**APPENDIX M.** Pedestrian and Cycle Demand Assessment Results

# Land East of Newgate Lane East - Pedestrian and Cycle Demand Assessment Table 1 - Walking Distance to Key Facilities Table from TA

			Total Distance	4				
Facility	Destination	Route A1 - Brookers Lane	Route A2 - Woodcot Lane via Brookers	Route B1 – PROW	Route B2 – PROW	Route C – Newgate Lane East	Route D - East to Tukes Av (Northern Parcel)	Shortest Distance
	Peel Common Junior School	770	980	2,090	1,880	1,170	1,575	770
	Peel Common Nursery	800	1,000	2,190	1,980	1,270	1,675	800
	Holbrook Primary School	1,050	1,230	1,690	1,480	1,470	1,225	1,050
	Badger Pre-School	1,300	1,530	1,990	1,780	1,670	1,475	1,300
	Woodcot Primary School	1,500	1,730	840	650	1,570	425	425
	Baycroft School	2,400	2,330	3,490	3,480	2,370	3,175	2,330
Education	Crofton Secondary School	2,400	2,330	3,590	3,580	2,470	3,275	2,330
	Bridgemary School	1,450	1,630	2,190	1,980	1,870	1,675	1,450
	Crofton Anne Dale Infant School	3,600	3,530	4,890	4,880	3,770	4,475	3,530
	Crofton Anne Dale Junior School	3,900	3,530	5,190	5,080	3,970	4,775	3,530
	Wallisdean Infant School	4,500	4,130	3,590	3,680	3,670	3,875	3,590
	Wallisdean County Junior School	4,200	4,030	3,290	3,380	3,270	3,475	3,270
	Fareham Academy	3,700	3,630	2,790	2,880	2,870	2,975	2,790
	HMS Collingwood	1,900	1,730	890	1,080	1,020	1,175	890
	Newgate Lane Industrial Estate	2,500	2,330	1,490	1,580	1,670	1,775	1,490
	Solent Enterprises Zone	2,100	1,830	3,290	3,280	2,170	2,975	1,830
Employment	Gosport Business Centre	2,500	2.630	3.090	2.880	2.870	2.675	2,500
	Fareham Business Park	2,600	2.630	1.590	1.380	2.270	1.375	1,375
	Frater Gate Business Park	2,900	3.030	2.790	2.580	3.270	2.575	2,575
	Vector Aerospace	2,900	3.030	2.590	2.380	3.270	2.375	2.375
	Brookers Field Recreation Ground	600	630	1.990	1,780	1.020	1.475	600
	Carisbrooke Arms Public House	1.200	1.380	1.990	1,780	1.570	1.475	1.200
	Lee-On-The-Solent Golf Club	1,800	1.930	3.090	3.080	1.970	2.675	1.800
	Bridgemary Library	1.800	2.030	2,490	2,280	2.170	1 975	1.800
Leisure	Fleetlands Golf Club	2,100	2,230	1,790	1.580	2.470	1.575	1.575
	Bridgemary Park	2,200	2,380	2,090	1.880	2.570	1.875	1.875
	Fleetlands Football Club	2,400	2,530	1,590	1.380	2.270	1.375	1.375
-	Gosport Leisure Centre	3,100	3.230	3,390	3,180	3.570	3.175	3.100
	Tukes Avenue Shops	1,150	1.330	1,490	1,280	1.370	975	975
-	Carisbrooke Precinct	1,300	1,530	1,990	1,780	1,570	1.575	1,300
-	Nobes Avenue Local Centre	1,500	1,530	1,690	1,480	1,870	1,225	1,300
Retail	Collingwood Retail Park	2,300	2.480	1,340	1,480	1,370	1,223	1,223
//com	Speedfields Park	1,900	2,480	940	1,480	1,370	1,575	940
	Brewers Lane Stores	1,900	1,980	2 590	2 380	2.270	2.075	1,800
-	Stubbington Village Centre	3.000	2.880	4.190	4,180	3.070	3.875	2,880
	Bridgemary Medical Centre	3,000	1,630	4,190	4,180	1.870	3,8/5	1.175
Health	Rowner Health Care	2,200	2.330	3.190	2,980	2.570	2.675	2,200
ricait/l		2,200	2,330	3,190	2,980		1.225	2,200
	Fareham Road Surgery					2,070		425
	Tukes Avenue Bus Stop	950	1,130	890	680	1,370	425	425
ransport	Newgate Lane East Bus Stop	1,450 2.100	530 2.230	1,090	1,280 880	570	1,375 975	530
	Henry Cort Way Bus Stop					1,770		
	Fareham Rail Station	4,200	4,130	3,290	3,480	3,370	3,575	3,290

>2,500m Walk

Land East of Newgate Lane East - Pedestrian and Cycle Demand Asses	sment

Table 2 - NTS / Census Base	d Multi-Modal Demand		
	Number Dwellings	375	Planning Application
	Average Household Size (people)	2.54	Census 2011 - Fareham Borough (Lo
	Number Residents	952.50	
To	otal Annual Trips Per Person (all modes)	953	NTS0409 (2019)
	Total Annual Trips (all modes)	907732.5	Based on number of residents
	Total Daily Trips (all modes)	2487	Based on 365 Days
Walking Trips	26.2%	652	NTS0303 (2019)
Cycling Trips	1.7%	42	NTS0303 (2019)
Local Bus Trips	3.3%	83	NTS0303 (2019)
Surface Rail Trips	2.2%	55	NTS0303 (2019)

Number dwellings	375	Planning Application
Number Primary Pupils	112.5	Based on 30 Primary Pupils per 100 Dwellings
Number Secondary Pupils	78.75	Based on 21 Primary Pupils per 100 Dwellings
Proportion of Primary Pupils	59%	http://documents.hants.gov.uk/education/HampshireSchoolPlacePlan20
Proportion Secondary Pupils	41%	17-2021.pdf

Table 4 - Walk Trips Journey Purpose Escort Education Wal 20.62% Walking Trips - Journey Purpose (2019 NT50409)

Escort Education Wal 20.62%			
Walking Trips - Journey Purpose (2019 NTS0409)		Walk Trips - NTS	Walk Trips - TRICS
Education - Primary (60%)	12.1%	79	65
Education Secondary (40%)	8.5%	55	46
Commuting and Business	7.7%	50	41
Other / Leisure	40.3%	263	217
Shopping	18.4%	120	99
Other Escort and Personal Business	13.0%	85	70
Total Trips	100.0%	652	539

Table 5 - Cycle Trips Journey Purpose NTS Escort Education Cycl 10.07%

Cycle Trips - Journey Purpose (2018 NTS0409)			Cycle Trips - NTS	Cycle Trips - TRICS
Education - Prim	ary (60%)	5.9%	3	4
Education Second	tary (40%)	4.1%	2	3
Commuting and	Business	36.3%	15	25
Other / Lek	sure	33.8%	14	23
Shoppin	g	12.5%	5	9
Other Escort and Per	sonal Business	7.4%	3	5
Total Tri	95	100.0%	42	69
Table 6 - TRICS Multi Modal Assessment (Mixed	Private and Affordable Housing) 12hr			
Pedestrian Trip Rate	0.683	0.753	1.436	

 Cyclist Trip Rate
 0.09
 0.093
 0.183

 Bus Dassengent Trip Atel
 0.086
 0.086
 0.182

 Rail Passengent Trip Rate
 0.092
 0.029
 0.015

 Total 12 Mr
 Pedestrain Trips
 256
 282
 539

 Cyclist Trip for
 34
 35
 69

 Bus Passengens
 32
 36
 68

Note: 2019 NTS Data used due to COVID impacts on travel patterns in NTS2020 Note: TRICS Multi-Modal Data applies Mixed Private / Affordable dwellings

Table 8 - Route Distance difference from Shortest Route Available

			Total Distance	e to Facility (including int	ternal walk to centre of site)			
Facility	Destination	Route A1 - Brookers Lane	- Woodcot Lane via Brookers	Route B1 – PROW	Route B2 – PROW	Route C – Newgate Lane East	– East to Tukes Av (Northern Parrel)	Shortest Distance
	Peel Common Junior School	770	980	2,090	1,880	1,170	1,575	770
Education	Woodcot Primary School	1,500	1,730	840	650	1,570	425	425
Luucation	Baycroft School	2,400	2,330	3,490	3,480	2,370	3,175	2,330
	Bridgemary School	1,450	1,630	2,190	1,980	1,870	1,675	1,450
HMS Collingwood	1,900	1,730	890	1,080	1,020	1,175	890	
	Newgate Lane Industrial Estate	2,500	2,330	1,490	1,580	1,670	1,775	1,490
Employment	Solent Enterprises Zone	2,100	1,830	3,290	3,280	2,170	2,975	1,830
	Fareham Business Park	2,600	2,630	1,590	1,380	2,270	1,375	1,375
	Vector Aerospace	2,900	3,030	2,590	2,380	3,270	2,375	2,375
	Brookers Field Recreation Ground	600	630	1.990	1.780	1.020	1.475	600
	Carisbrooke Arms Public House	1,200	1,380	1,990	1,780	1,570	1,475	1,200
	Lee-On-The-Solent Golf Club	1,800	1,930	3,090	3,080	1,970	2,675	1,800
Leisure	Bridgemary Library	1,800	2,030	2,490	2,280	2,170	1,975	1,800
	Fleetlands Golf Club	2,100	2,230	1,790	1,580	2,470	1,575	1,575
	Bridgemary Park	2.200	2.380	2.090	1.880	2.570	1.875	1.875
	Fleetlands Football Club	2,400	2,530	1,590	1,380	2,270	1,375	1,375
	Tukes Avenue Shops	1,150	1,330	1,490	1,280	1,370	975	975
	Carisbrooke Precinct	1.300	1.530	1.990	1.780	1.670	1.575	1.300
	Nobes Avenue Local Centre	1.500	1.680	1.690	1.480	1.870	1.225	1.225
Retail	Collingwood Retail Park	2.300	2,480	1.340	1.480	1.370	1.575	1.340
	Speedfields Park	1,900	2,130	940	1,080	1,020	1,175	940
	Brewers Lane Stores	1.800	1.980	2.590	2.380	2.270	2.075	1.800
	Bridgemary Medical Centre	1.500	1.630	1.590	1.380	1.870	1.175	1.175
Health	Rowner Health Care	2.200	2.330	3.190	2.980	2.570	2.675	2.200
	Fareham Road Surgery	2,400	2,530	1,390	1.180	2.070	1.225	1.180
	Tukes Avenue Bus Stop	950	1.130	890	680	1.370	425	425
Transport	Newgate Lane East Bus Stop	1.450	530	1.090	1.280	570	1.375	530
–	Henry Cort Way Bus Stop	2.100	2.230	1.090	880	1.770	975	880

Note: Facilities over 2.5km excluded. Two primary and Secondary education facilities included.

Table 7 - Filtered Key Walking Facilities

		Total Distance to Facility (including internal walk to centre of site)							
Facility	Destination	Route A1 - Brookers Lane	Route A2 - Woodcot Lane via	Route B1 – PROW	Route B2 – PROW	Route C – Newgate Lane East	Route D – East to Tukes Av (Northern	Proportion of sar trip purpose	
	Peel Common Junior School	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	50%	
Education	Woodcot Primary School	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	50%	
Education	Baycroft School	30.00%	40.00%	0.00%	0.00%	30.00%	0.00%	50%	
	Bridgemary School	60.00%	0.00%	0.00%	0.00%	0.00%	40.00%	50%	
	HMS Collingwood	0.00%	0.00%	60.00%	0.00%	40.00%	0.00%		
Employment / Business	Newgate Lane Industrial Estate	0.00%	0.00%	60.00%	0.00%	40.00%	0.00%		
	Solent Enterprises Zone	0.00%	70.00%	0.00%	0.00%	30.00%	0.00%		
	Fareham Business Park	0.00%	0.00%	0.00%	40.00%	0.00%	60.00%		
	Vector Aerospace	0.00%	0.00%	0.00%	40.00%	0.00%	60.00%		
	Sub Total	0.00%	14.00%	24.00%	16.00%	22.00%	24.00%		
	Brookers Field Recreation Ground	80.00%	20.00%	0.00%	0.00%	0.00%	0.00%		
	Carisbrooke Arms Public House	60.00%	0.00%	0.00%	0.00%	0.00%	40.00%		
	Lee-On-The-Solent Golf Club	20.00%	70.00%	0.00%	0.00%	10.00%	0.00%		
	Bridgemary Library	70.00%	0.00%	0.00%	0.00%	0.00%	30.00%		
Leisure	Fleetlands Golf Club	0.00%	0.00%	0.00%	40.00%	0.00%	60.00%		
	Bridgemary Park	0.00%	0.00%	0.00%	40.00%	0.00%	60.00%		
	Fleetlands Football Club	0.00%	0.00%	0.00%	40.00%	0.00%	60.00%		
	Sub Total	32.86%	12.86%	0.00%	17.14%	1.43%	35.71%		
	Tukes Avenue Shops	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%		
	Carisbrooke Precinct	50.00%	0.00%	0.00%	0.00%	0.00%	50.00%		
	Nobes Avenue Local Centre	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%		
Leisure	Collingwood Retail Park	0.00%	0.00%	80.00%	10.00%	10.00%	0.00%		
	Speedfields Park	0.00%	0.00%	80.00%	10.00%	10.00%	0.00%		
	Brewers Lane Stores	75.00%	0.00%	0.00%	0.00%	0.00%	25.00%		
	Sub Total	20.83%	0.00%	26.67%	3.33%	3.33%	45.83%		
	Bridgemary Medical Centre	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%		
Personal	Rowner Health Care	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%		
Business	Fareham Road Surgery	0.00%	0.00%	0.00%	60.00%	0.00%	40.00%		
	Sub Total	33.33%	0.00%	0.00%	20.00%	0.00%	46.67%		
-	Tukes Avenue Bus Stop	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	30%	
Transport	Newgate Lane East Bus Stop	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	10%	
	Henry Cort Way Bus Stop	0.00%	0.00%	0.00%	70.00%	0.00%	30.00%	60%	

Route A - Brookers Lane	- Woodcot Lane via	Route B1 – PROW	Route B2 – PROW	Route C – Newgate Lane East	Route D – East to Tukes Av (Northern Parcel)
0	210	1,320	1,110	400	805
1,075	1,305	415	225	1,145	0
70	0	1,160	1,150	40	845
0	180	740	530	420	225
1,010	840	0	190	130	285
1,010	840	0	90	180	285
270	0	1,460	1,450	340	1,145
1,225	1,255	215	5	895	0
525	655	215	5	895	0
0	30	1,390	1,180	420	875
0	180	790	580	370	275
0	130	1,290	1,280	170	875
0	230	690	480	370	175
525	655	215	5	895	0
325	505	215	5	695	0
1,025	1,155	215	5	895	0
175	355	515	305	395	0
0	230	690	480	370	275
275	455	465	255	645	0
960	1,140	0	140	30	235
960	1,190	0	140	80	235
0	180	790	580	470	275
325	455	415	205	695	0
0	130	990	780	370	475
1,220	1,350	210	0	890	45
525	705	465	255	945	0
920	0	560	750	40	845
1.220	1.350	210	0	890	95

Shortest Route

Walking Trips	Route A1 - Brookers Lane	Route A2 - Woodcot Lane via Brookers	Route B1 – PROW	Route B2 – PROW	Route C – Newgate Lane East	Route D – East to Tukes Av (Northern Parcel)
Education - Primary 1	40	0	0	0	0	0
Education - Primary 2	0	0	0	0	0	40
Education Secondary 1	8	11	0	0	8	0
Education Secondary 2	17	0	0	0	0	11
Commuting and Business	0	7	12	8	11	12
Other / Leisure	86	34	0	45	4	94
Shopping	25	0	32	4	4	55
Other Escort and Personal Business	28	0	0	17	0	39
Total Trips	204	52	44	74	27	251
% Trips	31.3%	8.0%	6.8%	11.3%	4.2%	38.5%
Bus Trips - Tukes Avenue Stop	0	0	0	0	0	25
Bus Trips - Newgate Lane Stop	0	0	0	0	8	0
Bus Trips - Henry Cort Way	0	0	0	35	0	15
Rail Trips						
Total Route Assignment	204	52	44	109	35	291
Route Proportion	27.8%	7.1%	6.0%	14.8%	4.8%	39.6%

Walking Trips	Route A1 - Brookers Lane	Route A2 - Woodcot Lane via Brookers	Route B1 – PROW	Route B2 – PROW	Route C – Newgate Lane East	Route D – East to Tukes Av (Northern Parcel)
Education - Primary 1	33	0	0	0	0	0
Education - Primary 2	0	0	0	0	0	33
Education Secondary 1	7	9	0	0	7	0
Education Secondary 2	14	0	0	0	0	9
Commuting and Business	0	6	10	7	9	10
Other / Leisure	71	28	0	37	3	78
Shopping	21	0	26	3	3	45
Other Escort and Personal Business	23	0	0	14	0	33
Total Trips	169	43	36	61	22	207
% Trips	31.3%	8.0%	6.8%	11.3%	4.2%	38.5%
Bus Trips - Tukes Avenue Stop	0	0	0	0	0	20
Bus Trips - Newgate Lane Stop	0	0	0	0	7	0
Bus Trips - Henry Cort Way	0	0	0	29	0	12
Rail Trips						
Total Route Assignment	169	43	36	90	29	240
Route Proportion	27.8%	7.1%	6.0%	14.8%	4.8%	39.6%

		Total Distance to Facility (including internal walk to centre of site)							
Facility	Destination	Route A1 - Brookers Lane	Route A2 - Woodcot Lane via Brookers	Route B1 – PROW	Route B2 – PROW	Route C – Newgate Lane East	Route D – East to Tukes Av (Northern Parcei)	Proportion of same trip purpose	
	Peel Common Junior School	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	50%	
Education	Woodcot Primary School	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	50%	
Education	Baycroft School	0.00%	40.00%	0.00%	0.00%	60.00%	0.00%	50%	
	Bridgemary School	50.00%	0.00%	0.00%	0.00%	0.00%	50.00%	50%	
	HMS Collingwood	0.00%	0.00%	50.00%	30.00%	20.00%	0.00%		
Employment /Business	Newgate Lane Industrial Estate	0.00%	0.00%	60.00%	40.00%	0.00%	0.00%		
	Solent Enterprises Zone	0.00%	30.00%	0.00%	0.00%	70.00%	0.00%		
	Gosport Business Centre	30.00%	0.00%	0.00%	0.00%	0.00%	70.00%		
	Fareham Business Park	0.00%	0.00%	0.00%	40.00%	0.00%	60.00%		
	Frater Gate Business Park	0.00%	0.00%	0.00%	40.00%	0.00%	60.00%		
	Vector Aerospace	0.00%	0.00%	0.00%	40.00%	0.00%	60.00%		
	Sub Total	4%	4%	16%	27%	13%	36%		
	Brookers Field Recreation Ground	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%		
	Carisbrooke Arms Public House	60.00%	0.00%	0.00%	0.00%	0.00%	40.00%		
	Lee-On-The-Solent Golf Club	0.00%	70.00%	0.00%	0.00%	30.00%	0.00%		
	Bridgemary Library	40.00%	0.00%	0.00%	0.00%	0.00%	60.00%		
Leisure	Fleetlands Golf Club	0.00%	0.00%	0.00%	40.00%	0.00%	60.00%		
	Bridgemary Park	0.00%	0.00%	0.00%	40.00%	0.00%	60.00%		
	Fleetlands Football Club	0.00%	0.00%	0.00%	40.00%	0.00%	60.00%		
	Gosport Leisure Centre	0.00%	0.00%	0.00%	40.00%	0.00%	60.00%		
	Sub Total	25%	9%	0%	20%	4%	43%		
	Tukes Avenue Shops	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%		
	Carisbrooke Precinct	50.00%	0.00%	0.00%	0.00%	0.00%	50.00%		
	Nobes Avenue Local Centre	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%		
Retail	Collingwood Retail Park	0.00%	0.00%	70.00%	30.00%	0.00%	0.00%		
THE LAST	Speedfields Park	0.00%	0.00%	70.00%	30.00%	0.00%	0.00%		
	Brewers Lane Stores	60.00%	0.00%	0.00%	0.00%	0.00%	40.00%		
	Stubbington Village Centre	0.00%	40.00%	0.00%	0.00%	60.00%	0.00%		
	Sub Total	16%	6%	20%	9%	9%	41%		
	Bridgemary Medical Centre	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%		
	Rowner Health Care	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%		
	Fareham Road Surgery	0.00%	0.00%	0.00%	60.00%	0.00%	40.00%		
	Tukes Avenue Bus Stop	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%		
Personal Business	Newgate Lane East Bus Stop	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	10%	
	Henry Cort Way Bus Stop	0.00%	0.00%	0.00%	60.00%	0.00%	40.00%	30%	
	Fareham Rail Station	0.00%	0.00%	60.00%	40.00%	0.00%	0.00%	60%	
	Sub Total	14%	0%	9%	23%	14%	40%		

### Table 14 - Cycle Trips Using NTS Data

Table 13 - Cycle Trip Assignment

Walking Trips	Route A1 - Brookers Lane	Route A2 - Woodcot Lane via Brookers	Route B1 - PROW	Route B2 – PROW	Route C – Newgate Lane East	Route D – East to Tukes Av (Northern Parcel)
Education - Primary 1	1	0	0	0	0	0
Education - Primary 2	0	0	0	0	0	1
Education Secondary 1	0	0	0	0	1	0
Education Secondary 2	0	0	0	0	0	0
Commuting and Business	1	1	2	4	2	5
Other / Leisure	4	1	0	3	1	6
Shopping	1	0	1	0	0	2
Other Escort and Personal Business	0	0	0	1	0	1
Total Trips	7	3	4	8	4	17
% Trips	17.0%	6.1%	8.8%	19.4%	9.3%	39.4%

### Table 15 - Cycle Trips Using TRICS Data Route A2 - Woodcot Lane via Brookers 0 0 Route C Route D - East to Tukes Av - East to Tukes Av 0 0 0 2 Route A1 - Brookers Lane 2 0 Walking Trips Route B1 - PROW Route B2 - PROW Education - Primary 1 Education - Primary 2 Education Secondary 1 Education Secondary 1 Education Secondary 2 Community and Business Other / Leisure Shopping Other Escort and Personal Business Total Trios % Trips 17.0% 6.1% 19.4% 8.8% 9.3% 39.4%

		Route A2				Route D	
	Route A1	- Woodcot Lane via	Route B1	Route B2	Route C	- East to Tukes Av	Total Trips
	- Brookers Lane	Brookers	- PROW	- PROW	<ul> <li>Newgate Lane East</li> </ul>	(Northern Parcel)	
Walking Trips (incl Walk to Public Transport)	204	52	44	109	35	291	735
Cycle Trips	7	3	4	8	4	17	42
Total Trips	211	54	48	117	39	307	777
% Trips	27.2%	7.0%	6.1%	15.0%	5.1%	39.6%	100.0%

Table 17 - Total Trip Demand Using TRICS Data							
	Route A1 - Brookers Lane	Route A2 - Woodcot Lane via Brookers	Route B1 - PROW	Route B2 – PROW	Route C – Newgate Lane East	Route D – East to Tukes Av (Northern Parcel)	Total Trips
Walking Trips (incl Walk to Public Transport)	169	43	36	90	29	240	607
Cycle Trips	12	4	6	13	6	27	69
Total Trips	180	47	42	103	36	267	675
% Trips	26.7%	7.0%	6.3%	15.3%	5.3%	39.6%	100.0%

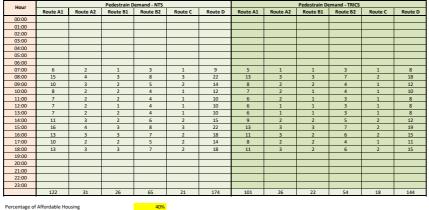
### Land East of Newgate Lane East - Pedestrian and Cycle Demand Profile - January 2022

## PRIVATE HOUSES Pedestrian Demand Profile Cyclist Demand Profile In Out Total % 00:00 06:00 0 0 0 0 0 0 07:00 0.012 0.024 0.036 5.7% 0.005 0.007 0.012 9.30% 08:00 0.026 0.059 0.085 12.45% 0.006 0.013 0.021 16.28% 09:00 0.022 0.028 0.055 8.05% 0 0.002 0.002 1.55% 10:00 0.022 0.024 0.046 6.73% 0.002 0.004 0.006 4.55% 11:00 0.019 0.021 0.04 5.86% 0.002 0.005 0.007 5.43% 12:00 0.022 0.038 5.5% 0.003 0.006 4.5% 13:00 0.017 0.022 0.038 5.5% 0.001 0.003 2.33% 14:00 0.026 0.033 0.058 4.0033 0.006 4.55% 15:00 0.056 0.032 0.072 10.54% 0.001 0.003 1.37% </t 06:00 07:00 08:00 0.343 0.34 0.683 100.00% 0.062 0.067 0.129 100.00%

### AFFORDABLE HOUSES

Hour	Pe	destrian D	emand Pro	file		Cyclist Den	nand Profil	e
noui	In	Out	Total	%	In	Out	Total	%
00:00								
01:00								
02:00								
03:00								
04:00								
05:00								
06:00								
07:00	0.04	0.091	0.131	2.96%	0	0	0	0.00%
08:00	0.081	0.455	0.536	12.11%	0.01	0.03	0.04	30.779
09:00	0.152	0.162	0.314	7.09%	0.01	0.01	0.02	15.389
10:00	0.162	0.202	0.364	8.22%	0.01	0	0.01	7.69%
11:00	0.121	0.192	0.313	7.07%	0	0	0	0.00%
12:00	0.222	0.111	0.333	7.52%	0	0	0	0.00%
13:00	0.091	0.091	0.182	4.11%	0	0	0	0.00%
14:00	0.182	0.172	0.354	8.00%	0	0	0	0.00%
15:00	0.424	0.182	0.606	13.69%	0.03	0.01	0.04	30.779
16:00	0.141	0.152	0.293	6.62%	0	0.01	0.01	7.69%
17:00	0.364	0.253	0.617	13.94%	0.01	0	0.01	7.69%
18:00	0.202	0.182	0.384	8.67%	0	0	0	0.00%
19:00								
20:00								
21:00								
22:00								
23:00								
	2.182	2.245	4.427	100.00%	0.07	0.06	0.13	100.00

Total Pedestrian Demand



	Androidable no	0	Pedestrain D	emand - NTS					Pedestrain De	emand - TRICS		
Hour	Route A1	Route A2	Route B1	Route B2	Route C	Route D	Route A1	Route A2	Route B1	Route B2	Route C	Route D
00:00												
01:00												
02:00												
03:00												
04:00												
05:00												
06:00												
07:00	2	1	1	1	0	3	2	1	0	1	0	3
08:00	10	3	2	5	2	14	8	2	2	4	1	12
09:00	6	1	1	3	1	8	5	1	1	3	1	7
10:00	7	2	1	4	1	10	6	1	1	3	1	8
11:00	6	1	1	3	1	8	5	1	1	3	1	7
12:00	6	2	1	3	1	9	5	1	1	3	1	7
13:00	3	1	1	2	1	5	3	1	1	1	0	4
14:00	7	2	1	3	1	9	5	1	1	3	1	8
15:00	11	3	2	6	2	16	9	2	2	5	2	13
16:00	5	1	1	3	1	8	4	1	1	2	1	6
17:00	11	3	2	6	2	16	9	2	2	5	2	13
18:00	7	2	2	4	1	10	6	1	1	3	1	8
19:00												
20:00												
21:00												
22:00												
23:00												
	82	21	18	43	14	116	67	17	15	36	12	96

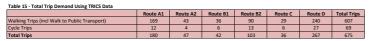
Hour			Cycle Den	nand - NTS			Cycle Demand - TRICS					
noui	Route A1	Route A2	Route B1	Route B2	Route C	Route D	Route A1	Route A2	Route B1	Route B2	Route C	R
00:00												
01:00												
02:00												
03:00												
04:00												
05:00												
06:00												
07:00	0	0	0	0	0	1	1	0	0	1	0	
08:00	1	0	0	1	0	2	1	0	1	1	1	
09:00	0	0	0	0	0	0	0	0	0	0	0	
10:00	0	0	0	0	0	0	0	0	0	0	0	
11:00	0	0	0	0	0	1	0	0	0	0	0	
12:00	0	0	0	0	0	1	0	0	0	1	0	
13:00	0	0	0	0	0	0	0	0	0	0	0	
14:00	0	0	0	0	0	0	0	0	0	0	0	
15:00	0	0	0	0	0	1	1	0	0	1	0	
16:00	1	0	0	1	0	1	1	0	1	1	1	
17:00	1	0	0	1	0	1	1	0	1	1	1	
18:00	1	0	0	1	0	1	1	0	0	1	0	
19:00												
20:00												
21:00												
22:00												
23:00												
	4	2	2	5	2	10	7	2	4	8	4	

Hour			Cycle Den	nand - NTS			Cycle Demand - TRICS						
	Route A1	Route A2	Route B1	Route B2	Route C	Route D	Route A1	Route A2	Route B1	Route B2	Route C	Route D	
00:00													
01:00													
02:00													
03:00													
04:00													
05:00													
06:00													
07:00	0	0	0	0	0	0	0	0	0	0	0	0	
08:00	1	0	0	1	0	2	1	1	1	2	1	3	
09:00	0	0	0	1	0	1	1	0	0	1	0	2	
10:00	0	0	0	0	0	1	0	0	0	0	0	1	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	0	0	0	0	0	0	0	0	0	0	0	0	
13:00	0	0	0	0	0	0	0	0	0	0	0	0	
14:00	0	0	0	0	0	0	0	0	0	0	0	0	
15:00	1	0	0	1	0	2	1	1	1	2	1	3	
16:00	0	0	0	0	0	1	0	0	0	0	0	1	
17:00	0	0	0	0	0	1	0	0	0	0	0	1	
18:00	0	0	0	0	0	0	0	0	0	0	0	0	
19:00													
20:00													
21:00													
22:00								-					
23:00													
	3	1	1	3	2	7	5	2	2	5	3	11	

### Hour Pedestrain Demand - NTS Pedestrain Demand - NTS Route A1 Route A2 Route B1 Route B2 Route C Route D Route A1 Route B1 Route B2 Route C Route A1 Route B1 Route B2 Route B1 Route 00:00 01:00 02:00 03:00 04:00 05:00 9 2 2 5 2 13 7 2 2 4 1 10 25 6 5 13 4 36 21 5 4 1 4 30 16 4 3 8 3 22 13 3 3 7 2 18 15 4 3 8 3 21 12 3 3 7 2 18 13 3 3 7 2 18 11 3 2 6 2 15 13 3 3 7 2 18 11 3 2 6 2 15 06:00 07:00 08:00 09:00 10:00 11:00

12:00	13	3	3	7	2	18	11	3	2	6	2	15
13:00	10	3	2	6	2	15	9	2	2	5	1	12
14:00	17	4	4	9	3	24	14	4	3	8	2	20
15:00	27	7	6	14	5	38	22	6	5	12	4	32
16:00	18	5	4	10	3	26	15	4	3	8	3	22
17:00	21	5	5	11	4	30	17	4	4	9	3	25
18:00	20	5	4	11	3	28	16	4	4	9	3	23
19:00												
20:00												
21:00												
22:00												
23:00												
	204	52	44	109	35	291	169	43	36	90	29	240





Hour		Per	destrain and C	cle Demand - I	NTS	
nodr	Route A1	Route A2	Route B1	Route B2	Route C	Route D
00:00						
01:00						
02:00						
03:00						
04:00						
05:00						
06:00						
07:00	9	2	2	5	2	14
08:00	27	7	6	15	5	39
09:00	16	4	4	9	3	23
10:00	15	4	3	8	3	22
11:00	13	3	3	7	2	19
12:00	13	3	3	7	2	19
13:00	10	3	2	6	2	15
14:00	17	4	4	9	3	25
15:00	28	7	6	16	5	41
16:00	19	5	4	11	4	28
17:00	22	6	5	12	4	32
18:00	20	5	5	11	4	29
19:00						
20:00						
21:00						
22:00						
23:00						
	211	54	48	117	39	307

Hour			Cycle Den	nand - NTS					Cycle Dem	and - TRICS		
nour	Route A1	Route A2	Route B1	Route B2	Route C	Route D	Route A1	Route A2	Route B1	Route B2	Route C	Route
00:00												
01:00												
02:00												
03:00												
04:00												
05:00												
06:00												
07:00	0	0	0	0	0	1	1	0	0	1	0	2
08:00	2	1	1	2	1	4	3	1	1	3	1	6
09:00	1	0	0	1	0	1	1	0	0	1	0	2
10:00	0	0	0	0	0	1	1	0	0	1	0	2
11:00	0	0	0	0	0	1	0	0	0	0	0	1
12:00	0	0	0	0	0	1	0	0	0	1	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	1
15:00	1	0	1	1	1	3	2	1	1	2	1	5
16:00	1	0	0	1	0	2	1	0	1	2	1	3
17:00	1	0	0	1	0	2	1	0	1	2	1	3
18:00	1	0	0	1	0	1	1	0	0	1	0	2
19:00												
20:00												
21:00												
22:00												
23:00												
	7	3	4	8	4	17	12	4	6	13	6	27

Hour	Pedestrains	Cyclists
00:00		
01:00		
02:00		
03:00		
04:00		
05:00		
06:00		
07:00	2	0
08:00	4	1
09:00	3	0
10:00	3	0
11:00	2	0
12:00	2	0
13:00	2	0
14:00	3	0
15:00	5	1
16:00	3	0
17:00	4	0
18:00	3	0
19:00		
20:00		
21:00		
22:00		
23:00		
	35	4

-

Total Demand

ute D
2
3 0
0
1
1
1
0
1
1
2
2
2

16

ute D
0
3
2
1
0
0
0 0 0 0 0
0
3
1
1
0

ute D
2
6
2
2
1
1
0
1
5
3
3
2
27

**APPENDIX N.** Trip Rates

Calculation Reference: AUDIT-236601-210913-0916

TRIP RATE CALCULATION SELECTION PARAMETERS:

: 03 - RESIDENTIAL Land Use Category : A - HOU TOTAL VEHICLES : A - HOUSES PRIVATELY OWNED

Seled	cted regions and areas:			
02	SOUTH EAST			
	ES EAST SUSSEX	2 days		
	HF HERTFORDSHIRE	1 days		
	KC KENT	3 days		
	SC SURREY	1 days		
	WS WEST SUSSEX	3 days		
03	SOUTH WEST			
	DV DEVON	1 days		
04	EAST ANGLIA			
	NF NORFOLK	2 days		
05	EAST MIDLANDS			
	DS DERBYSHIRE	1 days		
06	WEST MIDLANDS			
	ST STAFFORDSHIRE	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: Actual Range:	No of Dwellings 110 to 371 (units: )		
Range Selected by User:	100 to 700 (units: )		
Parking Spaces Range:	All Surveys Included		
Parking Spaces per Dwellir	ng Range: All Surveys Included		
Bedrooms per Dwelling Ra	nge: All Surveys Included		
Percentage of dwellings privately owned: All Surveys Included			
Public Transport Provision: Selection by:	Include all surveys		
Selection by.	include di sulveys		
Date Range: 01/01	/12 to 08/10/20		
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	4 days		

Selected survey days:	
Monday	4 days
Tuesday	2 days
Wednesday	3 days

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

Selected survey types:	
Manual count	14 days
Directional ATC Count	1 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.

3 days

3 days

<u>Selected Locations:</u>	
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	13

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:

Thursday

Friday

i-Transport Grove House Basingstoke

> 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.

Secondary Filtering selection:

Use Class: C3

15 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:	
All Surveys Included	
Population within 1 mile:	
1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	6 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days

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

Population within 5 miles:	
5,001 to 25,000	3 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
125,001 to 250,000	6 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	10 days
1.6 to 2.0	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	7 days
No	8 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.

PT<u>AL Rating:</u> No PTAL Present

15 days

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

# i-Transport Grove House Basingstoke

LIST OF SITES relevant to selection parameters

	03-A-02 BOURNE LANE BY	MI XED HOUSES		DERBYSHI RE
Resi Tota 2 DV- MIL	e of Town idential Zone al No of Dwellings <i>Survey date:</i> 03-A-02 LHEAD ROAD NITON		371 <i>10/07/18</i> VS	<i>Survey Type: MANUAL</i> DEVON
Resi Tota 3 ES- SHE	urban Area (PPS) idential Zone al No of Dwellings <i>Survey date:</i> 03-A-03 PHAM LANE EGATE	S:	116 <i>25/09/15</i> TS	<i>Survey Type: MANUAL</i> EAST SUSSEX
Resi Tota 4 ES- NEV	e of Town idential Zone al No of Dwellings <i>Survey date:</i> 03-A-04 V LYDD ROAD IBER		212 <i>11/07/16</i> TS	<i>Survey Type: MANUAL</i> EAST SUSSEX
Resi Tota 5 HF- HAR	e of Town idential Zone al No of Dwellings <i>Survey date:</i> 03-A-03 RE STREET ROAD ITINGFORD		134 <i>15/07/16</i>	<i>Survey Type: MANUAL</i> HERTFORDSHIRE
Resi Tota 6 KC- KILI AYL DIT	e of Town idential Zone al No of Dwellings <i>Survey date:</i> 03-A-04 N BARN ROAD ESFORD TON		160 <i>08/07/19</i> RRACED	<i>Survey Type: MANUAL</i> KENT
Resi Tota 7 KC- MAF	e of Town idential Zone al No of Dwellings <i>Survey date:</i> 03-A-06 RGATE ROAD INE BAY	s: <i>FRIDAY</i> MIXED HOUSES & FLA	110 <i>22/09/17</i> TS	<i>Survey Type: MANUAL</i> KENT
Resi	urban Area (PPSe idential Zone al No of Dwellings <i>Survey date:</i>	,	363 <i>27/09/17</i>	Survey Type: MANUAL

Monday 13/09/21

Licence No: 236601

Page 4

## i-Transport Grove House Basingstoke

LIST OF SITES relevant to selection parameters (Cont.)

<u>LIST</u>	OF SITES relevant to selection parameter	<u>rs (Cont.)</u>	
8	KC-03-A-07 MI XED HOUSES RECULVER ROAD HERNE BAY		KENT
9	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i> NF-03-A-06 MI XED HOUSES BEAUFORT WAY GREAT YARMOUTH BRADWELL	288 <i>27/09/17</i>	<i>Survey Type: MANUAL</i> NORFOLK
10	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i> NF-03-A-16 MI XED HOUSES NORWICH COMMON WYMONDHAM	275 <i>23/09/19</i> & FLATS	<i>Survey Type: MANUAL</i> NORFOLK
11	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i> SC-03-A-05 MI XED HOUSES REIGATE ROAD HORLEY	138 <i>20/10/15</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i> SURREY
12	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i> ST-03-A-07 DETACHED & SEI BEACONSIDE STAFFORD MARSTON GATE	207 <i>01/04/19</i> MI -DETACHED	<i>Survey Type: MANUAL</i> STAFFORDSHI RE
13	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i> WS-03-A-04 MI XED HOUSES HILLS FARM LANE HORSHAM BROADBRIDGE HEATH	248 <i>22/11/17</i>	<i>Survey Type: MANUAL</i> WEST SUSSEX
14	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i> WS-03-A-08 MI XED HOUSES ROUNDSTONE LANE ANGMERING	151 <i>11/12/14</i>	<i>Survey Type: MANUAL</i> WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	180 <i>19/04/18</i>	Survey Type: MANUAL

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i-Transport	Grove House	Basingstoke			Licence No: 236601
<u></u>	OF SITES releval	nt to selection parameter	r <u>s (Cont.)</u>		
15	WS-03-A-09 LITTLEHAMPTON WORTHING WEST DURRING Edge of Town Residential Zone	TON	& FLATS	WEST SUSSEX	
	Total No of Dwe Survey a	Illings: <i>date: THURSDAY</i>	197 <i>05/07/18</i>	Survey Type: MANU	IAL

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.

### i-Transport Grove House Basingstoke

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED TOTAL VEHICLES Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

	ARRIVALS			[	DEPARTURES		TOTALS			
	No. Ave. Trip			No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	15	210	0.084	15	210	0.325	15	210	0.409	
08:00 - 09:00	15	210	0.131	15	210	0.382	15	210	0.513	
09:00 - 10:00	15	210	0.142	15	210	0.174	15	210	0.316	
10:00 - 11:00	15	210	0.125	15	210	0.157	15	210	0.282	
11:00 - 12:00	15	210	0.128	15	210	0.144	15	210	0.272	
12:00 - 13:00	15	210	0.157	15	210	0.149	15	210	0.306	
13:00 - 14:00	15	210	0.164	15	210	0.145	15	210	0.309	
14:00 - 15:00	15	210	0.171	15	210	0.187	15	210	0.358	
15:00 - 16:00	15	210	0.260	15	210	0.169	15	210	0.429	
16:00 - 17:00	15	210	0.281	15	210	0.167	15	210	0.448	
17:00 - 18:00	15	210	0.361	15	210	0.156	15	210	0.517	
18:00 - 19:00	15	210	0.315	15	210	0.176	15	210	0.491	
19:00 - 20:00										
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			2.319			2.331			4.650	

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:	110 - 371 (units: )
Survey date date range:	01/01/12 - 08/10/20
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed. **APPENDIX O.** Distribution and Gravity Model

Destination	% Car by Destination	Proportion by Car	Route 1	Route 2	Route 3	Route 4	Route 5	Peak Journey Time	Proportion by Route	Proportion By Car
			Newgate Lane North	A32 Gosport Road	A27 Gosport Road	M27 Junction 11	M27 Westbound	68	5%	0.012%
Andover	100%	0.23%	Newgate Lane North	Longfield Avenue	A27 Southampton Road	M27 Junction 9	M27 Westbound	65	40%	0.093%
			Newgate Lane South	B3334 Gosport Road	A27 Southampton Road	M27 Junction 9	M27 Westbound	65	55%	0.128%
			Newgate Lane North	A32 Gosport Road	A27 Gosport Road	M27 Junction 11	M27 Westbound	63	5%	0.044%
Basingstoke	88%	0.88%	Newgate Lane North	Longfield Avenue	A27 Southampton Road	M27 Junction 9	M27 Westbound	63	40%	0.353%
			Newgate Lane South	B3334 Gosport Road	A27 Southampton Road	M27 Junction 9	M27 Westbound	62	55%	0.485%
Pridaomany	41%	4.75%	Newgate Lane South	B3334 Gosport Road East	B3334 Gosport Road East		B3334 Gosport Road East	5	100%	4.747%
Bridgemary			-							-
Brockhurst	60%	2.71%	Newgate Lane South	B3334 Gosport Road East	B3334 Gosport Road East		B3334 Gosport Road East	9	100%	2.710%
Camdentown	41%	0.39%	Newgate Lane South	B3334 Gosport Road East	B3334 Gosport Road East		st B3334 Gosport Road East	11	100%	0.391%
Catisfield		0.96%	Newgate Lane North	Longfield Avenue	A27 Southampton Road	Highlands Road	Highlands Road	12	40%	0.384%
	75%		Newgate Lane South	B3334 Gosport Road	A27 Southampton Road	Highlands Road	Highlands Road	11	60%	0.577%
Chichester	52%	0.78%	Newgate Lane North	A32 Gosport Road	A27 Gosport Road	M27 Junction 11	M27 Eastbound	48	100%	0.779%
Clayhall	65%	2.19%	Newgate Lane South	B3334 Gosport Road East	B3334 Gosport Road East	B3334 Gosport Road Eas	B3334 Gosport Road East	13	100%	2.187%
			Newgate Lane North	A32 Gosport Road	A27 Gosport Road	M27 Junction 11	M27 Westbound	39	5%	0.280%
Eastleigh	82%	5.61%	Newgate Lane North	Longfield Avenue	A27 Southampton Road	M27 Junction 9	M27 Westbound	38	40%	2.242%
-			Newgate Lane South	B3334 Gosport Road	A27 Southampton Road	M27 Junction 9	M27 Westbound	37	55%	3.083%
			Newgate Lane North	A32 Gosport Road	A27 Gosport Road	A27 Gosport Road	A27 Gosport Road	13	60%	7.185%
areham	54%	11.97%	Newgate Lane North	Longfield Avenue	A27 Southampton Road		A27 Southampton Road	13	40%	4.790%
	57%	5.13%		B3334 Gosport Road East	B3334 Gosport Road East		B3334 Gosport Road East	13	40%	5.130%
Gosport			Newgate Lane South							
Havant	89%	3.75%	Newgate Lane North	A32 Gosport Road	A27 Gosport Road	M27 Junction 11	M27 Eastbound	28	100%	3.746%
Holbrook	66%	1.56%	Newgate Lane South	B3334 Gosport Road East	B3334 Gosport Road East		B3334 Gosport Road East	9	100%	1.564%
sle of Wight	0%	0.03%	Newgate Lane North	A32 Gosport Road	A27 Gosport Road	M27 Junction 11	M27 Eastbound	150	100%	0.026%
ee-on-the-Solent	67%	1.79%	Newgate Lane South	Broom Way	Broom Way	Broom Way	Broom Way	7	100%	1.794%
ondon	53%	0.60%	Newgate Lane North	A32 Gosport Road	A27 Gosport Road	M27 Junction 11	M27 Eastbound	N/A	100%	0.597%
Other East	82%	0.68%	Newgate Lane North	A32 Gosport Road	A27 Gosport Road	M27 Junction 11	M27 Eastbound	N/A	100%	0.676%
			Newgate Lane North	A32 Gosport Road	A27 Gosport Road	M27 Junction 11	M27 Westbound	N/A	5%	0.178%
Other North	83%	3.56%	Newgate Lane North	Longfield Avenue	A27 Southampton Road	M27 Junction 9	M27 Westbound	N/A	40%	1.425%
			Newgate Lane South	B3334 Gosport Road	A27 Southampton Road	M27 Junction 9	M27 Westbound	N/A	55%	1.960%
	1		Newgate Lane North	A32 Gosport Road	A27 Gosport Road	M27 Junction 11	M27 Westbound	N/A	5%	0.092%
Other West	76%	1.84%	Newgate Lane North	Longfield Avenue	A27 Southampton Road	M27 Junction 9	M27 Westbound	N/A	40%	0.737%
other west	, 0, 0		0	B3334 Gosport Road	A27 Southampton Road	M27 Junction 9	M27 Westbound	N/A N/A	40%	1.014%
	1001/	0.000/	Newgate Lane South							
Petersfield	100%	0.36%	Newgate Lane North	A32 Gosport Road	A27 Gosport Road	M27 Junction 11	M27 Eastbound	37	100%	0.364%
Portchester	80%	0.68%	Newgate Lane North	A32 Gosport Road	A27 Gosport Road	A27 Portsmouth Road	A27 Portsmouth Road	19	100%	0.677%
		15.45%	Newgate Lane North	A32 Gosport Road	A27 Gosport Road	M27 Junction 11	M27 Eastbound	27	60%	9.272%
Portsmouth	68%		Newgate Lane North	A32 Gosport Road	A27 Gosport Road	A27 Portsmouth Road	A27 Portsmouth Road	34	40%	6.182%
Privett	66%	1.28%	Newgate Lane North	A32 Gosport Road	A27 Gosport Road	M27 Junction 11	A32 North	13	100%	1.275%
			Newgate Lane North	A32 Gosport Road	A27 Gosport Road	M27 Junction 11	M27 Westbound	98	5%	0.006%
Reading	0%	0.13%	Newgate Lane North	Longfield Avenue	A27 Southampton Road	M27 Junction 9	M27 Westbound	98	35%	0.045%
			Newgate Lane South	B3334 Gosport Road	A27 Southampton Road	M27 Junction 9	M27 Westbound	95	60%	0.077%
			Newgate Lane North	A32 Gosport Road	A27 Gosport Road	M27 Junction 11	M27 Westbound	50	5%	0.031%
Romsey	71%	0.62%	Newgate Lane North	Longfield Avenue	A27 Southampton Road	M27 Junction 9	M27 Westbound	48	40%	0.249%
			Newgate Lane South	B3334 Gosport Road	A27 Southampton Road	M27 Junction 9	M27 Westbound	40	55%	0.343%
Rowner	62%	1.28%	Newgate Lane South	B3334 Gosport Road East	B3334 Gosport Road East		B3334 Gosport Road East	5	100%	1.278%
NOWINEI	0270	1.20%	0					43		0.249%
Couthamata-	70%	4.00%	Newgate Lane North	A32 Gosport Road	A27 Gosport Road	M27 Junction 11	M27 Westbound		5%	
Southampton	79%	4.98%	Newgate Lane North	Longfield Avenue	A27 Southampton Road	M27 Junction 9	M27 Westbound	42	25%	1.245%
			Newgate Lane South	B3334 Gosport Road	A27 Southampton Road	M27 Junction 9	M27 Westbound	38	70%	3.485%
Stubbington	38%	6.87%	Newgate Lane South	B3334 Gosport Road	B3334 Gosport Road	B3334 Gosport Road	B3334 Gosport Road	6	100%	6.868%
			Newgate Lane North	A32 Gosport Road	A27 Gosport Road	M27 Junction 11	M27 Westbound	27	0%	0.000%
Swanwick	82%	7.79%	Newgate Lane North	Longfield Avenue	A27 Southampton Road	M27 Junction 9	M27 Westbound	20	10%	0.779%
			Newgate Lane South	B3334 Gosport Road	A27 Southampton Road	M27 Junction 9	M27 Westbound	18	90%	7.008%
	1	4 0000	Newgate Lane North	Longfield Avenue	A27 Southampton Road	B3334	Bridge Street	16	30%	0.397%
ïtchfield	88%	1.32%	Newgate Lane South	B3334 Gosport Road	Bridge Street	Bridge Street	Bridge Street	10	70%	0.926%
			Newgate Lane North	Longfield Avenue	A27 Southampton Road	Warsash Road	Warsash Road	20	30%	0.280%
Warsash	86%	0.93%		B3334 Gosport Road	A27 Southampton Road	Warsash Road	Warsash Road	17	70%	0.653%
	100%	0.34%	Newgate Lane South		· · · · ·				100%	
Waterlooville	100%	0.34%	Newgate Lane North	A32 Gosport Road	A27 Gosport Road	M27 Junction 11	M27 Eastbound	35		0.337%
			Newgate Lane North	A32 Gosport Road	A27 Gosport Road	M27 Junction 11	M27 Westbound	48	10%	0.856%
Winchester	75%	8.56%	Newgate Lane North	Longfield Avenue	A27 Southampton Road	M27 Junction 9	M27 Westbound	45	40%	3.425%
			Newgate Lane South	B3334 Gosport Road	A27 Southampton Road	M27 Junction 9	M27 Westbound	44	50%	4.281%
		100.00%								100.00%

# ITB10353 Newgate Lane, Fareham Census 2011 Journey to Work Analysis and Distribution Model

Brool Newga Newga

Wych La A32 Gos Longfield B3334 G B3334 G Broom V

Rowners A27 Gos A27 Sou B3334 G B3334 G B3334 G Broom V Bridge S Mill Land

 B3345 E

 A27 Gos

 A27 Sou

 M27 Jun

 M27 Jun

 B3334 G

 B3345 V

 B3345 W

 Broom V

 Bridge S

 Highland

 Warsash

 B3345 E

 A27 Norr

 B3345 E

 A32 Norr

 B3345 E

 B3345 E

 A32 Norr

 B3345 E

 B3344 G

 B3345 E

 B3344 G

 B3344 G

 B3334 G

 B3334 G

 B2177 W

 Bridge S

 B3344 G

 B2177 W

 Bridge S

 Highland

 Warsash

Route 1	Proportion by Car				
	100%	50%			
ookers Lane East	0.0%	0.0%			
vgate Lane North	49.3%	24.9%			
vgate Lane South	50.7%	25.5%			
	100.0%	50.4%			

Route 2	Proportion by Car				
	100%	50%			
Lane South	0.0%	0.0%			
osport Road	32.9%	16.6%			
eld Avenue	16.4%	8.3%			
Gosport Road	30.9%	15.6%			
Gosport Road East	18.0%	9.1%			
Way	1.8%	0.9%			
	100.0%	50.4%			

Route 3	Proportion by Car				
	100%	50%			
ers lane South	0.0%	0.0%			
osport Road	32.9%	16.6%			
outhampton Road	39.5%	19.9%			
Gosport Road	6.9%	3.5%			
Gosport Road East	18.0%	9.1%			
n Way	1.8%	0.9%			
Street	0.9%	0.5%			
ane	0.0%	0.0%			
	100.0%	50.4%			

Propo	ortion by Car
100%	50%
0.0%	0.0%
7.2%	3.6%
4.8%	2.4%
18.8%	9.5%
32.5%	16.4%
6.9%	3.5%
0.4%	0.2%
6.9%	3.5%
0.0%	0.0%
18.0%	9.1%
0.0%	0.0%
1.8%	0.9%
0.9%	0.5%
1.0%	0.5%
0.9%	0.5%
100.0%	50.4%
Propo	ortion by Car
100%	50%
0.0%	0.0%
1.3%	0.6%
7.2%	3.6%
4.8%	2.4%
34.2%	17.2%
15.8%	8.0%
6.9%	3.5%
6.9%	3.5%
0.0%	0.0%
18.0%	9.1%
0.0%	0.0%
1.8%	0.9%
1.3%	0.7%
1.0%	0.5%
0.9%	0.5%
100.0%	50.4%
	100% 0.0% 7.2% 4.8% 18.8% 32.5% 6.9% 0.4% 6.9% 0.0% 18.0% 0.0% 1.8% 0.9% 10.0% 1.0% 0.9% 100.% 1.3% 7.2% 4.8% 34.2% 15.8% 6.9% 6.9% 6.9% 0.0% 1.8% 1.3% 1.3% 1.3% 1.3%

# <u>ITB10353 Newgate Lane, Fareham</u> <u>Gravity Model</u> 20 Minute Travel Time

	Location	verage Journey Time (min	2011 Census Pop	P/T	P/T^2	% of total	Car driver mode split	% Total * Modal Split	% of Car Driver Split	Journey time by Route	Route 1	Route 2	Route 3	Route 4	Route 5	Proportion	%	49.60%
	Bridgemary	5	15,249	3049.8	9301280.04	28.28%	41%	11.48%	22.08%	5	Newgate Lane South	B3334 Gosport Road Eas	t B3334 Gosport Road Eas	t B3334 Gosport Road Ea	st B3334 Gosport Road East	100%	22.08%	10.95%
	Brockhurst	9	6,591	732.3333333	536312.1111	1.63%	60%	0.98%	1.88%	9	Newgate Lane South	B3334 Gosport Road Eas	t B3334 Gosport Road Eas	t B3334 Gosport Road Ea	st B3334 Gosport Road East	100%	1.88%	0.93%
	Camdentown	11	9,024	820.3636364	672996.4959	2.05%	41%	0.83%	1.60%	11	Newgate Lane South	B3334 Gosport Road Eas	t B3334 Gosport Road Eas	t B3334 Gosport Road Ea	st B3334 Gosport Road East	100%	1.60%	0.79%
	Clayhall	13	7,857	604.3846154	365280.7633	1.11%	65%	0.72%	1.38%	13	Newgate Lane South	B3334 Gosport Road Eas	t B3334 Gosport Road Eas	t B3334 Gosport Road Ea	st B3334 Gosport Road East	100%	1.38%	0.68%
Gosport	Gosport	15	9,594	639.6	409088.16	1.24%	57.0%	0.71%	1.36%	15	Newgate Lane South	B3334 Gosport Road Eas	t B3334 Gosport Road Eas	t B3334 Gosport Road Ea	st B3334 Gosport Road East	100%	1.36%	0.68%
	Holbrook	9	7,631	847.8888889	718915.5679	2.19%	66%	1.45%	2.78%	9	Newgate Lane South	B3334 Gosport Road Eas	t B3334 Gosport Road Eas	t B3334 Gosport Road Ea	st B3334 Gosport Road East	100%	2.78%	1.38%
	Lee-on-the-Solent	7	10,860	1551.428571	2406930.612	7.32%	67.3%	4.92%	9.46%	7	Newgate Lane South	Broom Way	Broom Way	Broom Way	Broom Way	100%	9.46%	4.69%
	Privett	13	7,149	549.9230769	302415.3905	0.92%	66%	0.61%	1.17%	13	Newgate Lane North	A32 Gosport Road	A27 Gosport Road	M27 Junction 11	A32 North	100%	1.17%	0.58%
	Rowner	5	8,667	1733.4	3004675.56	9.14%	62%	5.63%	10.83%	5	Newgate Lane South	B3334 Gosport Road Eas	t B3334 Gosport Road Eas	t B3334 Gosport Road Ea	st B3334 Gosport Road East	100%	10.83%	5.37%
	Catisfield	12	7,518	653.7391304	427374.8507	1.30%	75.0%	0.97%	1.87%	12	Newgate Lane North	Longfield Avenue	A27 Southampton Road	Highlands Road	Highlands Road	40%	0.75%	0.37%
										11	Newgate Lane South	B3334 Gosport Road	A27 Southampton Road	Highlands Road	Highlands Road	60%	1.12%	0.56%
	Fareham	13	33,773	2597.923077	6749204.314	20.52%	53.6%	11.00%	21.15%	13	Newgate Lane North	A32 Gosport Road	A27 Gosport Road	A27 Gosport Road	A27 Gosport Road	60%	12.69%	6.29%
										13	Newgate Lane North	Longfield Avenue	A27 Southampton Road	A27 Southampton Road	A27 Southampton Road	40%	8.46%	4.20%
	Portchester	19	15,209	800.4736842	640758.1191	1.95%	80.0%	1.56%	3.00%	19	Newgate Lane North	A32 Gosport Road	A27 Gosport Road	A27 Portsmouth Road	A27 Portsmouth Road	100%	3.00%	1.49%
	Stubbington	6	14,077	2346.166667	5504498.028	16.74%	38.3%	6.42%	12.33%	6	Newgate Lane South	B3334 Gosport Road	B3334 Gosport Road	B3334 Gosport Road	B3334 Gosport Road	100%	12.33%	6.12%
Fareham	Swanwick	20	17,572	878.6	771937.96	2.35%	81.9%	1.92%	3.69%	27	Newgate Lane North	A32 Gosport Road	A27 Gosport Road	M27 Junction 11	M27 Westbound	0%	0.00%	0.00%
rarcham										20	Newgate Lane North	Longfield Avenue	A27 Southampton Road	M27 Junction 9	M27 Westbound	10%	0.37%	0.18%
										18	Newgate Lane South	B3334 Gosport Road	A27 Southampton Road	M27 Junction 9	M27 Westbound	90%	3.32%	1.65%
	Titchfield	13	7,364	566.4615385	320878.6746	0.98%	87.5%	0.85%	1.64%	16	Newgate Lane North	Longfield Avenue	A27 Southampton Road	B3334	Bridge Street	30%	0.49%	0.24%
										10	Newgate Lane South	B3334 Gosport Road	Bridge Street	Bridge Street	Bridge Street	70%	1.15%	0.57%
	Warsash	19	16,068	868.5405405	754362.6706	2.29%	85.7%	1.97%	3.78%	20	Newgate Lane North	Longfield Avenue	A27 Southampton Road	Warsash Road	Warsash Road	30%	1.13%	0.56%
										17	Newgate Lane South	B3334 Gosport Road	A27 Southampton Road	Warsash Road	Warsash Road	70%	2.65%	1.31%
			194,203	19,241	32,886,909	100.0%	1025.9%	52.0%	100.0%								100.00%	49.60%

NOTE: All destinations expected to use Stubbington Bypass has 3.5 minutes removed from average journey time to allow for the benefits of the bypass

Route 1	Proportion by Car					
	100%	50%				
Brookers Lane East	0.0%	0.0%				
Newgate Lane North	28.1%	13.9%				
Newgate Lane South	71.9%	35.7%				
	100.0%	49.6%				

Propor	tion by Car
100%	50%
0.0%	0.0%
16.8%	8.4%
11.2%	5.6%
20.6%	10.2%
41.9%	20.8%
9.5%	4.7%
100.0%	49.6%
	100% 0.0% 16.8% 11.2% 20.6% 41.9% 9.5%

Route 3	Proportion by Car	
	100%	50%
Rowners lane South	0.0%	0.0%
A27 Gosport Road	16.8%	8.4%
A27 Southampton Road	18.3%	9.1%
B3334 Gosport Road	12.3%	6.1%
B3334 Gosport Road East	41.9%	20.8%
Broom Way	9.5%	4.7%
Bridge Street	1.1%	0.6%
Mill Lane	0.0%	0.0%
	100.0%	49.6%

Route 4	Proportion by Car	
	100%	50%
B3345 East	0.0%	0.0%
A27 Gosport Road	12.7%	6.3%
A27 Southampton Road	8.5%	4.2%
M27 Junction 11	1.2%	0.6%
M27 Junction 9	3.7%	1.8%
A27 Portsmouth Road	3.0%	1.5%
B3334	0.5%	0.2%
B3334 Gosport Road	12.3%	6.1%
B3345 West	0.0%	0.0%
B3334 Gosport Road East	41.9%	20.8%
B2177 Winchester Rd	0.0%	0.0%
Broom Way	9.5%	4.7%
Bridge Street	1.1%	0.6%
Highlands Road	1.9%	0.9%
Warsash Road	3.8%	1.9%
	100.0%	49.6%

Route 5	Proportio	on by Car
	100%	50%
B3345 East	0.0%	0.0%
A32 North	1.2%	0.6%
A27 Gosport Road	12.7%	6.3%
A27 Southampton Road	8.5%	4.2%
M27 Westbound	3.7%	1.8%
M27 Eastbound	0.0%	0.0%
A27 Portsmouth Road	3.0%	1.5%
B3334 Gosport Road	12.3%	6.1%
Manor Way South	0.0%	0.0%
B3334 Gosport Road East	41.9%	20.8%
B2177 Winchester Rd	0.0%	0.0%
Broom Way	9.5%	4.7%
Bridge Street	1.6%	0.8%
Highlands Road	1.9%	0.9%
Warsash Road	3.8%	1.9%
	100.0%	49.6%

### Combined Distribution - Scearnio A

	Work	Non Work	Total Combined
Andover	0.12%		0.12%
Basingstoke	0.44%		0.44%
Bridgemary	2.39%	10.9%	13.34%
Brockhurst	1.37%	0.9%	2.30%
Camdentown	0.20%	0.8%	0.99%
Catisfield	0.48%	0.9%	1.41%
Chichester	0.39%		0.39%
Clayhall	1.10%	0.7%	1.79%
Eastleigh	2.83%		2.83%
Fareham	6.04%	10.5%	16.52%
Gosport	2.59%	0.7%	3.26%
Havant	1.89%		1.89%
Holbrook	0.79%	1.4%	2.17%
Isle of Wight	0.01%		0.01%
Lee-on-the-Solent	0.90%	4.7%	5.60%
London	0.30%		0.30%
Other East	0.34%		0.34%
Other North	1.80%		1.80%
Other West	0.93%		0.93%
Petersfield	0.18%		0.18%
Portchester	0.34%	1.5%	1.83%
Portsmouth	7.79%		7.79%
Privett	0.64%	0.6%	1.22%
Reading	0.06%		0.06%
Romsey	0.31%		0.31%
Rowner	0.64%	5.4%	6.02%
Southampton	2.51%		2.51%
Stubbington	3.46%	6.1%	9.58%
Swanwick	3.92%	1.8%	5.76%
Titchfield	0.67%	0.8%	1.48%
Warsash	0.47%	1.9%	2.34%
Waterlooville	0.17%		0.17%
Winchester	4.32%		4.32%
	50.40%	49.60%	100.00%

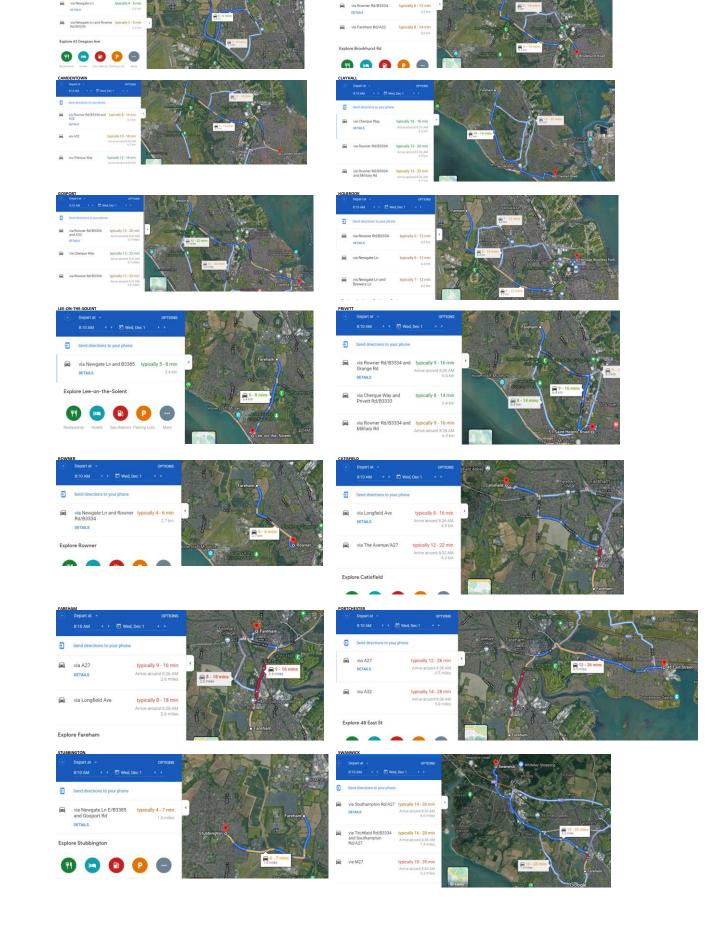
Route 1	50.40%	49.60%	100.00%
Brookers Lane East	0.00%	0.00%	0.00%
Newgate Lane North	24.85%	13.91%	38.77%
Newgate Lane South	25.55%	35.69%	61.23%
	50.40%	49.60%	100.00%

Route 2	50.40%	49.60%	100.00%
Wych Lane South	0.00%	0.00%	0.00%
A32 Gosport Road	16.56%	8.36%	24.92%
Longfield Avenue	8.29%	5.56%	13.85%
B3334 Gosport Road	15.57%	10.21%	25.77%
B3334 Gosport Road East	9.08%	20.79%	29.86%
Broom Way	0.90%	4.69%	5.60%
	50.40%	49.60%	100.00%

Route 3	50.40%	49.60%	100.00%
Rowners lane South	0.00%	0.00%	0.00%
A27 Gosport Road	16.56%	8.36%	24.92%
A27 Southampton Road	19.93%	9.08%	29.00%
B3334 Gosport Road	3.46%	6.12%	9.58%
B3334 Gosport Road East	9.08%	20.79%	29.86%
Broom Way	0.90%	4.69%	5.60%
Bridge Street	0.47%	0.57%	1.04%
Mill Lane	0.00%	0.00%	0.00%
	50.40%	49.60%	100.00%

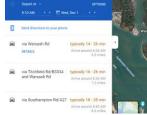
Route 4	50.40%	49.60%	100.00%
B3345 East	0.00%	0.00%	0.00%
A27 Gosport Road	3.62%	6.29%	9.91%
A27 Southampton Road	2.41%	4.20%	6.61%
M27 Junction 11	9.49%	0.58%	10.06%
M27 Junction 9	16.36%	1.83%	18.19%
A27 Portsmouth Road	3.46%	1.49%	4.94%
B3334	0.20%	0.24%	0.44%
B3334 Gosport Road	3.46%	6.12%	9.58%
B3345 West	0.00%	0.00%	0.00%
B3334 Gosport Road East	9.08%	20.79%	29.86%
B2177 Winchester Rd	0.00%	0.00%	0.00%
Broom Way	0.90%	4.69%	5.60%
Bridge Street	0.47%	0.57%	1.04%
Highlands Road	0.48%	0.93%	1.41%
Warsash Road	0.93%	1.87%	2.81%
	50.86%	49.60%	100.46%

Route 5	50.40%	49.60%	100.00%
B3345 East	0.00%	0.00%	0.00%
A32 North	0.64%	0.58%	1.22%
A27 Gosport Road	3.62%	6.29%	9.91%
A27 Southampton Road	2.41%	4.20%	6.61%
M27 Westbound	17.24%	1.83%	19.07%
M27 Eastbound	7.96%	0.00%	7.96%
A27 Portsmouth Road	3.46%	1.49%	4.94%
B3334 Gosport Road	3.46%	6.12%	9.58%
Manor Way South	0.00%	0.00%	0.00%
B3334 Gosport Road East	9.08%	20.79%	29.86%
B2177 Winchester Rd	0.00%	0.00%	0.00%
Broom Way	0.90%	4.69%	5.60%
Bridge Street	0.67%	0.81%	1.48%
Highlands Road	0.48%	0.93%	1.41%
Warsash Road	0.47%	1.87%	2.34%
	50.40%	49.60%	100.00%



			Tichfield	41 mini		
Ð	Send directions to your phor	e		A PAR	E XC	
	via Gosport Rd and Titchfield Rd/B3334 DETAILS	typically 10 - 18 min Arrive around 8:28 AM 4:2 miles	the second		1	and a state
	via Longfield Ave	typically 9 - 18 min Arrive around 8:28 AM 4:2 miles	1	10-18 mins 12miss	Paretame	
	via Longfield Ave and Titchfield Rd/B3334	typically 12 - 20 min Arrive around 8:30 AM 4:7 miles				
HAVA	NT					P

TITCHFIELD





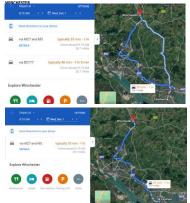
	Depart at - 810.444 + 10.9		a yr	
Ð	Send-directions to your pho	ew.	Same control of	
8	via M27 and Havant Bypass/A27 DETALS	typically 20 - 35 min Amerierund 8.45 AM 11.9 miles		
*	via Portsdown Hill Rd/82177	typically 24 - 50 min Anter aroand 100 AM 11.1 miles	Contraction of the second	

	Depart at 🕒	OPTIONS
	8:10 AM 🔸 🗎 V	Ved, Dec 1 🔹 🔸
Ð	Send directions to your pho	ne
	via M27	typically 18 - 35 min
	DETAILS	Arrive around 8:45 AM 10.3 miles
	via M27 and A2047	typically 24 - 50 min
		Arrive around 9:00 AM 11.3 miles
	via M275	typically 26 - 55 min

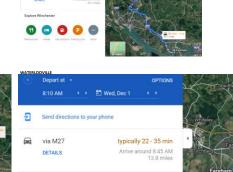








	Depart at + 8:10 AM +	
Ð	Send directions t	io your phone
	via M27 DETAILS	typically 28 - 50 min Arrive around 9:00 AM 17.5 miles
Ø	via A334	typically 35 min - 1 hr 5 min Arrive around 9.15 AM 18.5 miles
	via A3051	typically 40 min - 1 hr 5 min Arrive around 9:15 AM 18.7 miles
100	Contractory	2 1814.

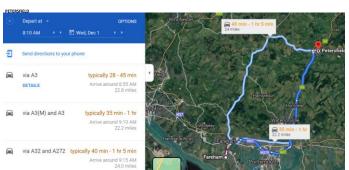


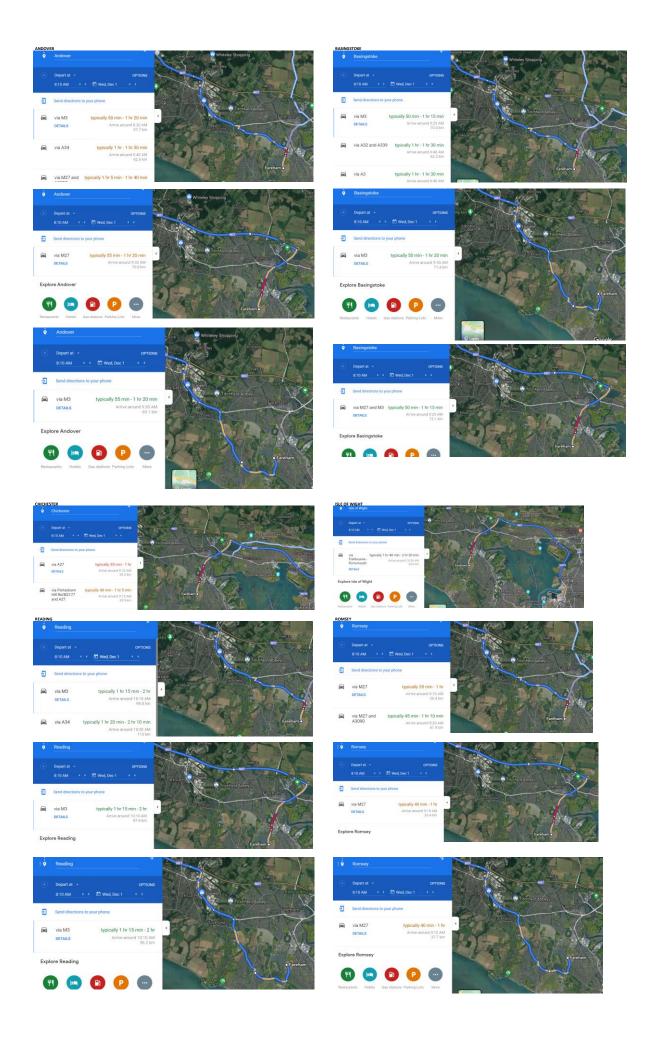
typically 24 - 45 min Arrive around 8:55 AM 11.0 miles

via London Rd/A3









**APPENDIX P.** TEMPRO Calculations

### TEMPRO UNADJUSTED GROWTH FACTORS 2019-2021

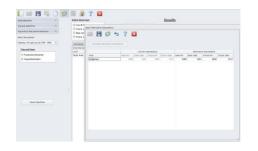
### Morning Peak

1 NTM		All Roads	Morning Peak
	Level	Area	Local Growth Figure
	Region	SE	1.023

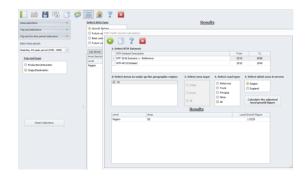
2	Local area Morning Peak					
	Area Description		All purposes			
	Level	Name	Origin	Destinatio	Average	
	Study Area	Bridgemar	1.0223	1.0236	1.02295	

3	Average	day						
	Area Des	Area Description		All purposes				
	Level	Name	Origin	Destinatio	Average			
	Region	SE	1.0249	1.025	1.02495			









sta selections *	Select data type	×						
ip end selections v				Result	<u>is</u>			
	😑 Growth factors	erten HTM Truffic Grenth Calculations						
ip end by time period selections *	O faire yes							
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wildey PM peak period (1630 - 1655)	Car Driver	Select NTH Data NTH Dataset Desc					70	
Iria end type	Area Descrip	<ul> <li>NTH Dataset Desc</li> <li>RTF 2018 Scenario</li> </ul>				Prom 2015	70	
O Production/Attraction	Level	NTH AP 15 Datase	20 30	2040				
Production/Attraction     Origin/Destination	Region							
		: Select Areas to a	sake up the geographic region:	3. Select area type:	4. Select roa	d type:	5. Select which area it serves:	
		¥ 9£		O Uban O Aural	O Motorway O Trunk		<ul> <li>Region</li> <li>O England</li> </ul>	
				© A1	O Minor All		Calculate the adjusted local growth figure	
				Results				
		Level	Area			Lec	al Growth Figure	
Breat Selections		Region	54				1.0219	

### Evening peak

1 NTM		All Roads	Evening Peak
	Level	Area	Local Growth Figure
	Region	SE	1.022

Local area	Evening Pe	eak		
Area Descr	iption	All purpos	es	
Level	Name	Origin	Destinatio	Average
Study Area	Bridgemar	1.0224	1.0217	1.02205

Average da	зу			
Area Desc	ription			
Level	Name	Origin	Destinatio	
Region	SE	1.0249	1.025	1.02495

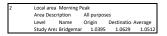


### TEMPRO ADJUSTED GROWTH FACTORS 2019-2028

Expected increase in housing numbers in output area removed from growth factor

### Morning Peak

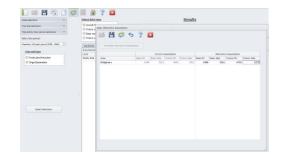
1 NTM		All Roads	Morning Peak
	Level	Area	Local Growth Figure
	Region	SE	1.084



3	Average	day						
	Area Des	Area Description		All purposes				
	Level	Name	Origin	Destinatio	Average			
	Region	SE	1.0845	1.0846	1.08455			



Select time periods Average Day Take and base Production(Attraction Chapter, Destination





	-ager						C Production/period.com		Kegan		
		2 Select Areas is make up the geographic repli			5. Select which area it servers		Origin,Destination				
		2 School Areas to make up the geographic regio	et 3. Sebect area type:								ake up the geographic m
		8.2	C inter-	C Hatoreay	Region					V Z	
			C.Red	C Trunk C Protopel	C England						
				OPer	Calculate the adapted						
			0.44	10 M	Calculate the adjusted local prowth figure						
			Results								
		Lavel Area			and Growth Figure					Level	Area
/ Beart Selectore		Tagon St			1.0838					Region	56
Reset Selectore							Reset Selectore				
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		(i) (i) (iii)									
	1 III	X 5 🔼									
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	0	Puture year minus base year Adhemative Assumption									
Top-end by time period selections		Gase year data	Soid Address								
Select time period:			wate that there is a become	level of confidence to	data presented at the name lawel t	has ober appropriated to higher prographic	at hereits				
		Forme pear uses									
Average Day	0	P Drum Combined Modes									
		Description				Al Pa					
Iria cod tage	Lev					Orige	Destruction	_			
O Production/Attraction	Re					1.0145	Destruction 1.0545				
	10	20				2-10 <sup>-0</sup>	1.0240				

### Evening peak

1 NTM		All Roads	Evening Peak
	Level	Area	Local Growth Figure
	Region	SE	1.084

Local area	Evening Pe	ak		
Area Descr	iption	All purpos	es	
Level	Name	Origin	Destinatio	
Study Area	Bridgemar	1.0565	1.0408	1.04865

Average of Area Des				
Level	Name	Origin	Destinatio	Average
Region	SE	1.0845	1.0846	1.08455



 Image: Section of Control on the section of Con

Car Driver Area Design Region Region Car Driver Area Design Region Car Driver Area Design Region Car Driver Car Driver

Select time period: Weekday PM peak period (1820 - 1899) \*

Tris and tase Production/Attraction Production/Destination

Results

All Setting of the setting of the setting of the setting of the set of the se C Urban O Rural (2) Al

Results

From To 2015 2050 2010 2040

 Region
 O England Calculate the adjusted local growth figure

### TEMPRO ADJUSTED GROWTH FACTORS 2019-2037

Expected increase in housing numbers in output area removed from growth factor

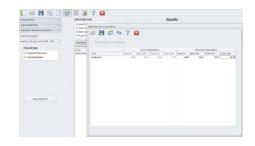
### Morning Peak

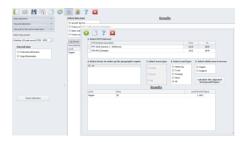
1 NTM		All Roads	Morning Peak
	Level	Area	Local Growth Figure
	Region	SE	1.160



3	Average	Average day												
	Area Des	cription	All purposes											
	Level	Name	Origin	Destinatio	Average									
	Region	SE	1.1549	1.1552	1.15505									







No explore prevalence of the sectors	Chart of Chart of Chart of Chart of Chart of Chart of Chart of Chart of Chart of Chart of Cha	Co Co ? E Select HTT Data MY Dataset Jay 1 177 20 Server	<b>X</b>				
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O Production Stitle action						211	79
		MEM APUT DAAse				2013	2041
			such as the prographic regime	3. Select area type:	4. Select road	lase 1	. Select which area it serves
		(V) =		During	C Waterney		C Augur
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				(Cheel	C Anopal C Mana		
				0.4	84		Colculate the adjusted local proof b Spare
				Results			
		Lavel	A160				Growth Pipere
Terret Scherberg		Regim	92				1.822

### Evening peak

Level Area Local Growth Figure Region SE 1.162	1 NTM		All Roads	Evening Peak
Region SE 1.162		Level	Area	Local Growth Figure
		Region	SE	1.162

Local area Evening Peak Area Description All purposes Level Name Origin Destinatio Average Study Are: Bridgemar 1.1076 1.0851 1.09635

Average da	зу			
Area Descr	iption			
Level	Name	Origin	Destinatio	Average
Region	SE	1.1549	1.1552	1.15505



Area Description		HB Work	ŀ	B Employe	rs Busine: H	B Educatio	n HE	Shoppin	g H	B Personal	Business HE	Recreation	/Social HB V	isiting	Friends ar HB H	oliday/Da	yTrip N⊦	HB Work	NHB	Employ	yers Busin NHB	Educatio	n NH	B Shopping	NHE	Person	al Busine: NHB	Recreatio	n/Socia NHB	Holiday/I	Day Trip
Level	Name	Origin	Destinatio (	Drigin D	estinatio O	rigin D	estinatio Or	igin	Destinatio O	rigin D	estinatio Or	igin De	stinatio Origi	n l	Destinatio Origi	n Des	tinatio Or	rigin D	Destinatio Orig	in D	Destinatio Orig	n De	stinatio Ori	gin Des	tinatio Orig	in D	estinatio Origi	n Des	tinatio Orig	in De	stination
E02004739	Fareham 013	897	1347	106	177	293	630	329	525	114	95	68	38	28	25	29	11	221	142	72	77	43	68	52	84	20	12	18	7	2	0
E02004741	Gosport 001	919	765	105	99	257	469	188	121	94	55	59	30	25	25	26	10	114	77	38	43	25	37	19	11	8	5	7	5	1	0
		1816	2112	211	276	550	1099	517	646	208	150	127	68	53	50	55	21	335	219	110	120	68	105	71	95	28	17	25	12	3	0
Area Description		HB Work	H	IB Employe	rs Busine: H	B Educatio	n HE	Shoppir	g H	B Personal	Business HE	8 Recreation	/Social HB V	isiting	Friends ar HB H	oliday/Da	y Trip NH	HB Work	NHB	Employ	yers Busin NHB	Educatio	n NH	B Shopping	NHE	Person	al Busine: NHB	Recreatio	n/Socia NHB	Holiday/I	Day Trip
Level	Name	Origin	Destinatio (	Drigin D	estinatio O	rigin D	estinatio Or	igin	Destinatio O	rigin D	estinatio Or	igin De	stinatio Origi	n I	Destinatio Origi	n Des	tinatio Or	rigin D	Destinatio Orig	in D	Destinatio Orig	n De	stinatio Ori	gin Des	tinatio Orig	in D	estinatio Origi	n Des	tinatio Orig	in De:	stination
E02004739	Fareham 013	941	1444	112	191	309	672	365	584	128	107	75	42	31	27	32	12	238	153	77	83	46	72	56	92	22	13	19	7	2	0
E02004741	Gosport 001	957	819	110	107	271	503	205	133	103	60	64	33	27	27	28	10	123	83	41	46	27	40	20	12	9	5	8	6	1	0
		1898	2263	222	298	580	1175	570	717	231	167	139	75	58	54	60	22	361	236	118	129	73	112	76	104	31	18	27	13	3	0
	Base Year 20	19																													
	Origin	Destination	n																												
	4177	4990																													
Work	2472	2727	59.2%	54.6%																											
Non-Work	1705	2263	40.8%	45.4%																											
Shoppingand Education	1206	71%																													
	Future Year	2028																													
	Origin	Destination	n																												
	4447	5383																													
Work	2599	2926	58.4%	54.4%																											
Non-Work	1848	2457	41.6%	45.6%																											

Area Descrip	tion	HB Work	н	B Employ	ers Busine: HB	Educatio	on HE	Shopping	g HB	Personal	Business HB R	lecreati	on/Social HB	Visiting F	riends an HB I	Holiday,	/Day Trip NHB	Work	NHE	B Employ	ers Busin NHB E	ducation	n NH	B Shoppir	g NHB	Person	nal Busine: NHB	Recreati	on/Socia NHB H	loliday/D	Day Trip
Level	Name	Origin	Destinatio O	rigin	Destinatio Ori	gin (	Destinatio Or	igin D	Destinatio Or	gin D	estinatio Origi	in [	Destinatio Ori	gin D	Destinatio Orig	gin I	Destinatio Origi	n D	estinatio Orig	gin E	estinatio Origin	Des	stinatio Ori	gin D	estinatio Orig	,in Γ	Destinatio Origi	n De	stinatio Origin	Des	stination
E02004739	Fareham 013	1070	734	153	105	254	139	660	563	157	147	154	130	228	199	37	43	10	7	73	78	33	51	127	201	35	21	88	32	9	0
E02004741	Gosport 001	622	732	90	97	184	122	234	271	100	116	128	113	184	195	30	42	5	4	39	43	19	28	45	27	15	9	35	26	3	0
		1692	1466	243	202	438	261	894	834	257	263	282	243	412	394	67	85	15	11	112	121	52	79	172	228	50	30	123	58	12	0
Area Descrip		HB Work			ers Busine: HB			Shopping	-						riends an HB I	Holiday,	/Day Trip NHB				ers Busin NHB E			B Shoppir	•		nal Busine: NHB		on/Socia NHB F	"	., .
Level	Name	Origin	Destinatio O	rigin	Destinatio Ori		Destinatio Or	igin D	Destinatio Or		estinatio Origi		Destinatio Orig	gin E	Destinatio Orig	gin I	Destinatio Origi	n D	estinatio Orig	gin E	estinatio Origin		stinatio Ori		estinatio Orig		Destinatio Origi		stinatio Origin	Des	stination
E02004739	Fareham 013	1142		164	111	270	147	719	612	174	163	167	142	248	217	40	47	11	8	78	83	35	55	138	220	38	23	96	35	10	0
E02004741	Gosport 001	661		96	102	196	128	250	290	109	125	137	122	196	207	31	45	6	4	42	46	20	30	49	29	16	10	38	28	4	0
		1803	1528	260	213	466	275	969	902	283	288	304	264	444	424	71	92	17	12	120	129	55	85	187	249	54	33	134	63	14	0
	Base Year 2019																														
	Origin	Destinatio	n																												
	4821	4275																													
Work	2062	1800	42.8%	42.1%																											
Non-Work	2759	2475	57.2%	57.9%																											
	Future Year 20	20																													
	Origin	Destinatio	n																												
	5181	4557																													

1882 42.5% 41.3% 2675 57.5% 58.7%

Work

Non-Work

2200

2981

## Summary

AM Peak			PM Peak			Average	Average								
E	Base Year	2019	E	Base Year	2019	E	Base Year 2019								
C	Drigin		C	Drigin		C	Origin								
	4177			4821			4499								
Work	2472	59.2%	Work	2062	42.8%	Work	2267	50.4%							
Non-Work	1705	40.8%	Non-Work	2759	57.2%	Non-Work	2232	49.6%							
F	uture Yea	ır 2028	F	uture Yea	r 2028	F	uture Yea	r 2028							
C	Drigin		C	Drigin		C	Drigin								
	4447			5181			4814								
Work	2599	58.4%	Work	2200	42.5%	Work	2400	49.8%							
Non-Work	1848	41.6%	Non-Work	2981	57.5%	Non-Work	2415	50.2%							