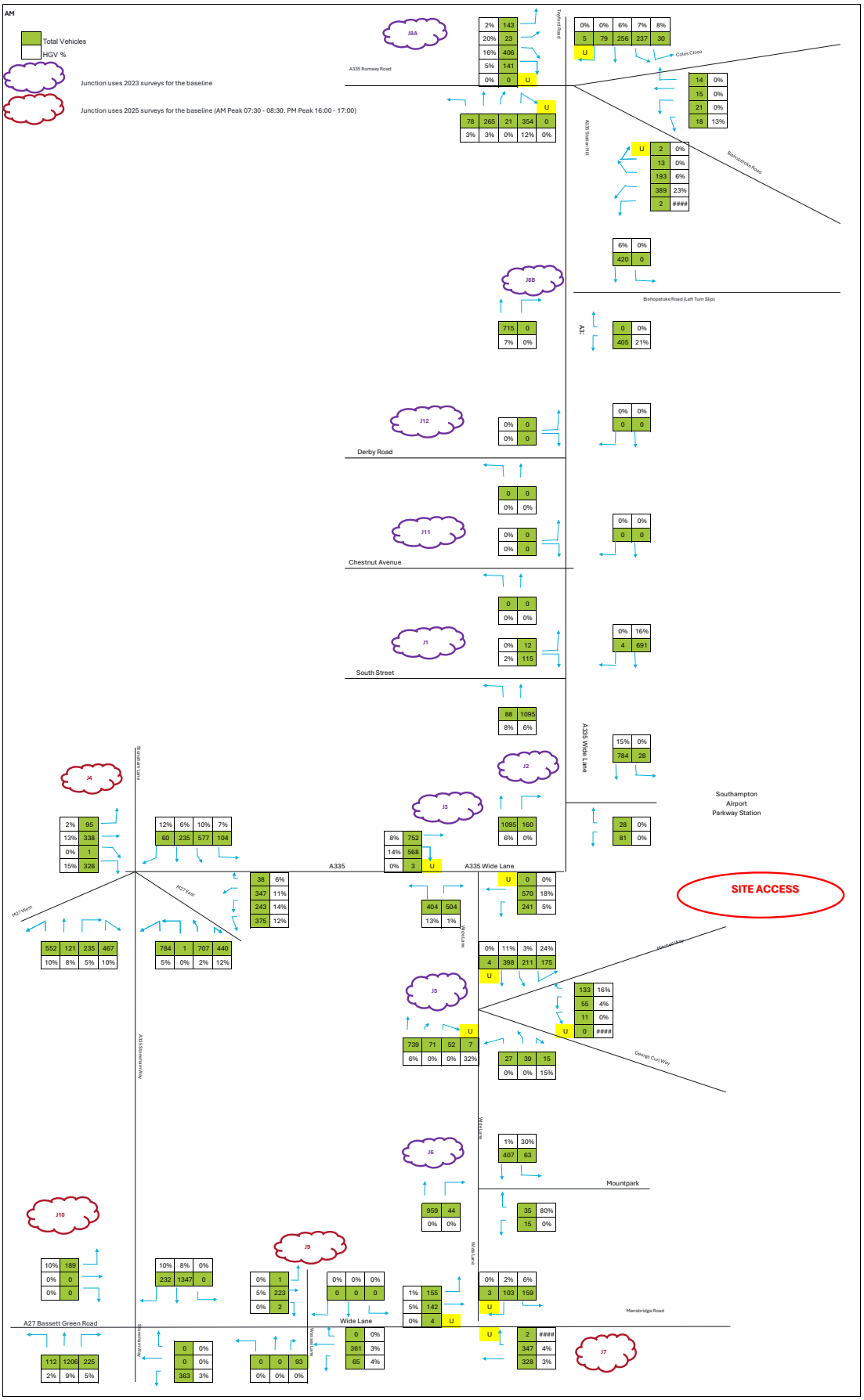
steer

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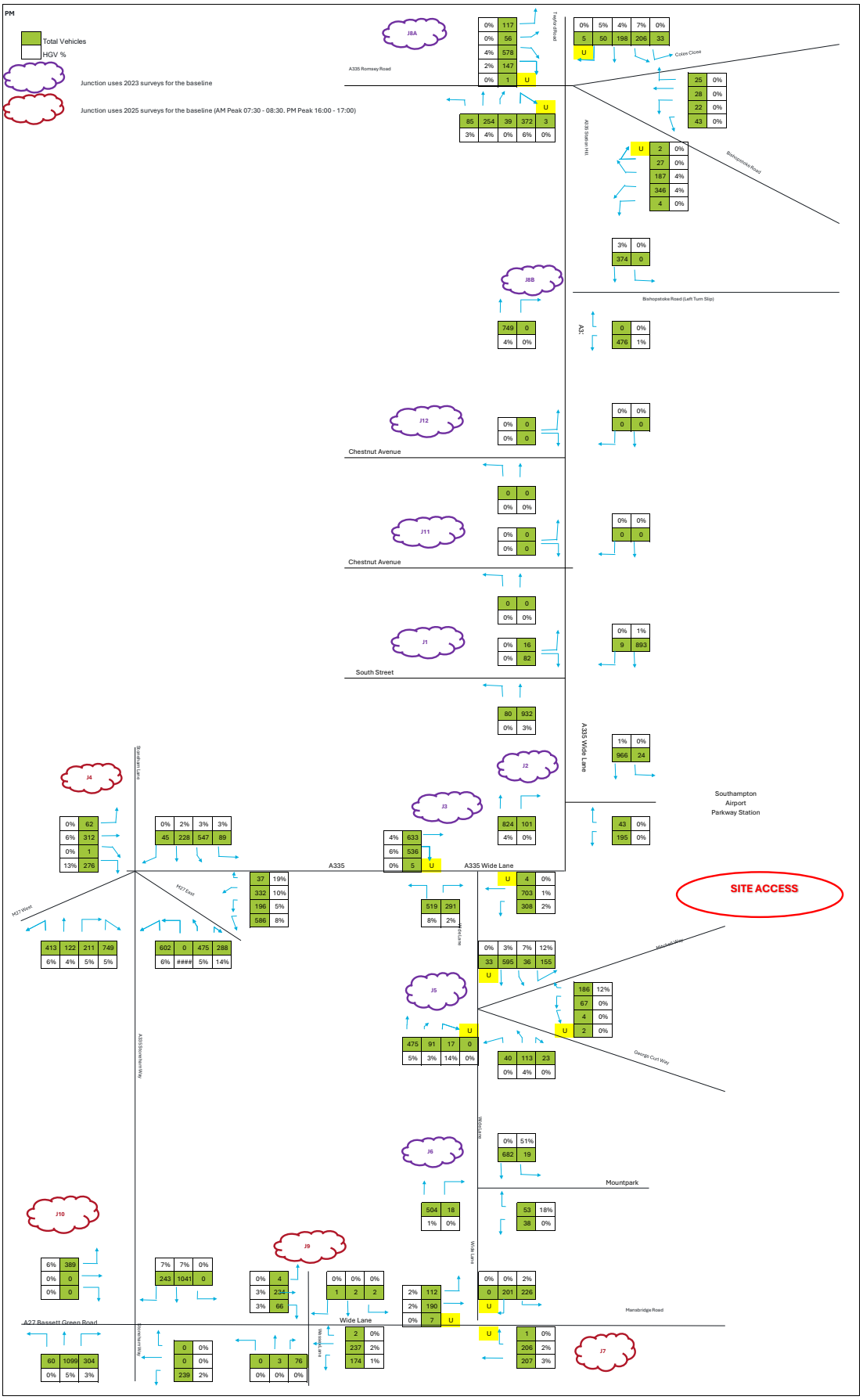
2025 Baseline Turning Movement Flows - PCUs

2025 Baseline - Total Vehicle PCUs



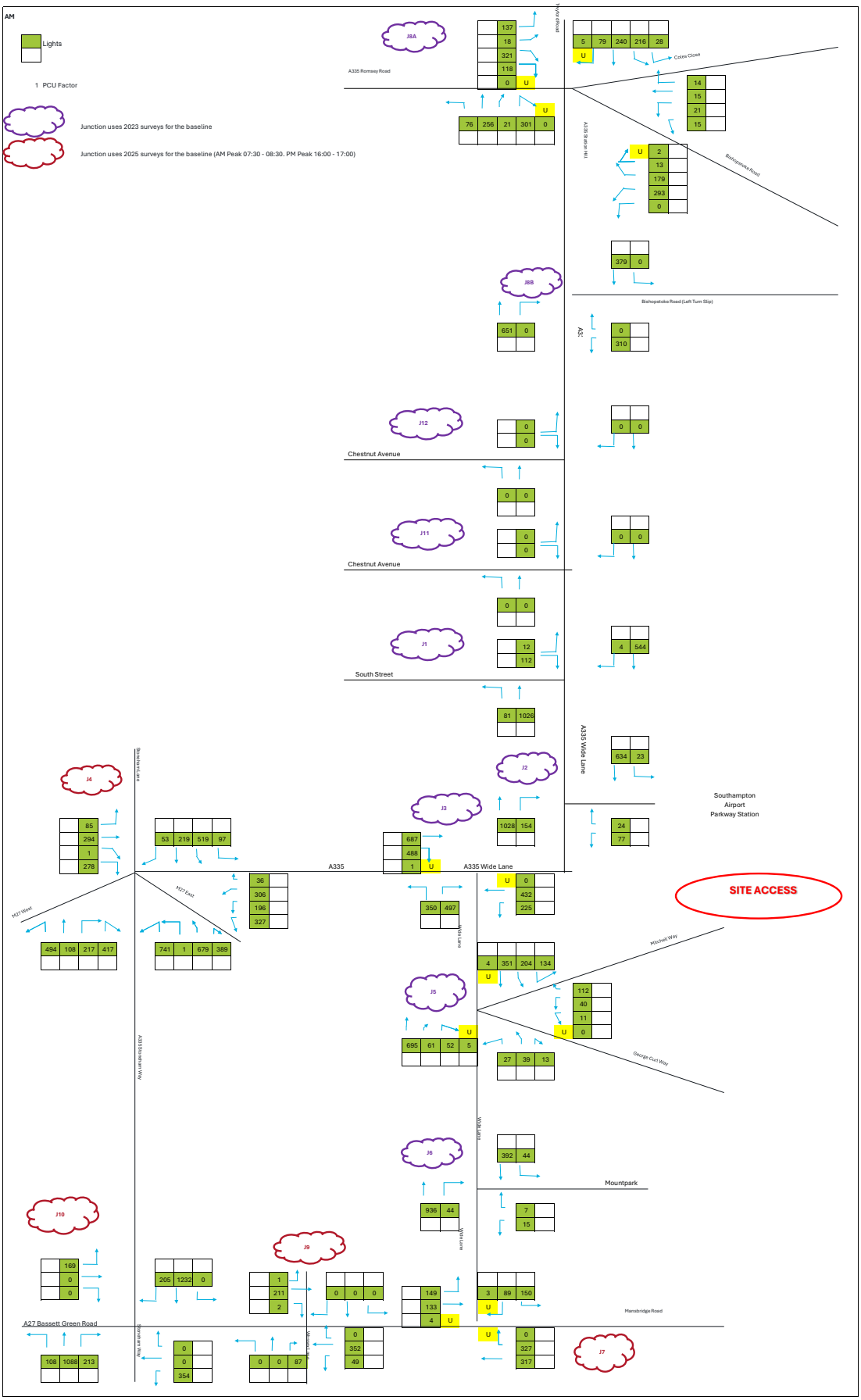
steer

2025 Baseline - Total Vehicle PCUs



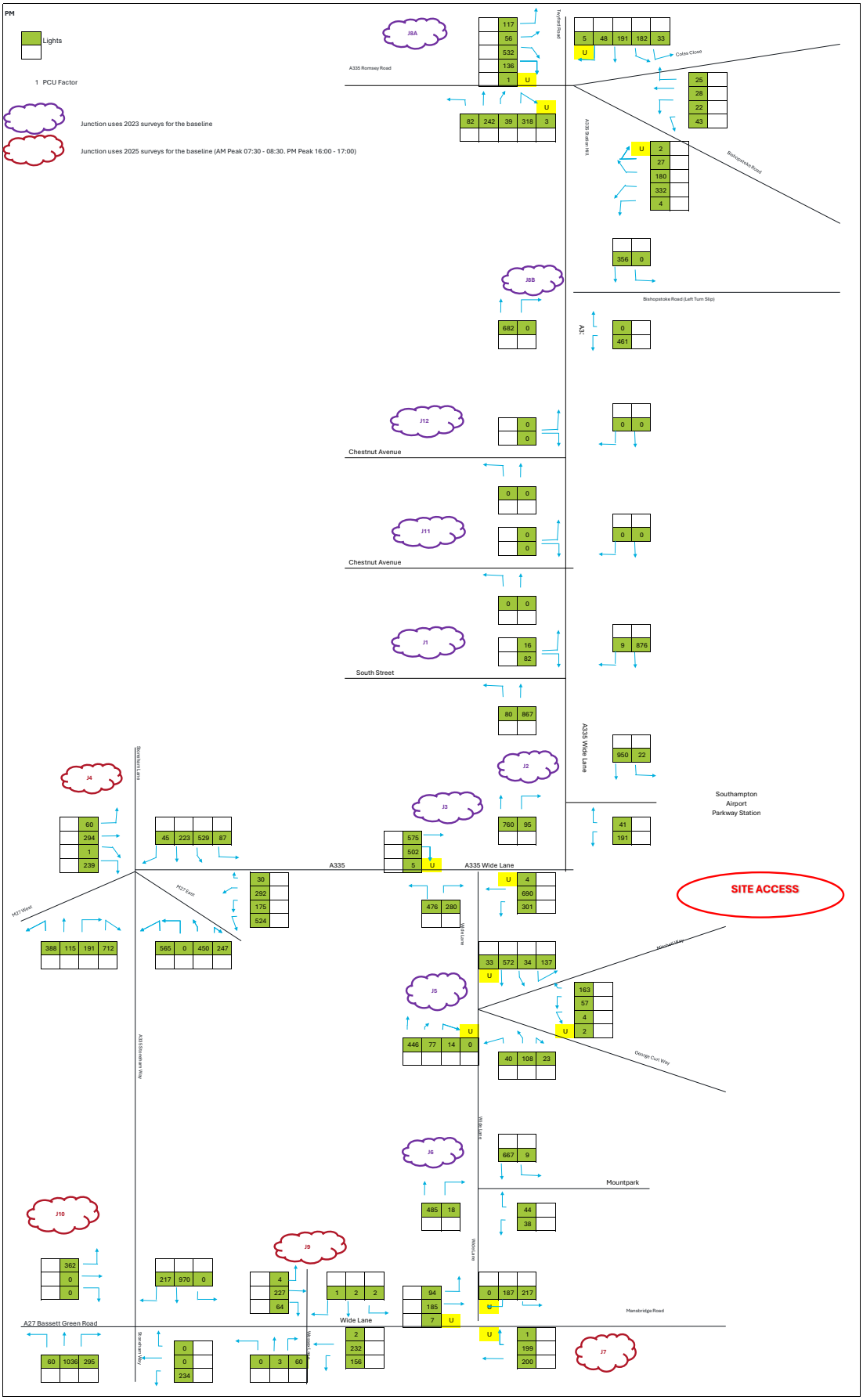
steer

2025 Baseline - Light Vehicle PCUs (Cars, Motorcycles, Taxis, LGVs)



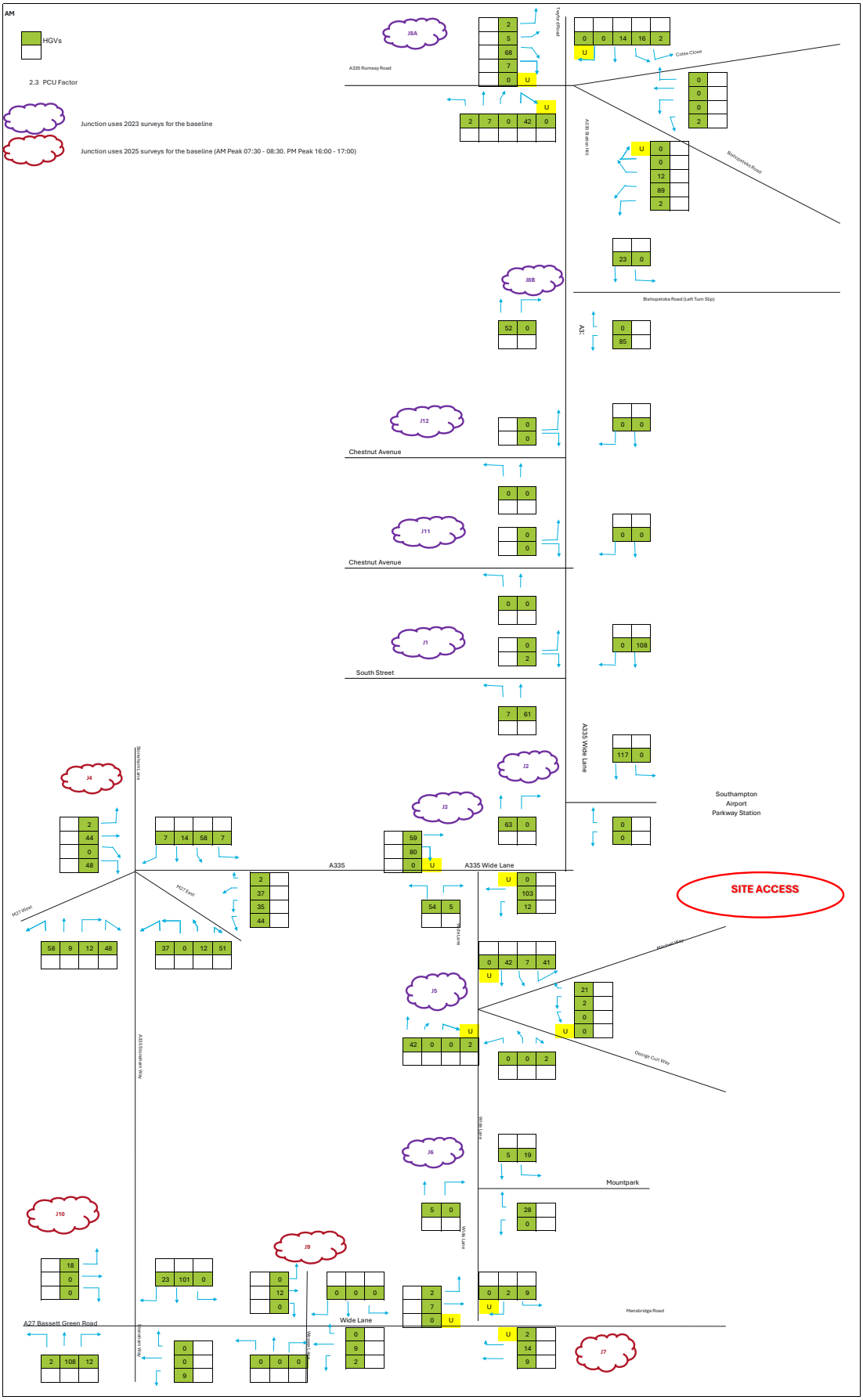
steer

2025 Baseline - Light Vehicle PCUs (Cars, Motorcycles, Taxis, LGVs)



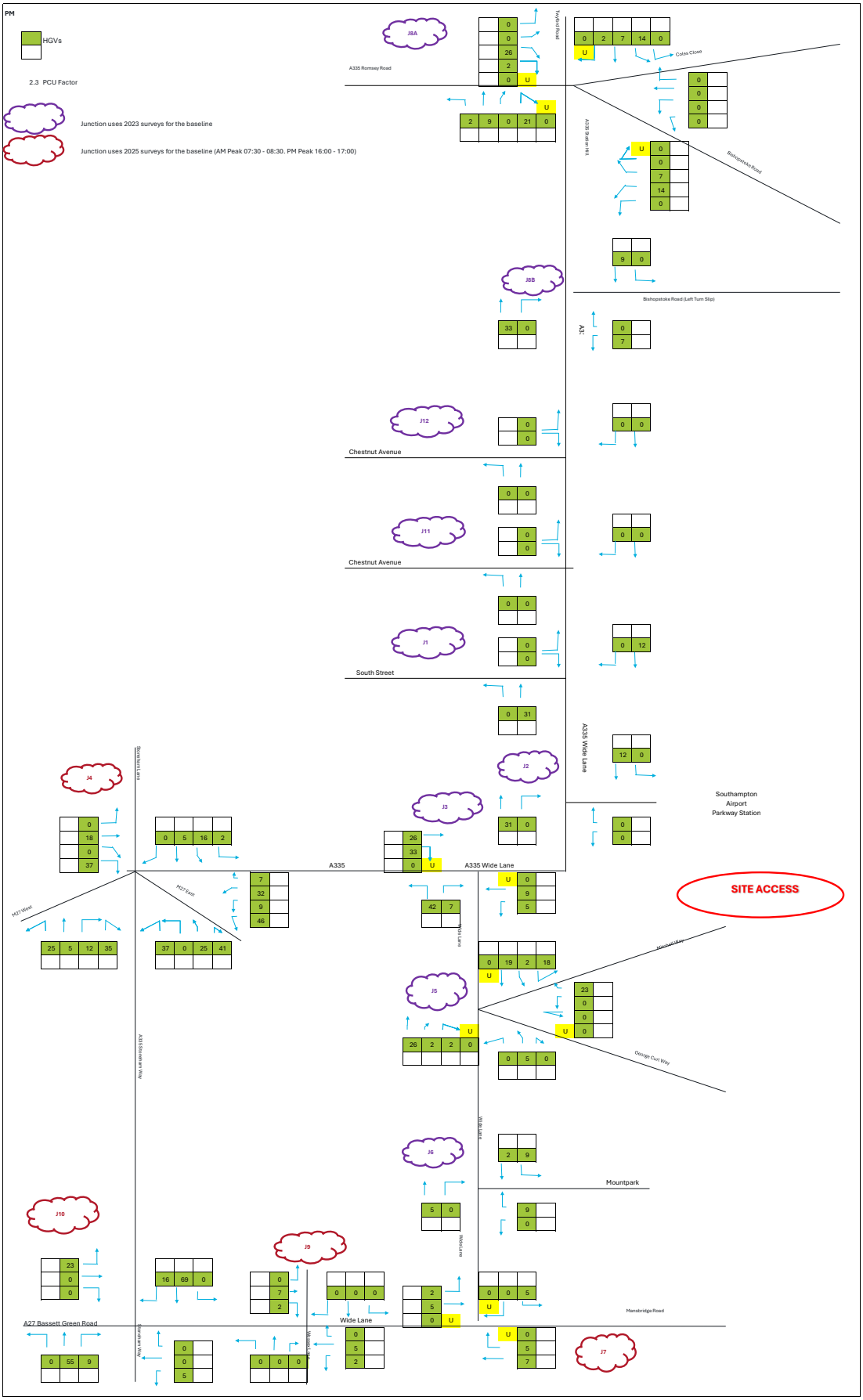
steer

2025 Baseline - HGV PCUs



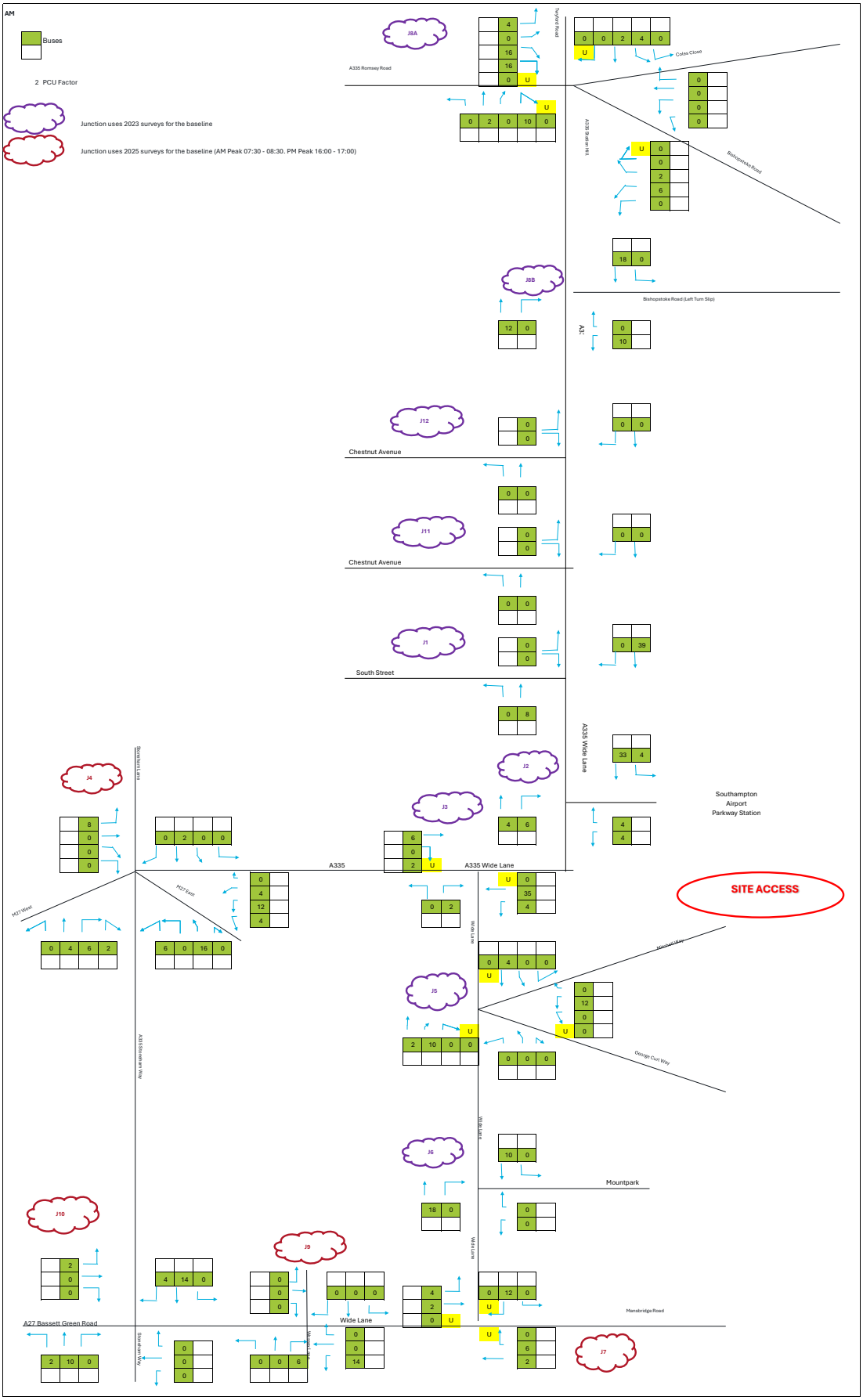
steer

2025 Baseline - HGV PCUs



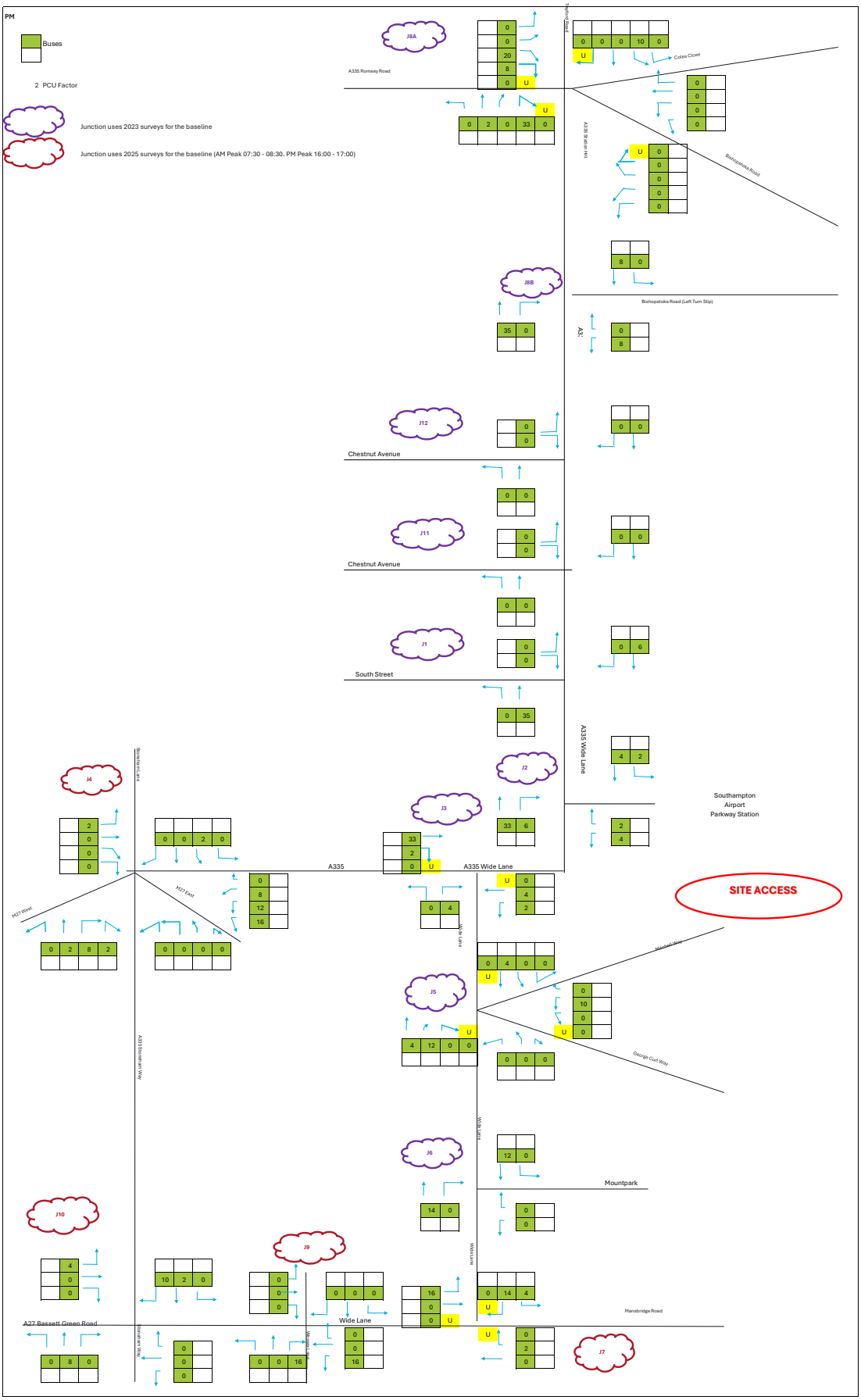
steer

2025 - Baseline Bus PCUS



steer

2025 - Baseline Bus PCUS



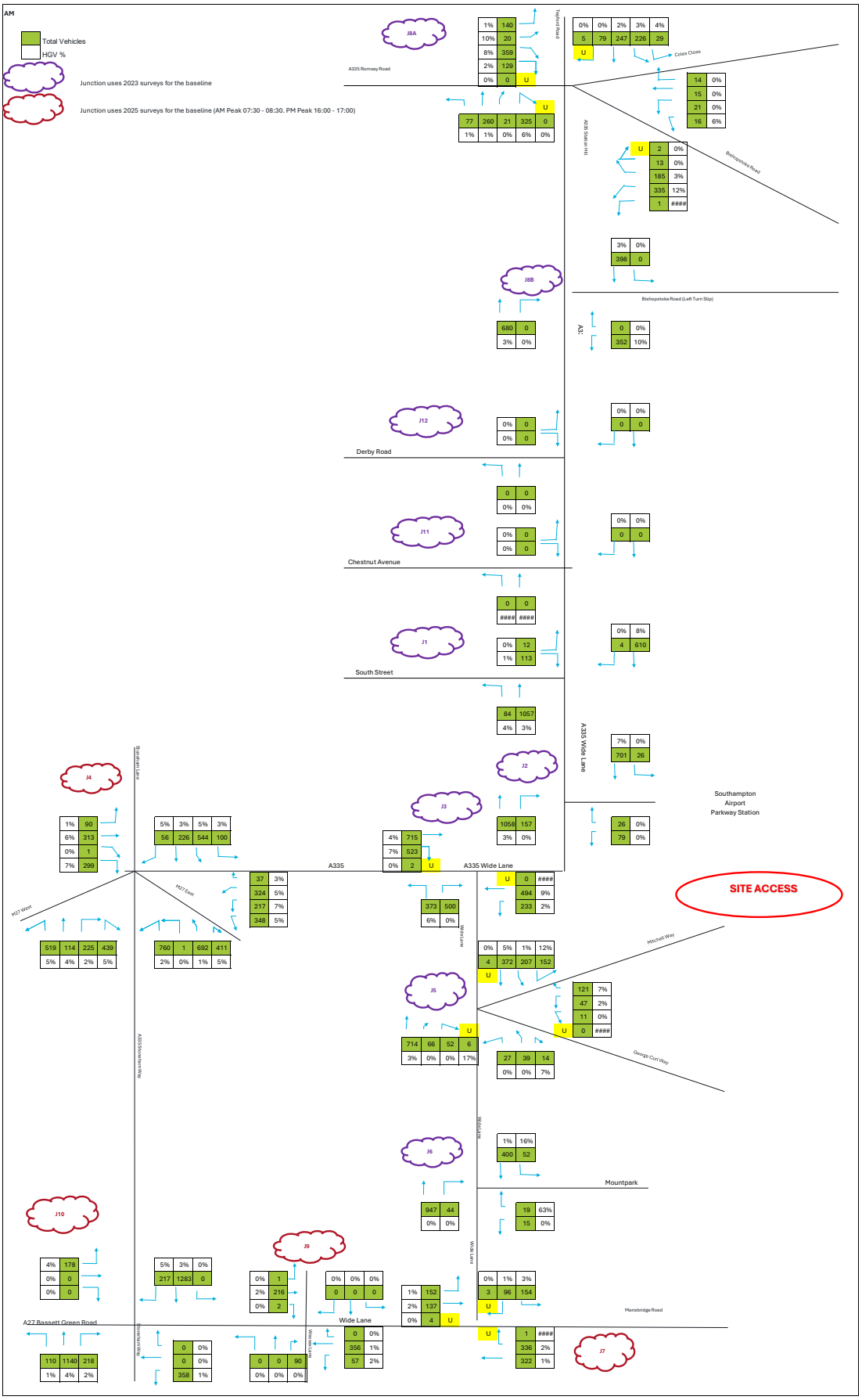
steer

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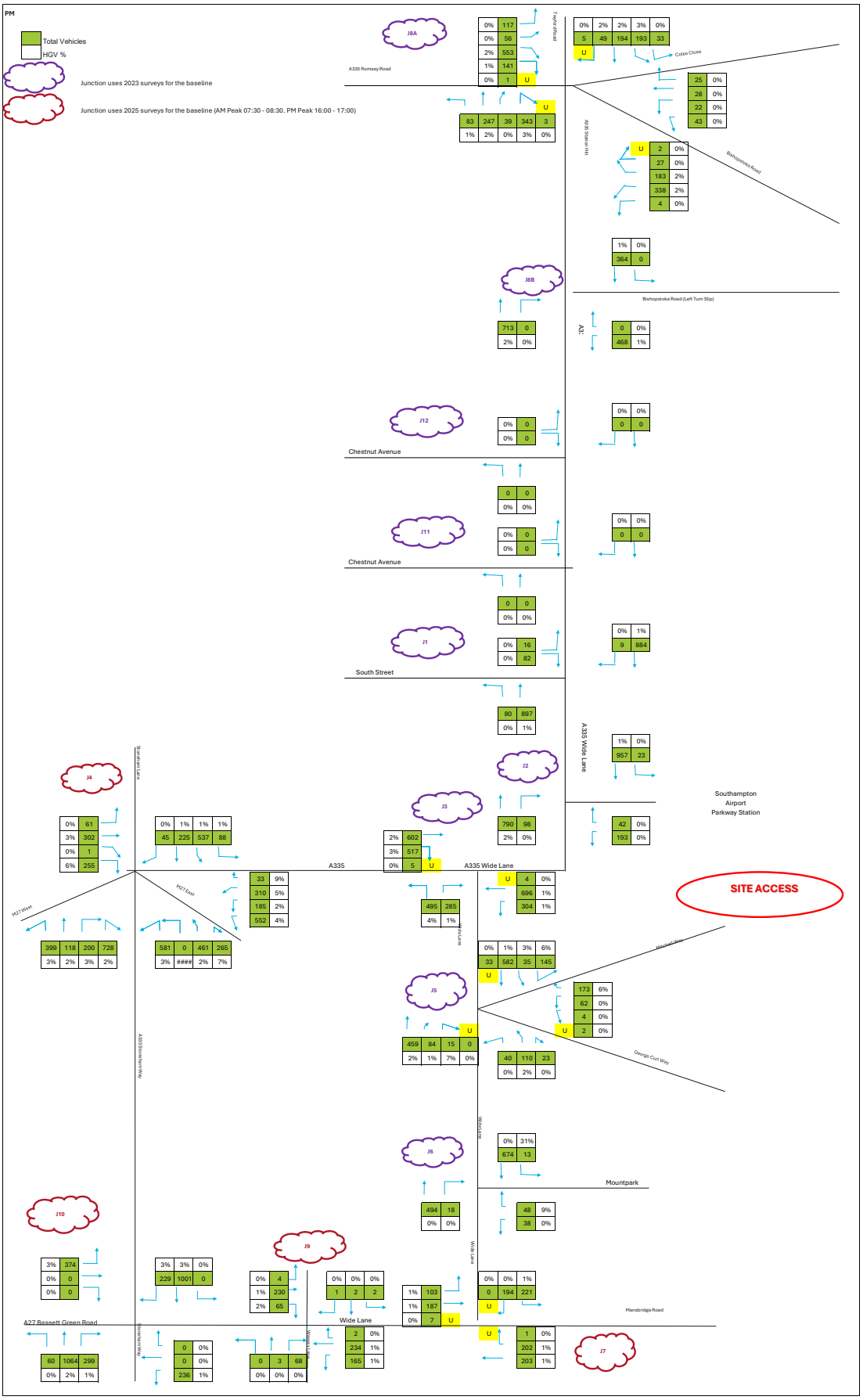
2025 Baseline Turning Movement Flows - Vehicles

2025 Baseline - Total Vehicles



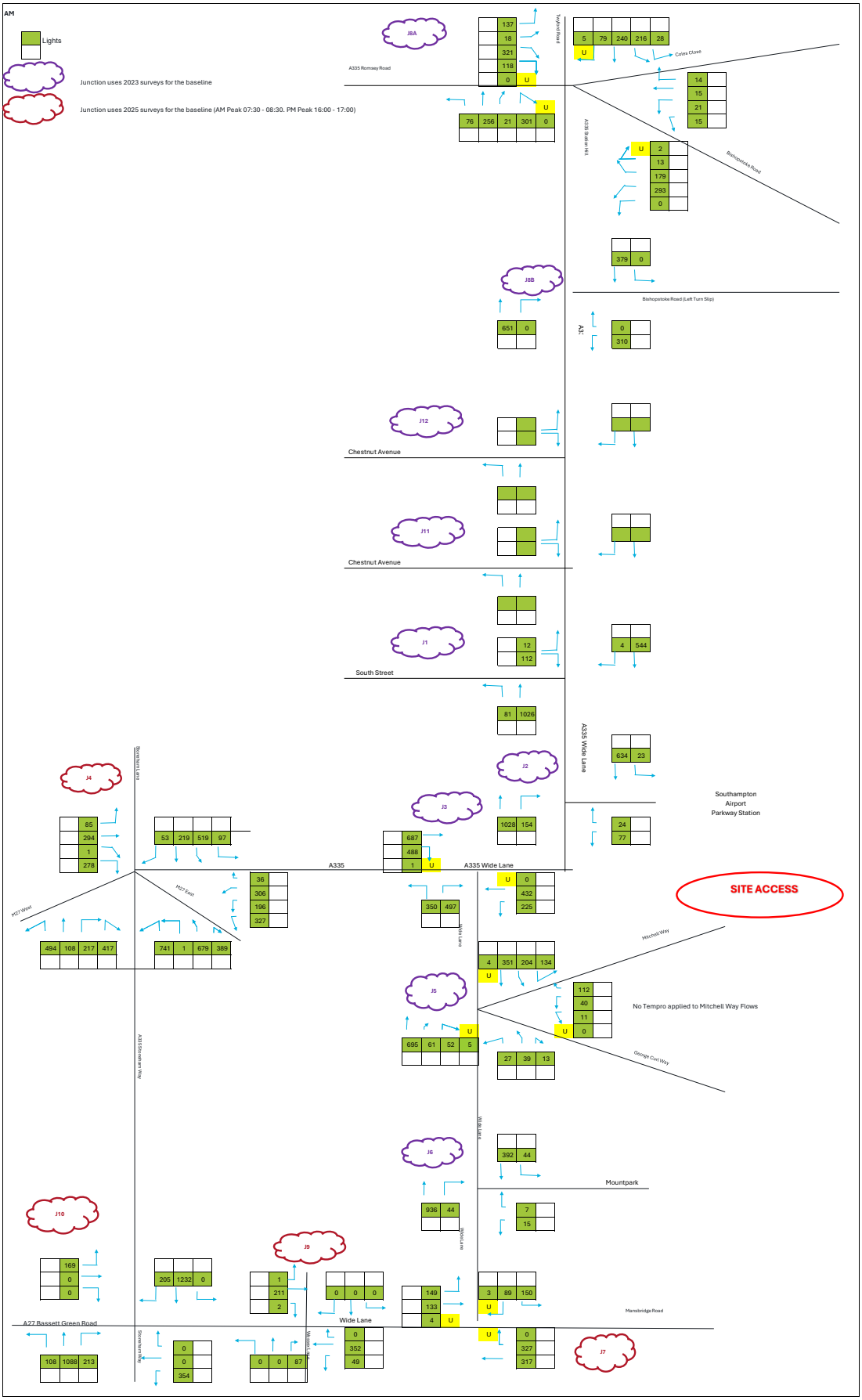
steer

2025 Baseline - Total Vehicles



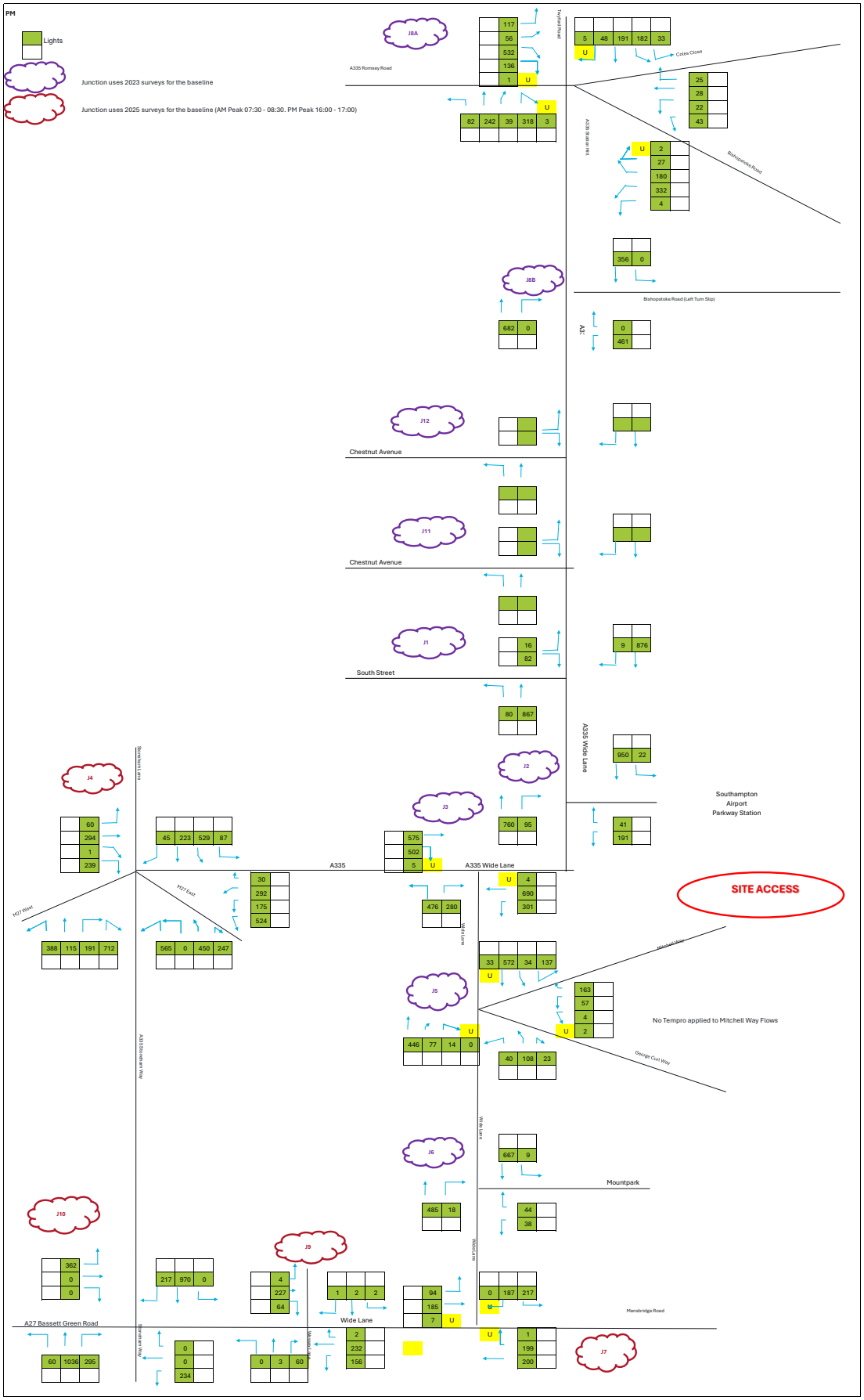
steer

2025 Baseline - Light Vehicle (Cars, Motorcycles, Taxis, LGVs)



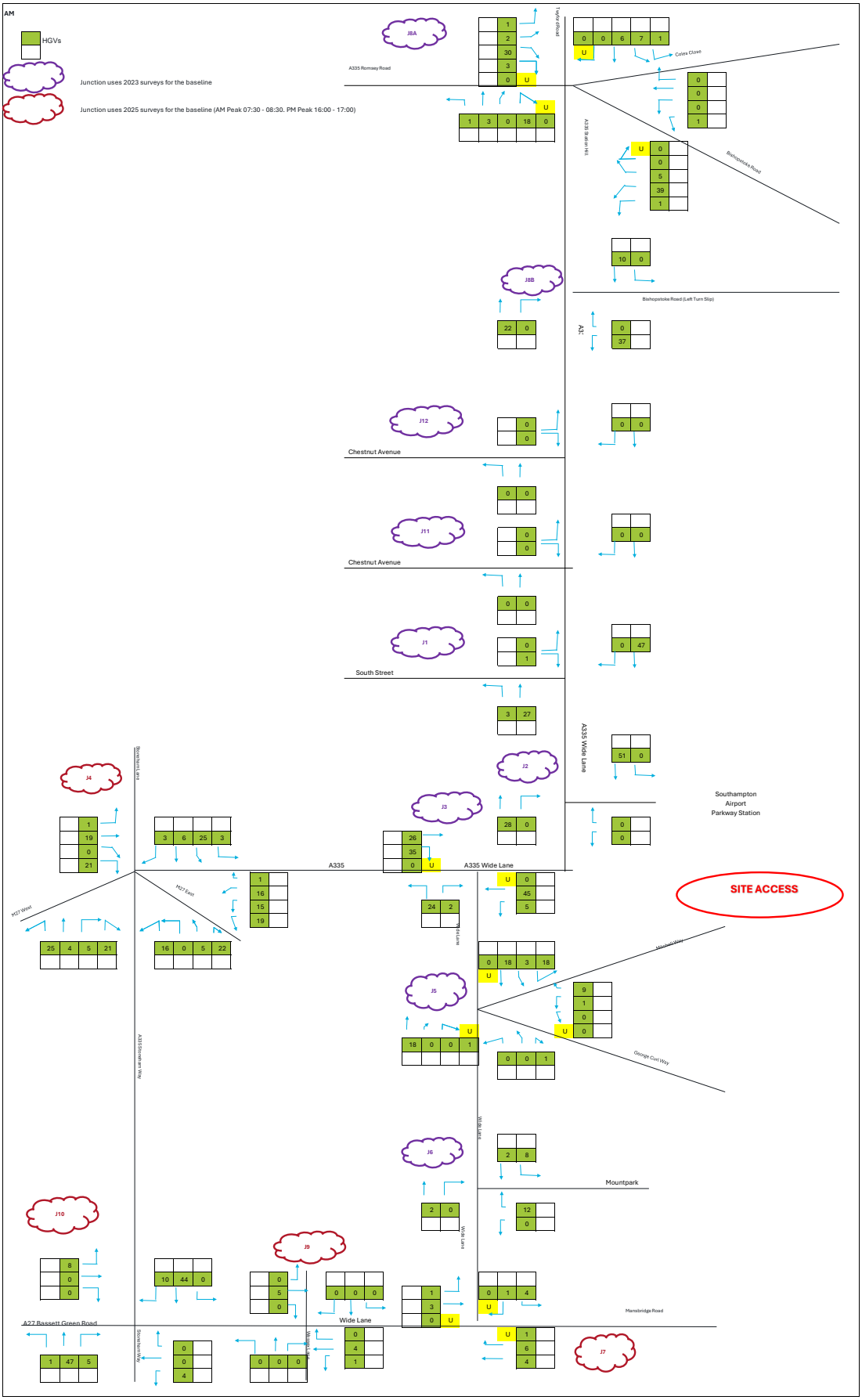
steer

2025 Baseline - Light Vehicle (Cars, Motorcycles, Taxis, LGVs)



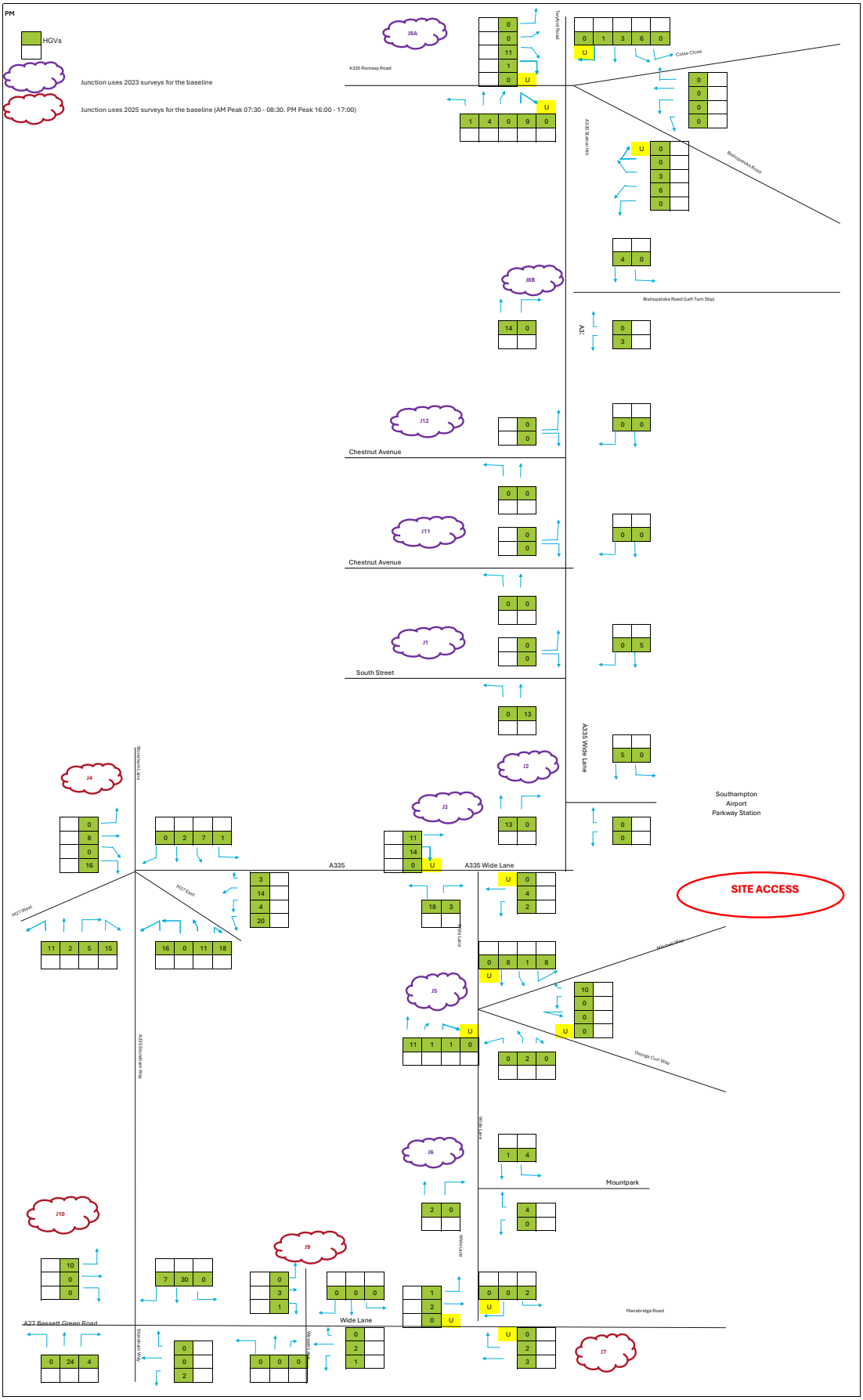
steer

2025 Baseline - HGVs



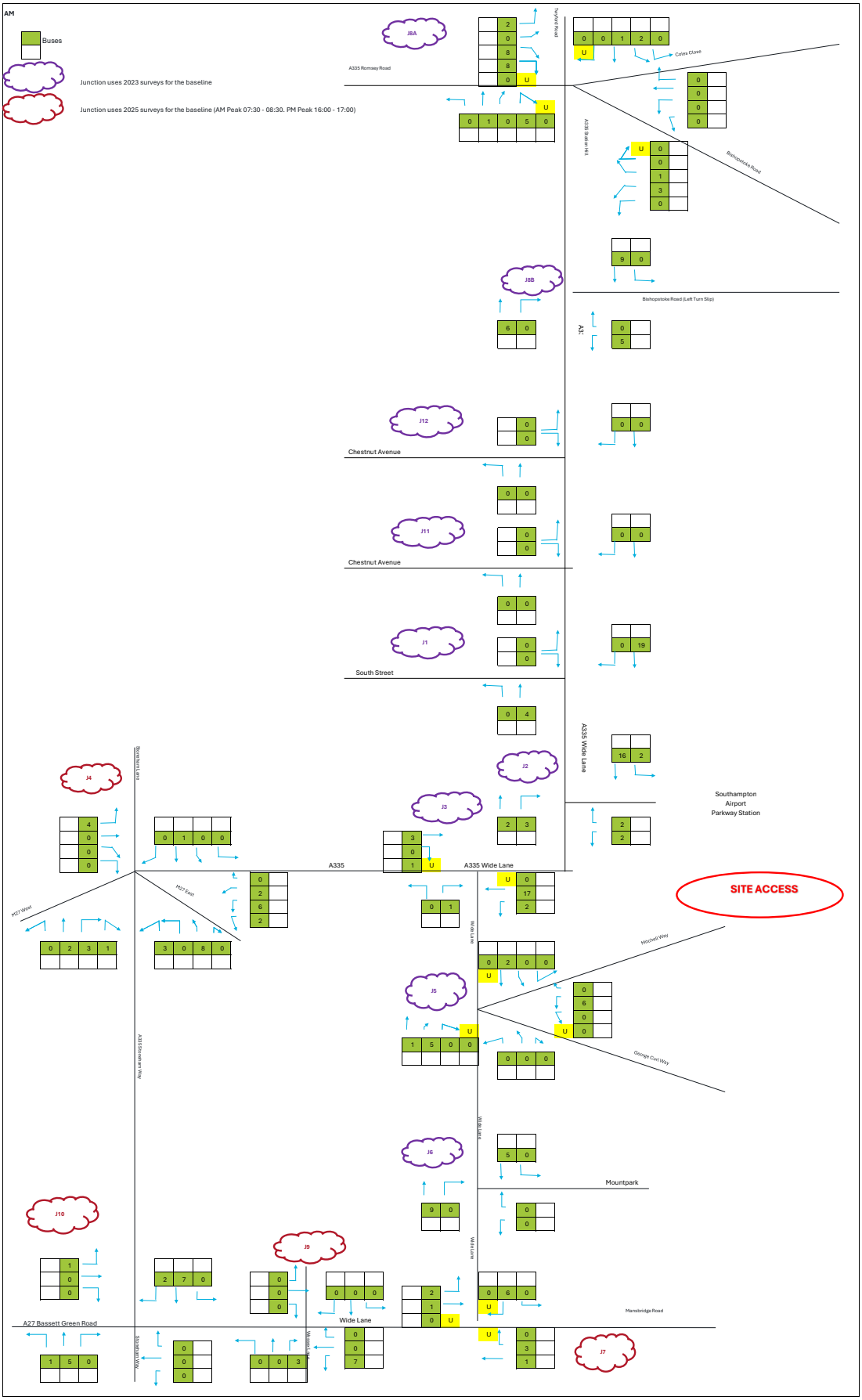
steer

2025 Baseline - HGVs



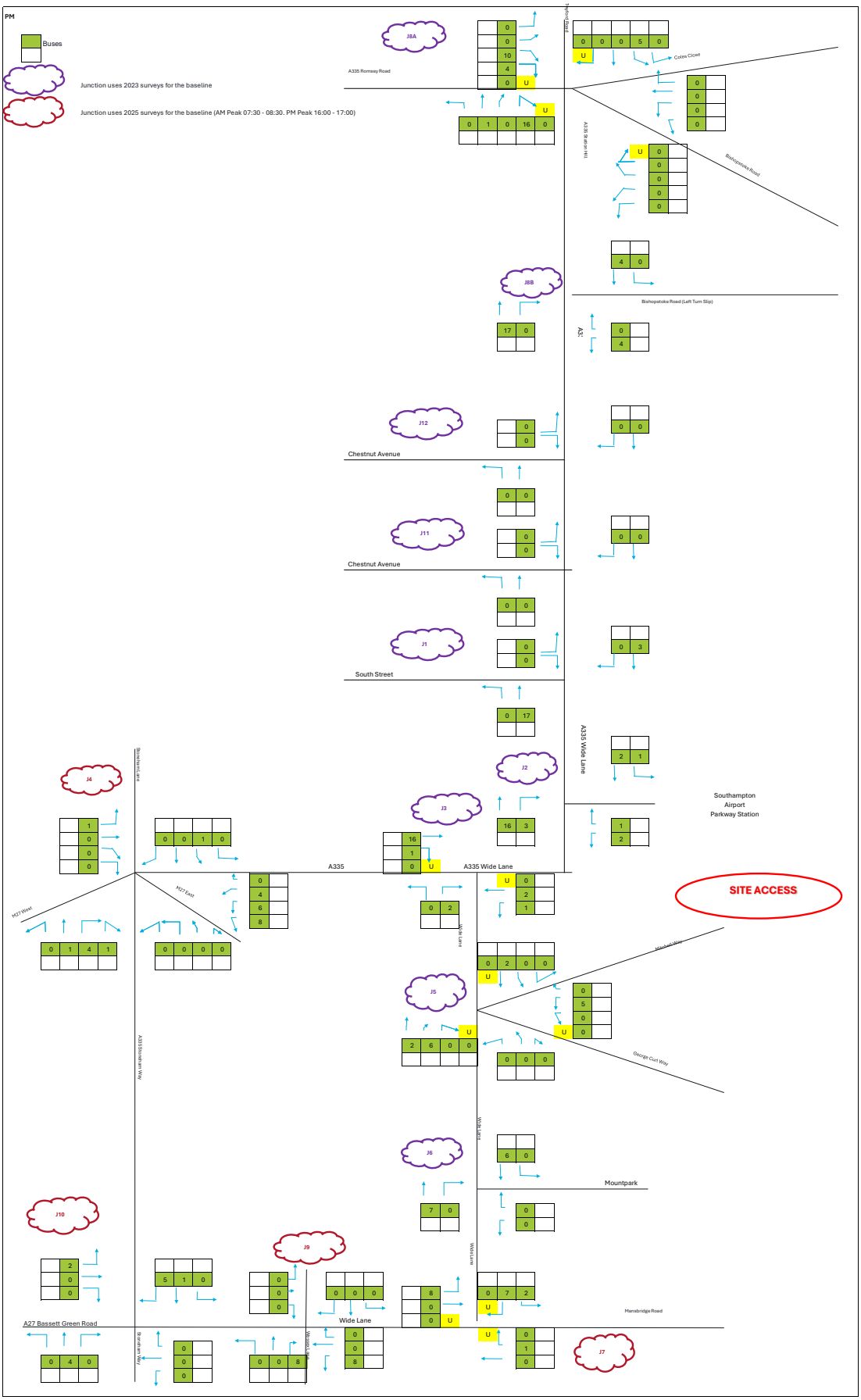
steer

2025 - Baseline Buses



steer

2025 - Baseline Buses



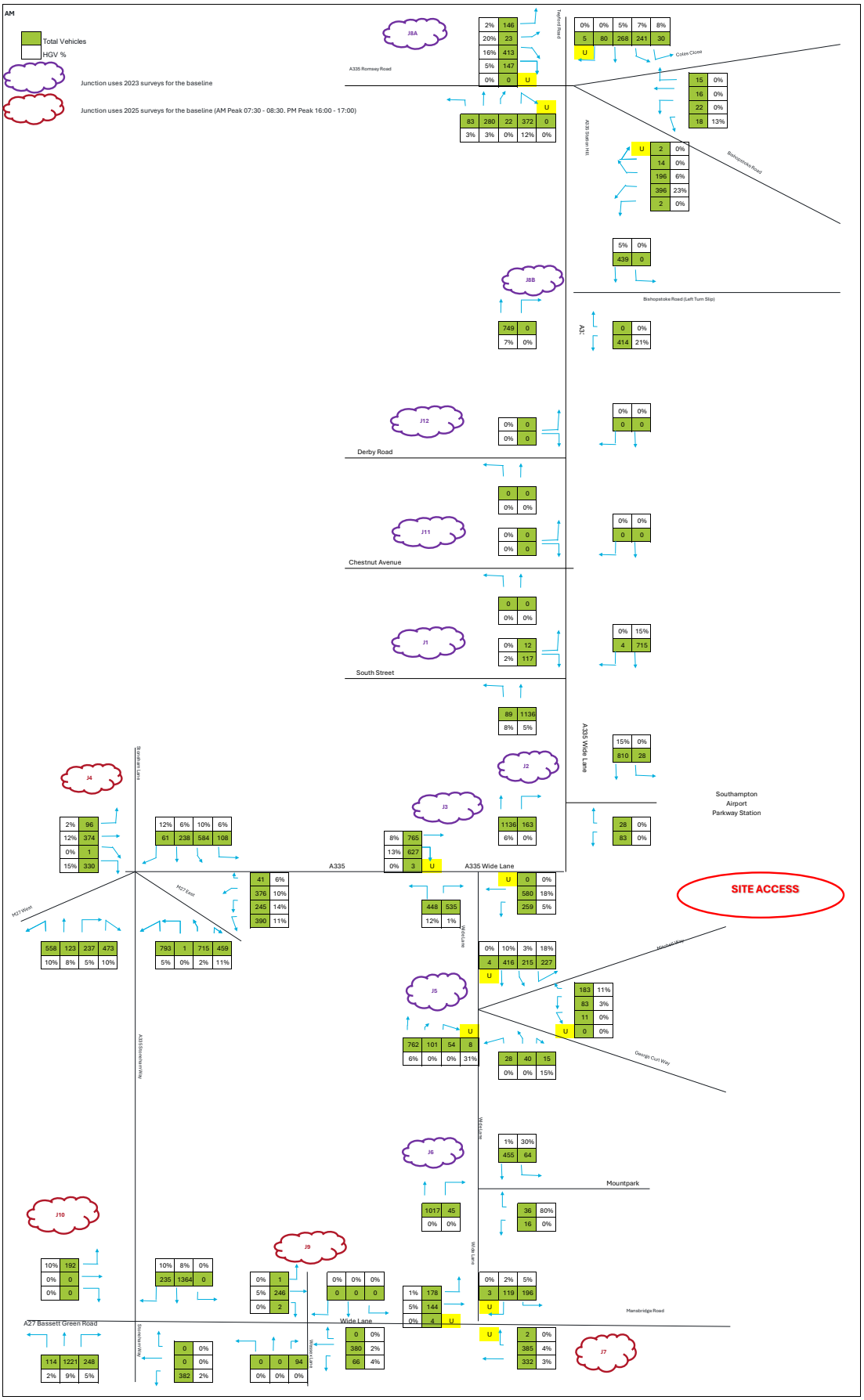
steer

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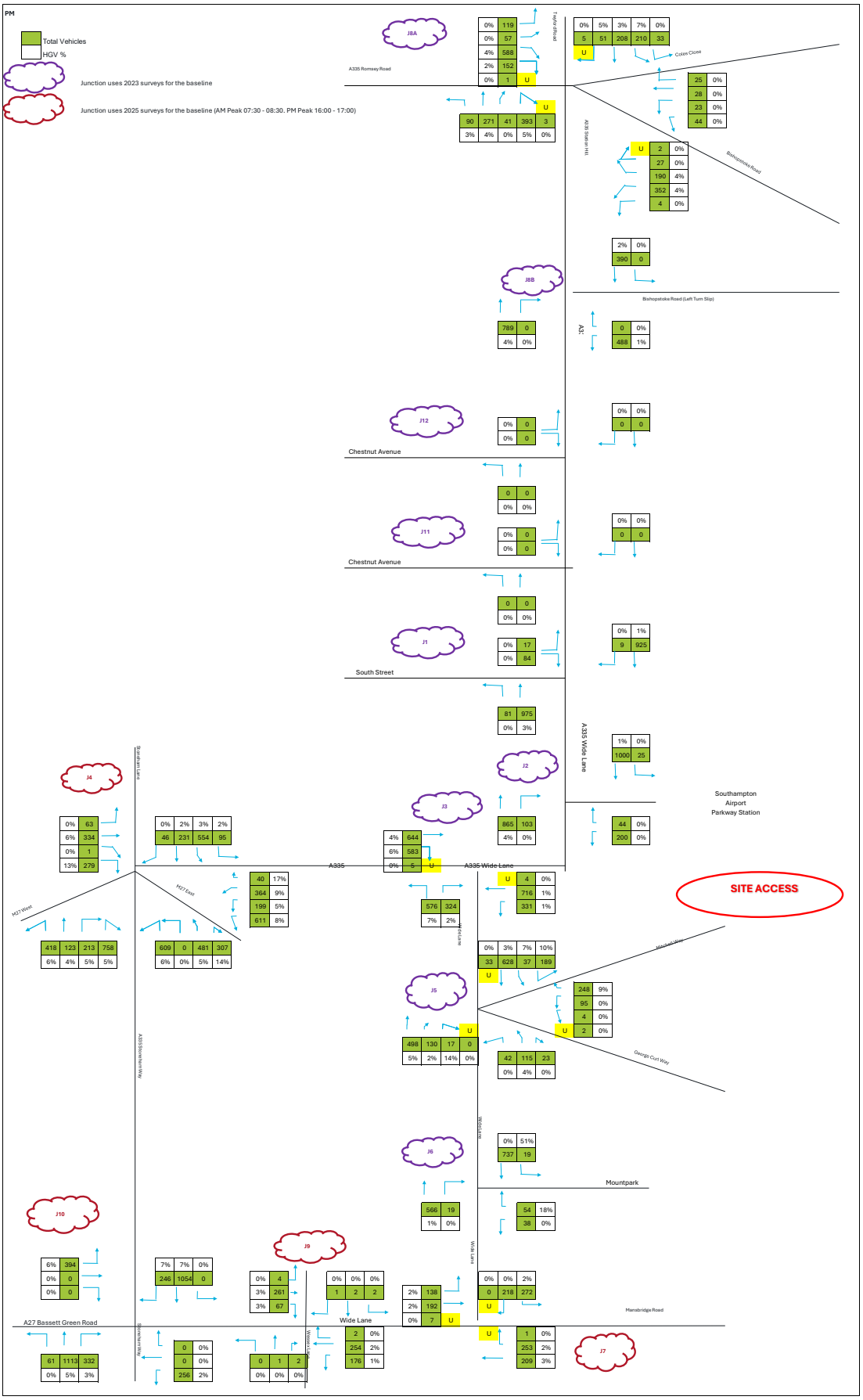
2028 Baseline Turning Movement Flows - PCUs

2028 Baseline - Total Vehicle PCUs



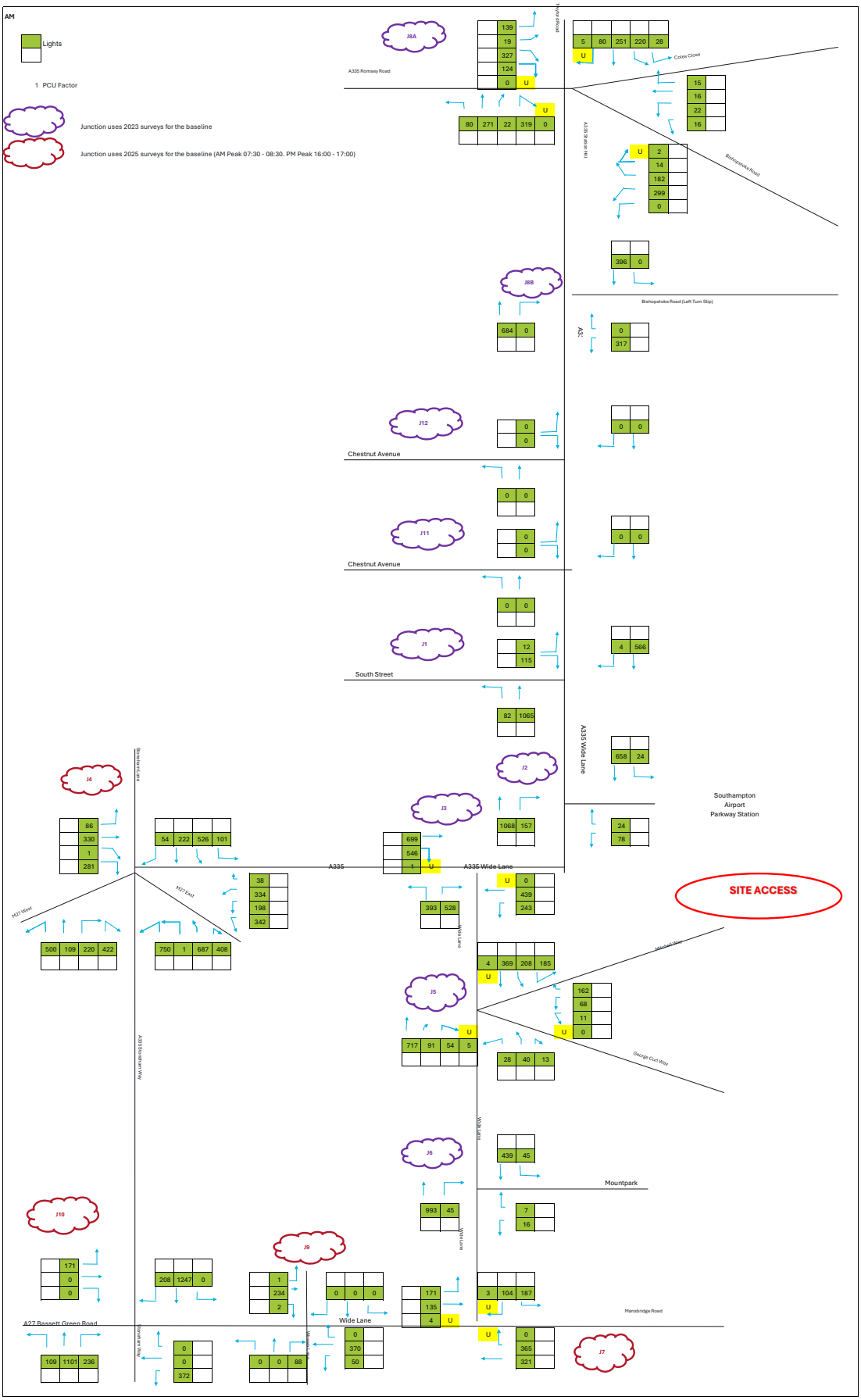
steer

2028 Baseline - Total Vehicle PCUs



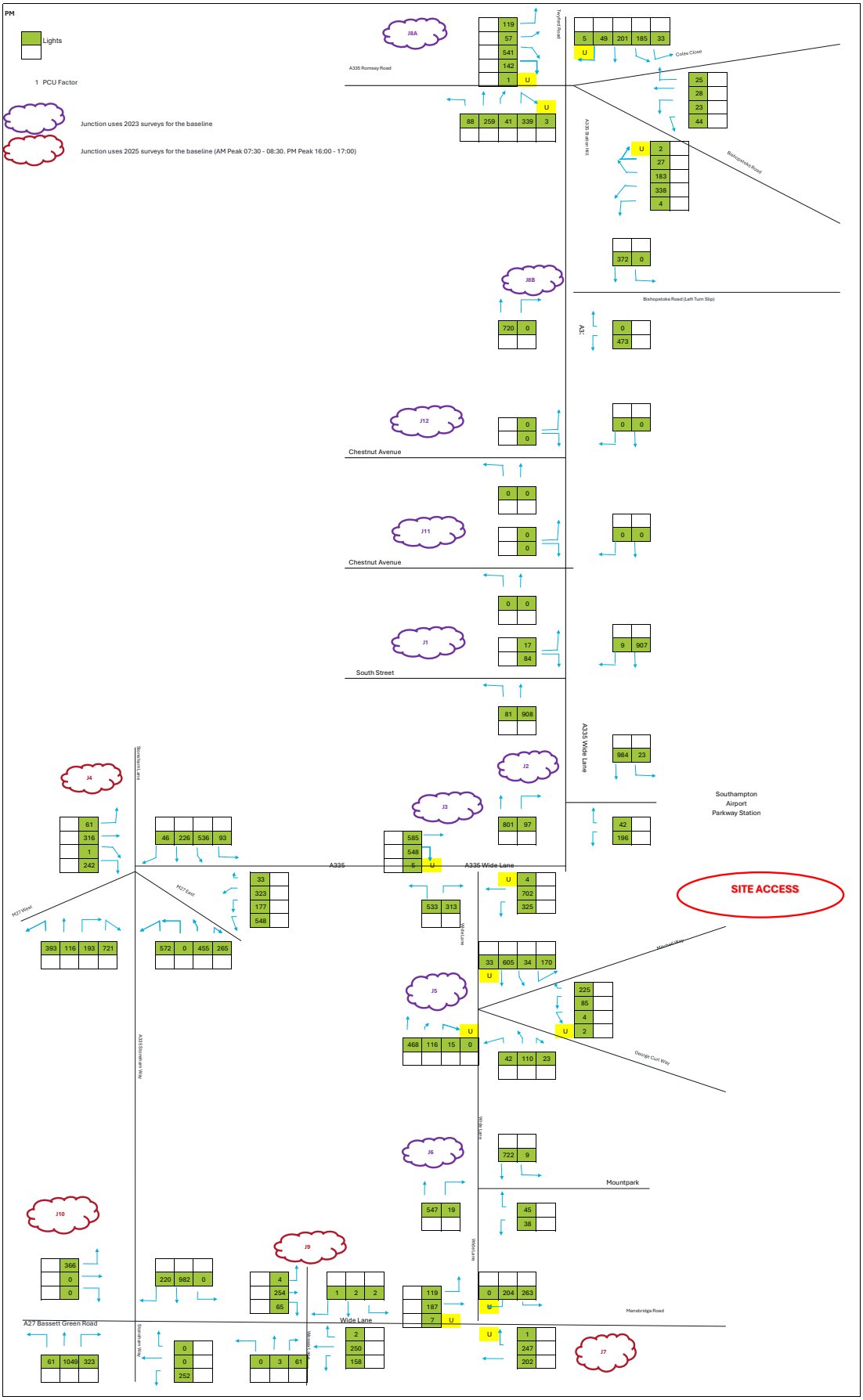
steer

2028 Baseline - Light Vehicle PCUs (Cars, Motorcycles, Taxis, LGVs)



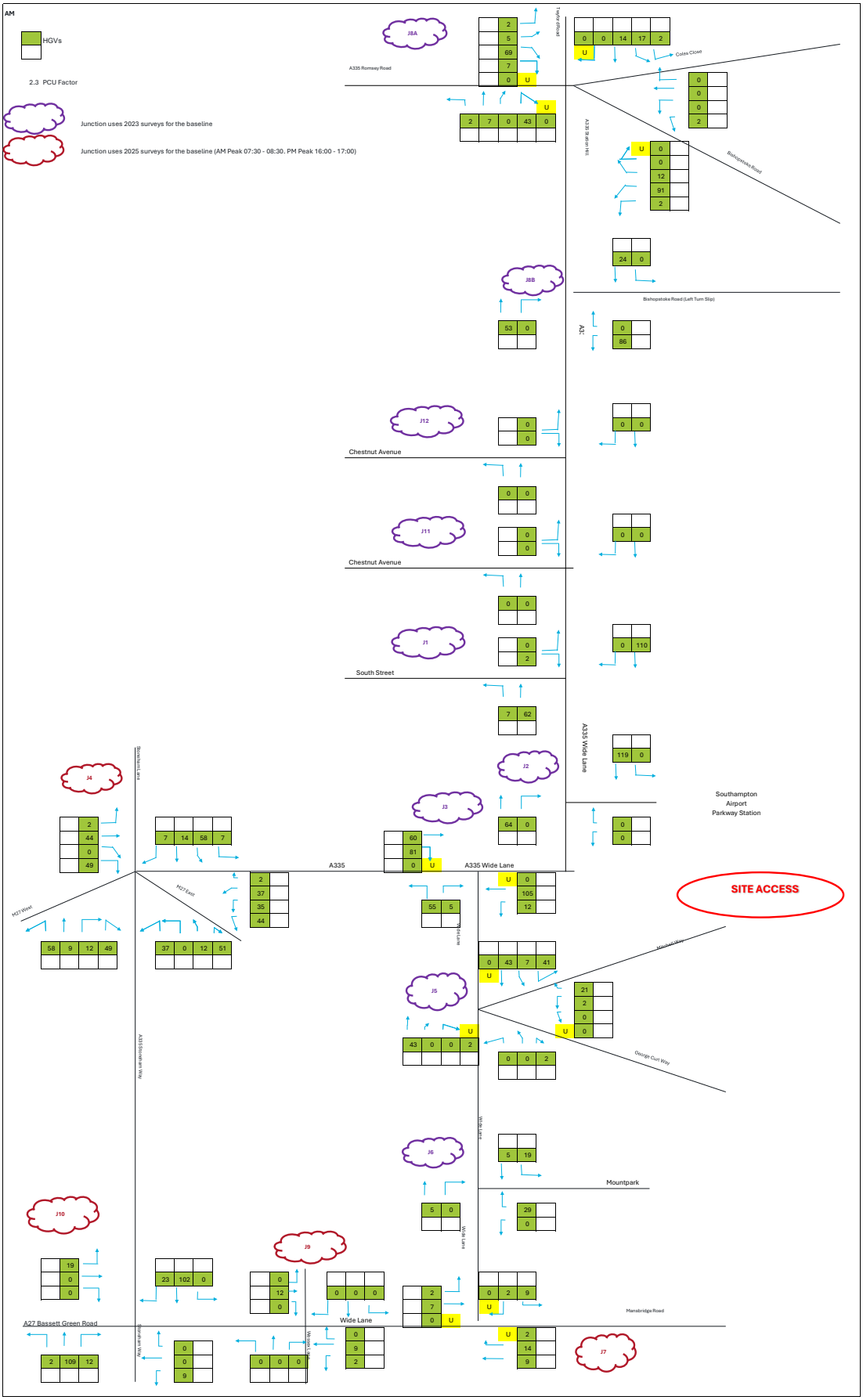
steer

2028 Baseline - Light Vehicle PCUs (Cars, Motorcycles, Taxis, LGVs)



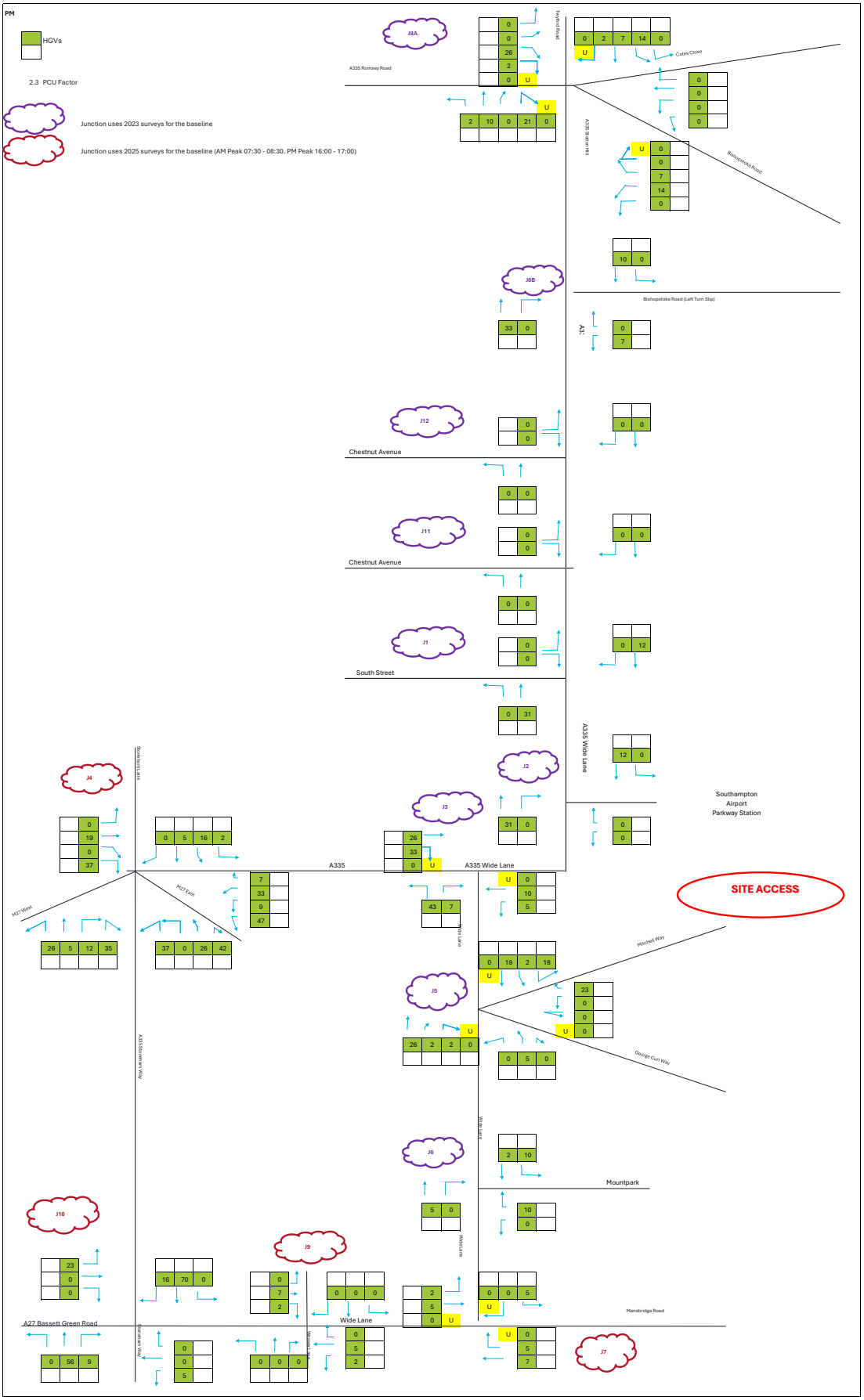
steer

2028 Baseline - HGV PCUs



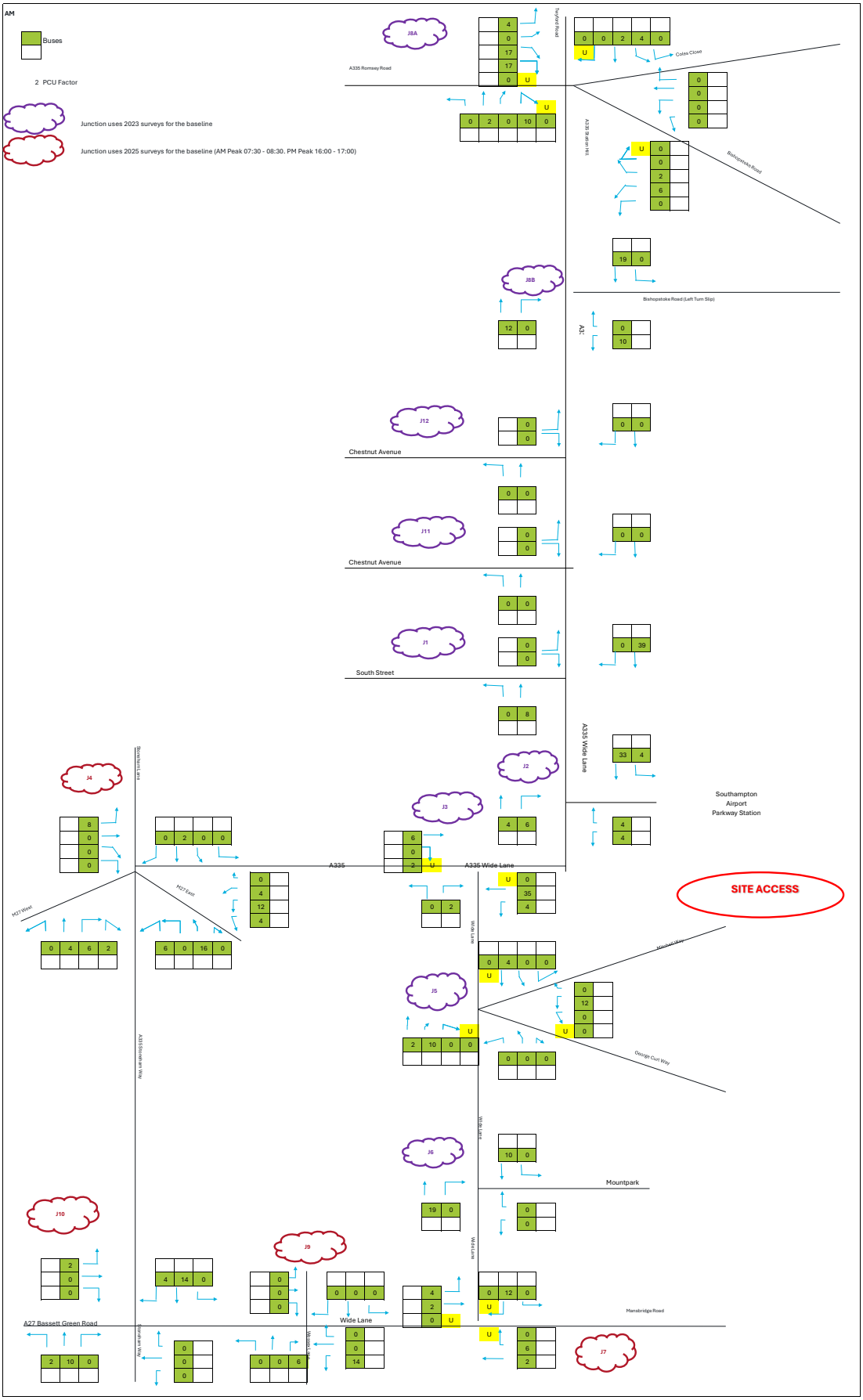
steer

2028 Baseline - HGV PCUs



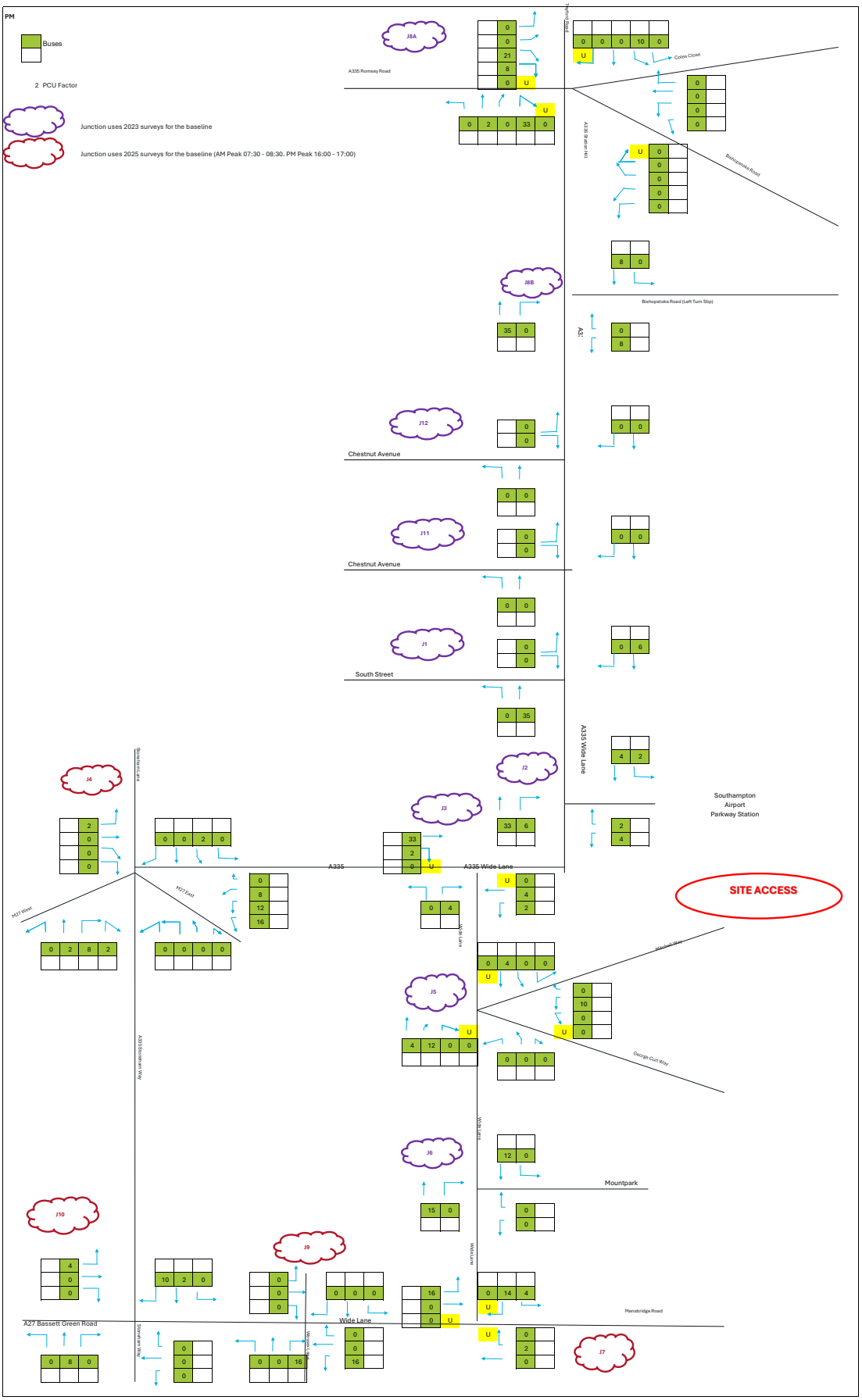
steer

2028 - Baseline Bus PCUS



steer

2028 - Baseline Bus PCUS



steer

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2028 Baseline Turning Movement Flows - Vehicles

2028 Baseline - Total Vehicles



steer

[redacted]

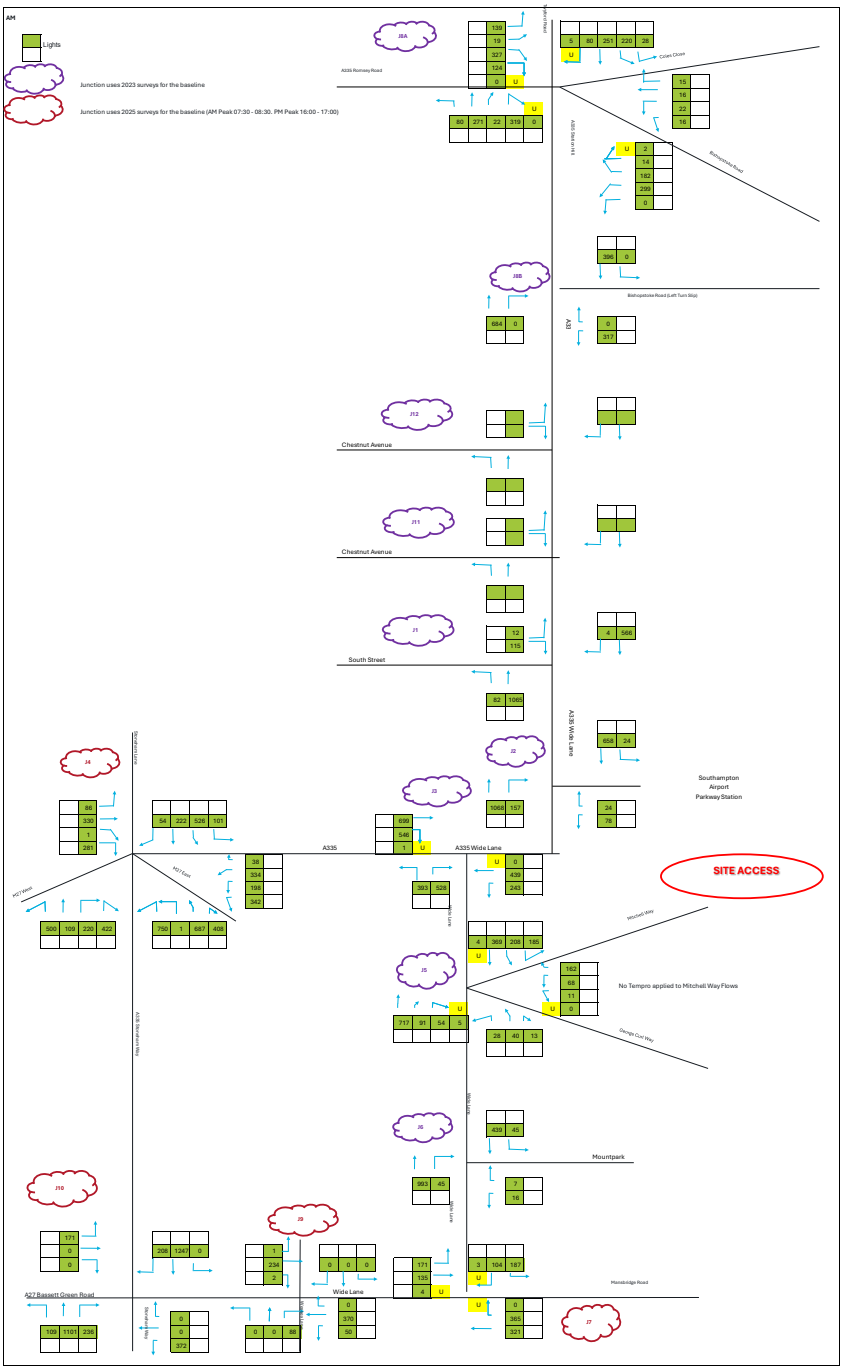
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2028 Baseline - Total Vehicles



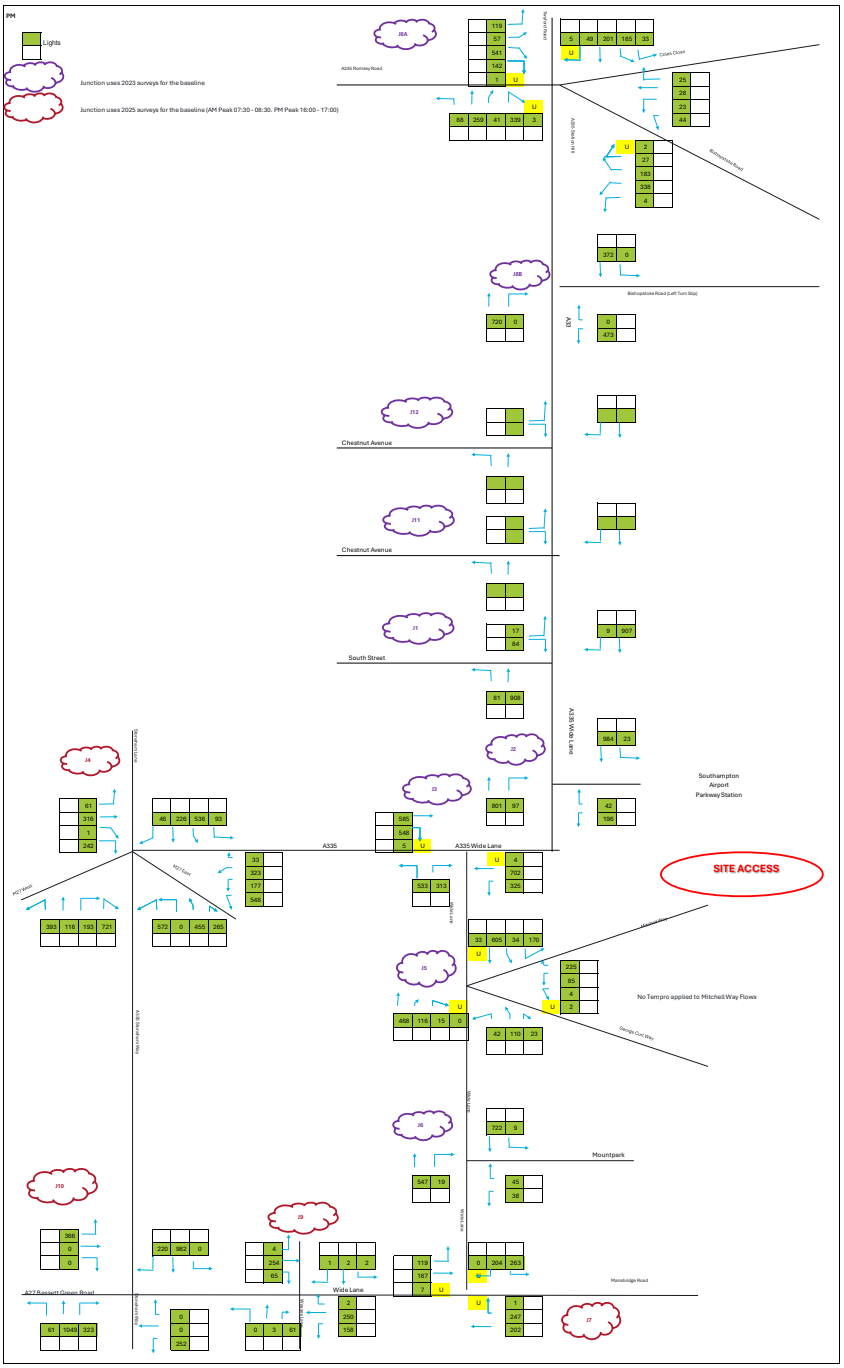
steer

2028 Baseline - Light Vehicle (Cars, Motorcycles, Taxis, LGVs)



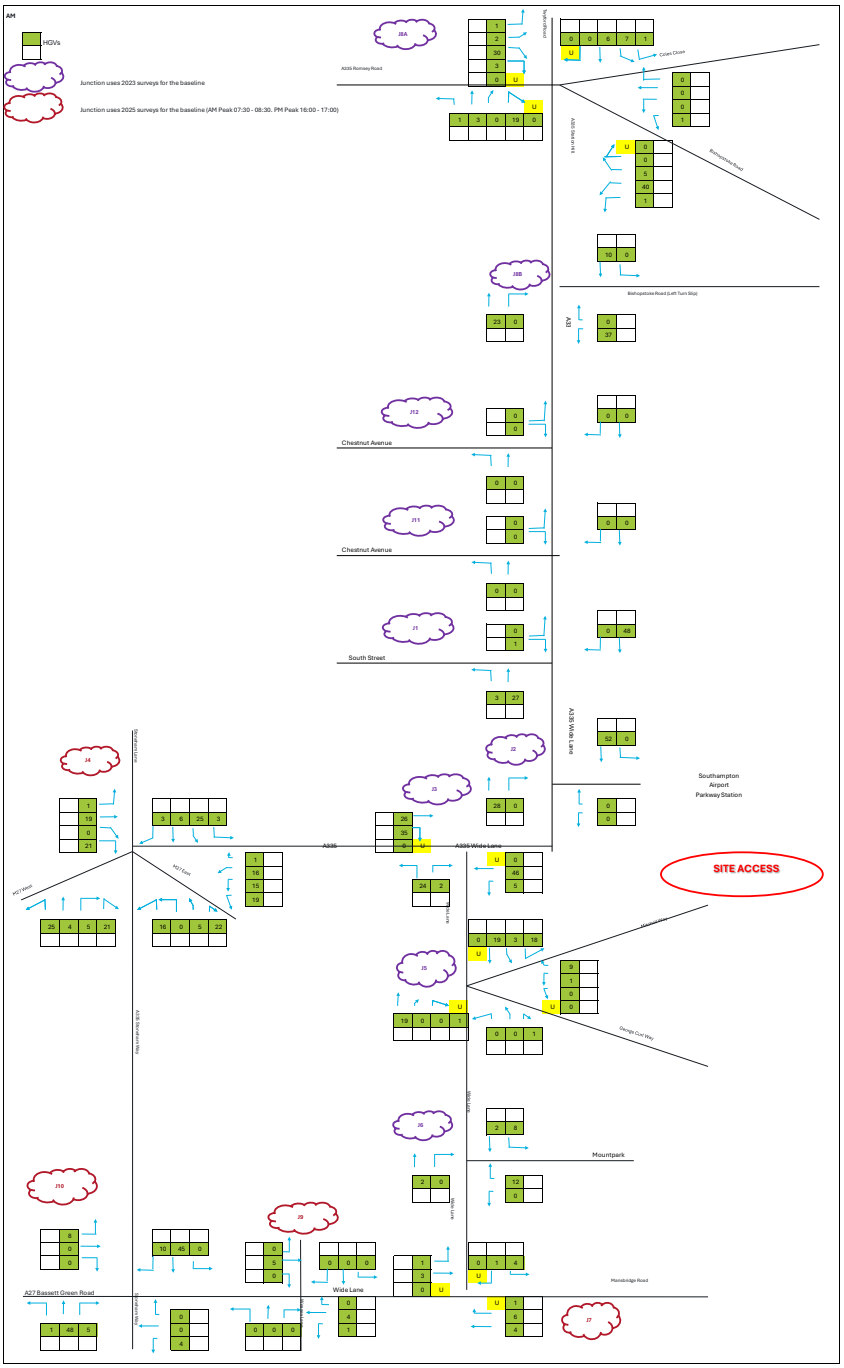
steer

2028 Baseline - Light Vehicle (Cars, Motorcycles, Taxis, LGVs)



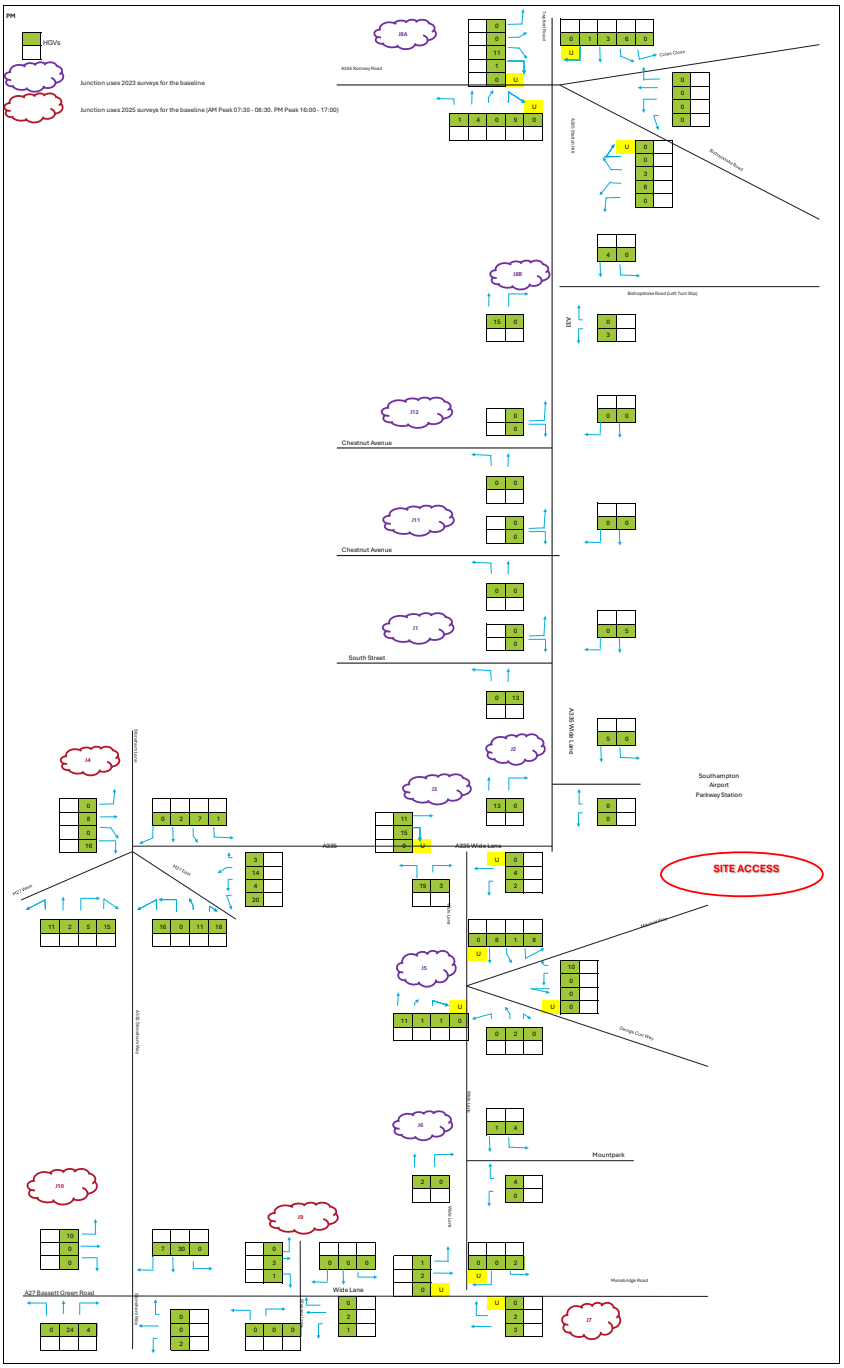
steer

2028 Baseline - HGVs



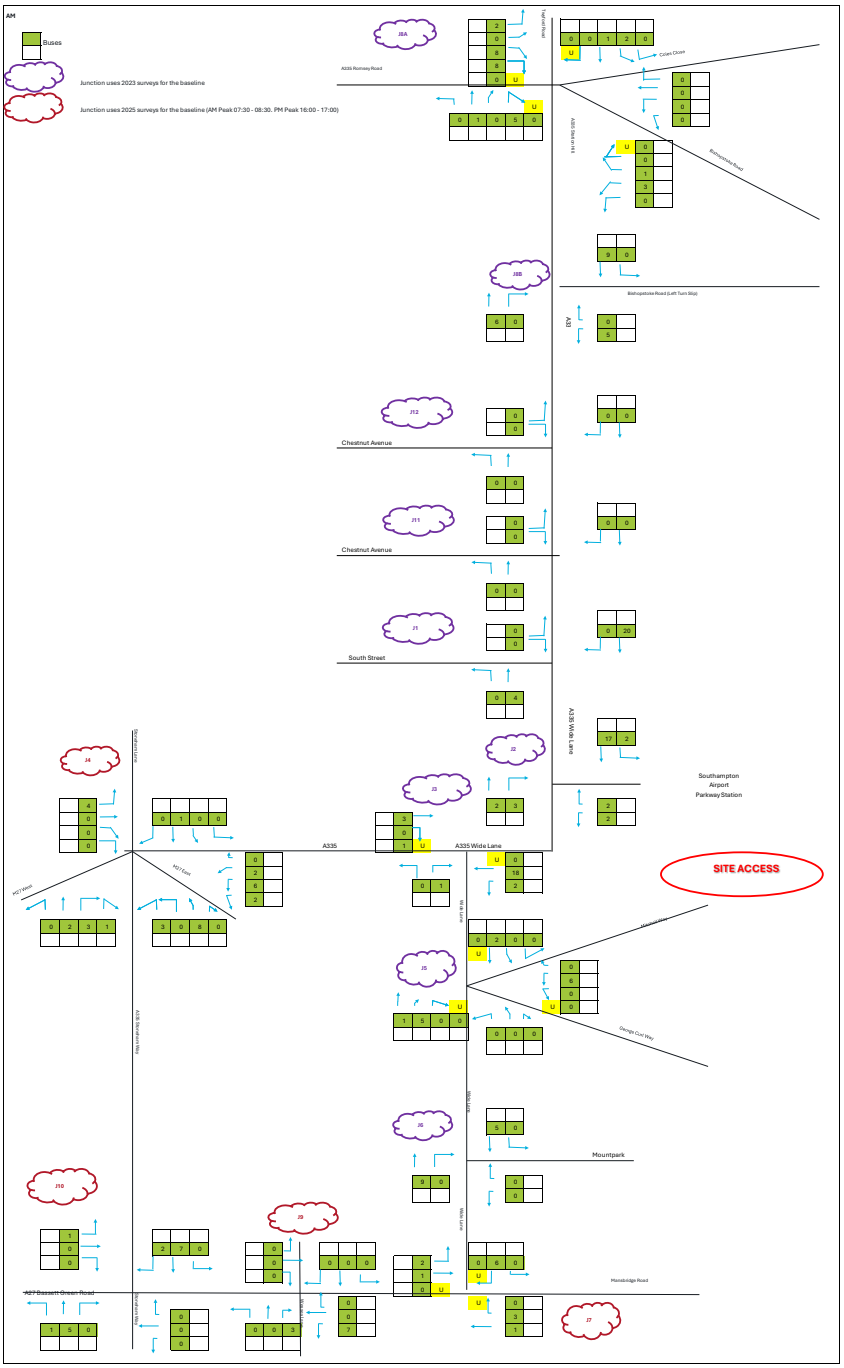
steer

2028 Baseline - HGVs



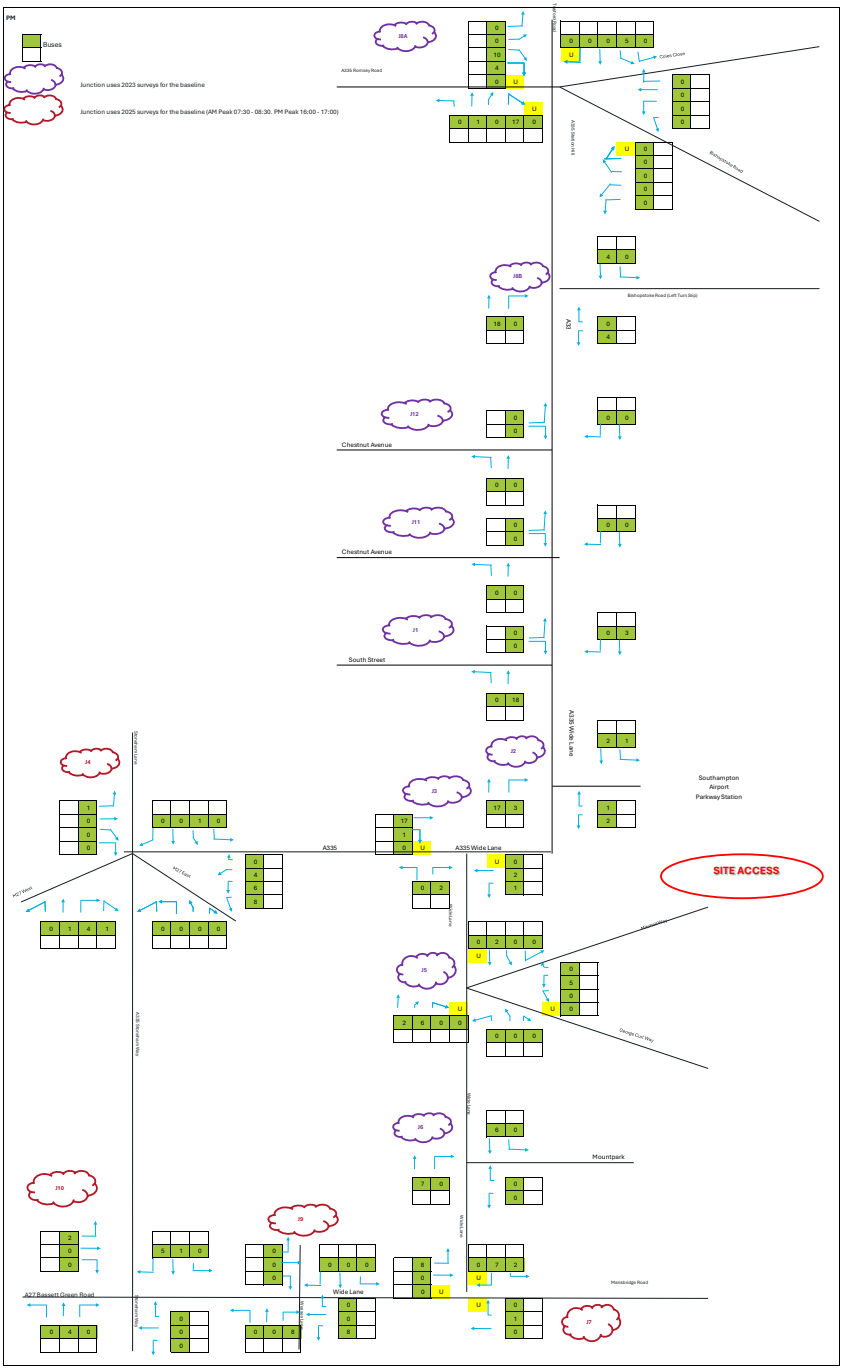
steer

2028 - Baseline Buses



steer

2028 - Baseline Buses



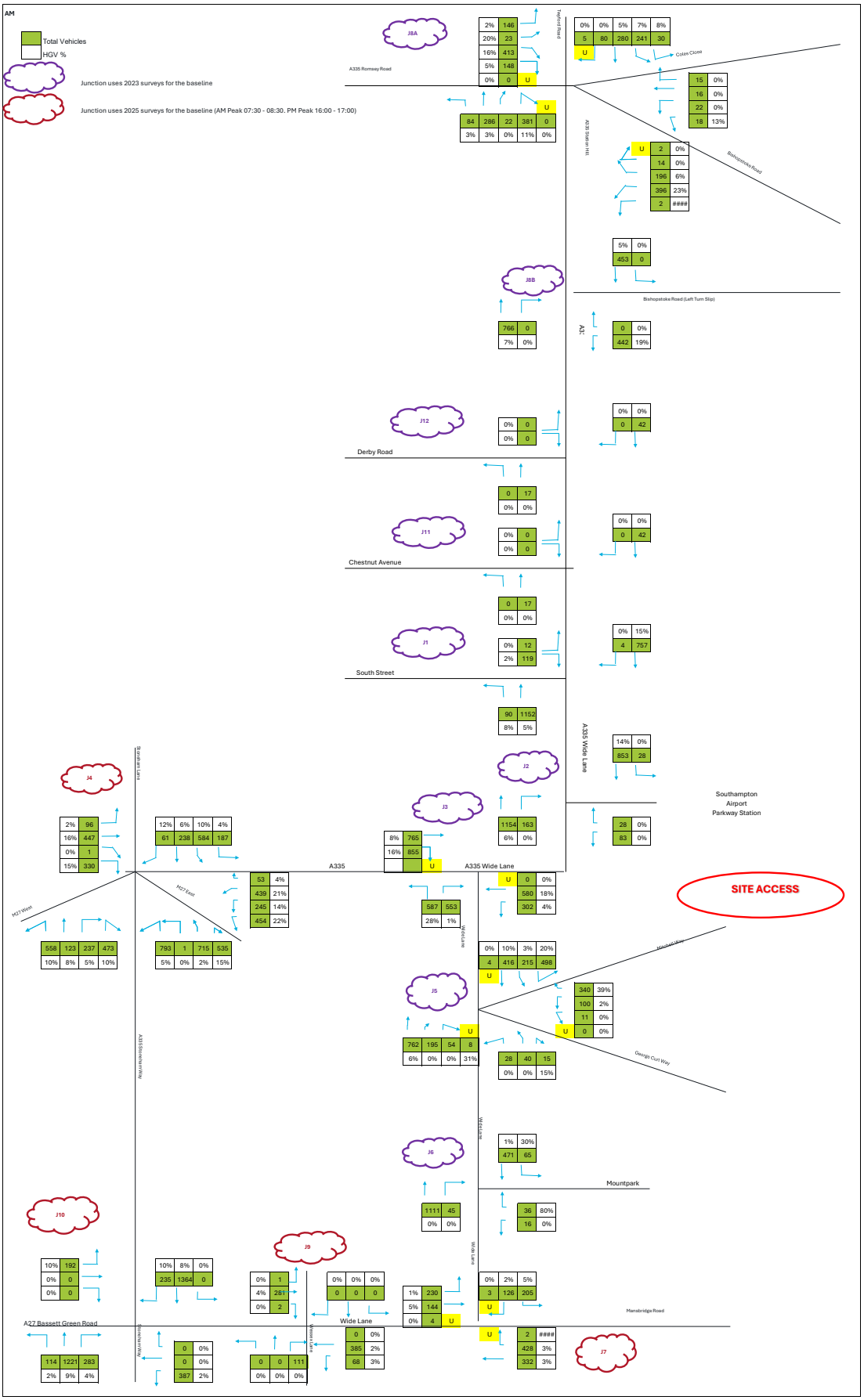
steer

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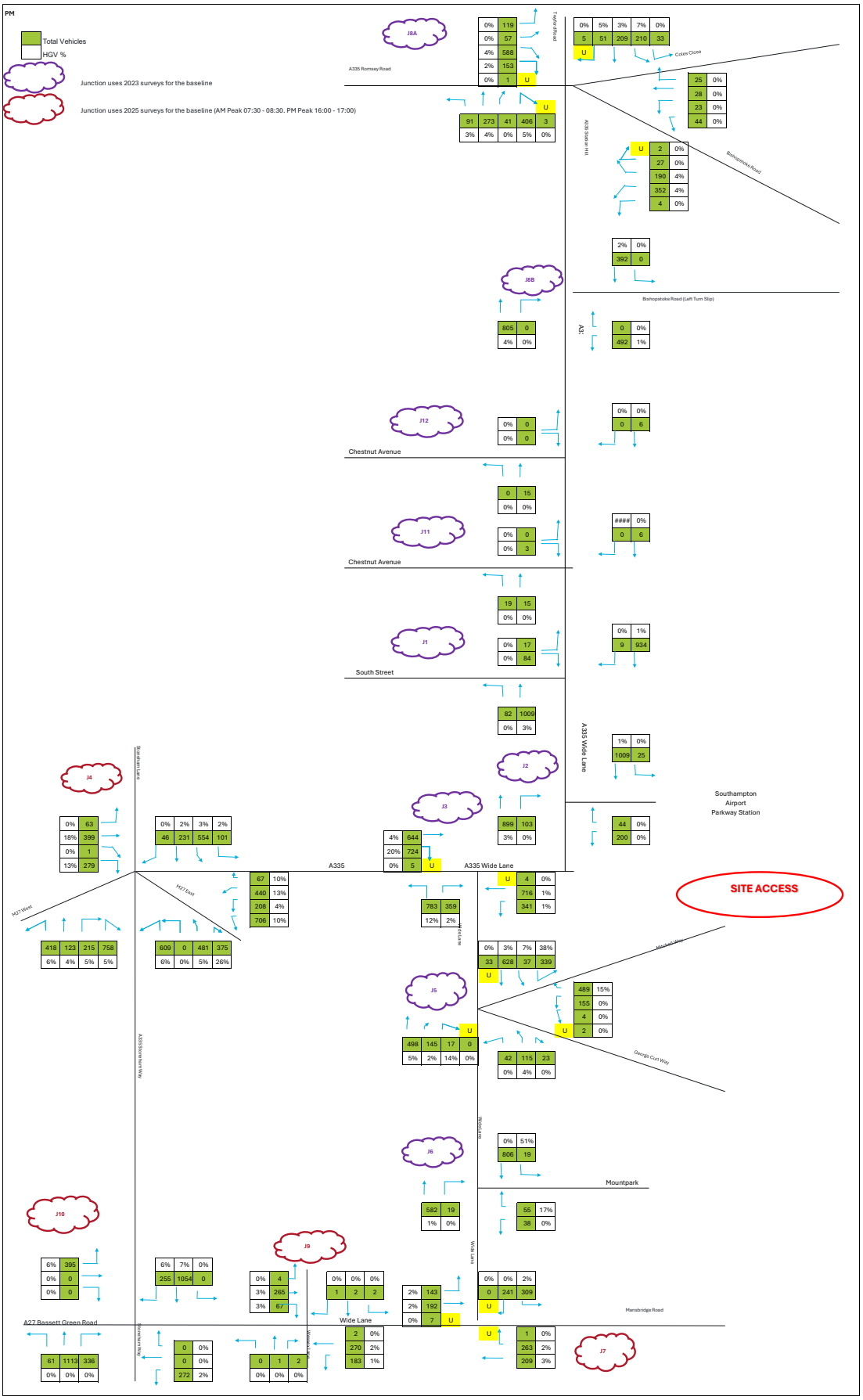
2028 Baseline + Proposed Development Baseline Turning Movement Flows - PCUs

2028 Baseline + Proposed Development - Total Vehicle PCUs



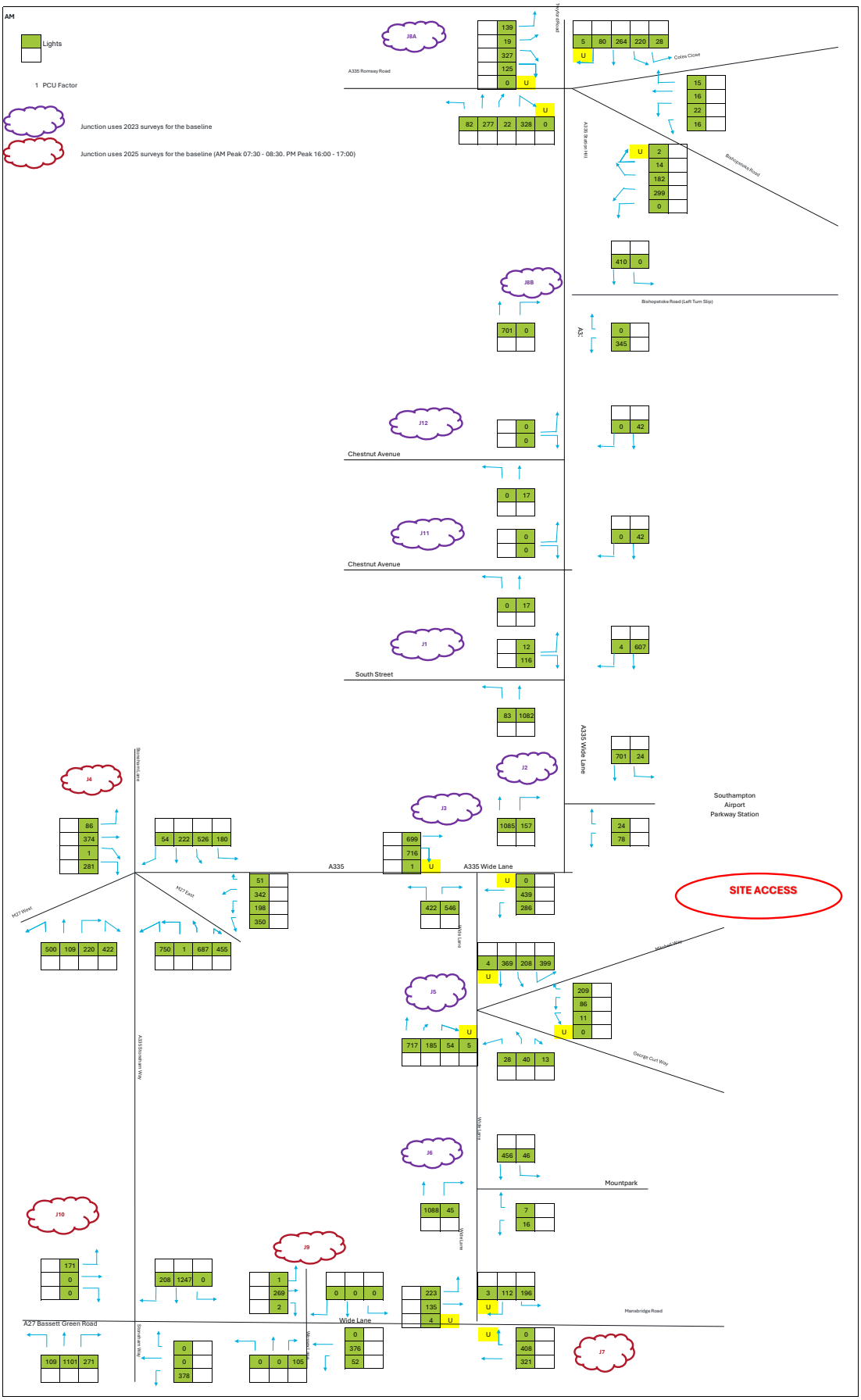
steer

2028 Baseline + Proposed Development - Total Vehicle PCUs



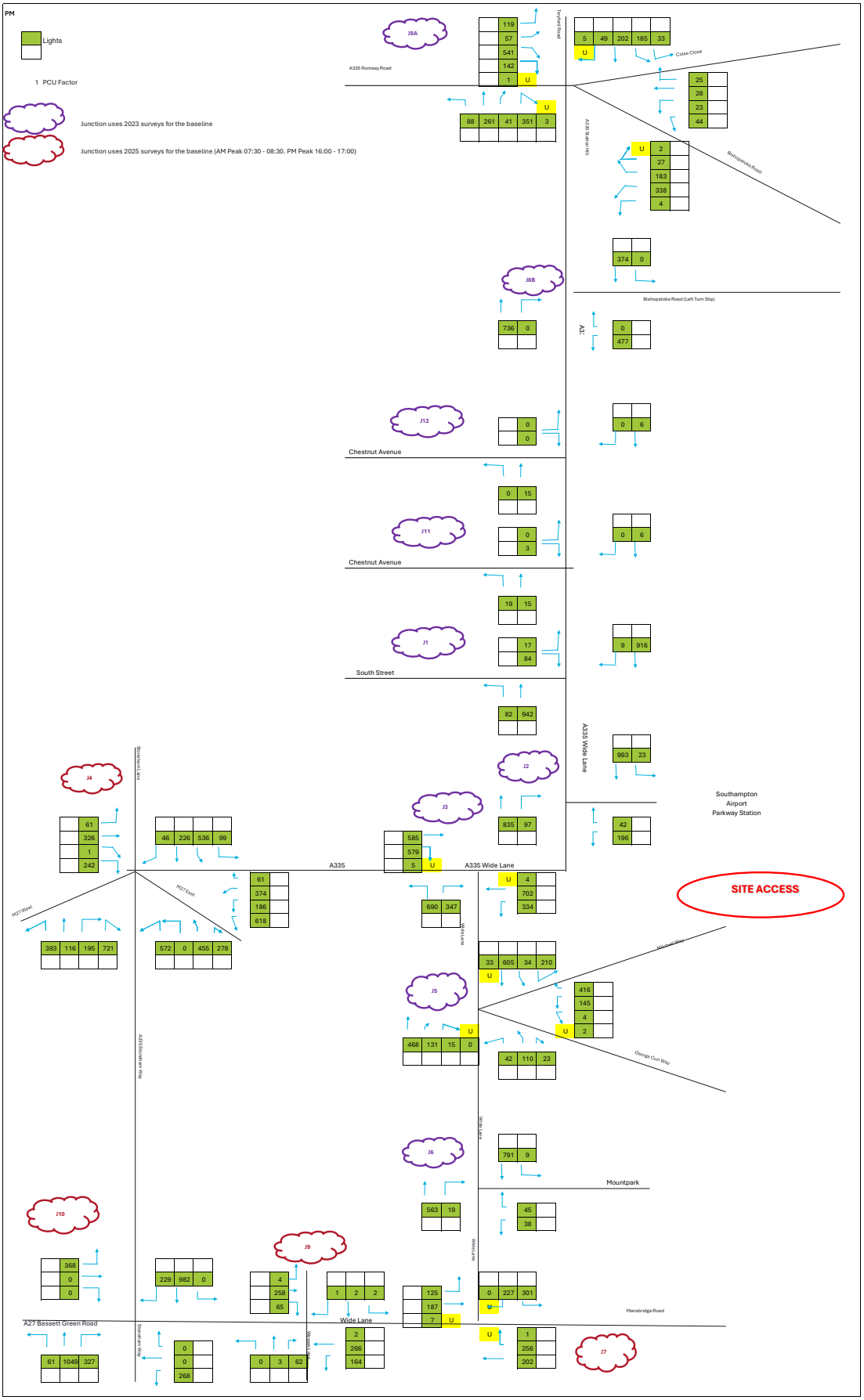
steer

2028 Baseline + Proposed Development - Light Vehicle PCUs (Cars, Motorcycles, Taxis, LGVs)



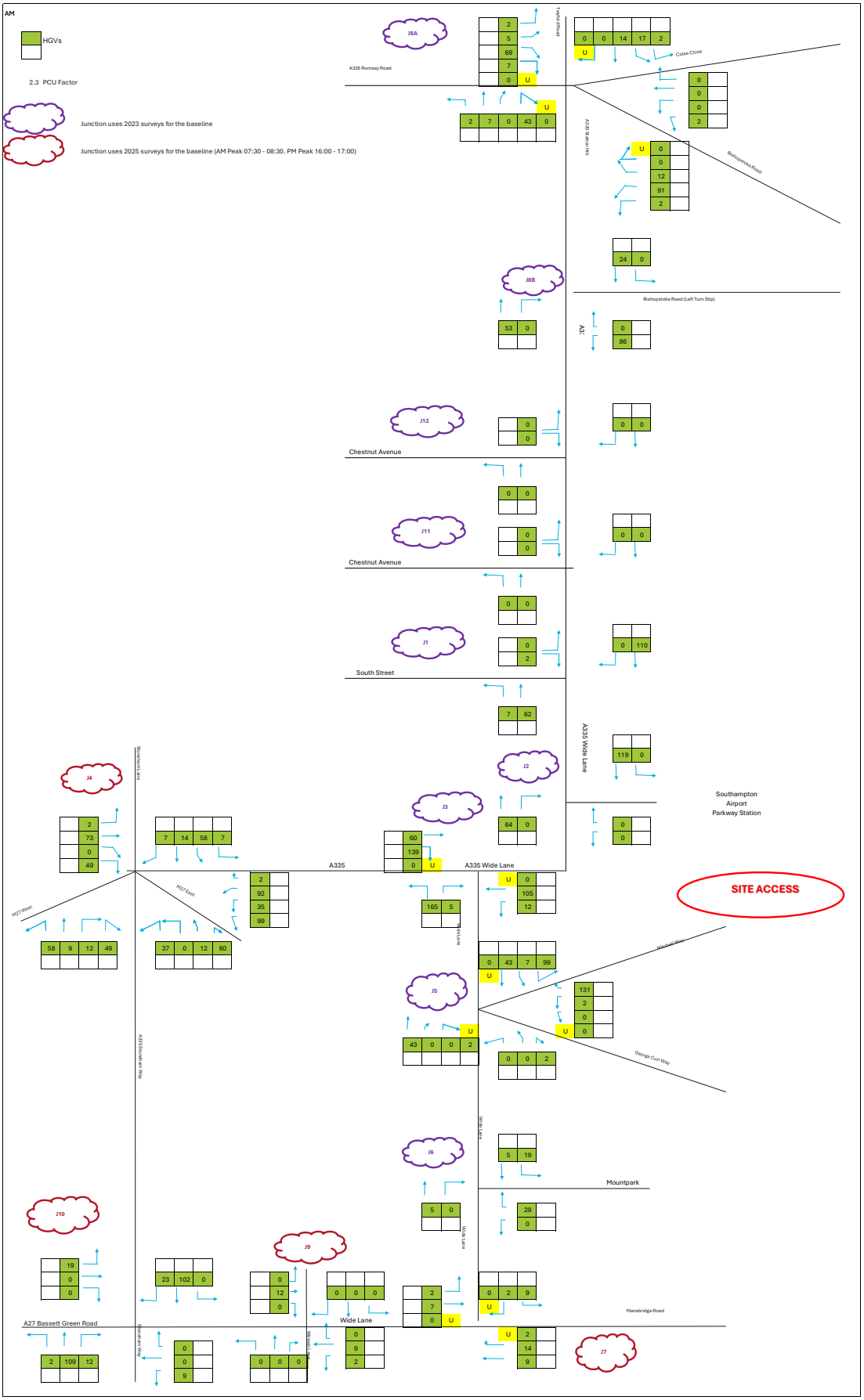
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2028 Baseline + Proposed Development - Light Vehicle PCUs (Cars, Motorcycles, Taxis, LGVs)



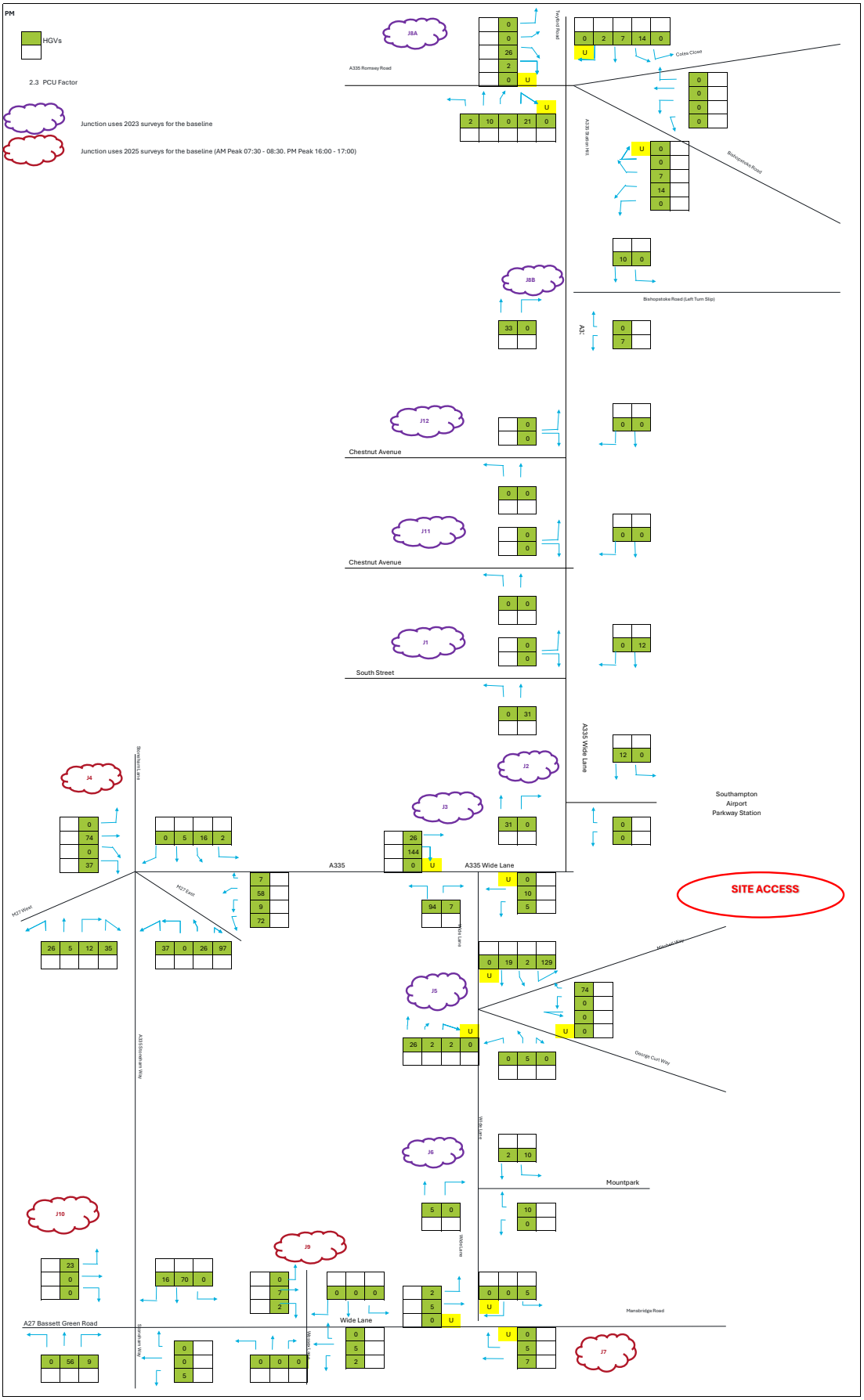
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2028 Baseline + Proposed Development - HGV PCUs



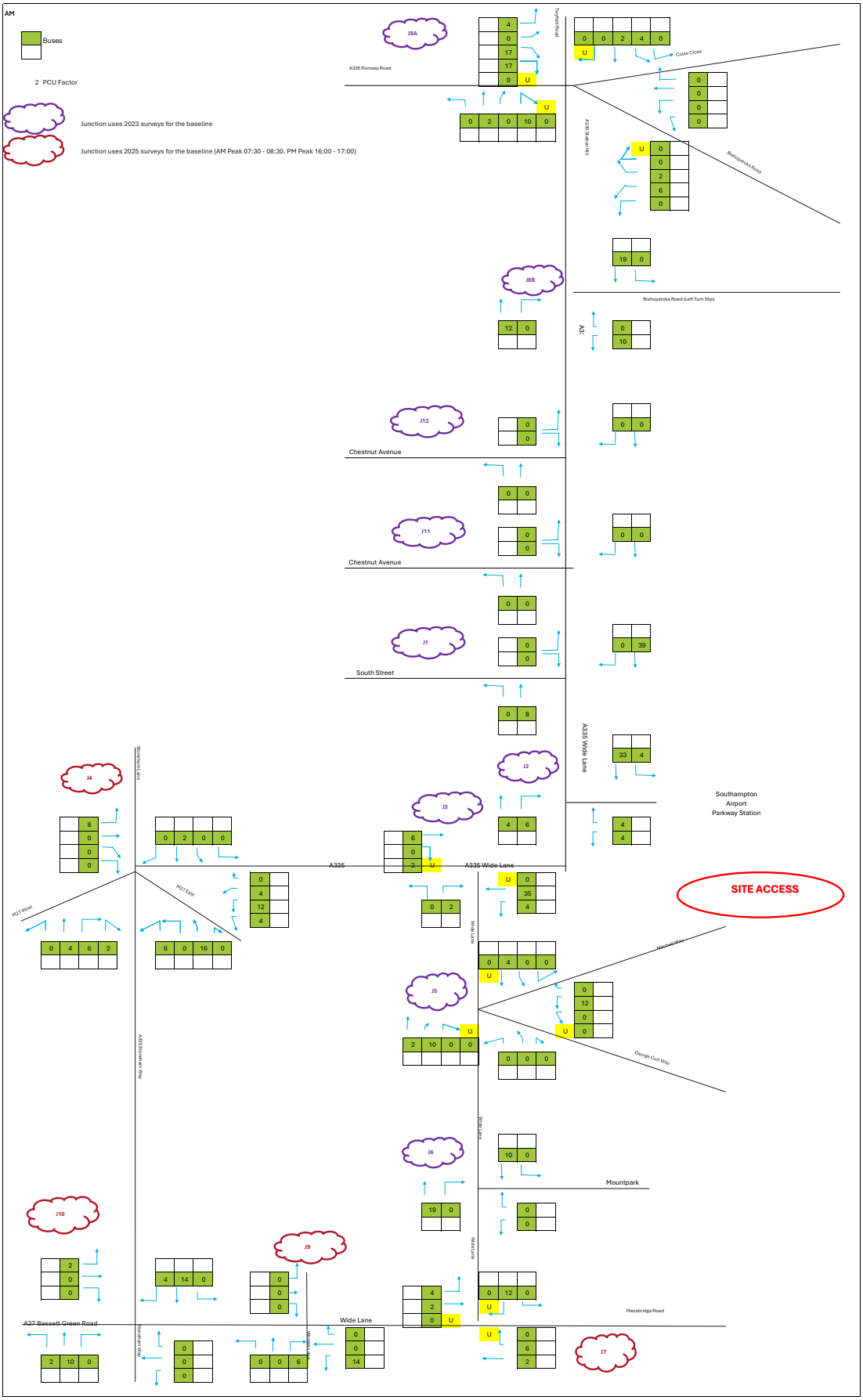
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2028 Baseline + Proposed Development - HGV PCUs



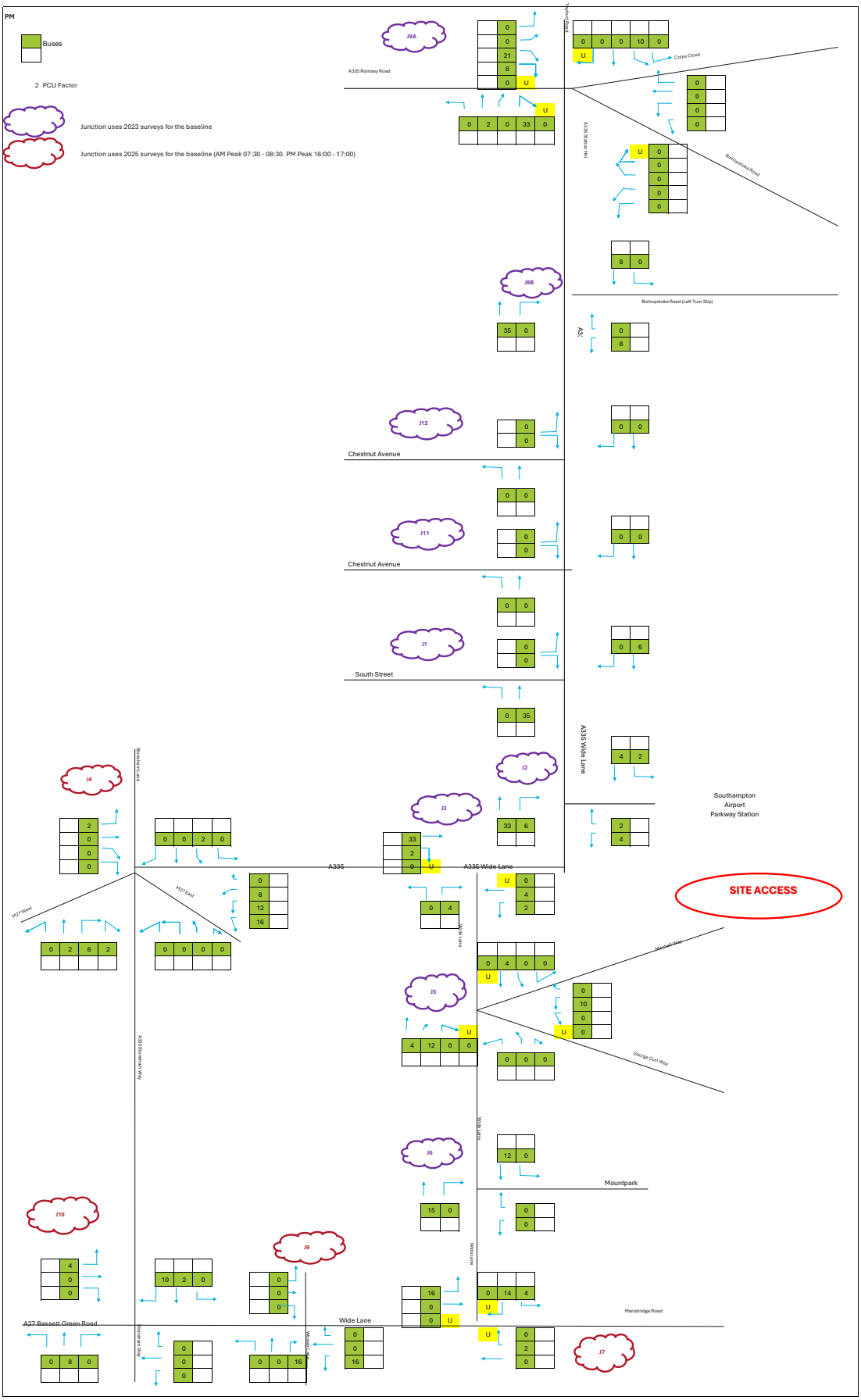
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2028 Baseline + Proposed Development - Baseline Bus PCUS



steer

2028 Baseline + Proposed Development - Baseline Bus PCUS



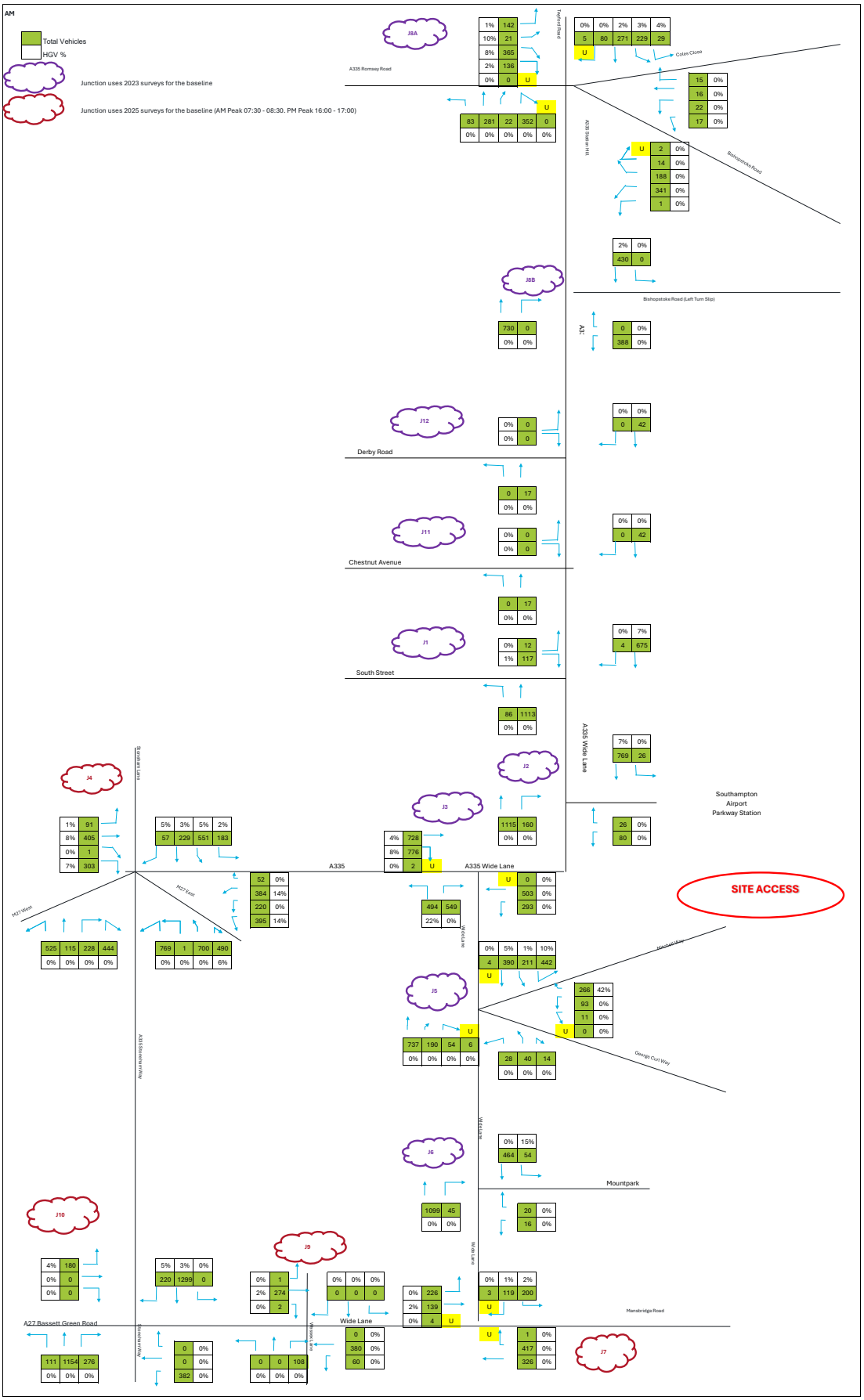
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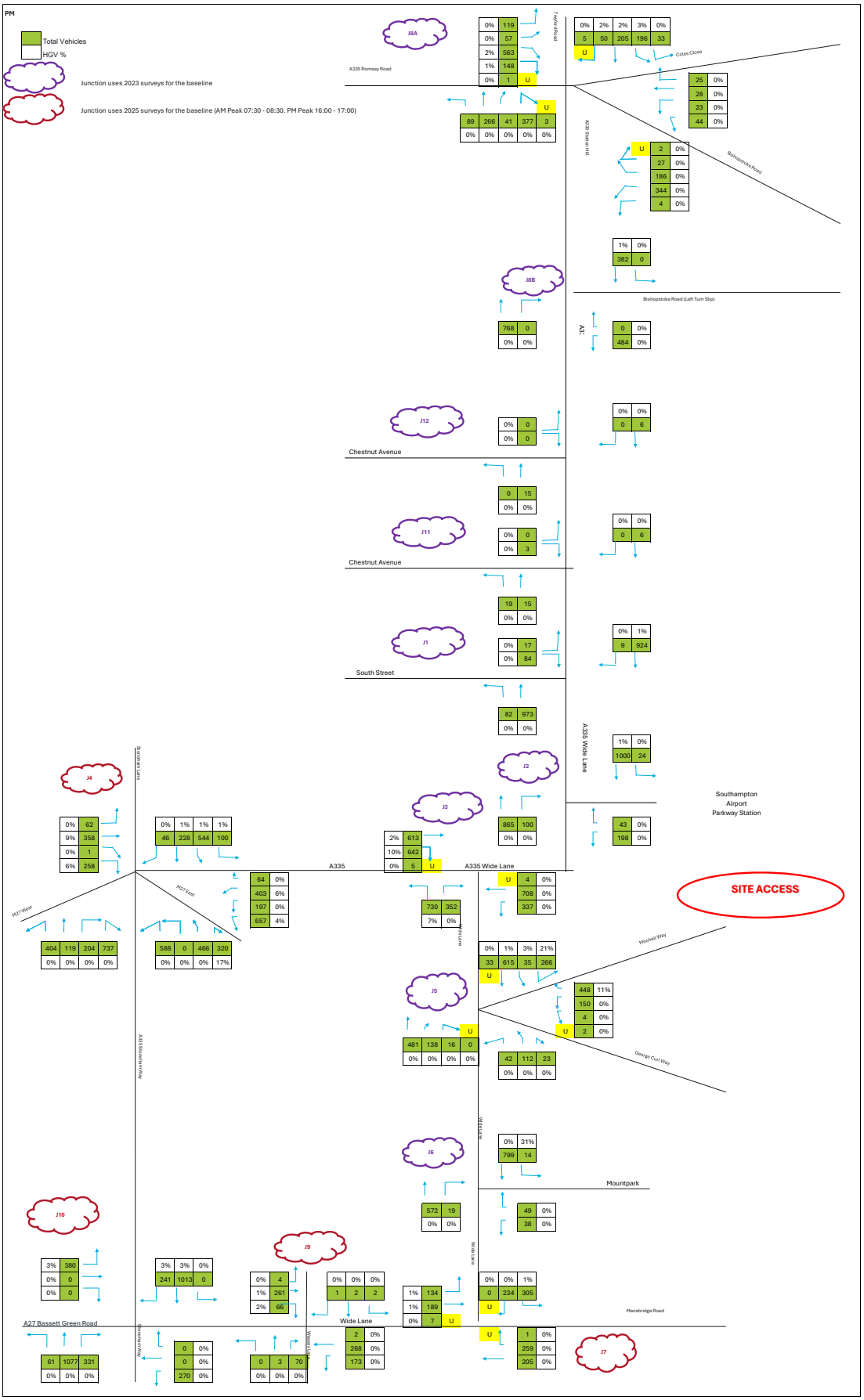
2028 Baseline + Proposed Development - Turning Movement Flows - Vehicles

2028 - Baseline + Proposed Development - Total Vehicles



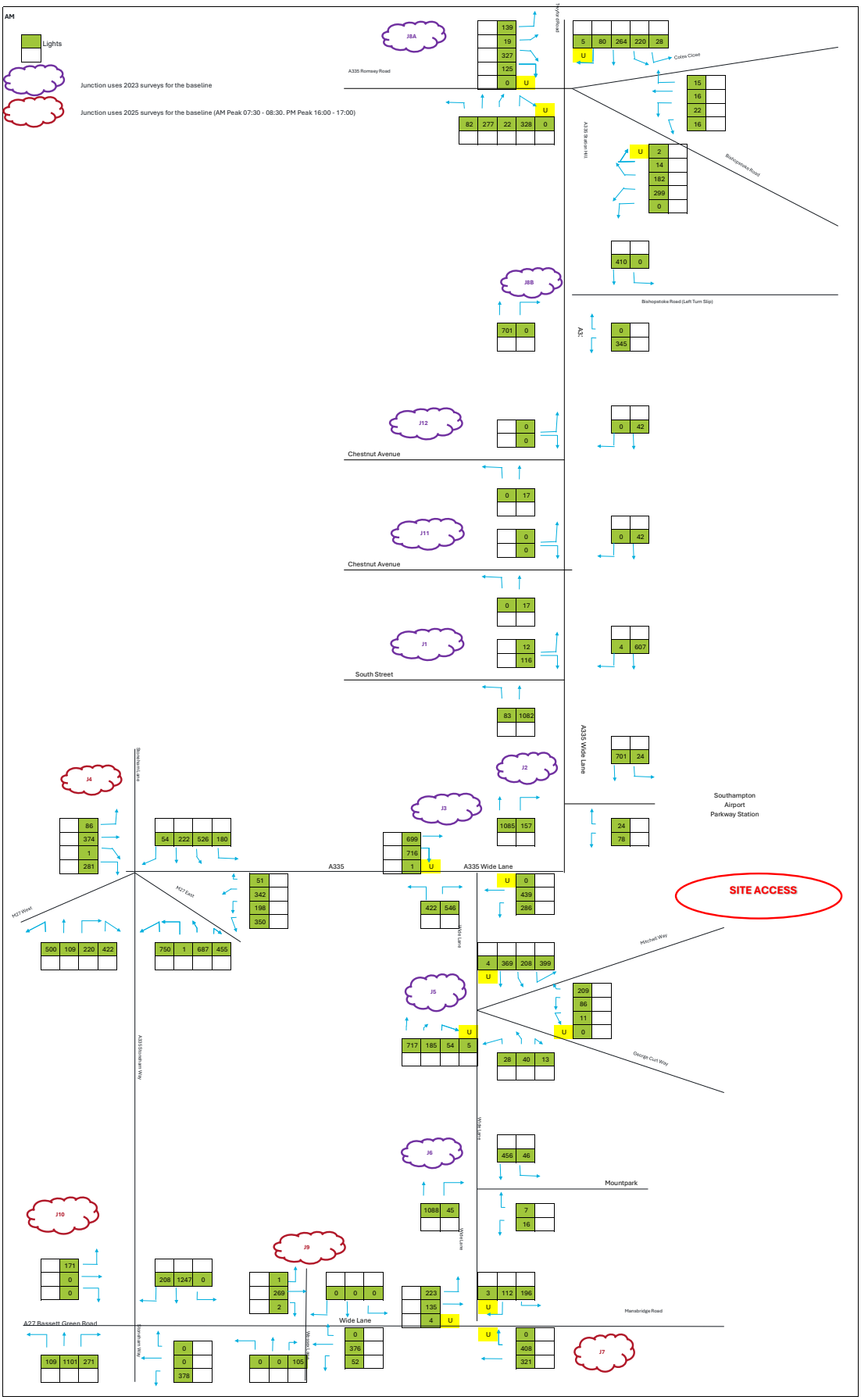
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2028 - Baseline + Proposed Development - Total Vehicles



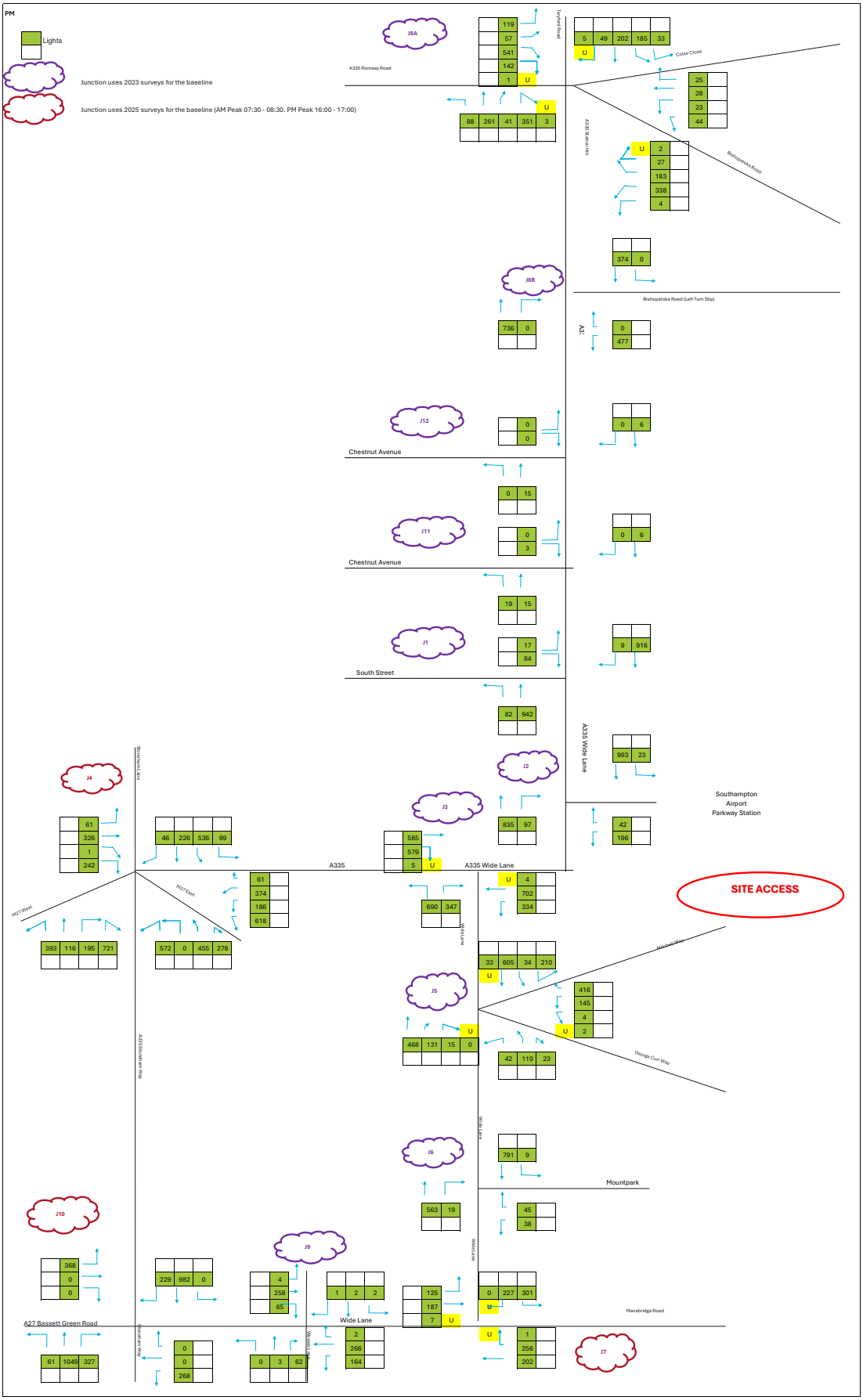
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2028 Baseline + Proposed Development - Light Vehicle (Cars, Motorcycles, Taxis, LGVs)



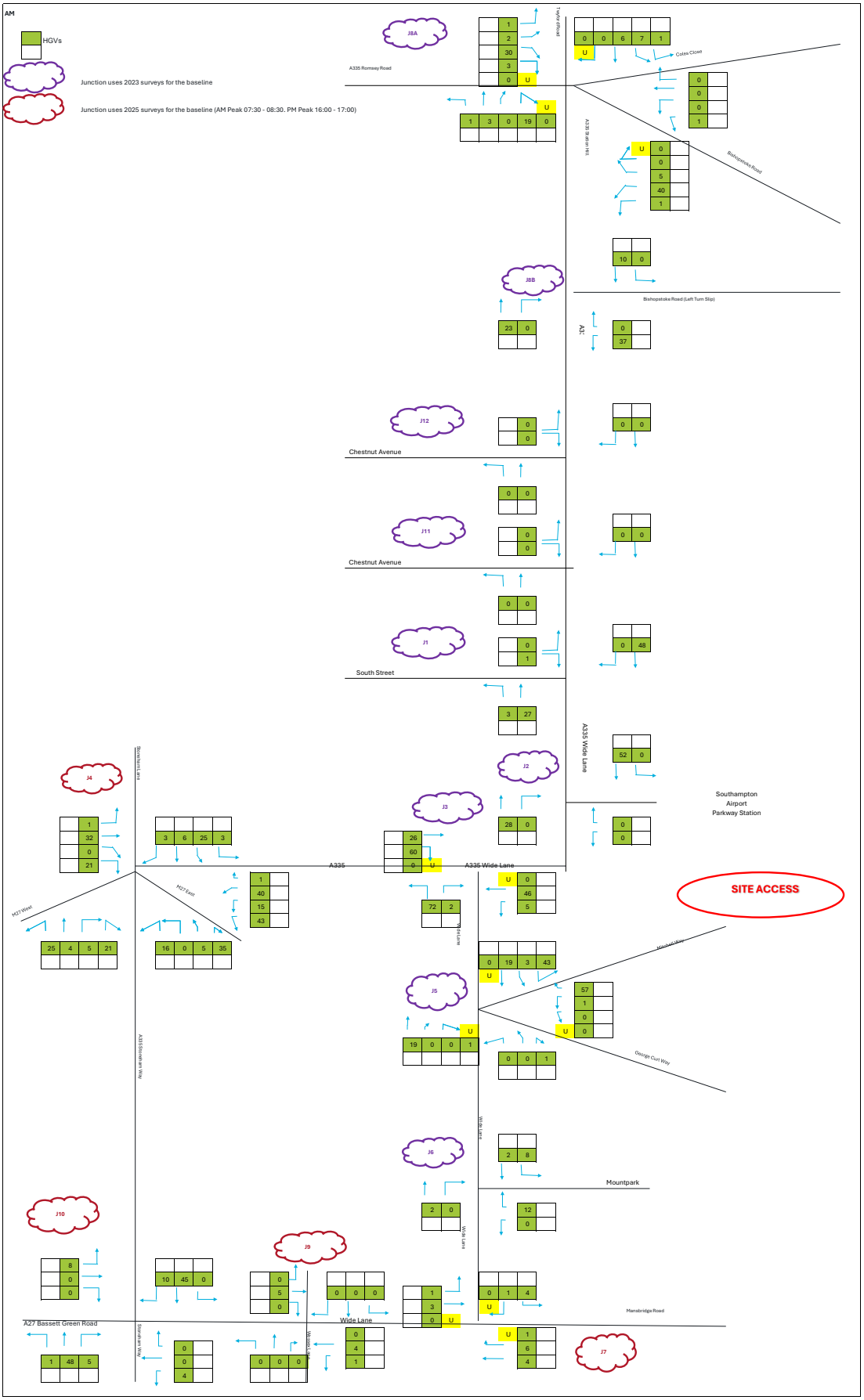
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2028 Baseline + Proposed Development - Light Vehicle (Cars, Motorcycles, Taxis, LGVs)



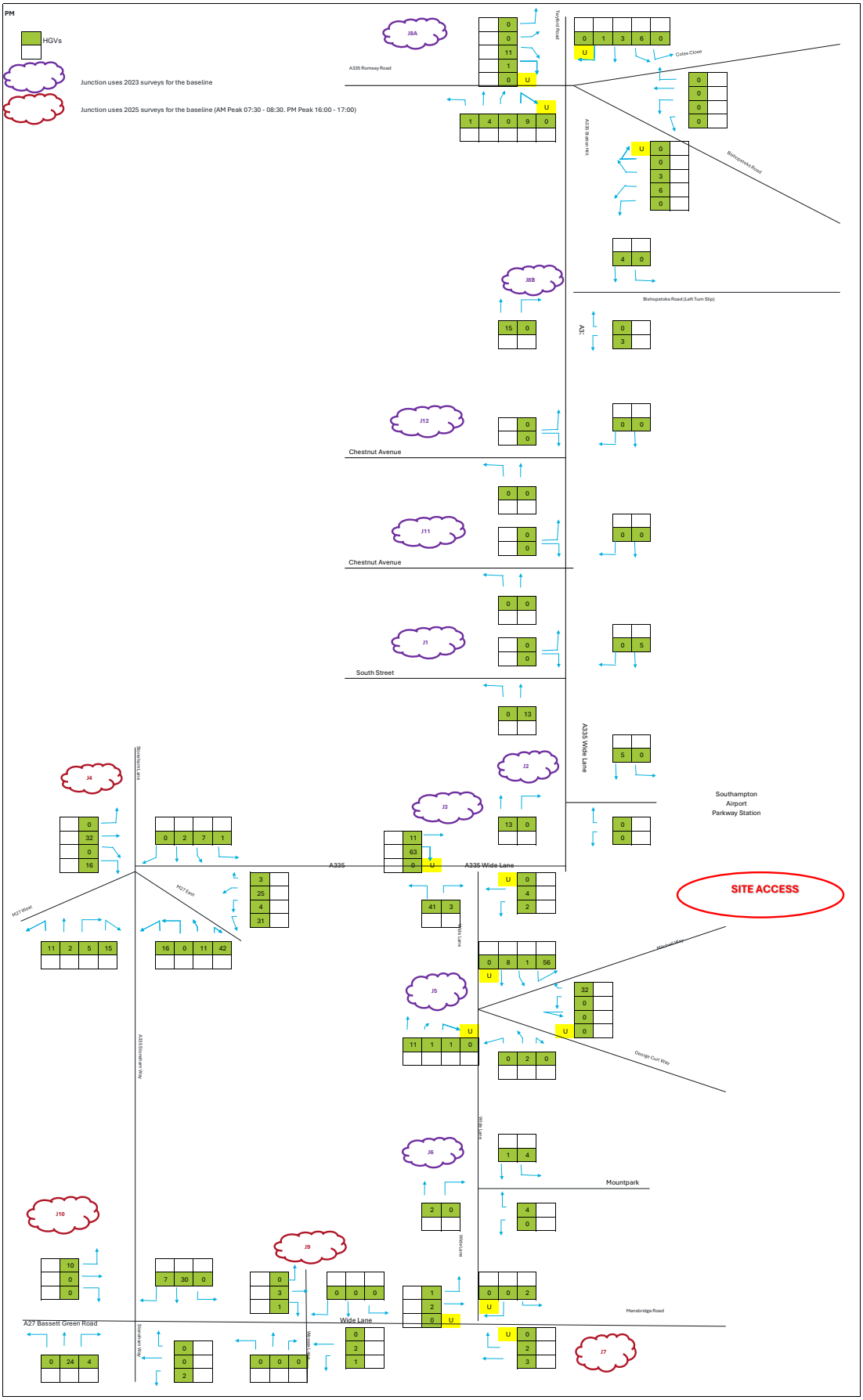
steer

2028 Baseline + Proposed Development - HGVs



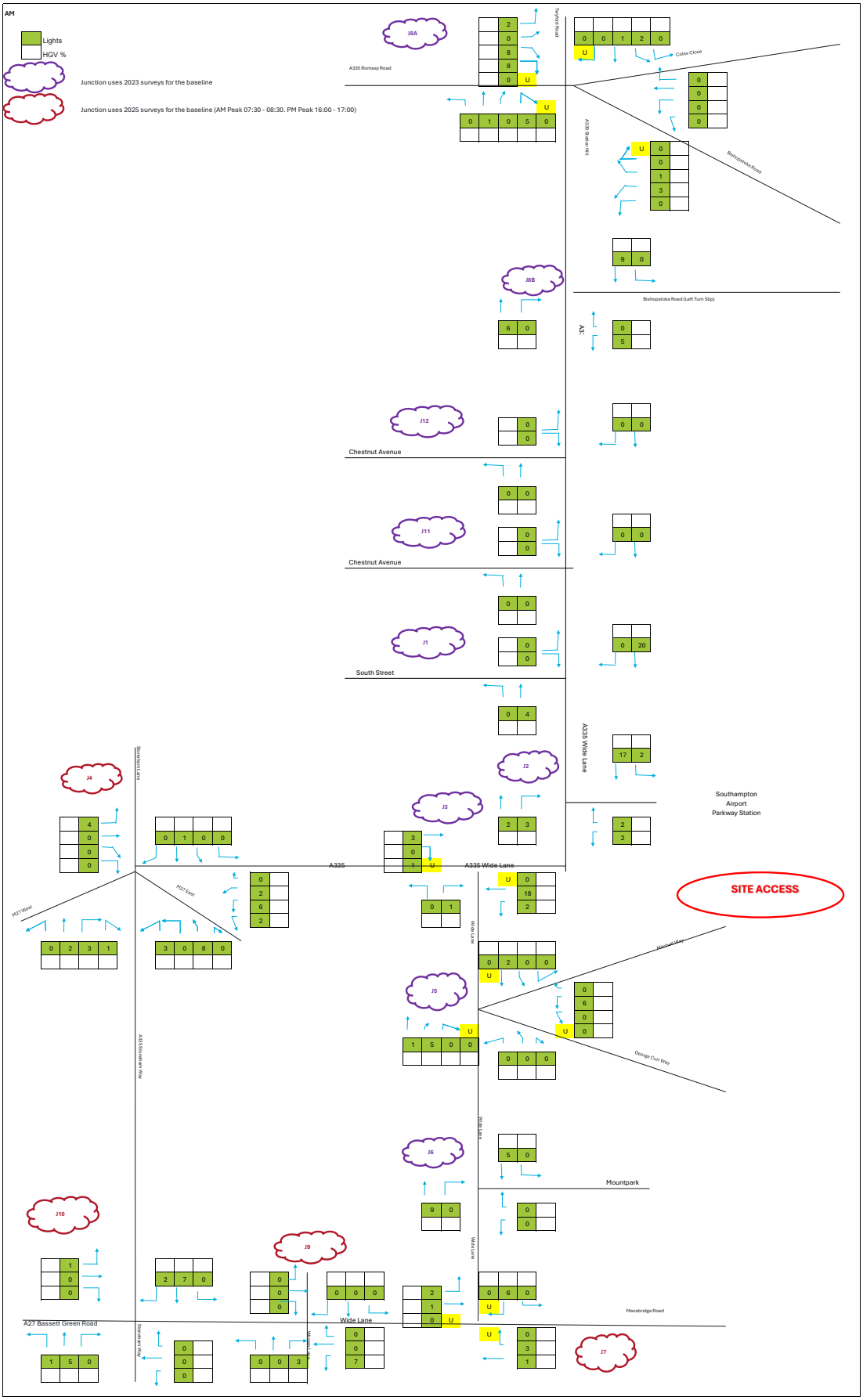
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2028 Baseline + Proposed Development - HGVs



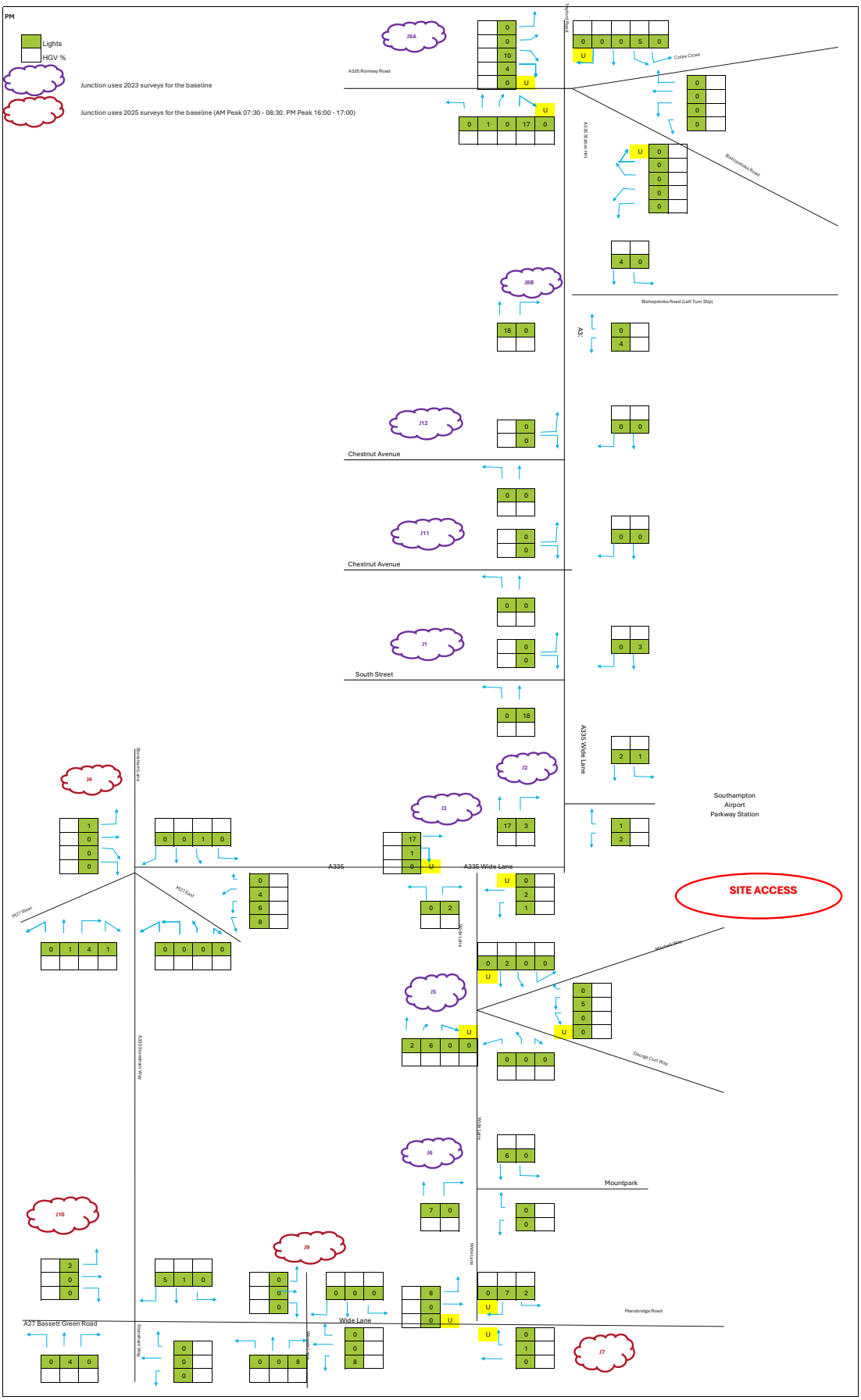
steer

2028 - Baseline + Proposed Development Buses



steer

2028 - Baseline + Proposed Development Buses



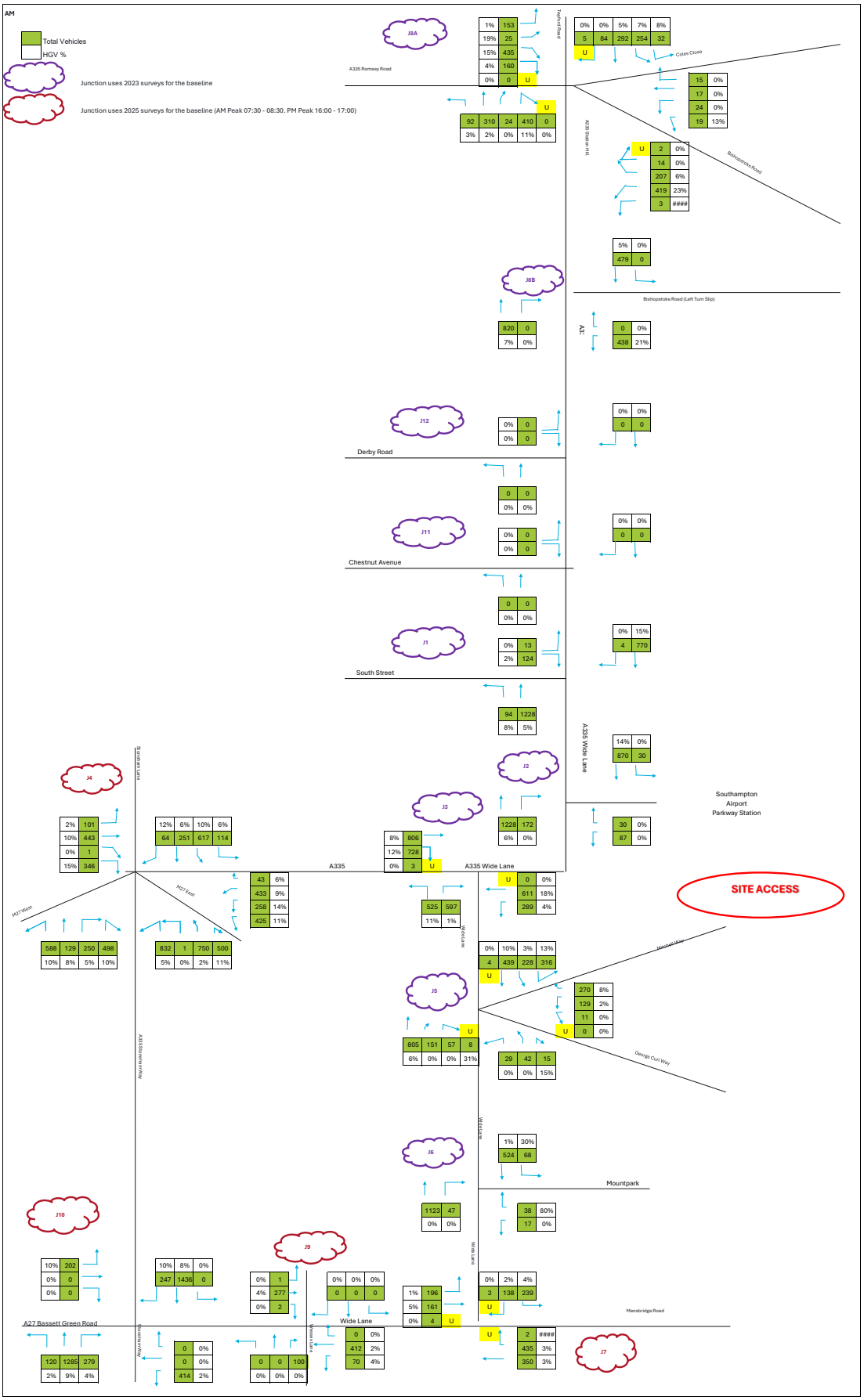
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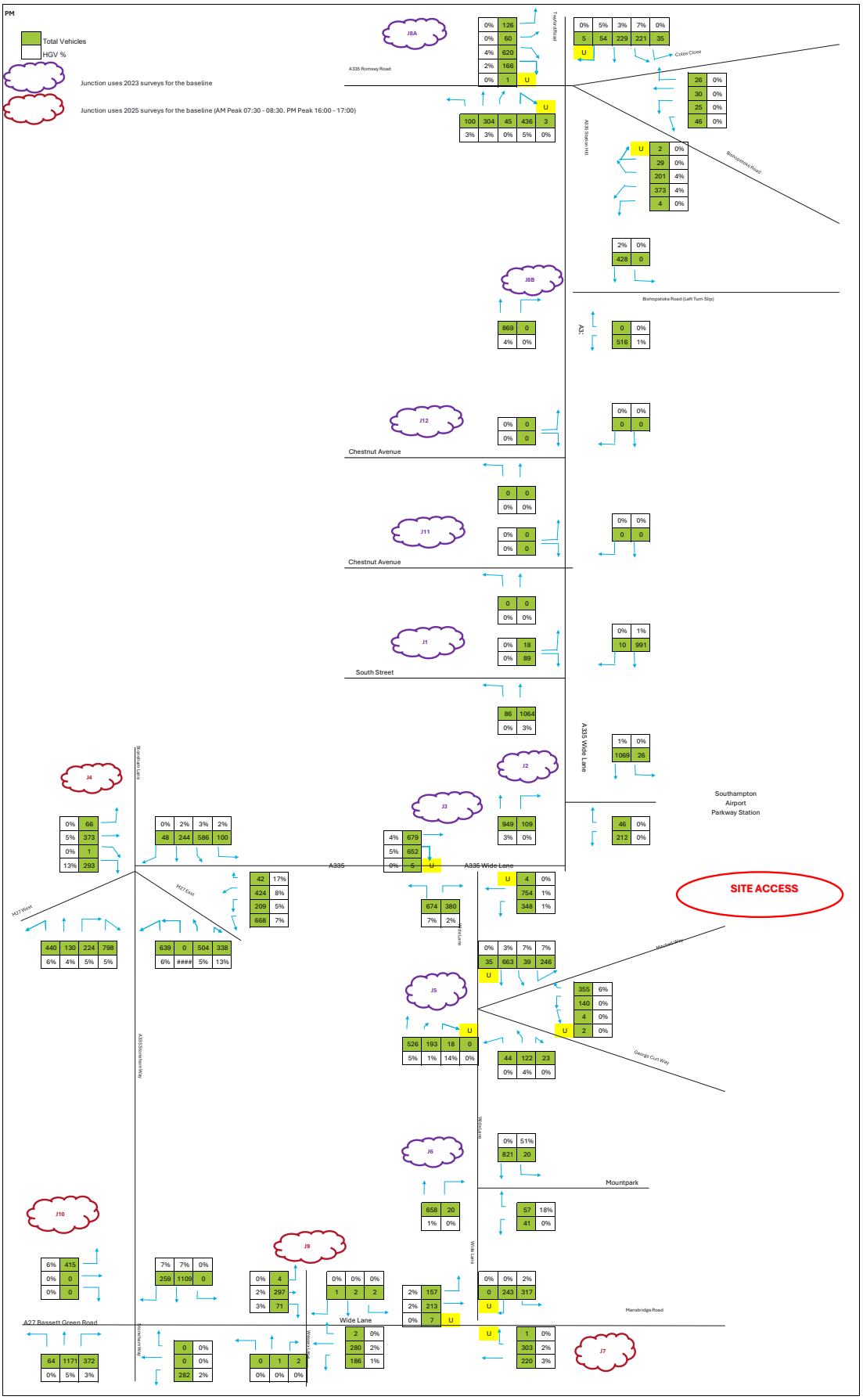
2036 Baseline Turning Movement Flows - PCUs

2036 Baseline - Total Vehicle PCUs



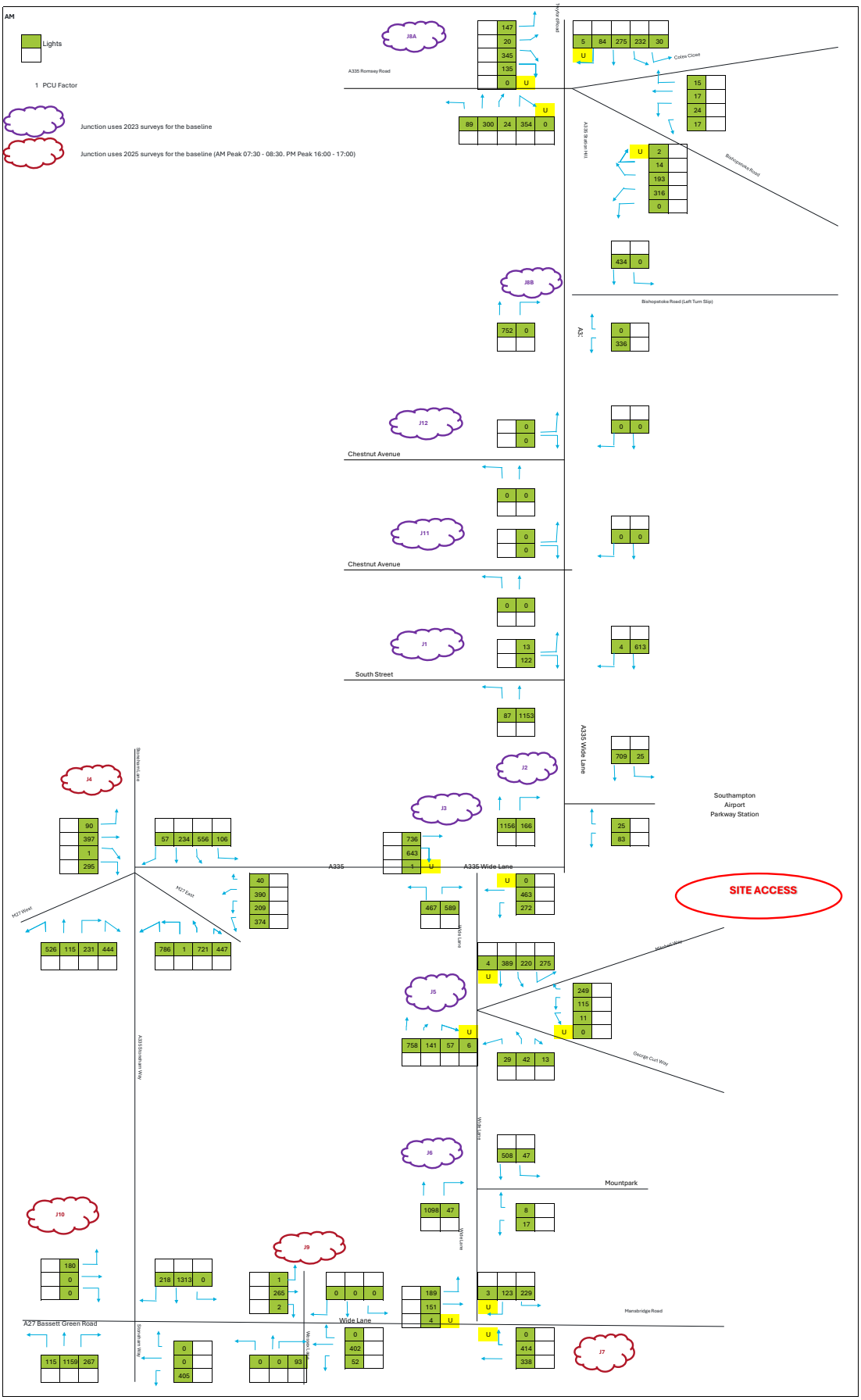
steer

2036 Baseline - Total Vehicle PCUs



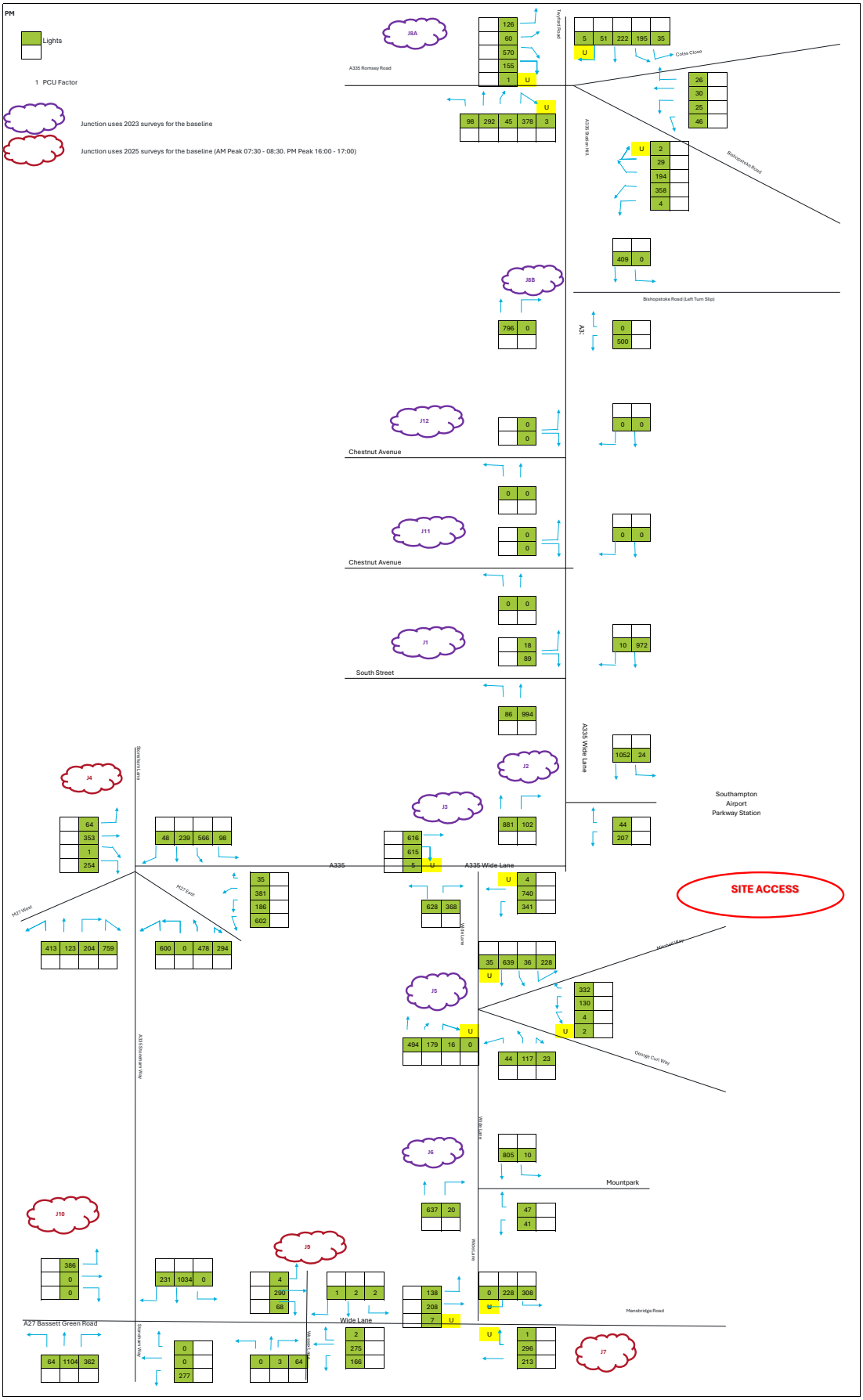
steer

2036 Baseline - Light Vehicle PCUs (Cars, Motorcycles, Taxis, LGVs)



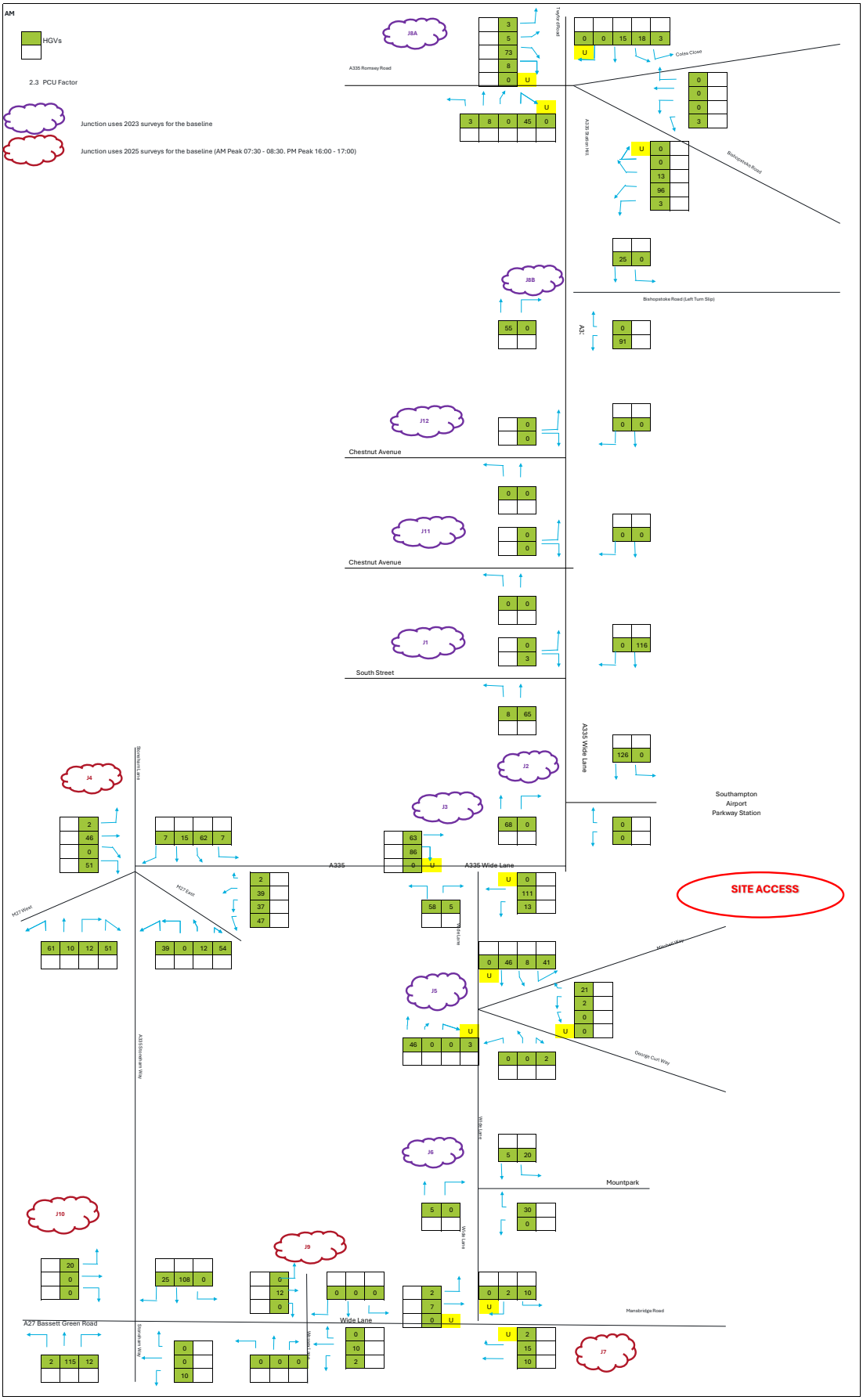
steer

2036 Baseline - Light Vehicle PCUs (Cars, Motorcycles, Taxis, LGVs)



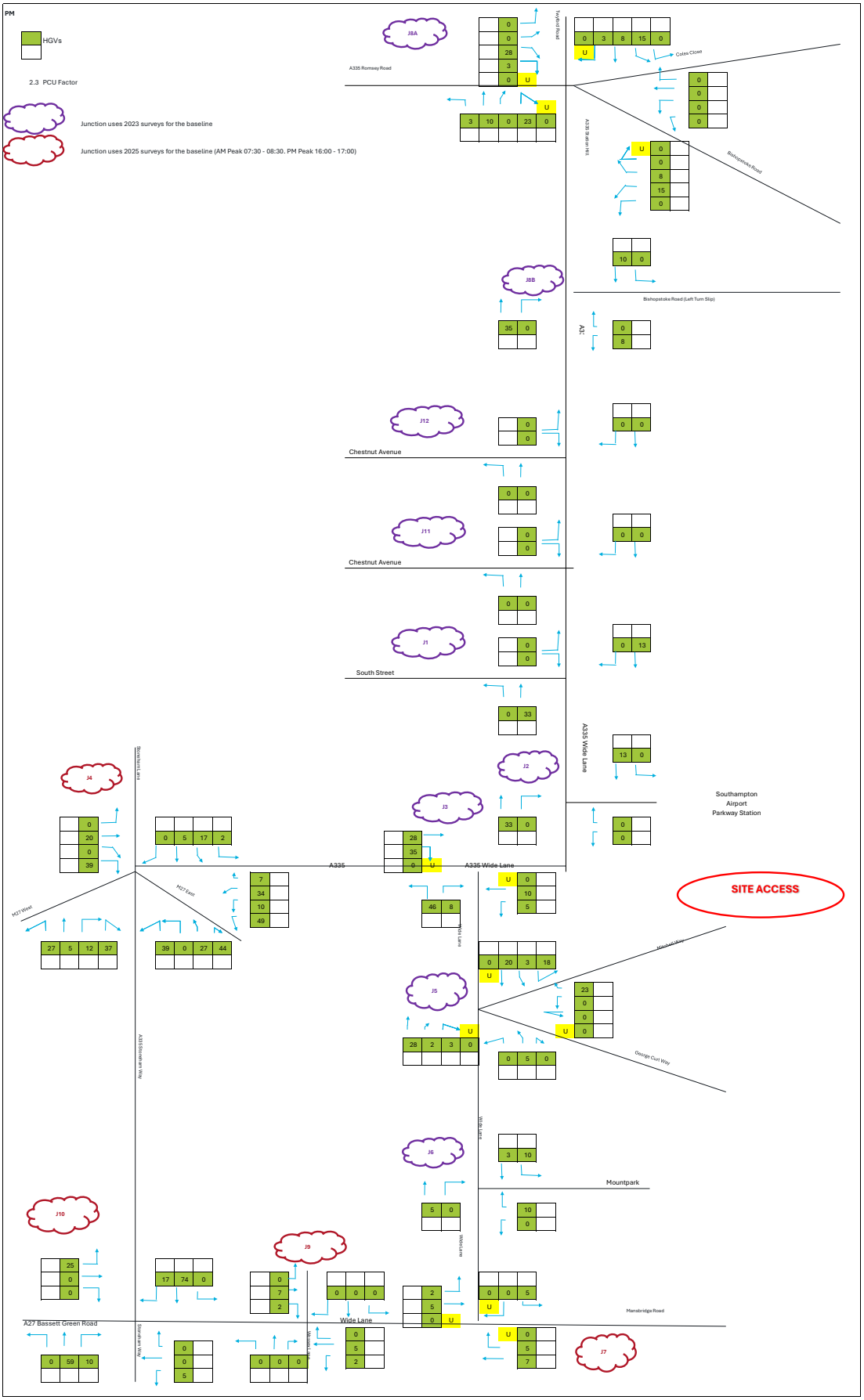
steer

2036 Baseline - HGV PCUs



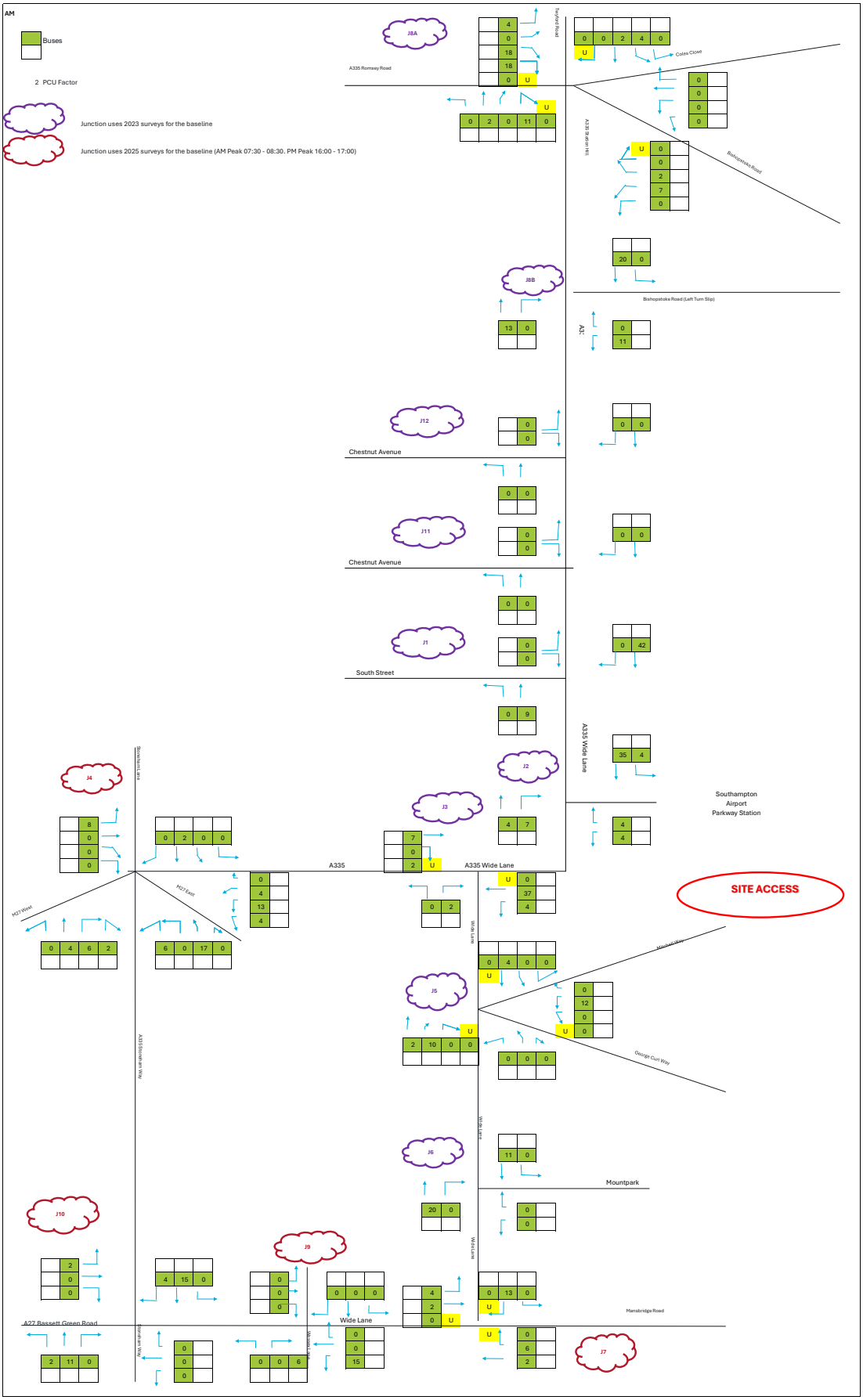
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2036 Baseline - HGV PCUs



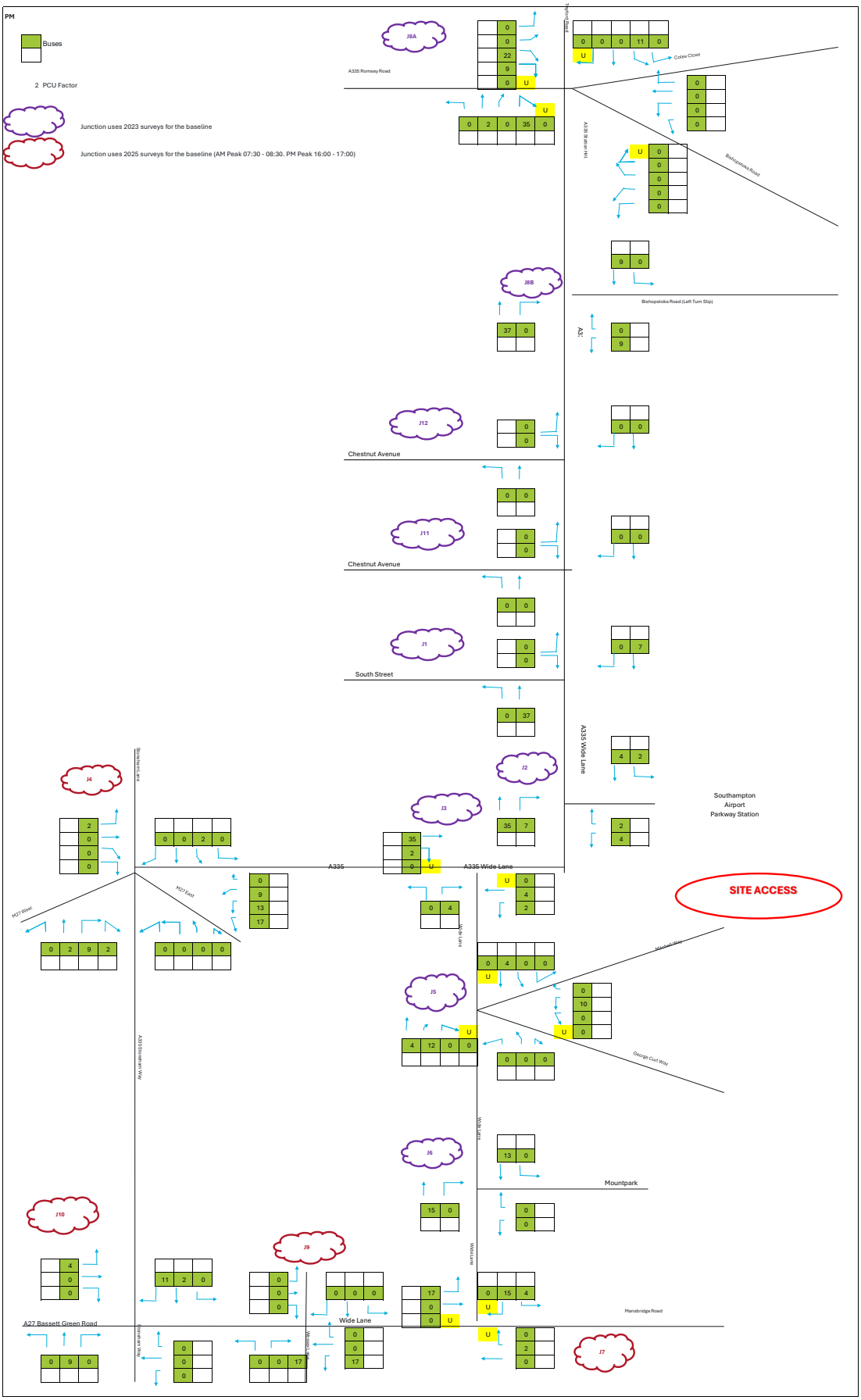
steer

2036 - Baseline Bus PCUS



steer

2036 - Baseline Bus PCUS



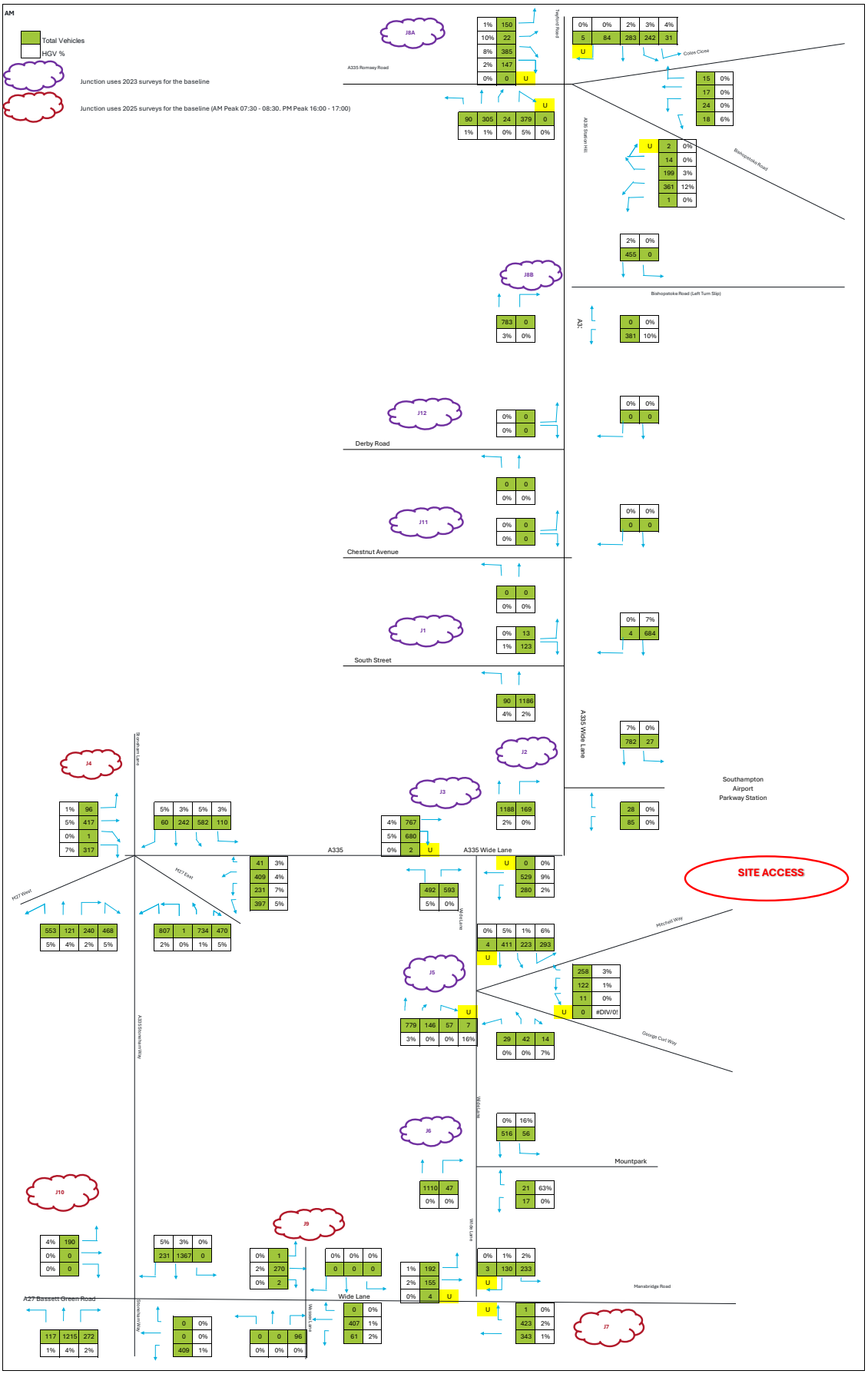
steer

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2036 Baseline Turning Movement Flows - Vehicles

2036 Baseline - Total Vehicles



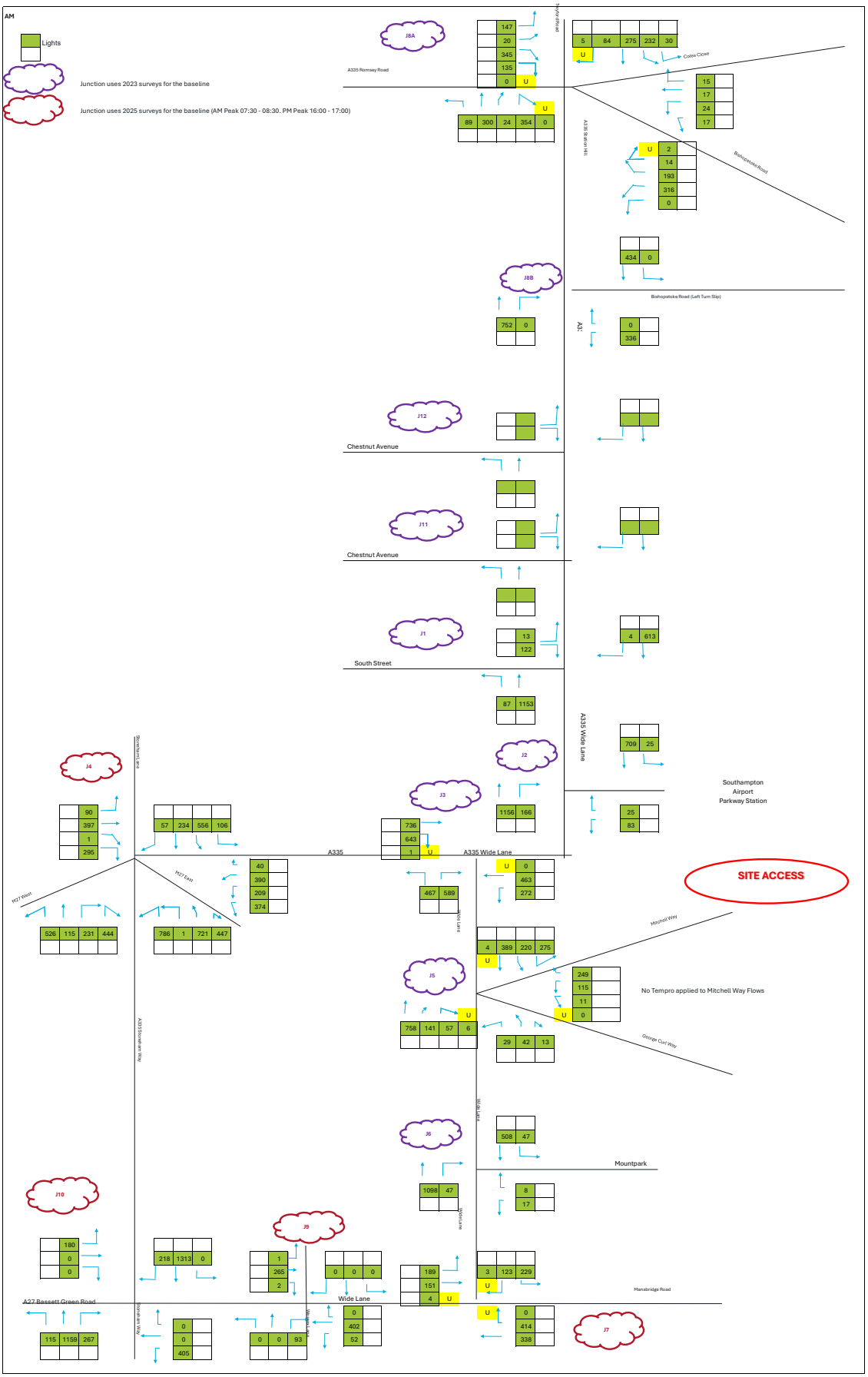
steer

2036 Baseline - Total Vehicles



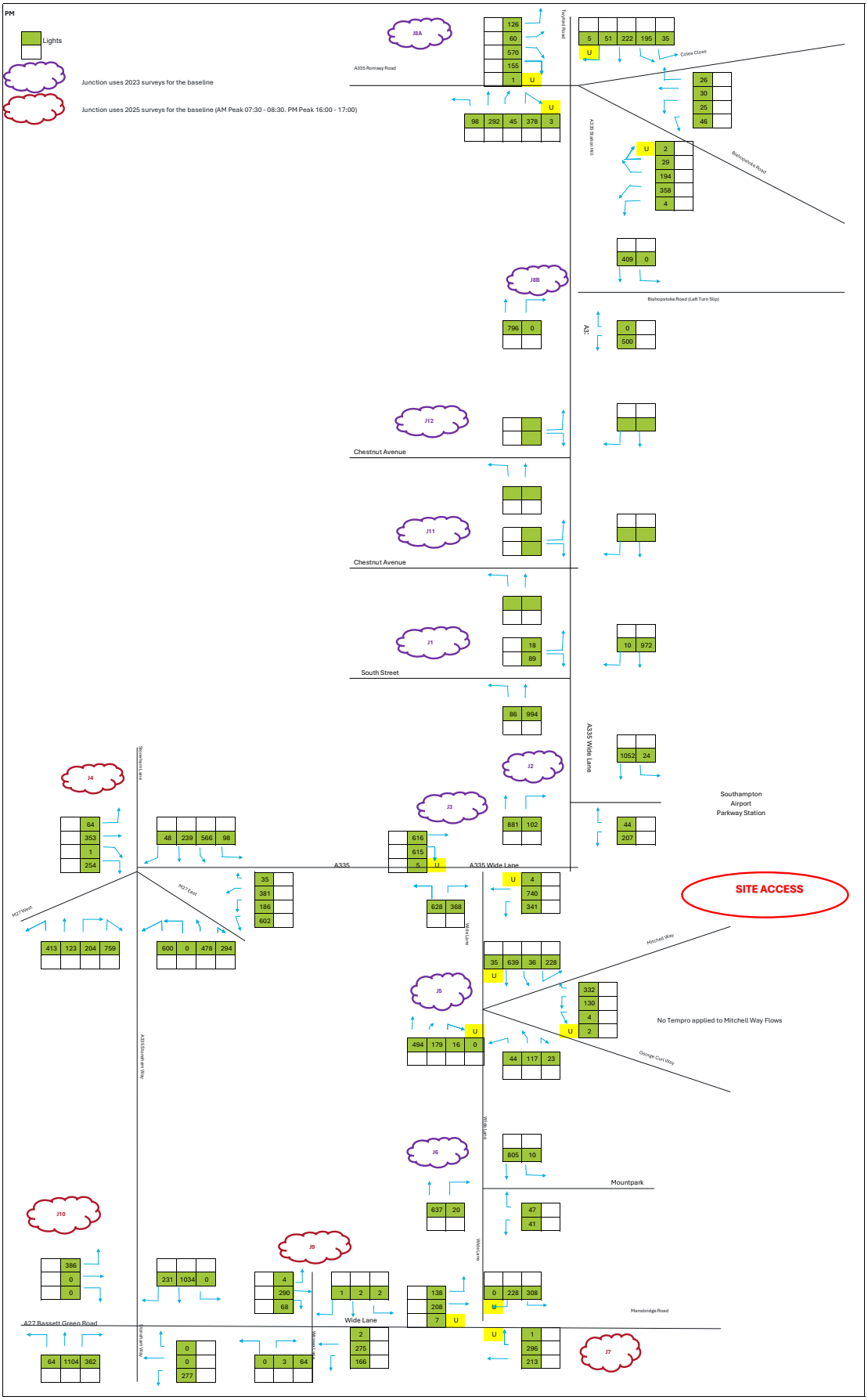
steer

2036 Baseline - Light Vehicle (Cars, Motorcycles, Taxis, LGVs)



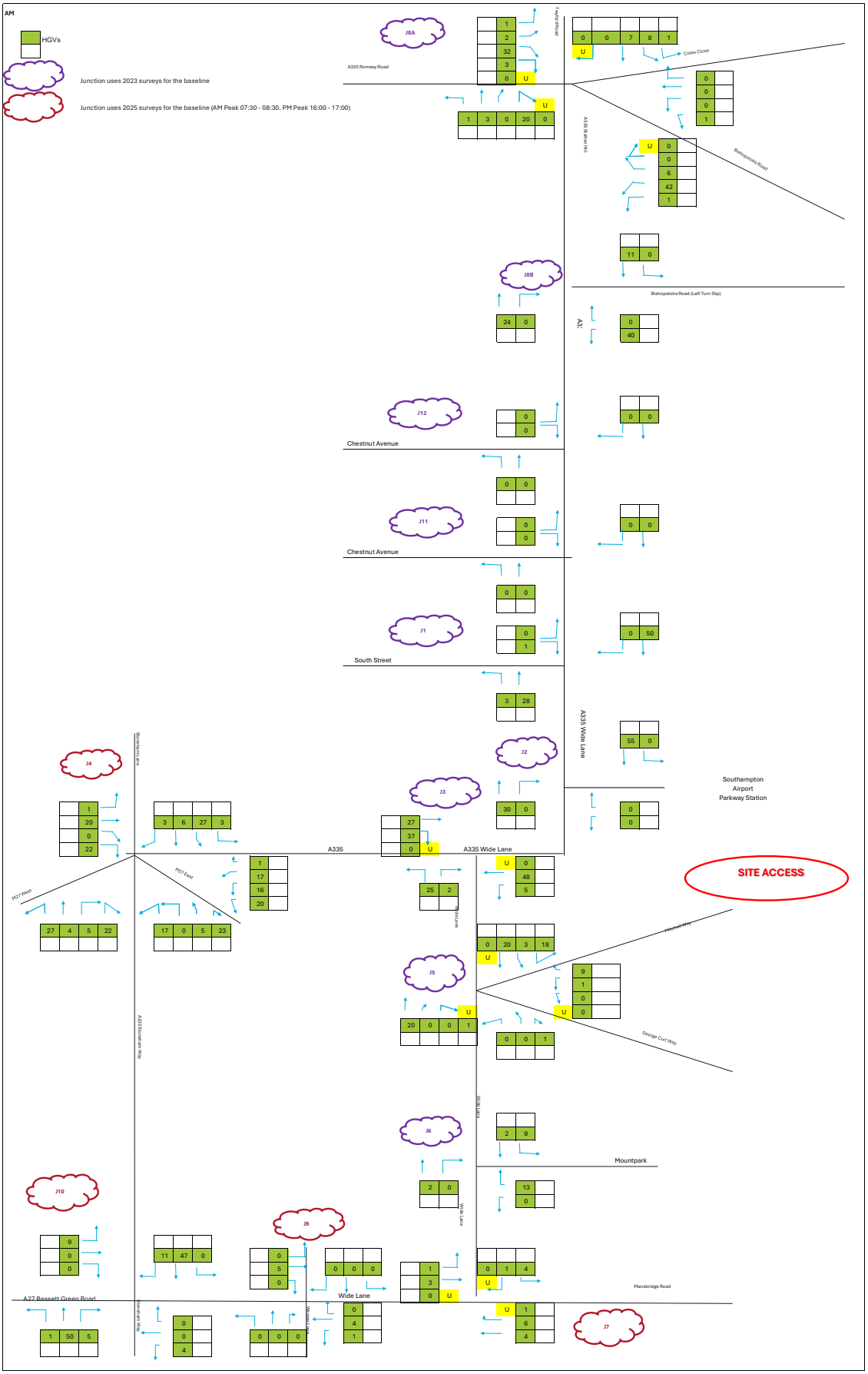
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2036 Baseline - Light Vehicle (Cars, Motorcycles, Taxis, LGVs)



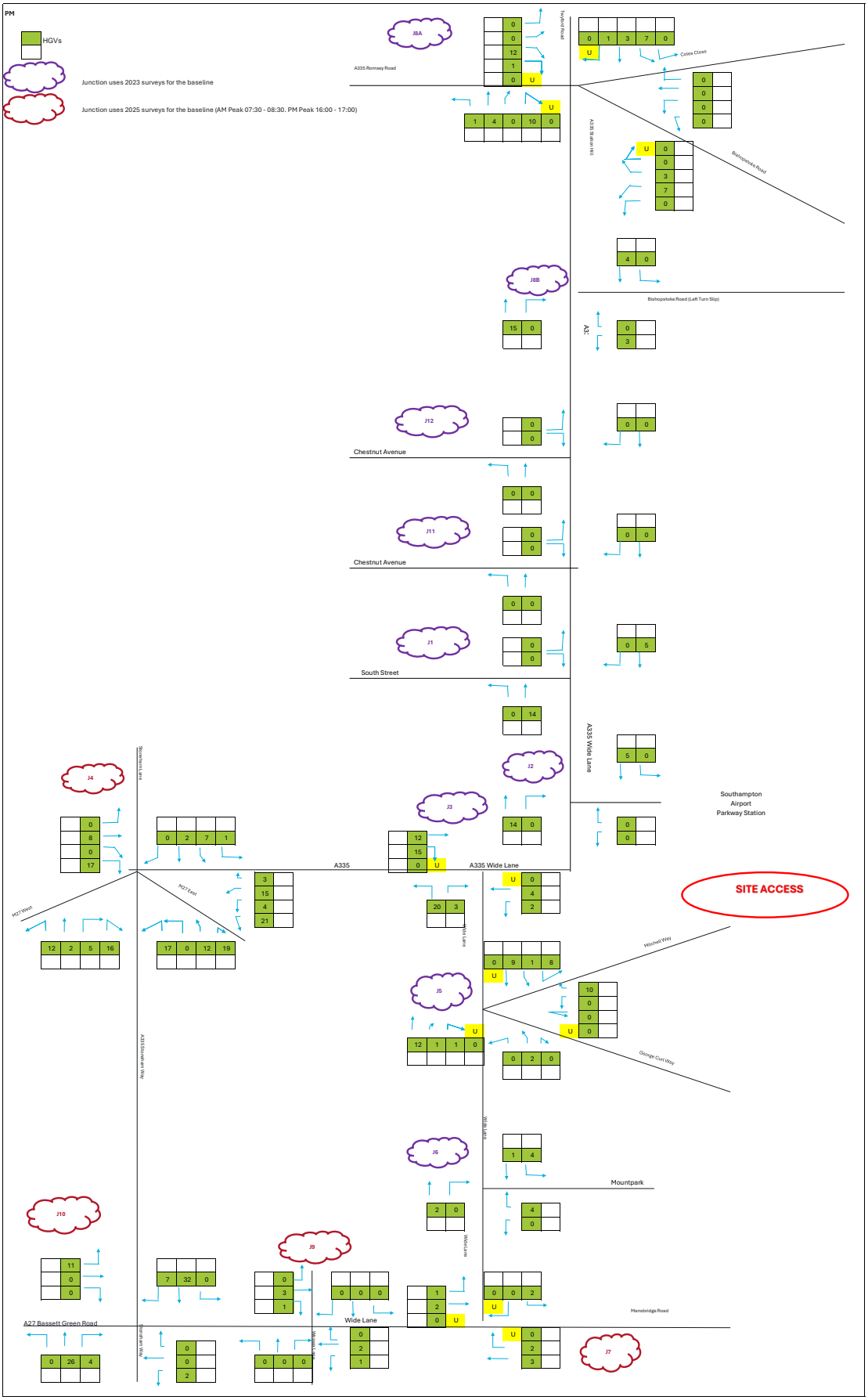
steer

2036 Baseline - HGVs



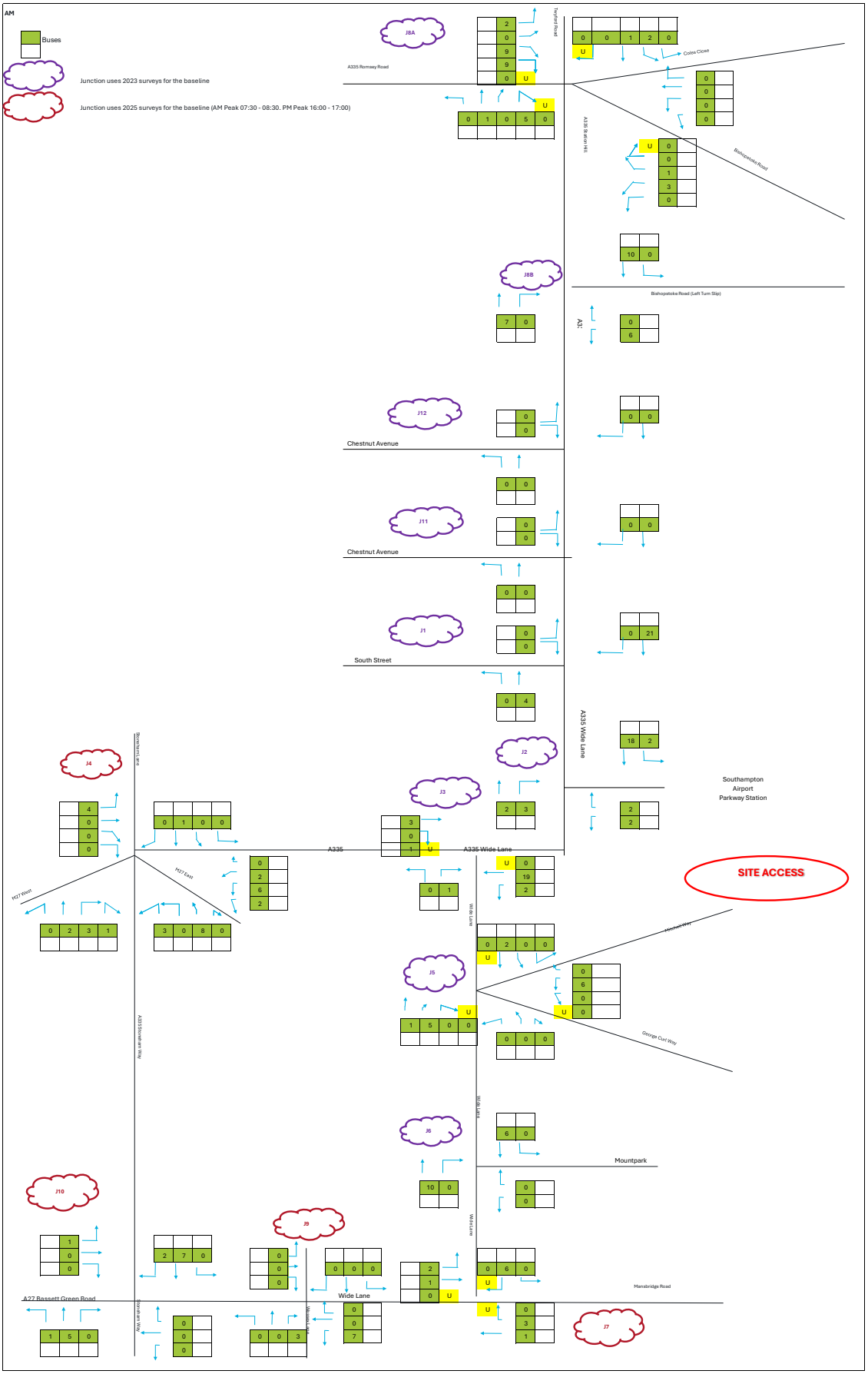
steer

2036 Baseline - HGVs



steer

2036 - Baseline Buses



steer

2036 - Baseline Buses



steer

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2036 Baseline + Proposed Development Baseline Turning Movement Flows - PCUs

2036 Baseline + Proposed Development - Total Vehicle PCUs



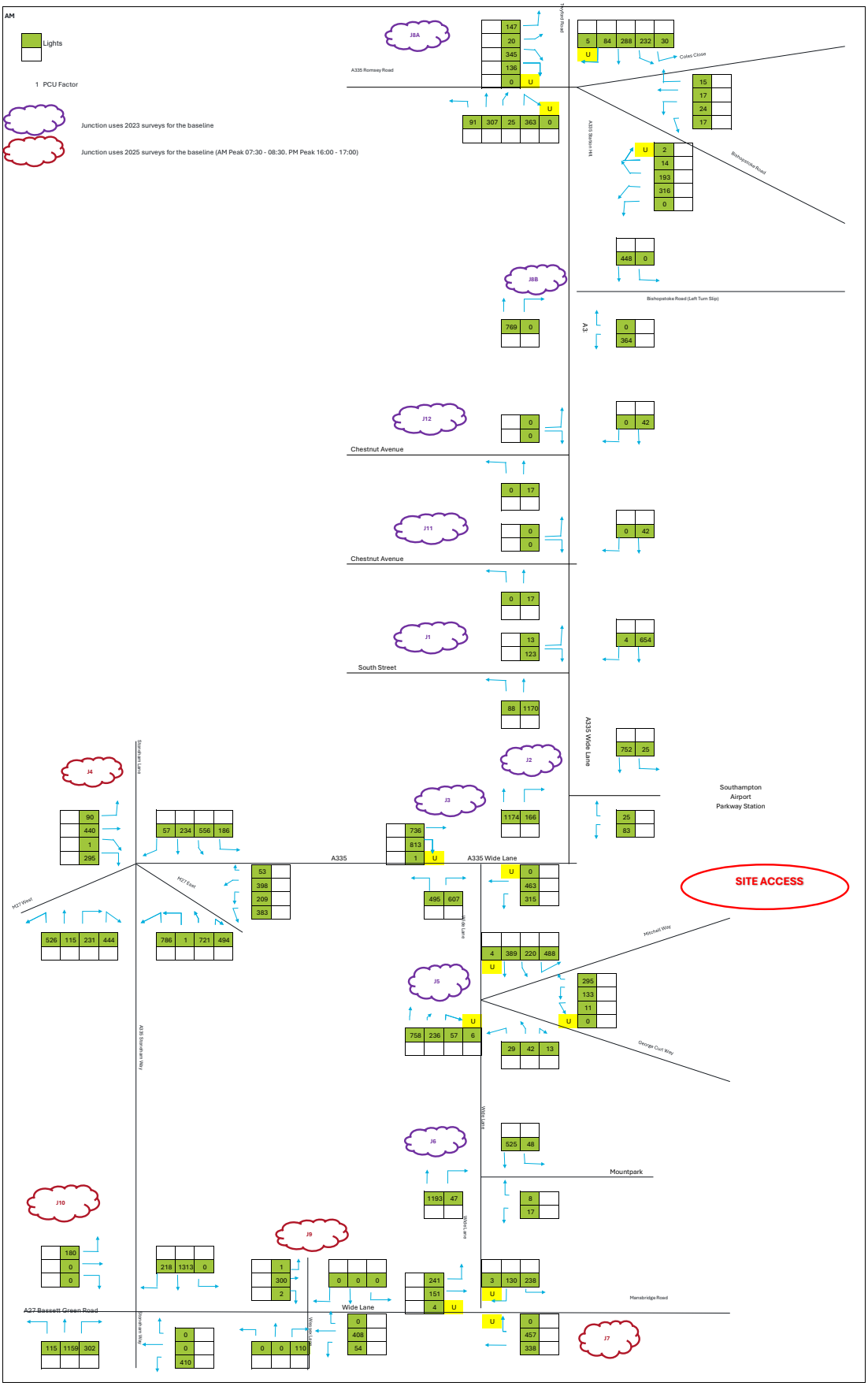
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2036 Baseline + Proposed Development - Total Vehicle PCUs



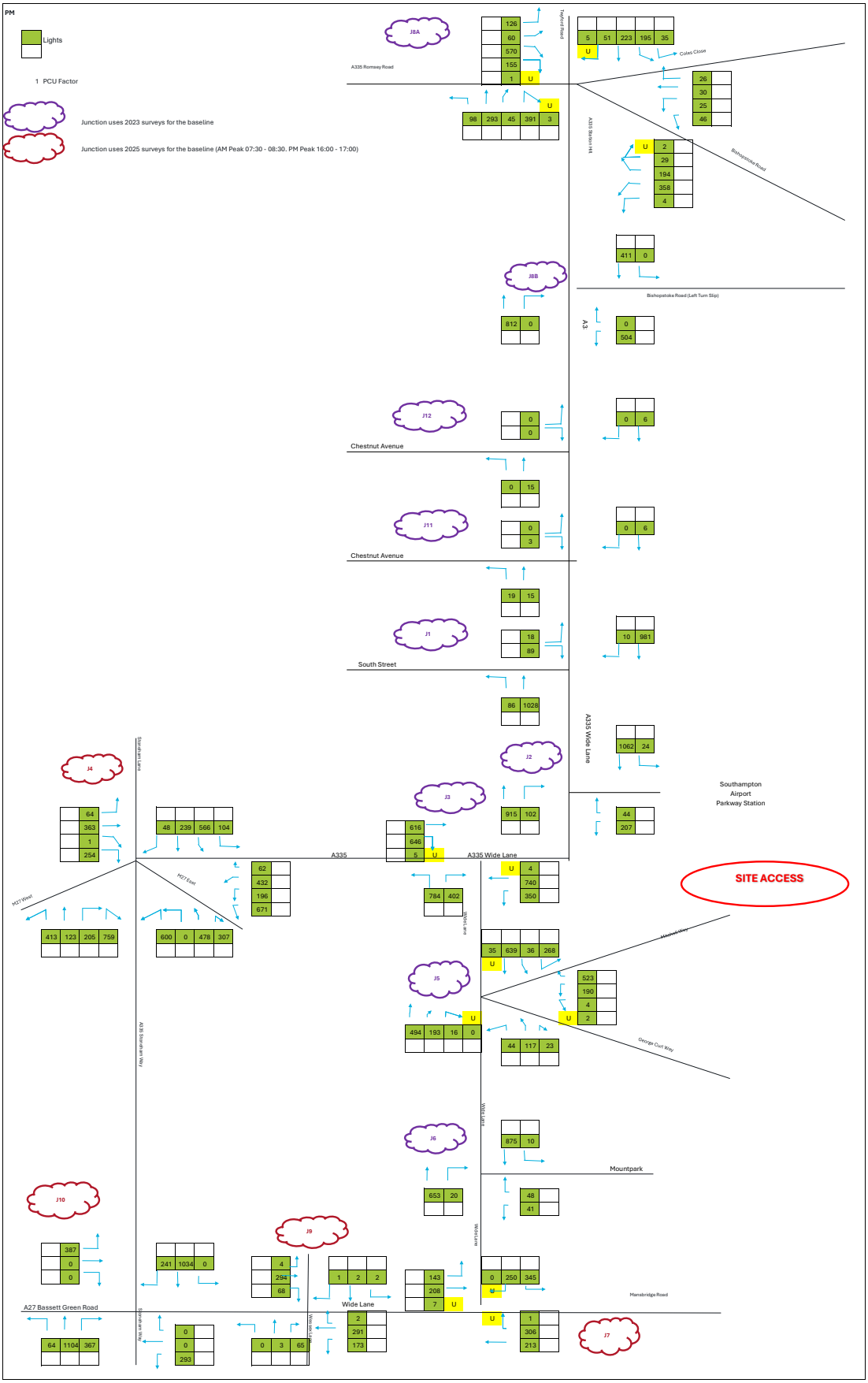
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2036 Baseline + Proposed Development - Light Vehicle PCUs (Cars, Motorcycles, Taxis, LGVs)



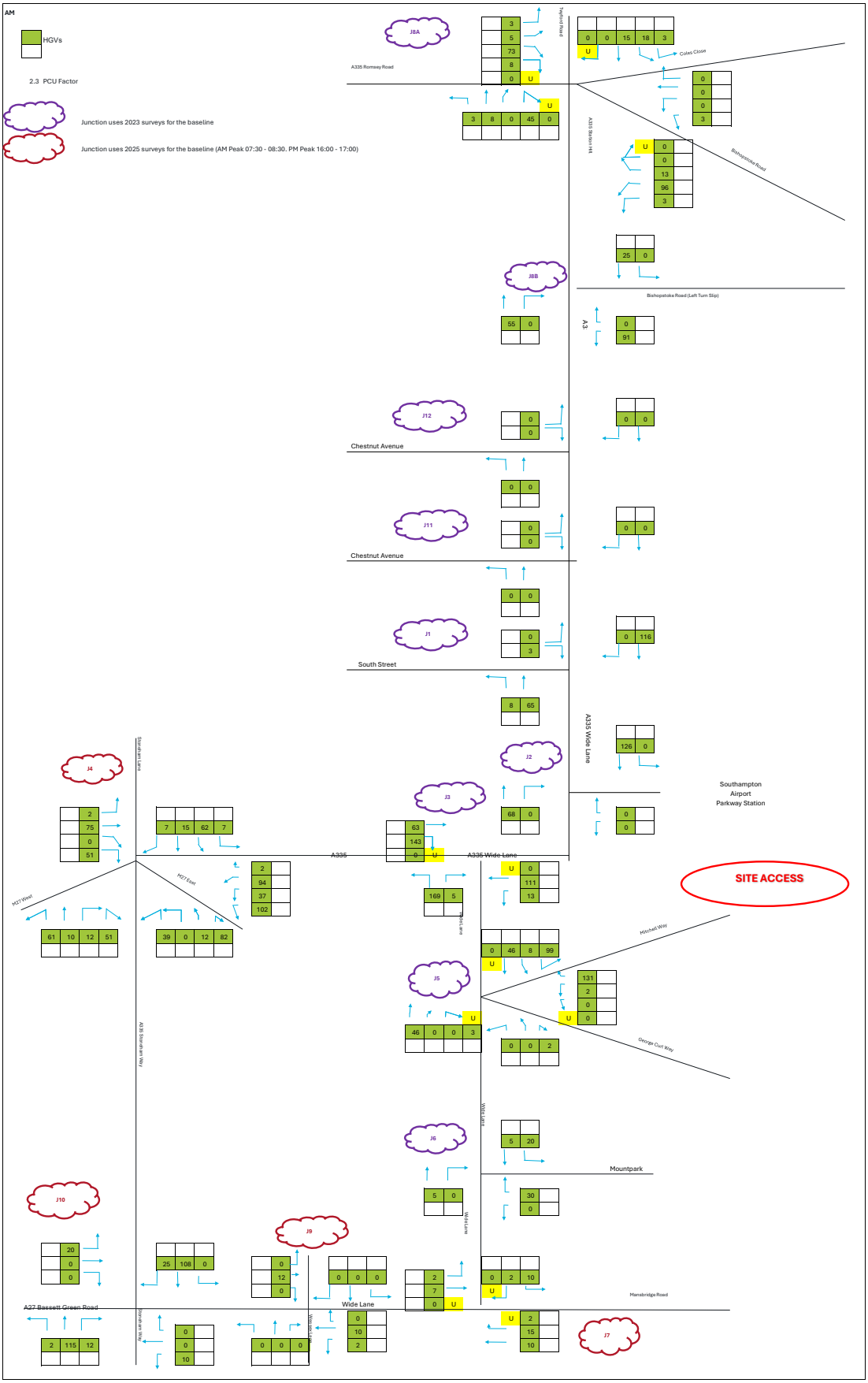
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2036 Baseline + Proposed Development - Light Vehicle PCUs (Cars, Motorcycles, Taxis, LGVs)



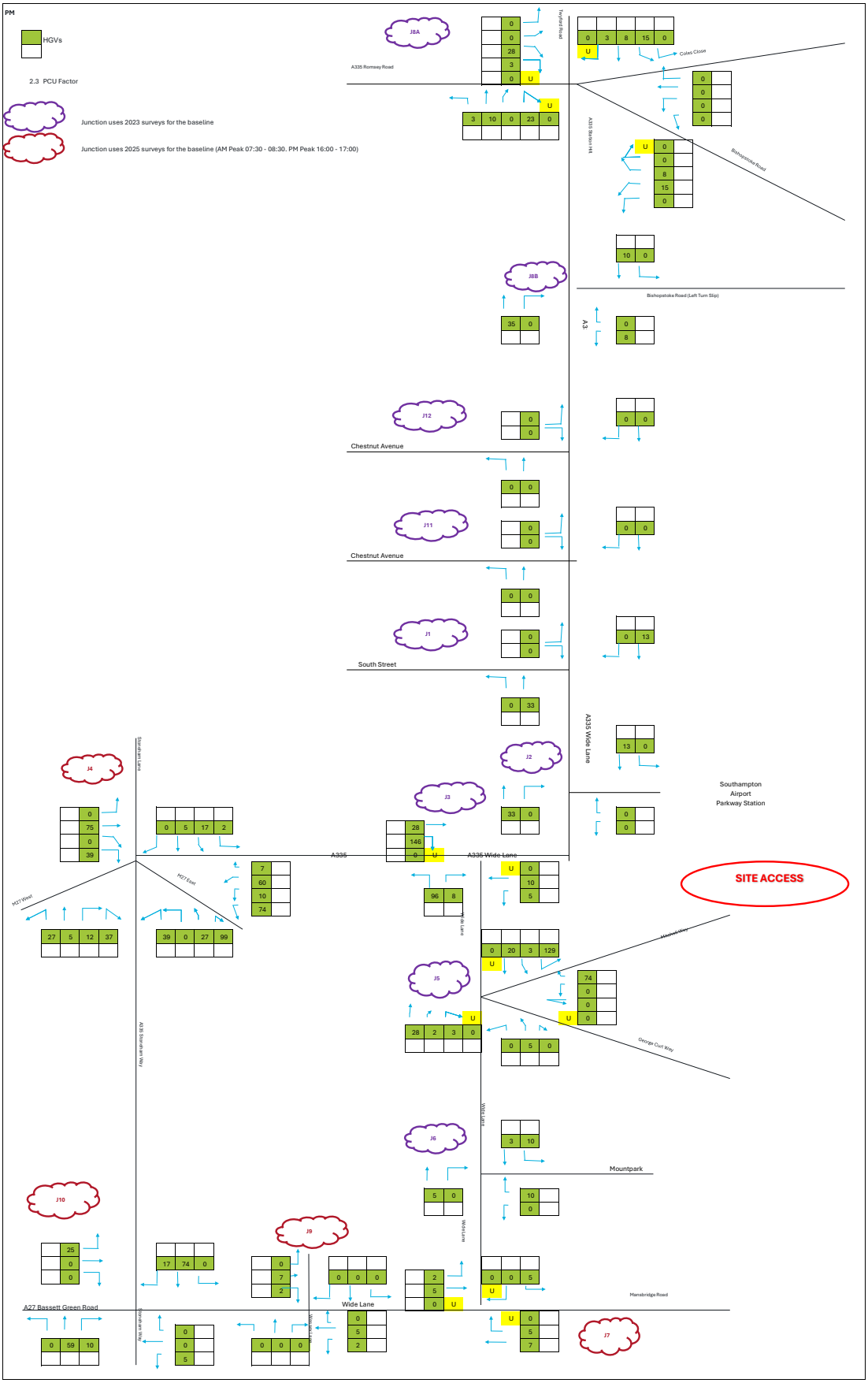
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2036 Baseline + Proposed Development - HGV PCUs



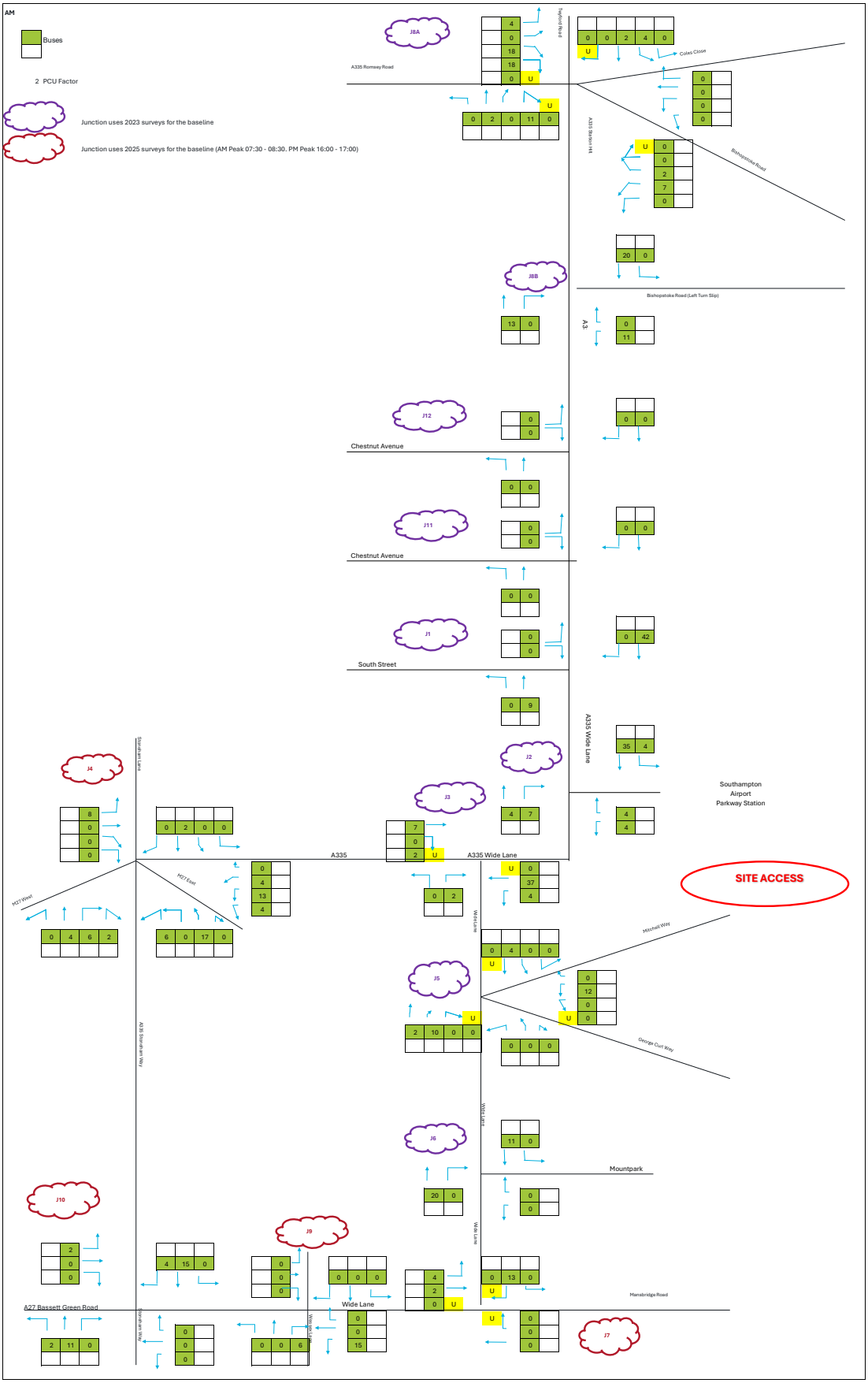
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2036 Baseline + Proposed Development - HGV PCUs



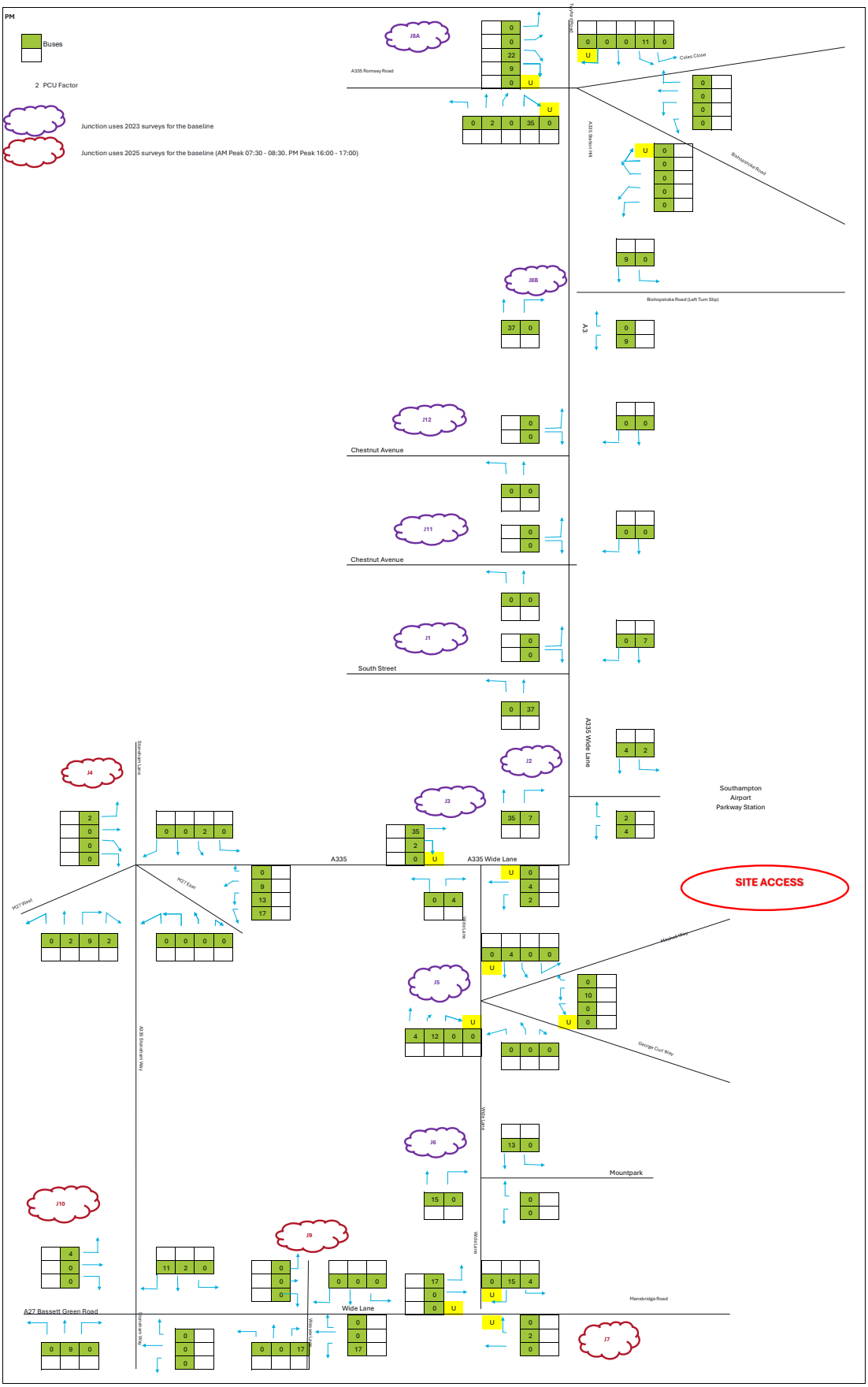
steer

2036 Baseline + Proposed Development - Baseline Bus PCUS



steer

2036 Baseline + Proposed Development - Baseline Bus PCUS



steer

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2036 Baseline + Proposed Development - Turning Movement Flows - Vehicles

2036 - Baseline + Proposed Development - Total Vehicles



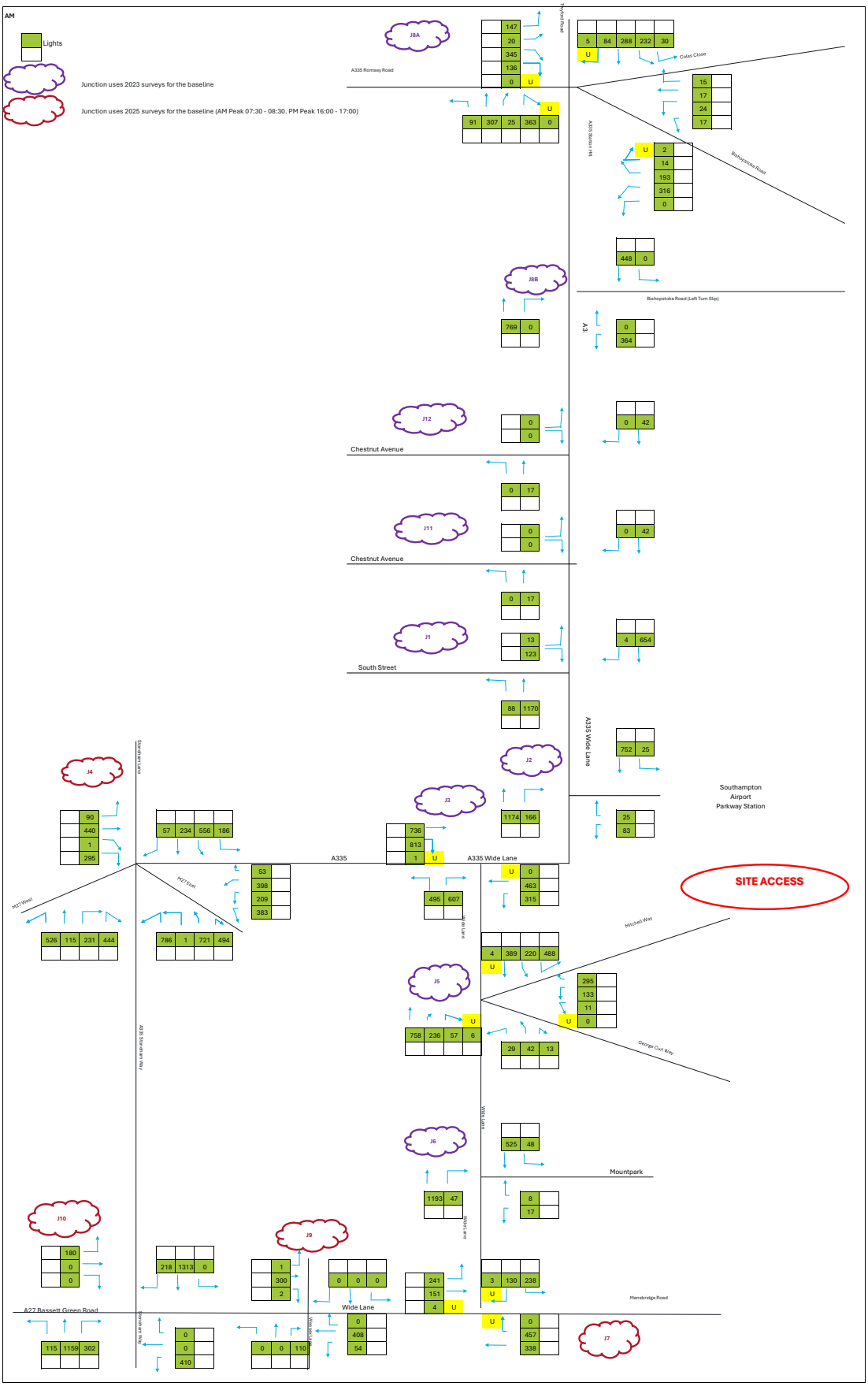
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2036 - Baseline + Proposed Development - Total Vehicles



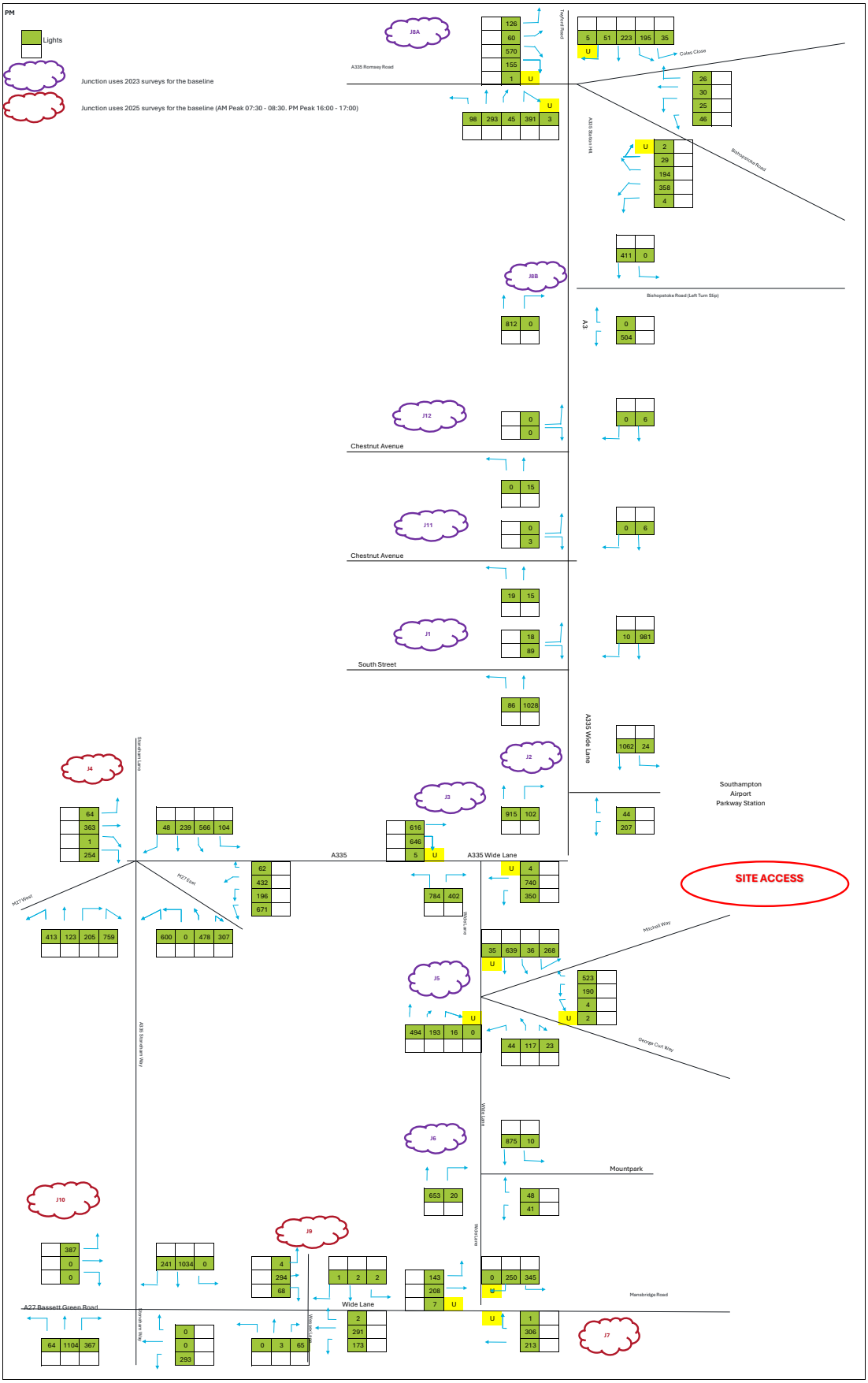
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2036 Baseline + Proposed Development - Light Vehicle (Cars, Motorcycles, Taxis, LGVs)



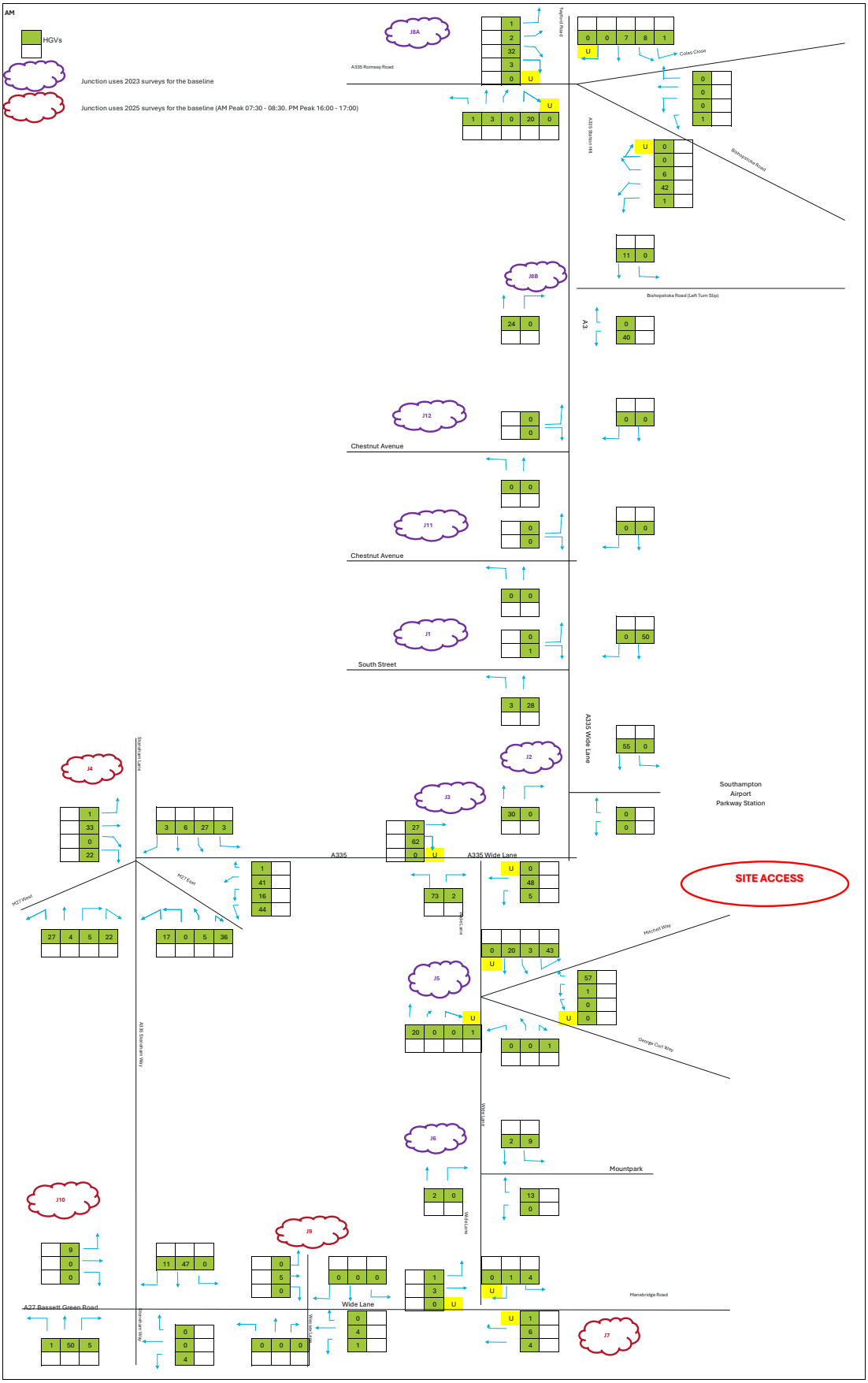
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2036 Baseline + Proposed Development - Light Vehicle (Cars, Motorcycles, Taxis, LGVs)



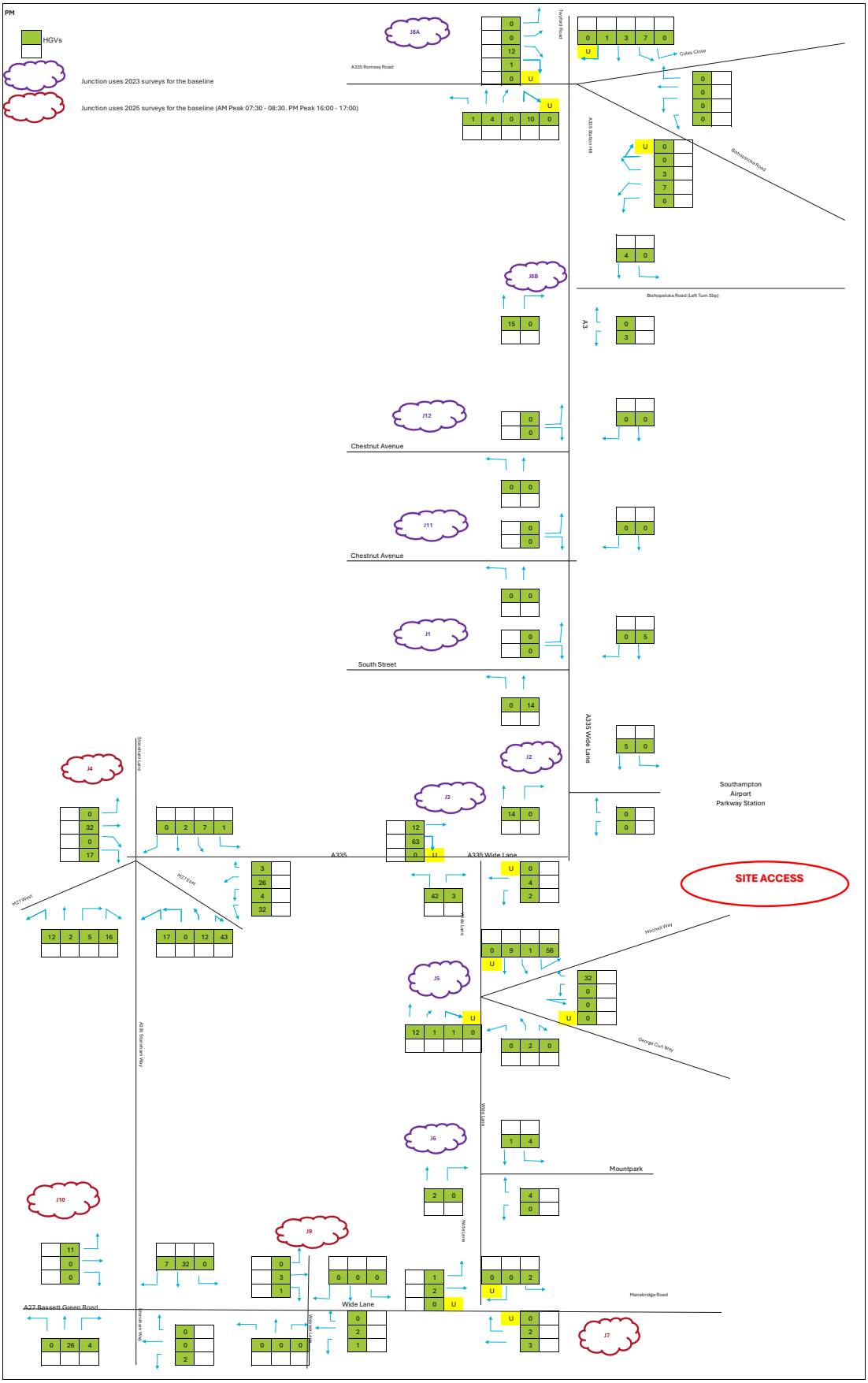
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2036 Baseline + Proposed Development - HGVs



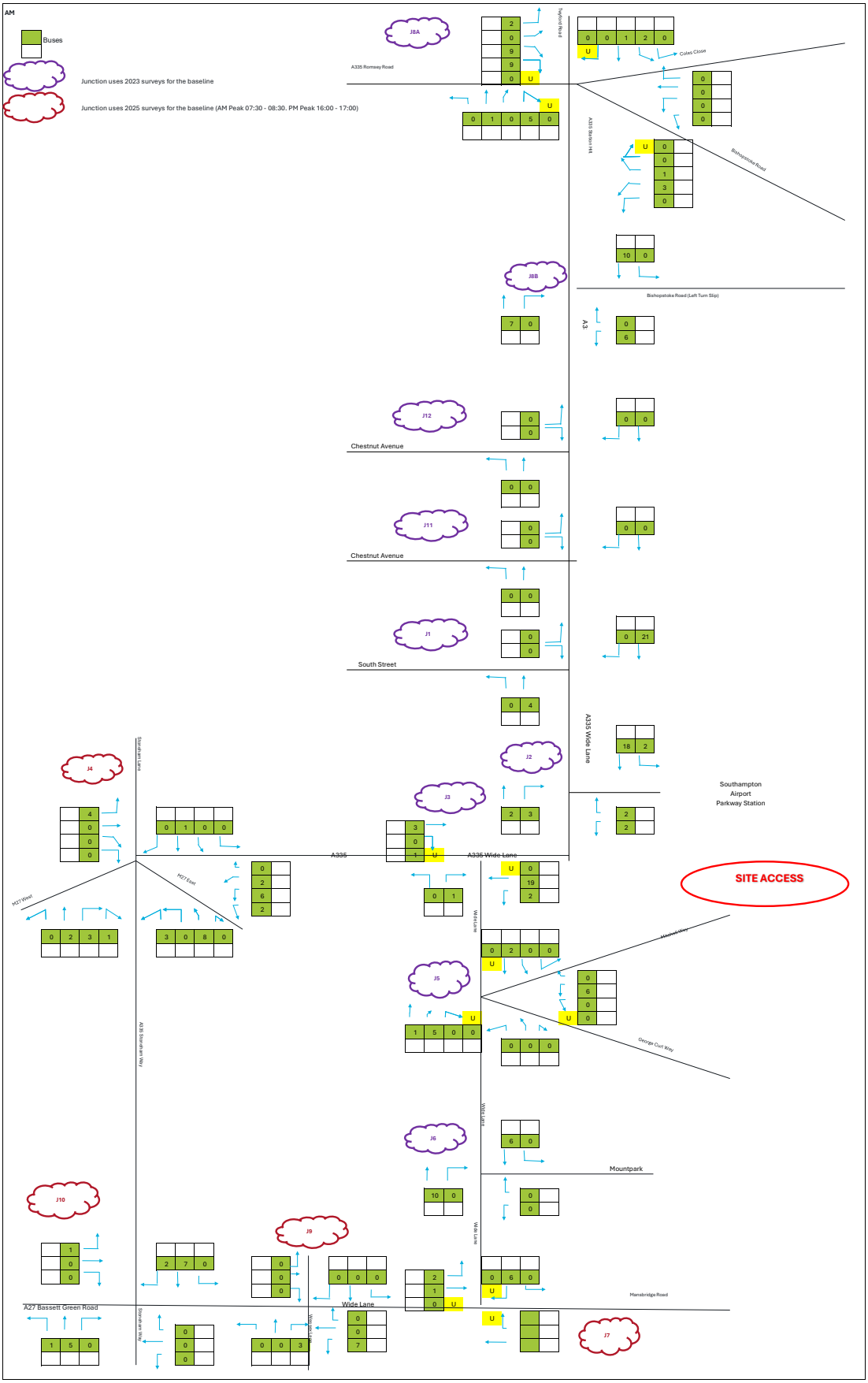
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2036 Baseline + Proposed Development - HGVs



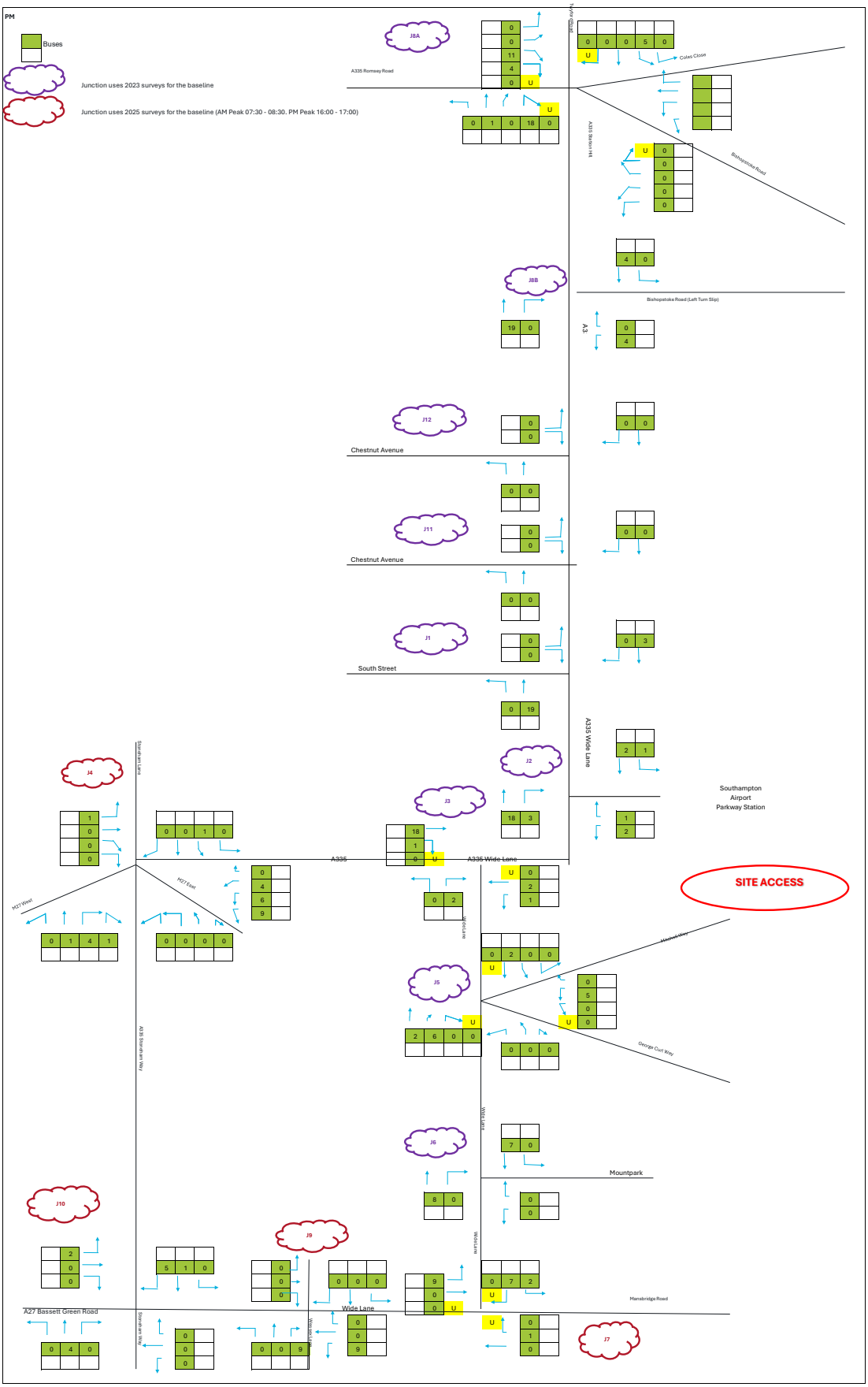
steer

2036 - Baseline + Proposed Development Buses



steer

2036 - Baseline + Proposed Development Buses



CC Highways Modelling Output Files

Basic Results Summary

User and Project Details

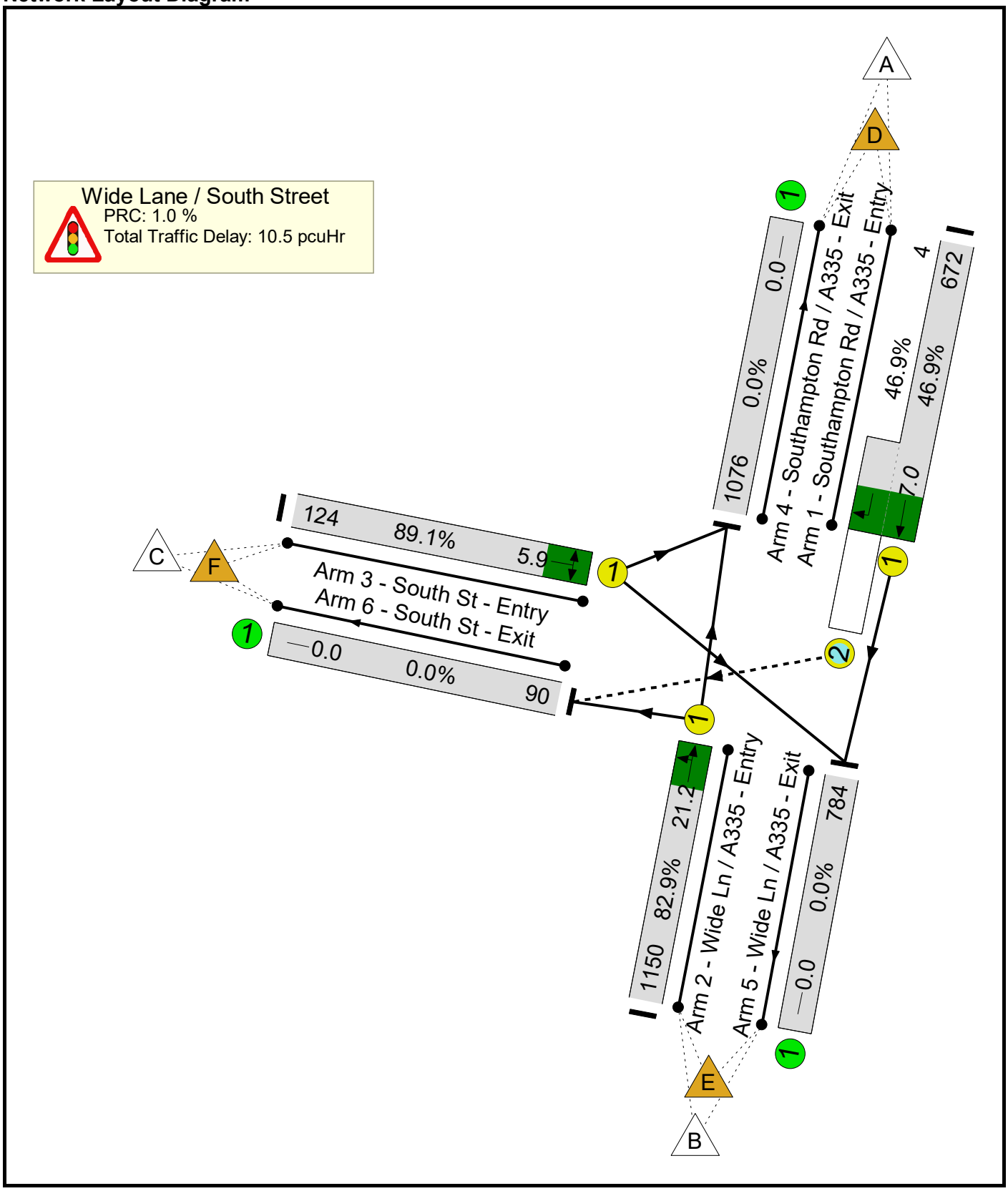
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Title:	
Location:	
Additional detail:	
File name:	J01_WideLn-SouthSt.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 2, 44, 1

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	Base 2023 AM	Base 2023 AM	Network Control Plan 1	08:00 - 09:00	88	1.0	10.51
2	Base 2023 PM	Base 2023 PM	Network Control Plan 1	17:00 - 18:00	69	19.9	7.30
3	FB 2025 AM	FB 2025 AM	Network Control Plan 1	08:00 - 09:00	88	3.9	10.69
4	FB 2025 PM	FB 2025 PM	Network Control Plan 1	17:00 - 18:00	69	16.1	7.84
5	FB 2028 AM	FB 2028 AM	Network Control Plan 1	08:00 - 09:00	88	0.4	12.18
6	FB 2028 PM	FB 2028 PM	Network Control Plan 1	17:00 - 18:00	69	11.4	8.71
7	Proposed 2028 AM	Proposed 2028 AM	Network Control Plan 1	08:00 - 09:00	88	-1.1	13.23
8	Proposed 2028 PM	Proposed 2028 PM	Network Control Plan 1	17:00 - 18:00	69	7.8	9.35
9	FB 2036 AM	FB 2036 AM	Network Control Plan 1	08:00 - 09:00	88	-7.6	20.26
10	FB 2036 PM	FB 2036 PM	Network Control Plan 1	17:00 - 18:00	69	2.2	11.45
11	Proposed 2036 AM	Proposed 2036 AM	Network Control Plan 1	08:00 - 09:00	88	-9.1	23.46
12	Proposed 2036 PM	Proposed 2036 PM	Network Control Plan 1	17:00 - 18:00	69	-0.8	12.73

Scenario 1: 'Base 2023 AM' (FG1: 'Base 2023 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



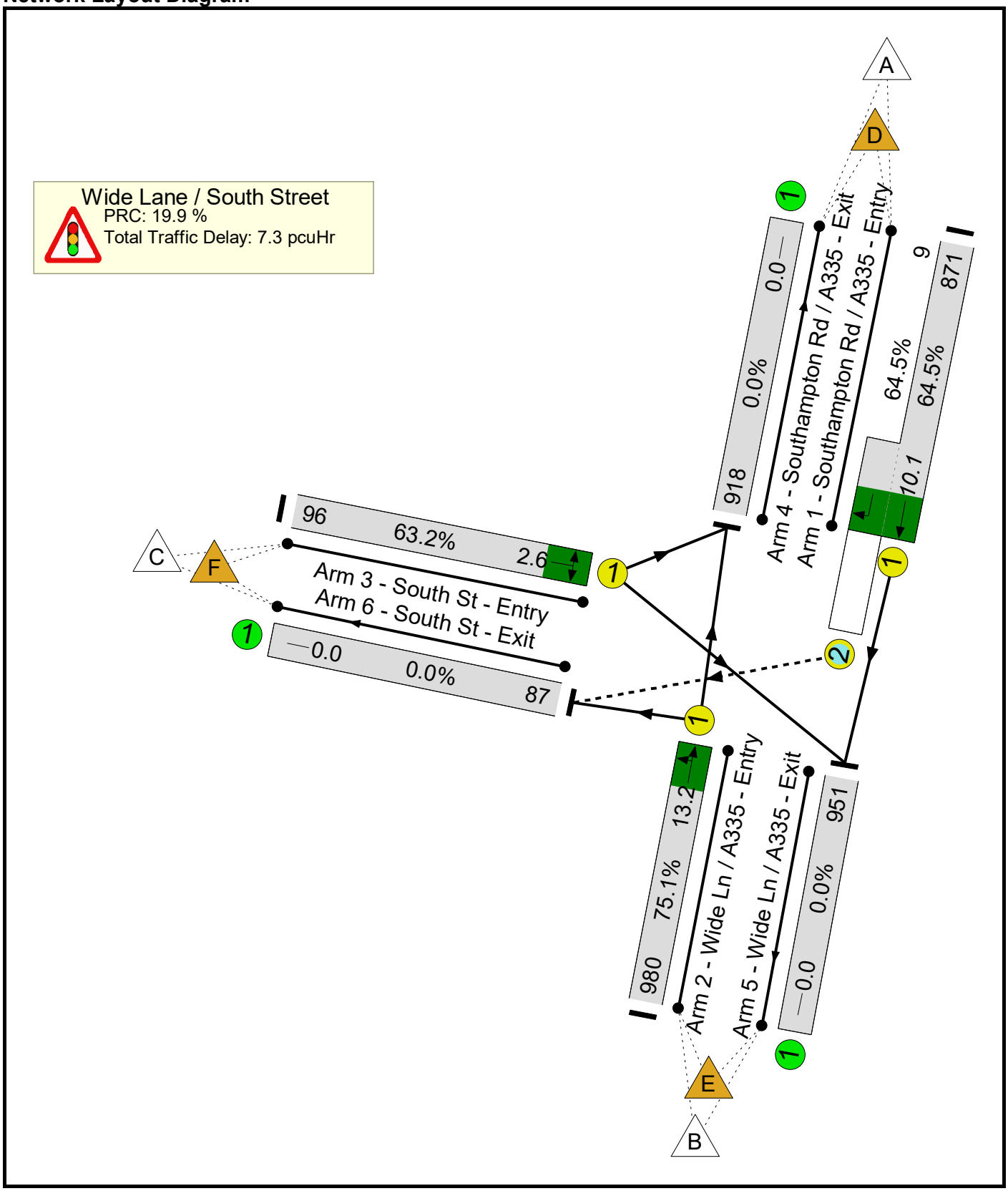
Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.1%**	**4**	**0**	**0**	**10.5**	**-**	**-**
Wide Lane / South Street	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.1%**	**4**	**0**	**0**	**10.5**	**-**	**-**
1/1+1/2	Southampton Rd / A335 - Entry Ahead Right	U+O	A	E	1	51	4	Y:Y	676	1940:1724	1433+9	46.9 : 46.9%	4	0	0	1.3	7.0	7.0
2/1	Wide Ln / A335 - Entry Ahead Left	U	B		1	41	-	Y	1150	1877	1386	82.9%	-	-	-	4.9	15.2	21.2
3/1	South St - Entry Left Right	U	C		1	7	-	Y	124	1750	139	89.1%	-	-	-	4.3	125.5	5.9

C1 PRC for Signalled Lanes (%): 1.0 Total Delay for Signalled Lanes (pcuHr): 10.51 Cycle Time (s): 88
PRC Over All Lanes (%): 1.0 Total Delay Over All Lanes(pcuHr): 10.51

Scenario 2: 'Base 2023 PM' (FG2: 'Base 2023 PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

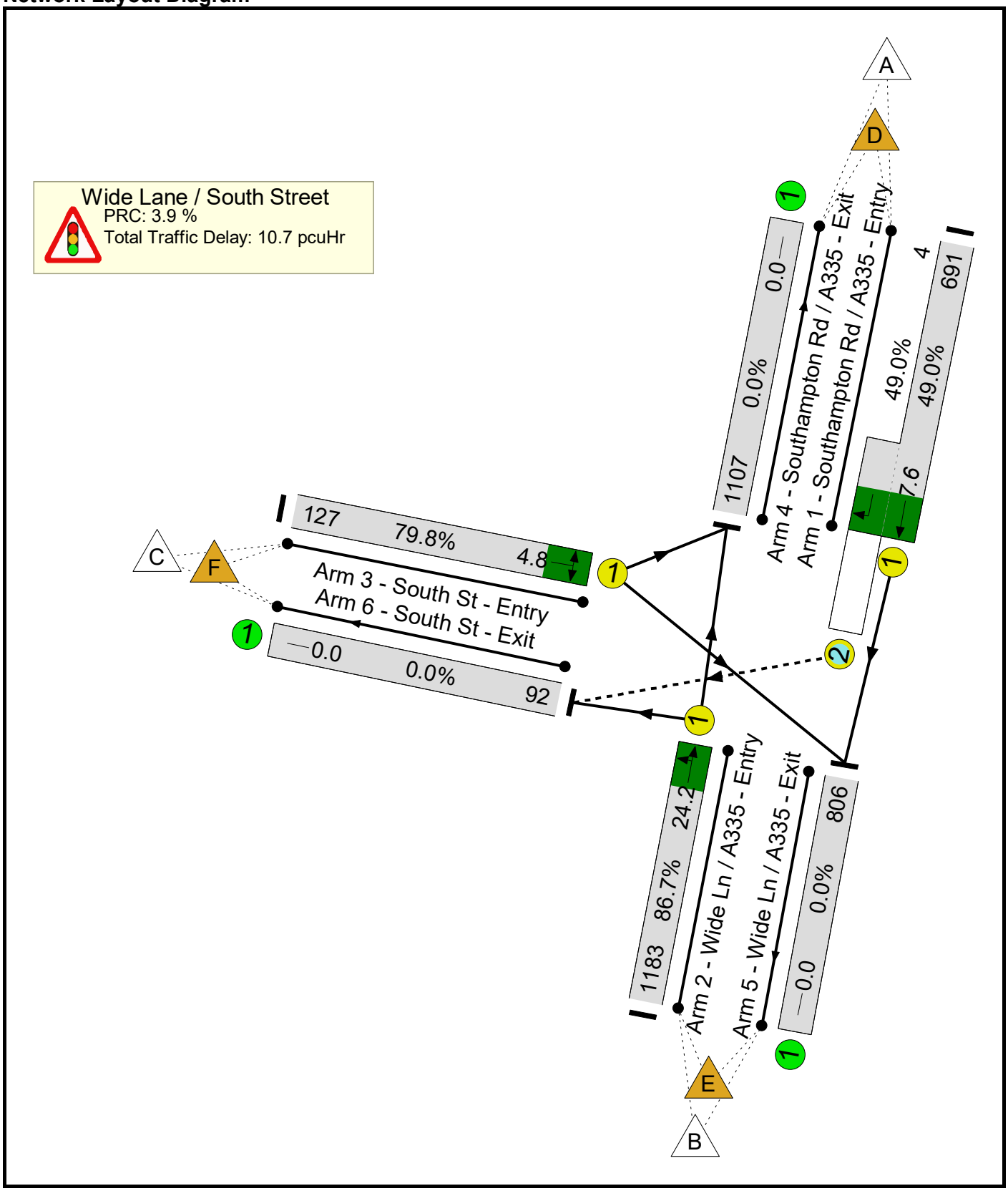


Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	**75.1%**	**9**	**0**	**0**	**7.3**	-	-
Wide Lane / South Street	-	-	-		-	-	-	-	-	-	-	**75.1%**	**9**	**0**	**0**	**7.3**	-	-
1/1+1/2	Southampton Rd / A335 - Entry Ahead Right	U+O	A	E	1	32	4	Y:Y	880	1940:1724	1350+14	64.5 : 64.5%	9	0	0	2.3	9.6	10.1
2/1	Wide Ln / A335 - Entry Ahead Left	U	B		1	22	-	Y	980	1877	1306	75.1%	-	-	-	3.3	12.2	13.2
3/1	South St - Entry Left Right	U	C		1	7	-	Y	96	1748	152	63.2%	-	-	-	1.6	61.7	2.6

C1 PRC for Signalled Lanes (%): 19.9 Total Delay for Signalled Lanes (pcuHr): 7.30 Cycle Time (s): 69
PRC Over All Lanes (%): 19.9 Total Delay Over All Lanes(pcuHr): 7.30

Scenario 3: 'FB 2025 AM' (FG3: 'FB 2025 AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



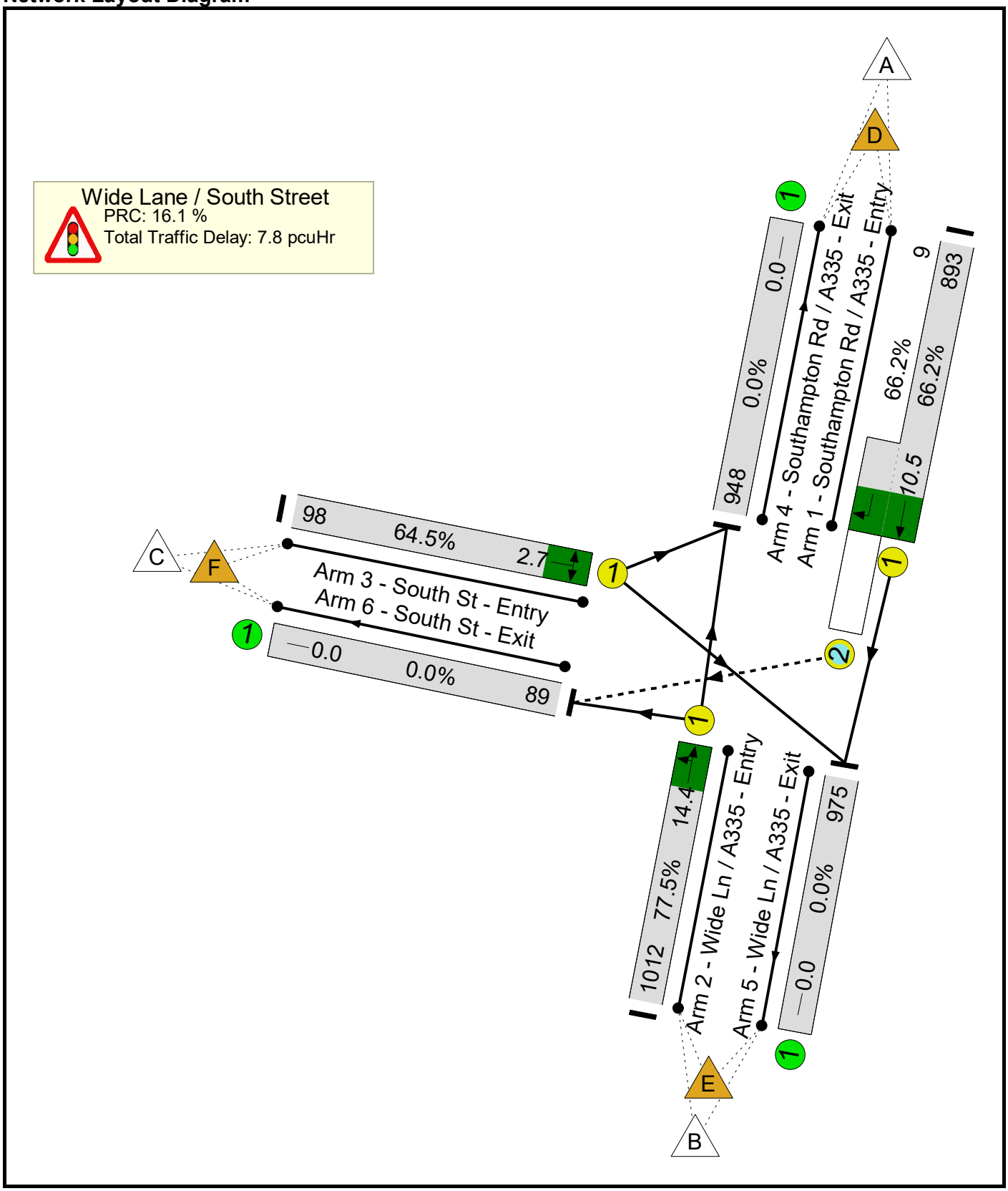
Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**86.7%**	**4**	**0**	**0**	**10.7**	**-**	**-**
Wide Lane / South Street	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**86.7%**	**4**	**0**	**0**	**10.7**	**-**	**-**
1/1+1/2	Southampton Rd / A335 - Entry Ahead Right	U+O	A	E	1	50	4	Y:Y	695	1940:1724	1411+8	49.0 : 49.0%	4	0	0	1.5	7.7	7.6
2/1	Wide Ln / A335 - Entry Ahead Left	U	B		1	40	-	Y	1183	1877	1365	86.7%	-	-	-	6.0	18.4	24.2
3/1	South St - Entry Left Right	U	C		1	8	-	Y	127	1750	159	79.8%	-	-	-	3.2	89.7	4.8

C1 PRC for Signalled Lanes (%): 3.9 Total Delay for Signalled Lanes (pcuHr): 10.69 Cycle Time (s): 88
PRC Over All Lanes (%): 3.9 Total Delay Over All Lanes(pcuHr): 10.69

Scenario 4: 'FB 2025 PM' (FG4: 'FB 2025 PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

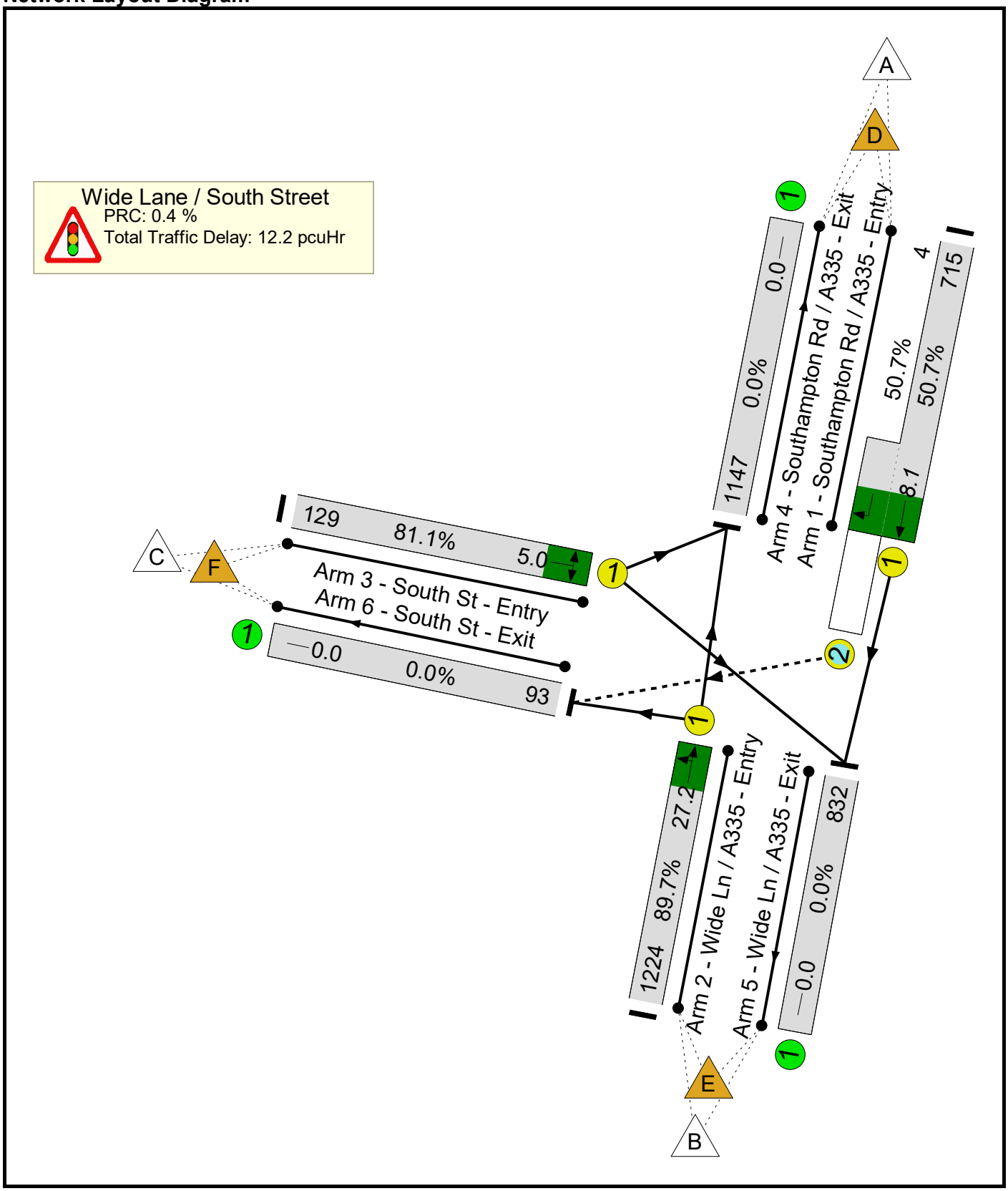


Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	**77.5%**	**9**	**0**	**0**	**7.8**	-	-
Wide Lane / South Street	-	-	-		-	-	-	-	-	-	-	**77.5%**	**9**	**0**	**0**	**7.8**	-	-
1/1+1/2	Southampton Rd / A335 - Entry Ahead Right	U+O	A	E	1	32	4	Y:Y	902	1940:1724	1350+14	66.2 : 66.2%	9	0	0	2.5	9.9	10.5
2/1	Wide Ln / A335 - Entry Ahead Left	U	B		1	22	-	Y	1012	1877	1306	77.5%	-	-	-	3.7	13.0	14.4
3/1	South St - Entry Left Right	U	C		1	7	-	Y	98	1748	152	64.5%	-	-	-	1.7	62.8	2.7

C1 PRC for Signalled Lanes (%): 16.1 Total Delay for Signalled Lanes (pcuHr): 7.84 Cycle Time (s): 69
PRC Over All Lanes (%): 16.1 Total Delay Over All Lanes(pcuHr): 7.84

Scenario 5: 'FB 2028 AM' (FG5: 'FB 2028 AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

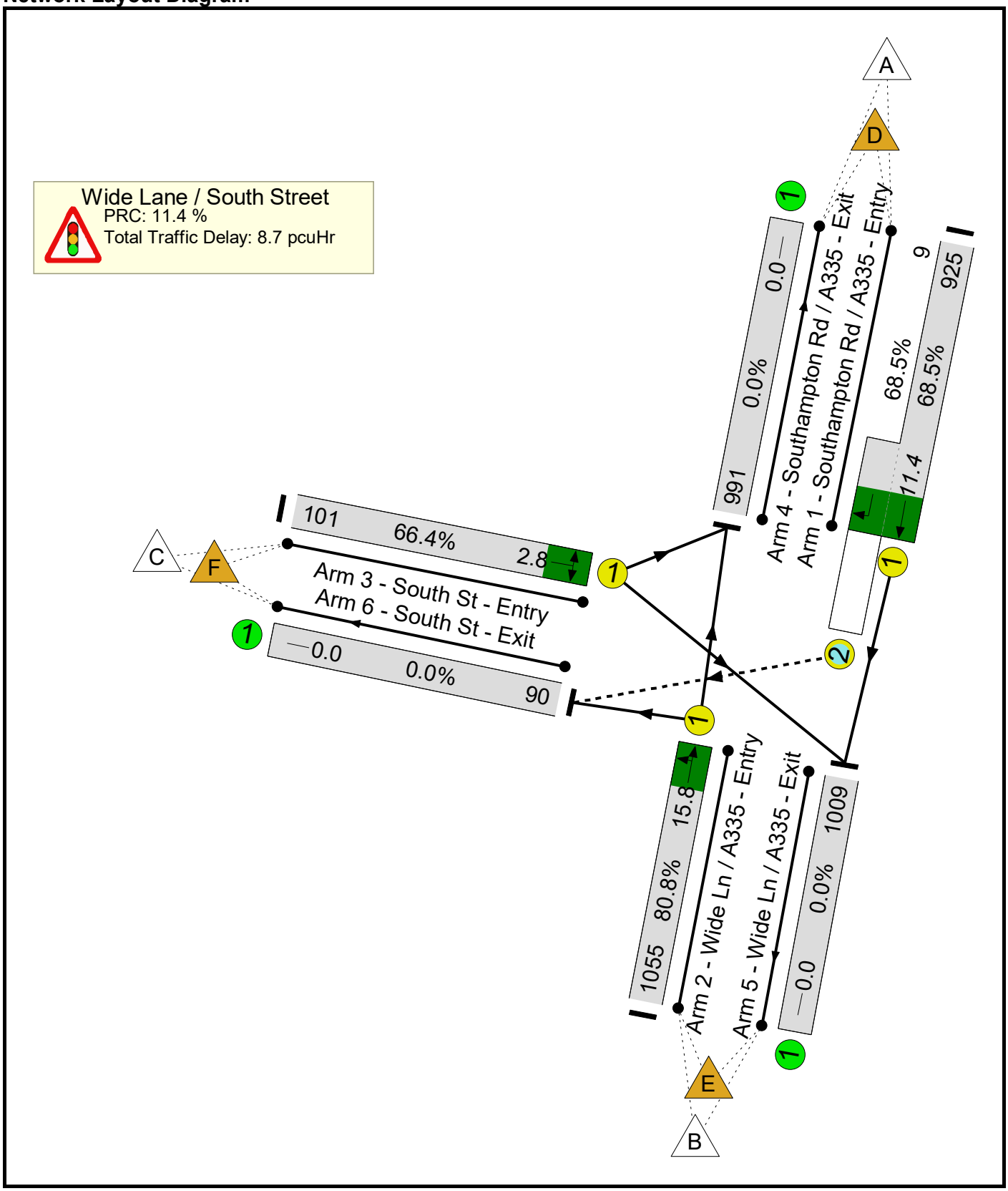


Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	**89.7%**	**4**	**0**	**0**	**12.2**	-	-
Wide Lane / South Street	-	-	-		-	-	-	-	-	-	-	**89.7%**	**4**	**0**	**0**	**12.2**	-	-
1/1+1/2	Southampton Rd / A335 - Entry Ahead Right	U+O	A	E	1	50	4	Y:Y	719	1940:1724	1411+8	50.7 : 50.7%	4	0	0	1.6	7.9	8.1
2/1	Wide Ln / A335 - Entry Ahead Left	U	B		1	40	-	Y	1224	1877	1365	89.7%	-	-	-	7.3	21.5	27.2
3/1	South St - Entry Left Right	U	C		1	8	-	Y	129	1750	159	81.1%	-	-	-	3.3	92.4	5.0

C1 PRC for Signalled Lanes (%): 0.4 Total Delay for Signalled Lanes (pcuHr): 12.18 Cycle Time (s): 88
PRC Over All Lanes (%): 0.4 Total Delay Over All Lanes(pcuHr): 12.18

Scenario 6: 'FB 2028 PM' (FG6: 'FB 2028 PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



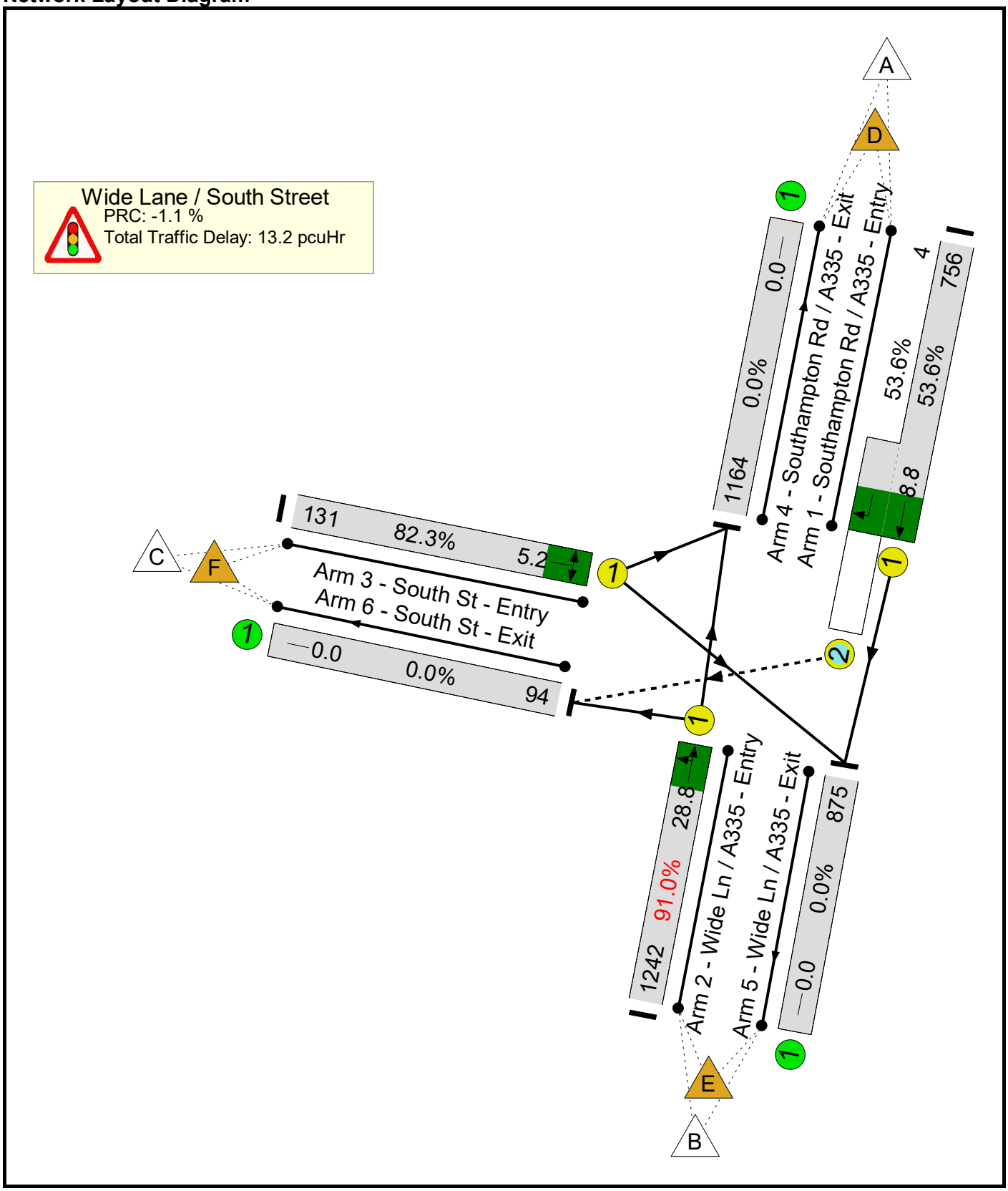
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	**80.8%**	**9**	**0**	**0**	**8.7**	-	-
Wide Lane / South Street	-	-	-		-	-	-	-	-	-	-	**80.8%**	**9**	**0**	**0**	**8.7**	-	-
1/1+1/2	Southampton Rd / A335 - Entry Ahead Right	U+O	A	E	1	32	4	Y:Y	934	1940:1724	1350+13	68.5 : 68.5%	9	0	0	2.7	10.4	11.4
2/1	Wide Ln / A335 - Entry Ahead Left	U	B		1	22	-	Y	1055	1877	1306	80.8%	-	-	-	4.2	14.4	15.8
3/1	South St - Entry Left Right	U	C		1	7	-	Y	101	1748	152	66.4%	-	-	-	1.8	64.6	2.8

C1 PRC for Signalled Lanes (%): 11.4 Total Delay for Signalled Lanes (pcuHr): 8.71 Cycle Time (s): 69
PRC Over All Lanes (%): 11.4 Total Delay Over All Lanes(pcuHr): 8.71

Scenario 7: 'Proposed 2028 AM' (FG7: 'Proposed 2028 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

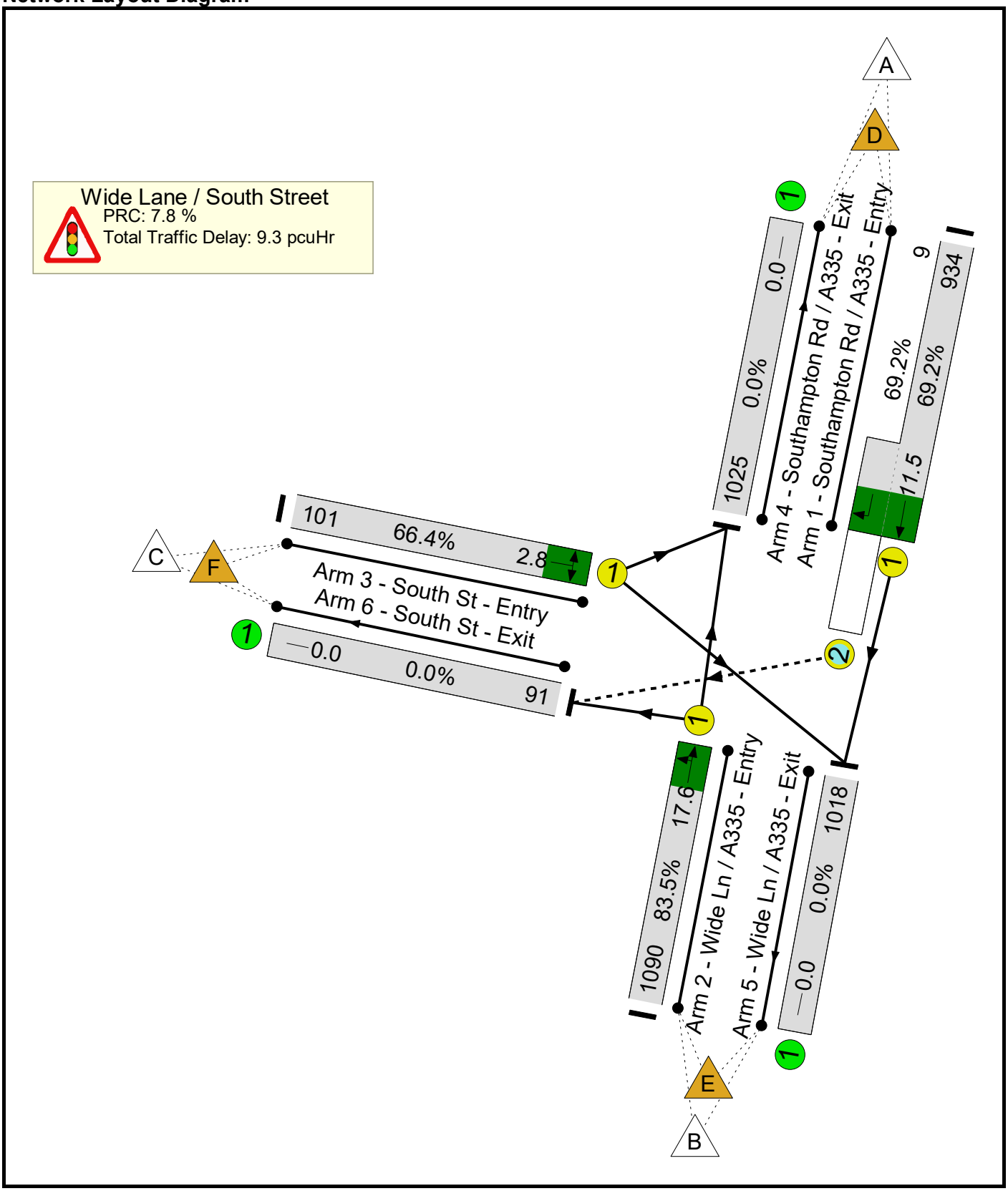
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	**91.0%**	**4**	**0**	**0**	**13.2**	-	-
Wide Lane / South Street	-	-	-		-	-	-	-	-	-	-	**91.0%**	**4**	**0**	**0**	**13.2**	-	-
1/1+1/2	Southampton Rd / A335 - Entry Ahead Right	U+O	A	E	1	50	4	Y:Y	760	1940:1724	1411+7	53.6 : 53.6%	4	0	0	1.7	8.2	8.8
2/1	Wide Ln / A335 - Entry Ahead Left	U	B		1	40	-	Y	1242	1877	1365	91.0%	-	-	-	8.0	23.3	28.8
3/1	South St - Entry Left Right	U	C		1	8	-	Y	131	1750	159	82.3%	-	-	-	3.5	95.3	5.2

C1 PRC for Signalled Lanes (%): -1.1 Total Delay for Signalled Lanes (pcuHr): 13.23 Cycle Time (s): 88
PRC Over All Lanes (%): -1.1 Total Delay Over All Lanes(pcuHr): 13.23

Scenario 8: 'Proposed 2028 PM' (FG8: 'Proposed 2028 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

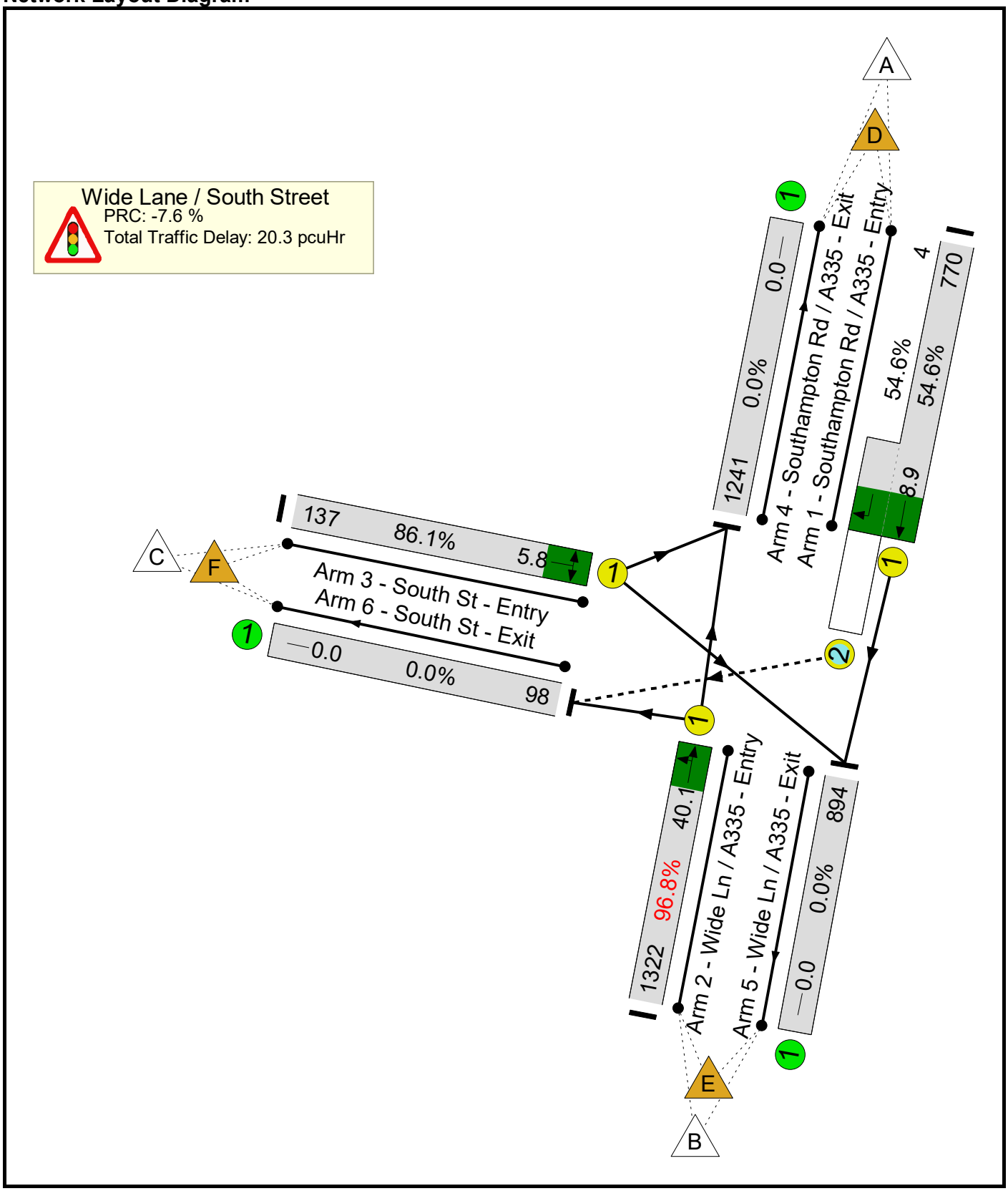


Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	**83.5%**	**9**	**0**	**0**	**9.3**	-	-
Wide Lane / South Street	-	-	-		-	-	-	-	-	-	-	**83.5%**	**9**	**0**	**0**	**9.3**	-	-
1/1+1/2	Southampton Rd / A335 - Entry Ahead Right	U+O	A	E	1	32	4	Y:Y	943	1940:1724	1350+13	69.2 : 69.2%	9	0	0	2.8	10.5	11.5
2/1	Wide Ln / A335 - Entry Ahead Left	U	B		1	22	-	Y	1090	1877	1306	83.5%	-	-	-	4.8	15.8	17.6
3/1	South St - Entry Left Right	U	C		1	7	-	Y	101	1748	152	66.4%	-	-	-	1.8	64.6	2.8

C1 PRC for Signalled Lanes (%): 7.8 Total Delay for Signalled Lanes (pcuHr): 9.35 Cycle Time (s): 69
PRC Over All Lanes (%): 7.8 Total Delay Over All Lanes(pcuHr): 9.35

Scenario 9: 'FB 2036 AM' (FG9: 'FB 2036 AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



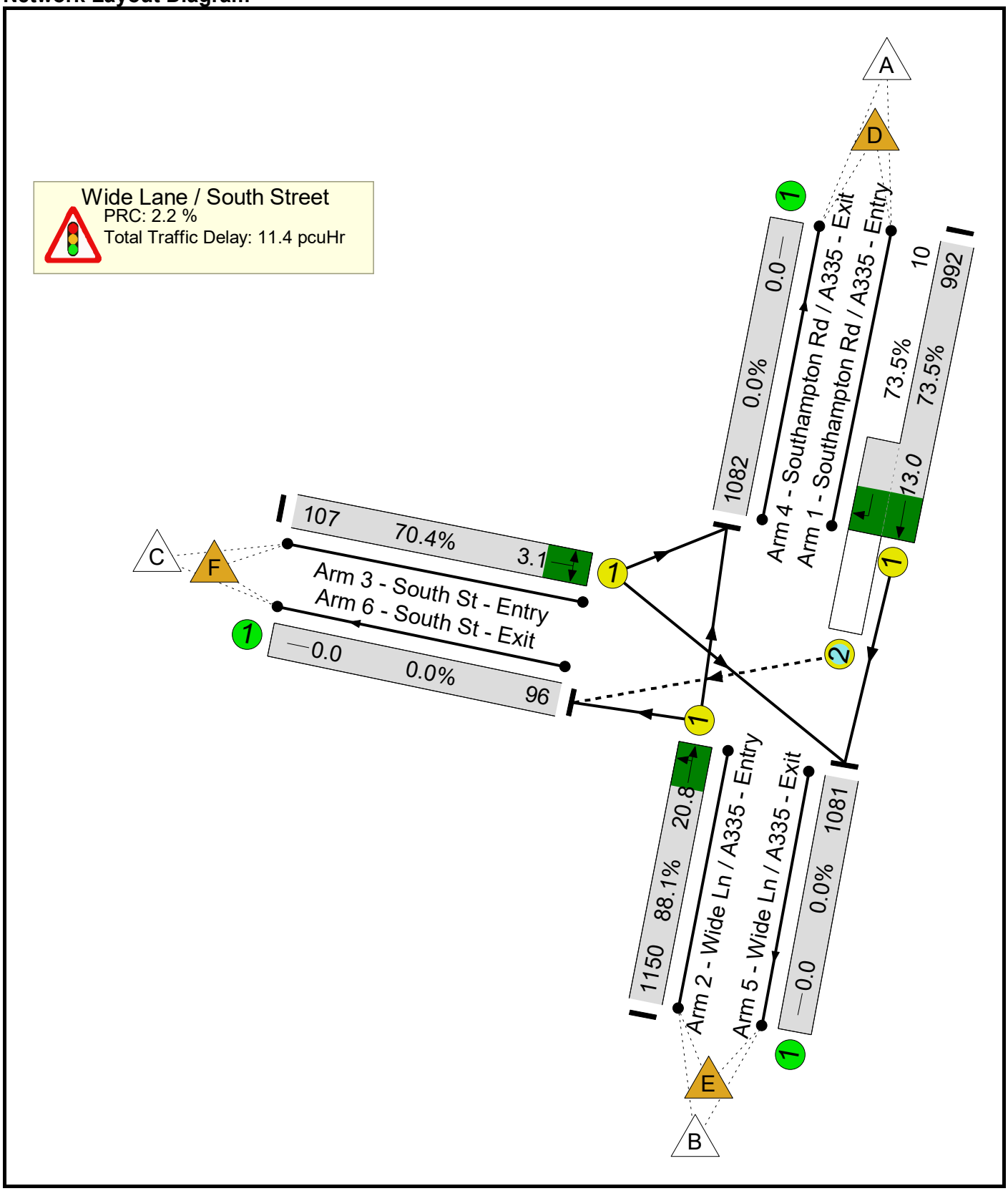
Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	**96.8%**	**0**	**0**	**4**	**20.3**	-	-
Wide Lane / South Street	-	-	-		-	-	-	-	-	-	-	**96.8%**	**0**	**0**	**4**	**20.3**	-	-
1/1+1/2	Southampton Rd / A335 - Entry Ahead Right	U+O	A	E	1	50	4	Y:Y	774	1940:1724	1411+7	54.6 : 54.6%	0	0	4	1.8	8.4	8.9
2/1	Wide Ln / A335 - Entry Ahead Left	U	B		1	40	-	Y	1322	1877	1365	96.8%	-	-	-	14.4	39.3	40.1
3/1	South St - Entry Left Right	U	C		1	8	-	Y	137	1750	159	86.1%	-	-	-	4.0	105.8	5.8

C1 PRC for Signalled Lanes (%): -7.6 Total Delay for Signalled Lanes (pcuHr): 20.26 Cycle Time (s): 88
PRC Over All Lanes (%): -7.6 Total Delay Over All Lanes(pcuHr): 20.26

Scenario 10: 'FB 2036 PM' (FG10: 'FB 2036 PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



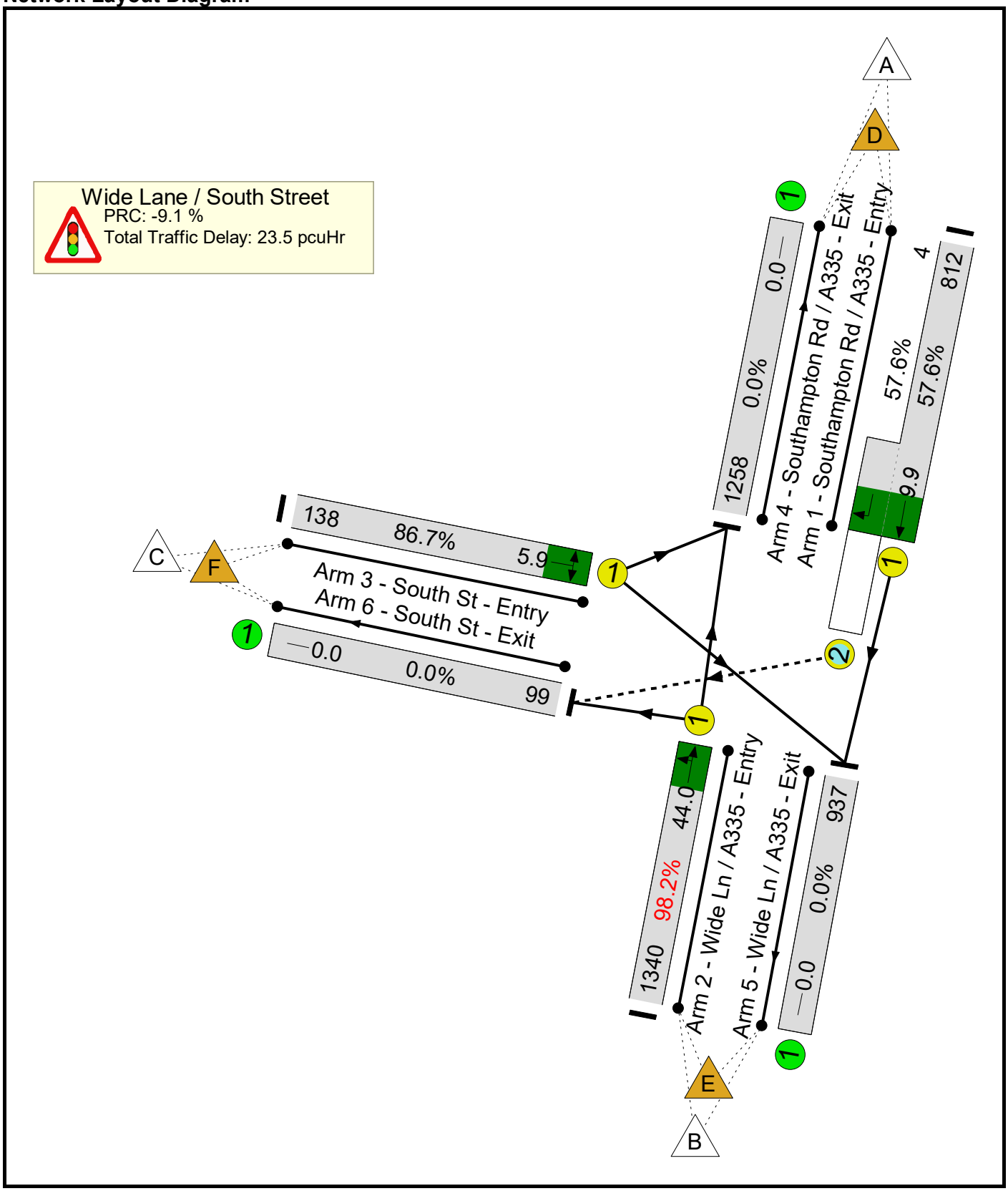
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	**88.1%**	**10**	**0**	**0**	**11.4**	-	-
Wide Lane / South Street	-	-	-		-	-	-	-	-	-	-	**88.1%**	**10**	**0**	**0**	**11.4**	-	-
1/1+1/2	Southampton Rd / A335 - Entry Ahead Right	U+O	A	E	1	32	4	Y:Y	1002	1940:1724	1350+14	73.5 : 73.5%	10	0	0	3.2	11.6	13.0
2/1	Wide Ln / A335 - Entry Ahead Left	U	B		1	22	-	Y	1150	1877	1306	88.1%	-	-	-	6.2	19.3	20.8
3/1	South St - Entry Left Right	U	C		1	7	-	Y	107	1748	152	70.4%	-	-	-	2.0	68.7	3.1

C1 PRC for Signalled Lanes (%): 2.2 Total Delay for Signalled Lanes (pcuHr): 11.45 Cycle Time (s): 69
PRC Over All Lanes (%): 2.2 Total Delay Over All Lanes(pcuHr): 11.45

Scenario 11: 'Proposed 2036 AM' (FG11: 'Proposed 2036 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

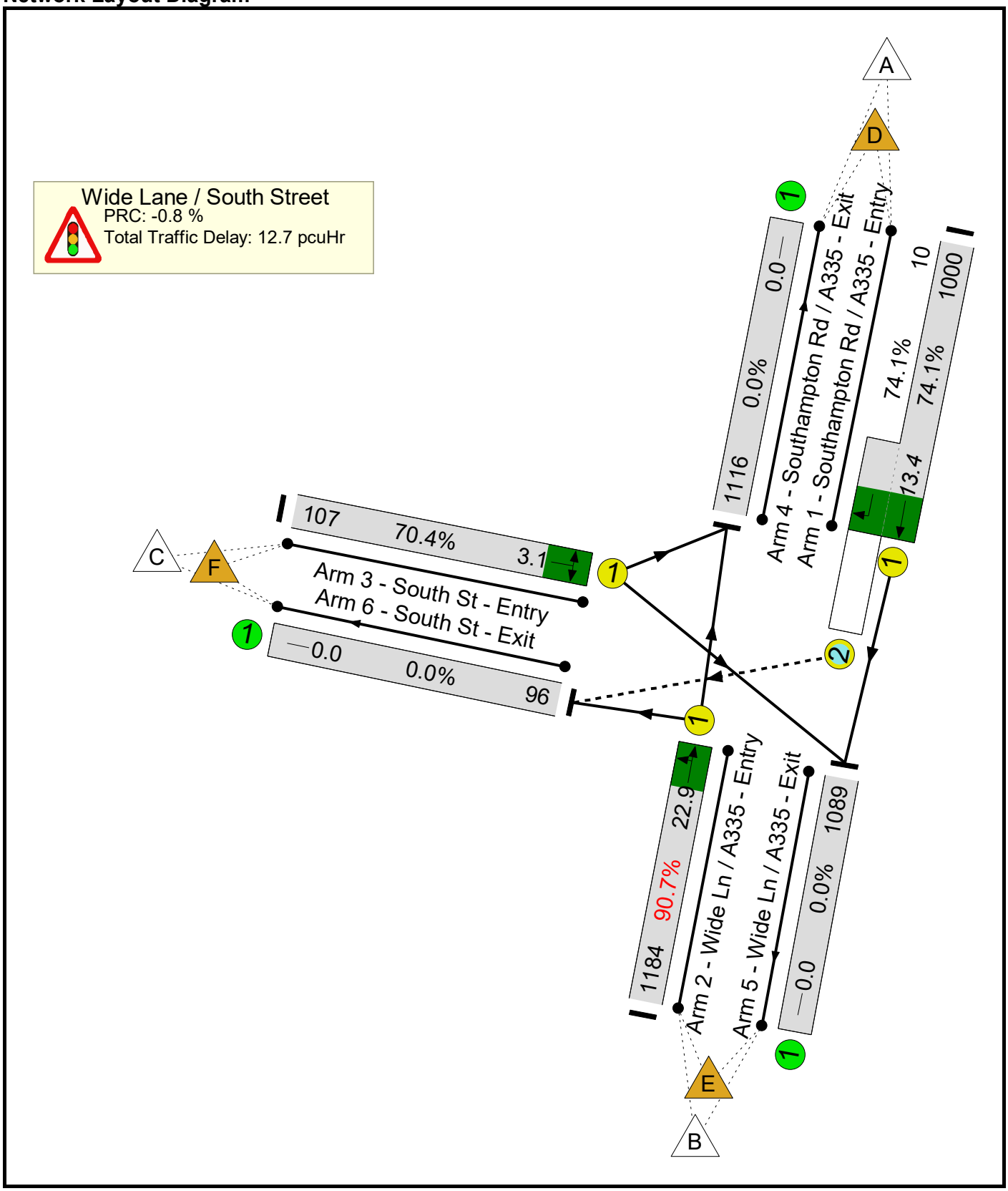
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	**98.2%**	**0**	**0**	**4**	**23.5**	-	-
Wide Lane / South Street	-	-	-		-	-	-	-	-	-	-	**98.2%**	**0**	**0**	**4**	**23.5**	-	-
1/1+1/2	Southampton Rd / A335 - Entry Ahead Right	U+O	A	E	1	50	4	Y:Y	816	1940:1724	1411+7	57.6 : 57.6%	0	0	4	2.0	8.8	9.9
2/1	Wide Ln / A335 - Entry Ahead Left	U	B		1	40	-	Y	1340	1877	1365	98.2%	-	-	-	17.3	46.6	44.0
3/1	South St - Entry Left Right	U	C		1	8	-	Y	138	1750	159	86.7%	-	-	-	4.1	107.8	5.9

C1 PRC for Signalled Lanes (%): -9.1 Total Delay for Signalled Lanes (pcuHr): 23.46 Cycle Time (s): 88
PRC Over All Lanes (%): -9.1 Total Delay Over All Lanes(pcuHr): 23.46

Scenario 12: 'Proposed 2036 PM' (FG12: 'Proposed 2036 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	**90.7%**	**10**	**0**	**0**	**12.7**	-	-
Wide Lane / South Street	-	-	-		-	-	-	-	-	-	-	**90.7%**	**10**	**0**	**0**	**12.7**	-	-
1/1+1/2	Southampton Rd / A335 - Entry Ahead Right	U+O	A	E	1	32	4	Y:Y	1010	1940:1724	1350+13	74.1 : 74.1%	10	0	0	3.3	11.8	13.4
2/1	Wide Ln / A335 - Entry Ahead Left	U	B		1	22	-	Y	1184	1877	1306	90.7%	-	-	-	7.4	22.4	22.9
3/1	South St - Entry Left Right	U	C		1	7	-	Y	107	1748	152	70.4%	-	-	-	2.0	68.7	3.1

C1 PRC for Signalled Lanes (%): -0.8 Total Delay for Signalled Lanes (pcuHr): 12.73 Cycle Time (s): 69
PRC Over All Lanes (%): -0.8 Total Delay Over All Lanes(pcuHr): 12.73

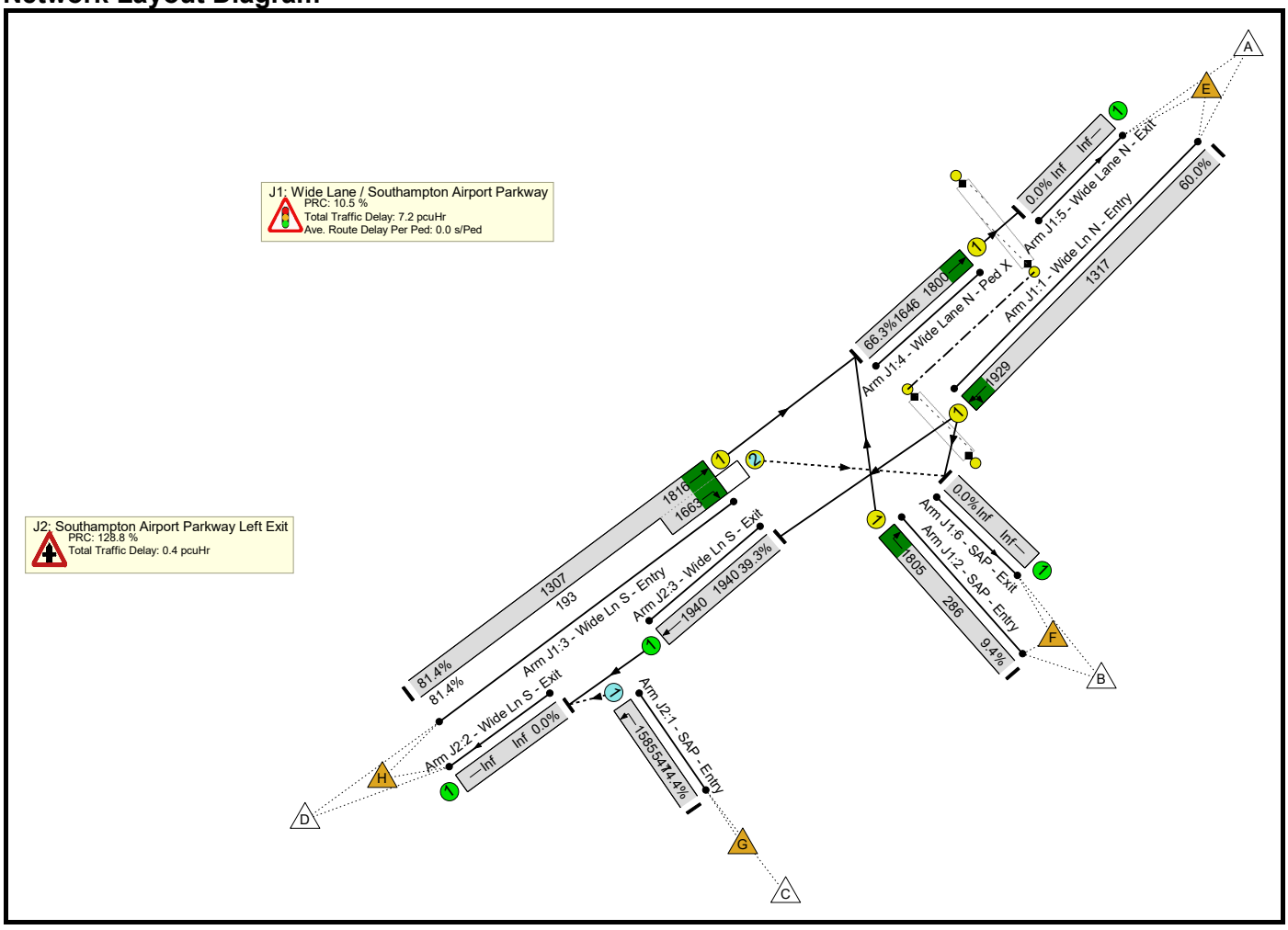
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	J02_WideLn-SAP.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'Base 2023 AM' (FG1: 'Base 2023 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**81.4%**	**215**	**17**	**4**	**7.6**	-	-
J1: Wide Lane / Southampton Airport Parkway	-	-	-		-	-	-	-	-	-	**81.4%**	**136**	**17**	**4**	**7.2**	-	-
1/1	Wide Ln N - Entry Left Ahead	U	B		1	45	-	790	1929	1317	60.0%	-	-	-	2.3	10.4	10.4
2/1	SAP - Entry Right	U	C		1	15	-	27	1805	286	9.4%	-	-	-	0.3	36.4	0.6
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	A	D	1	56	5	1221	1816:1663	1307+193	81.4 : 81.4%	136	17	4	3.6	10.7	15.7
4/1	Wide Lane N - Ped X Ahead	U	E		1	64	-	1091	1800	1646	66.3%	-	-	-	1.0	3.3	2.5
Ped Link: P1	Unnamed Ped Link	-	F		1	25	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	G		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Southampton Airport Parkway Left Exit	-	-	-		-	-	-	-	-	-	**39.3%**	**79**	**0**	**0**	**0.4**	-	-
1/1	SAP - Entry Left	O	-		-	-	-	79	1585	547	14.4%	79	0	0	0.1	3.8	0.1
3/1	Wide Ln S - Exit Ahead	U	-		-	-	-	763	1940	1940	39.3%	-	-	-	0.3	1.5	0.3

C1

PRC for Signalled Lanes (%): 10.5
PRC Over All Lanes (%): 10.5

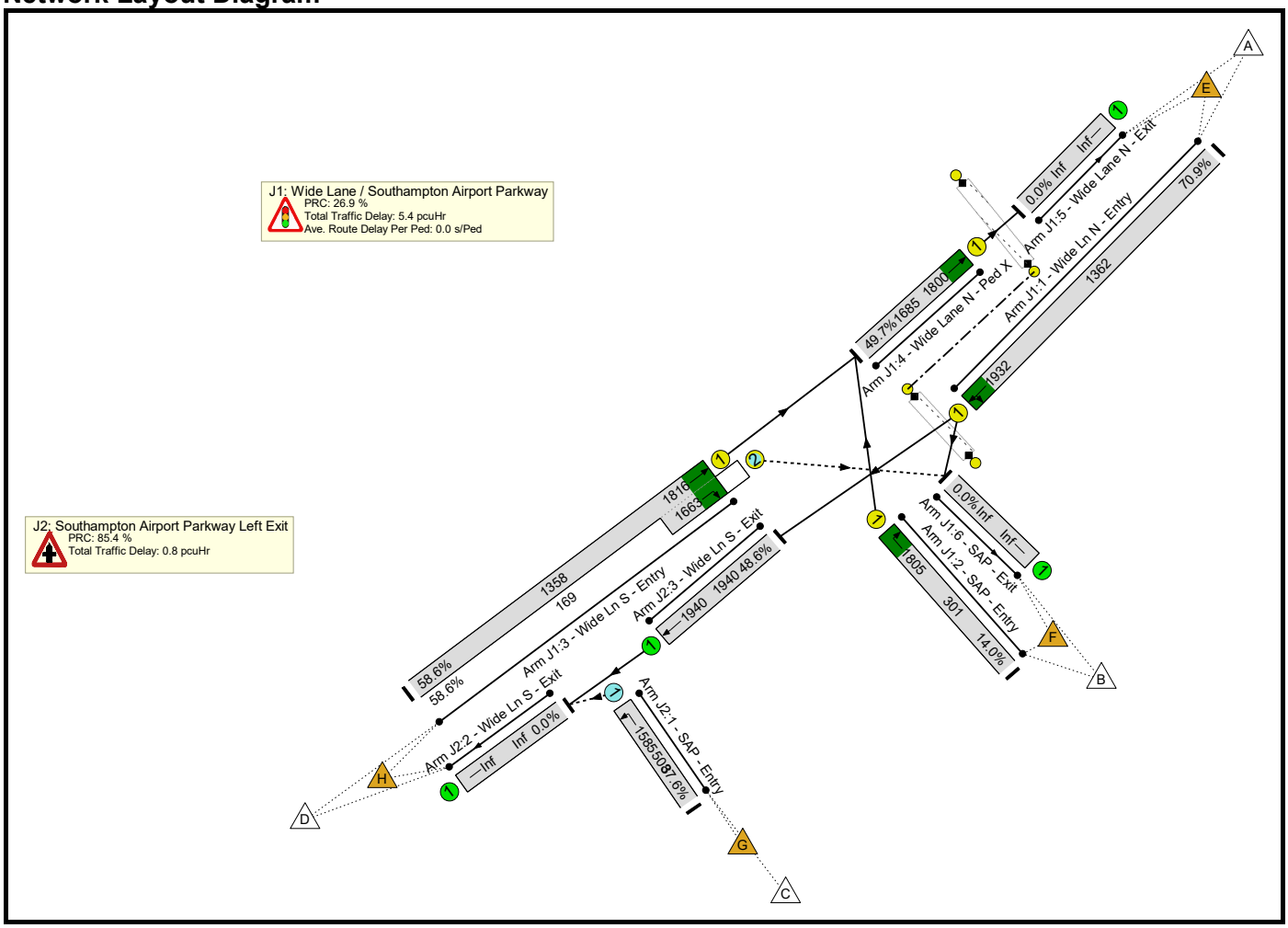
Total Delay for Signalled Lanes (pcuHr): 7.18
Total Delay Over All Lanes(pcuHr): 7.59

Cycle Time (s): 82

Basic Results Summary

Scenario 2: 'Base 2023 PM' (FG2: 'Base 2023 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**70.9%**	**277**	**10**	**3**	**6.2**	-	-
J1: Wide Lane / Southampton Airport Parkway	-	-	-		-	-	-	-	-	-	**70.9%**	**86**	**10**	**3**	**5.4**	-	-
1/1	Wide Ln N - Entry Left Ahead	U	B		1	42	-	966	1932	1362	70.9%	-	-	-	3.0	11.3	13.6
2/1	SAP - Entry Right	U	C		1	15	-	42	1805	301	14.0%	-	-	-	0.4	34.7	0.9
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	A	D	1	52	4	895	1816:1663	1358+169	58.6 : 58.6%	86	10	3	1.4	5.8	6.0
4/1	Wide Lane N - Ped X Ahead	U	E		1	60	-	838	1800	1685	49.7%	-	-	-	0.5	2.2	2.5
Ped Link: P1	Unnamed Ped Link	-	F		1	24	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	G		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Southampton Airport Parkway Left Exit	-	-	-		-	-	-	-	-	-	**48.6%**	**191**	**0**	**0**	**0.8**	-	-
1/1	SAP - Entry Left	O	-		-	-	-	191	1585	508	37.6%	191	0	0	0.3	5.7	0.3
3/1	Wide Ln S - Exit Ahead	U	-		-	-	-	942	1940	1940	48.6%	-	-	-	0.5	1.8	0.5

C1

PRC for Signalled Lanes (%): 26.9
PRC Over All Lanes (%): 26.9

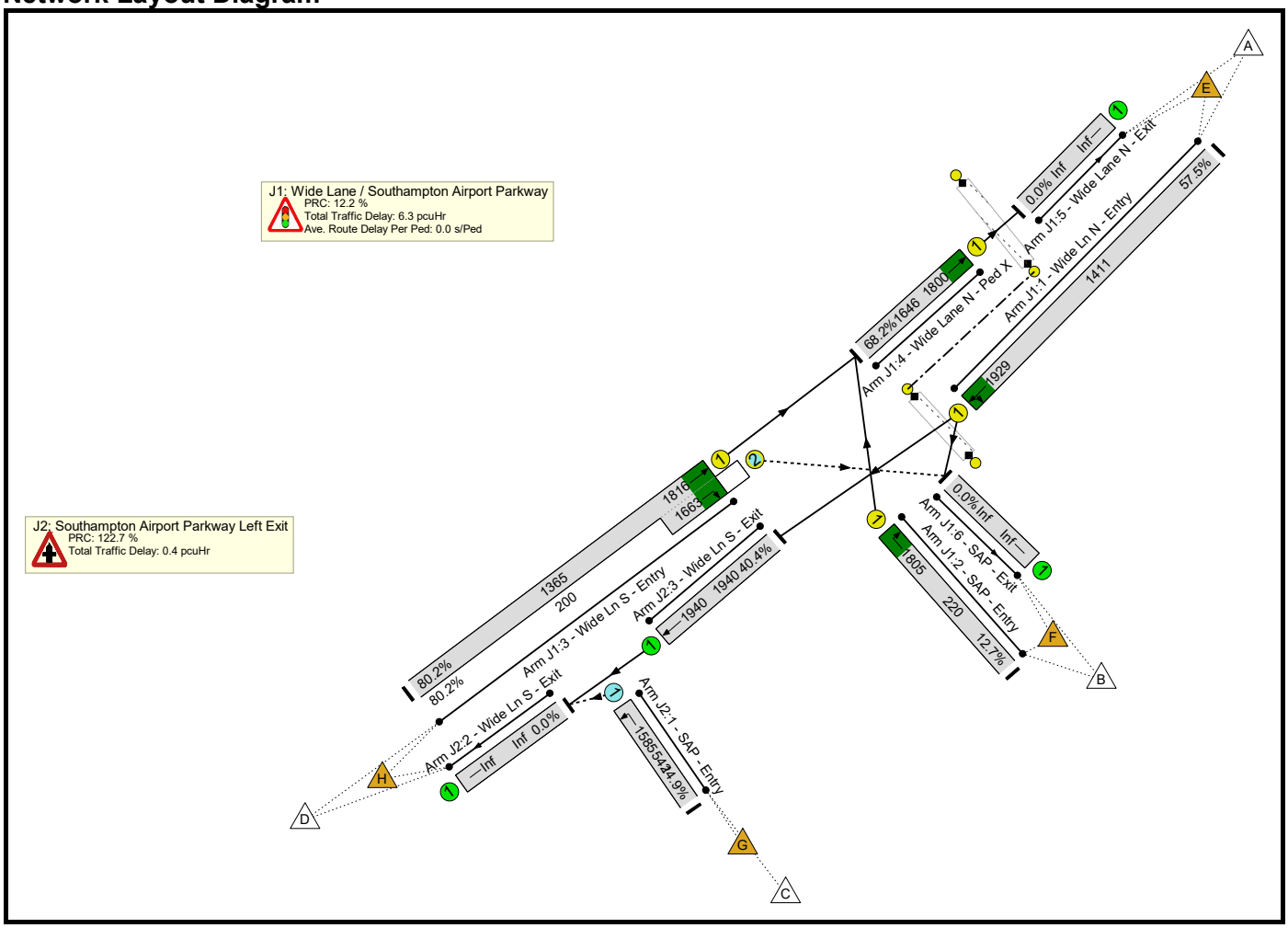
Total Delay for Signalled Lanes (pcuHr): 5.40
Total Delay Over All Lanes(pcuHr): 6.17

Cycle Time (s): 78

Basic Results Summary

Scenario 3: 'FB 2025 AM' (FG3: 'FB 2025 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**80.2%**	**221**	**16**	**4**	**6.7**	-	-
J1: Wide Lane / Southampton Airport Parkway	-	-	-		-	-	-	-	-	-	**80.2%**	**140**	**16**	**4**	**6.3**	-	-
1/1	Wide Ln N - Entry Left Ahead	U	B		1	49	-	811	1929	1411	57.5%	-	-	-	1.8	8.1	9.0
2/1	SAP - Entry Right	U	C		1	12	-	28	1805	220	12.7%	-	-	-	0.3	41.5	0.6
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	A	D	1	59	4	1255	1816:1663	1365+200	80.2 : 80.2%	140	16	4	3.0	8.7	13.1
4/1	Wide Lane N - Ped X Ahead	U	E		1	64	-	1123	1800	1646	68.2%	-	-	-	1.1	3.5	2.6
Ped Link: P1	Unnamed Ped Link	-	F		1	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	G		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Southampton Airport Parkway Left Exit	-	-	-		-	-	-	-	-	-	**40.4%**	**81**	**0**	**0**	**0.4**	-	-
1/1	SAP - Entry Left	O	-		-	-	-	81	1585	542	14.9%	81	0	0	0.1	3.9	0.1
3/1	Wide Ln S - Exit Ahead	U	-		-	-	-	784	1940	1940	40.4%	-	-	-	0.3	1.6	0.3

C1

PRC for Signalled Lanes (%): 12.2
PRC Over All Lanes (%): 12.2

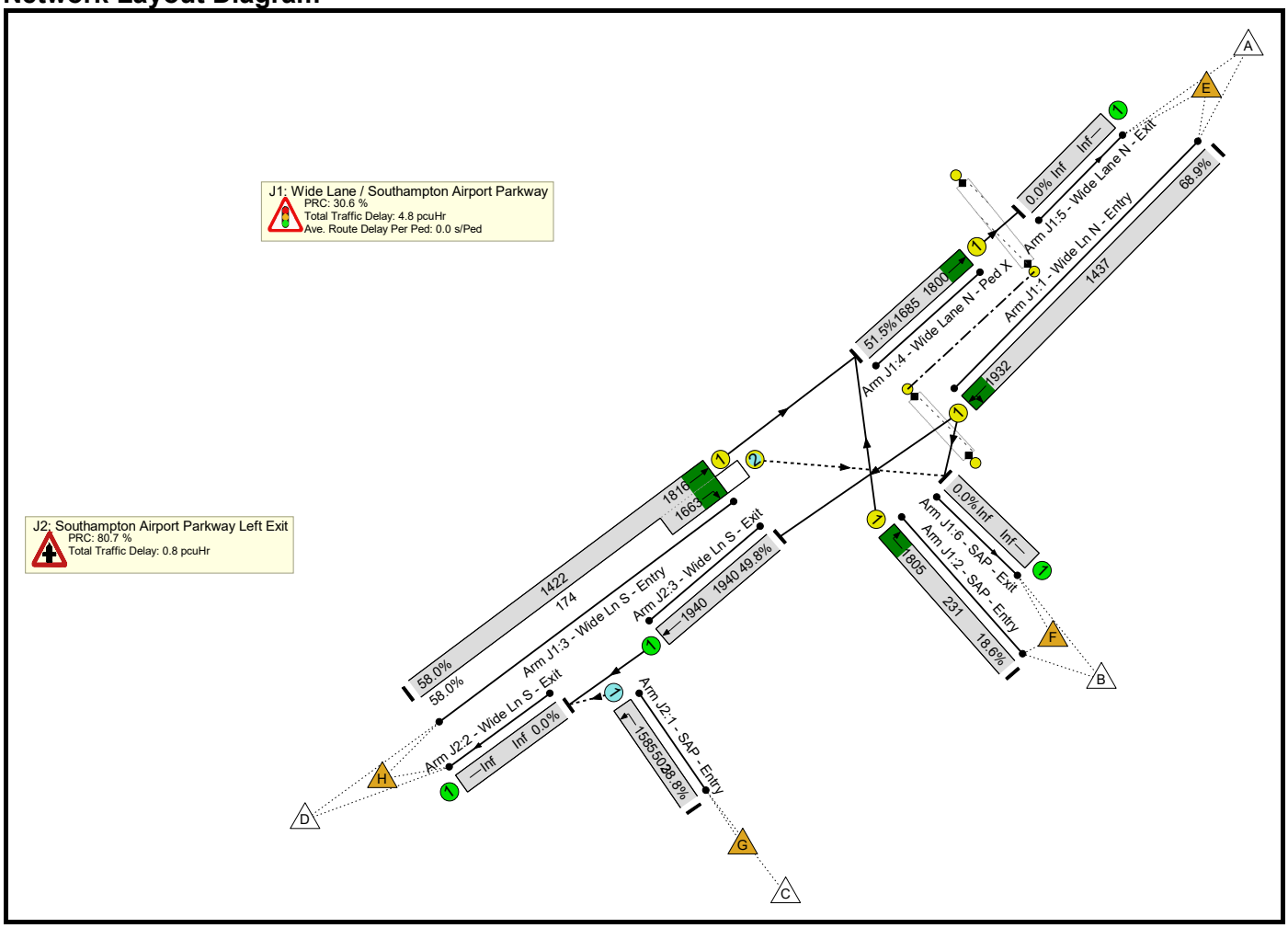
Total Delay for Signalled Lanes (pcuHr): 6.27
Total Delay Over All Lanes(pcuHr): 6.70

Cycle Time (s): 82

Basic Results Summary

Scenario 4: 'FB 2025 PM' (FG4: 'FB 2025 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**68.9%**	**283**	**10**	**3**	**5.6**	-	-
J1: Wide Lane / Southampton Airport Parkway	-	-	-		-	-	-	-	-	-	**68.9%**	**88**	**10**	**3**	**4.8**	-	-
1/1	Wide Ln N - Entry Left Ahead	U	B		1	45	-	990	1932	1437	68.9%	-	-	-	2.5	9.3	12.4
2/1	SAP - Entry Right	U	C		1	12	-	43	1805	231	18.6%	-	-	-	0.5	40.0	0.9
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	A	D	1	55	4	925	1816:1663	1422+174	58.0 : 58.0%	88	10	3	1.2	4.7	4.8
4/1	Wide Lane N - Ped X Ahead	U	E		1	60	-	867	1800	1685	51.5%	-	-	-	0.6	2.3	1.4
Ped Link: P1	Unnamed Ped Link	-	F		1	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	G		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Southampton Airport Parkway Left Exit	-	-	-		-	-	-	-	-	-	**49.8%**	**195**	**0**	**0**	**0.8**	-	-
1/1	SAP - Entry Left	O	-		-	-	-	195	1585	502	38.8%	195	0	0	0.3	5.8	0.3
3/1	Wide Ln S - Exit Ahead	U	-		-	-	-	966	1940	1940	49.8%	-	-	-	0.5	1.8	0.5

C1

PRC for Signalled Lanes (%): 30.6
PRC Over All Lanes (%): 30.6

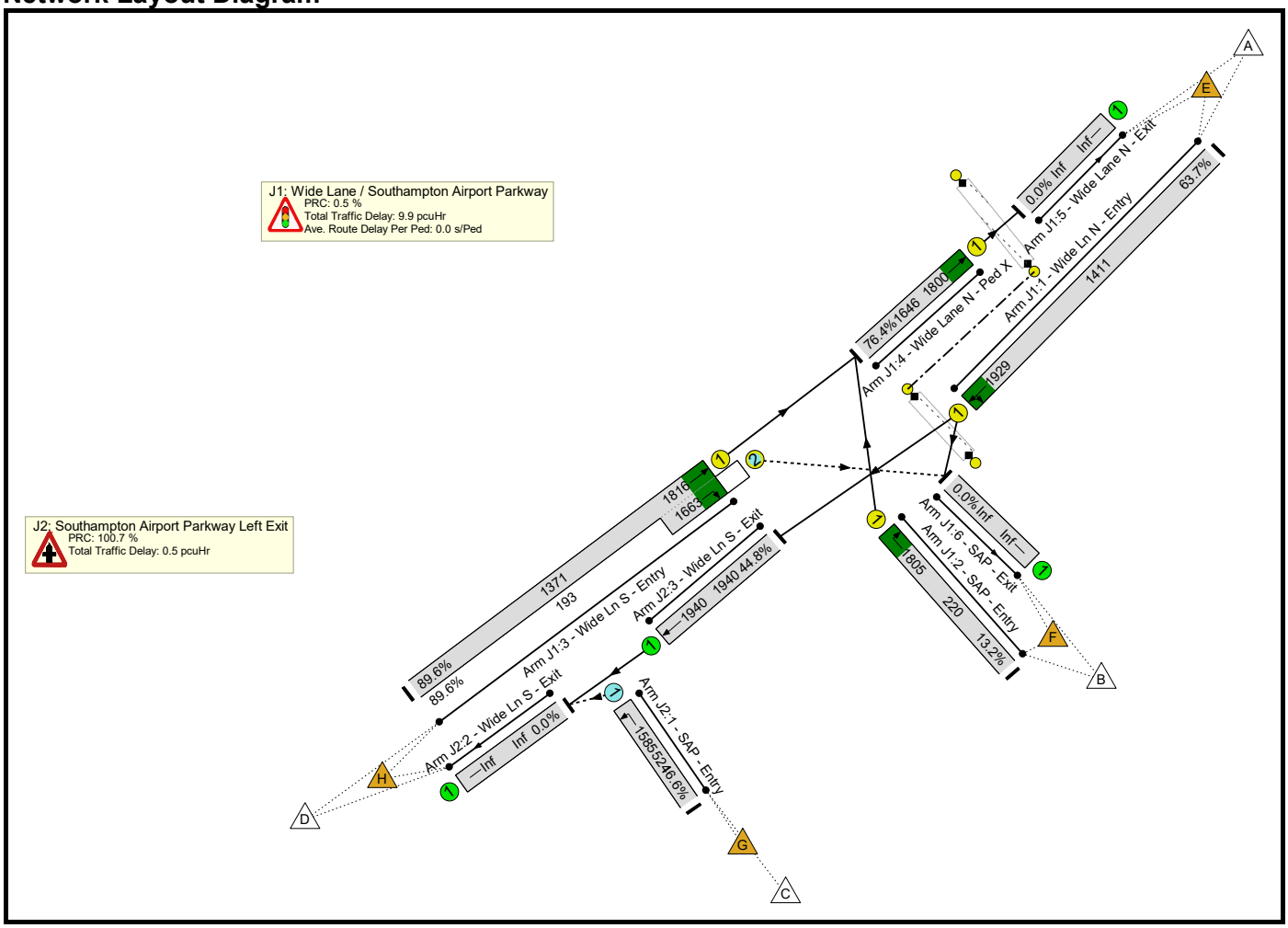
Total Delay for Signalled Lanes (pcuHr): 4.78
Total Delay Over All Lanes(pcuHr): 5.59

Cycle Time (s): 78

Basic Results Summary

Scenario 5: 'FB 2036 AM' (FG7: 'FB 2036 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**89.6%**	**239**	**17**	**4**	**10.4**	-	-
J1: Wide Lane / Southampton Airport Parkway	-	-	-		-	-	-	-	-	-	**89.6%**	**152**	**17**	**4**	**9.9**	-	-
1/1	Wide Ln N - Entry Left Ahead	U	B		1	49	-	899	1929	1411	63.7%	-	-	-	2.3	9.0	11.1
2/1	SAP - Entry Right	U	C		1	12	-	29	1805	220	13.2%	-	-	-	0.3	41.6	0.7
3/1+3/2	Wide Ln S - Entry Ahead Right	U+O	A	D	1	59	4	1401	1816:1663	1371+193	89.6 : 89.6%	152	17	4	5.6	14.5	22.1
4/1	Wide Lane N - Ped X Ahead	U	E		1	64	-	1257	1800	1646	76.4%	-	-	-	1.6	4.7	3.1
Ped Link: P1	Unnamed Ped Link	-	F		1	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	G		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
J2: Southampton Airport Parkway Left Exit	-	-	-		-	-	-	-	-	-	**44.8%**	**87**	**0**	**0**	**0.5**	-	-
1/1	SAP - Entry Left	O	-		-	-	-	87	1585	524	16.6%	87	0	0	0.1	4.1	0.1
3/1	Wide Ln S - Exit Ahead	U	-		-	-	-	870	1940	1940	44.8%	-	-	-	0.4	1.7	0.4

C1

PRC for Signalled Lanes (%): 0.5
PRC Over All Lanes (%): 0.5

Total Delay for Signalled Lanes (pcuHr): 9.88
Total Delay Over All Lanes(pcuHr): 10.38

Cycle Time (s): 82