

Transport Assessment

**Land off Moorhill Road,
West End, Southampton**

**Prepared for
JM Leisure**

By

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Limited**

September 2022



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CONTENTS

SECTIONS

		PAGE
1.0	INTRODUCTION	2
2.0	POLICY	3
3.0	EXISTING SITUATION	6
4.0	DEVELOPMENT PROPOSALS	11
5.0	DEVELOPMENT GENERATED TRIPS	14
6.0	SUMMARY AND CONCLUSION	16

FIGURES

Figure 1.1	Site Location Plan
Figure 3.1	Local Facilities Plan
Figure 3.2	Personal Injury Accident Data Plan

A P P E N D I C E S

Appendix A	Proposed Site Layout
Appendix B	PIA Data
Appendix C	TRICS Outputs

D R A W I N G S

6879-SMA-00-XX-DR-C-000-001-P03	General Arrangement Layout
6879-SMA-00-XX-DR-C-000-002-P03	Vehicle Tracking Layout Sheet 1
6879-SMA-00-XX-DR-C-000-003-P03	Vehicle Tracking Layout Sheet 2



1.0 INTRODUCTION

- 1.1 Stuart Michael Associates (SMA) has been appointed by JM Leisure (the 'Applicant') to prepare a Transport Assessment (TS) in support of a Planning Application for the construction of a proposed leisure development in the form of a Touring Caravan Park on land off Moorhill Road, West End, Southampton. The proposed site layout is shown in **Appendix A**.
- 1.2 The site is located in eastern Southampton, to the north east of Moorhill Road. The site is bound by the A27 Moorhill Road and is adjacent to the Kanes Hill Roundabout. Boundary Lakes Golf Course is located to the north of the site. The M27 Junction 7 is located nearby to the north east of the site. The location of the site is shown on **Figure 1.1**.
- 1.3 Currently the site is accessed via an existing field gate access. The site has a number of dilapidated buildings which will be cleared to make way for the development proposals.
- 1.4 Planning permission at the site has been granted for the demolition of existing buildings and the creation of a new detached 2-storey building comprising offices and storage areas, a detached workshop and the change of use to display and caravan sales with associated office and workshop (Ref F/17/81667). This TA and the associated planning application relates to the proposed touring caravan park only.
- 1.5 The development proposes the construction of Caravan Park, which will have facilities for up to 33 touring caravans. As part of the development proposals, a new site access will be constructed, in the same location as the previously consented site access.

Report Outline

- 1.6 The remainder of this transport assessment is set out as follows:
- | | |
|-------------------|--|
| Section 2: | Provides a summary of the relevant planning policy; |
| Section 3: | Examines the existing conditions of the site and local area, including the local highway network, accessibility for non-motorised users, highway safety and vehicular accessibility; |
| Section 4: | Describes the proposed development, access arrangements and parking provision; |
| Section 5: | provides an assessment of the likely number of trips generated by the proposed development; <i>and</i> |
| Section 6: | Gives a summary of the report and draws its conclusions from the assessment. |



2.0 POLICY

- 2.1 This section summarises the key national and local policies that relate to the proposed development

National Policy

National Planning Policy Framework (July 2021)

- 2.2 The **National Planning Policy Framework (NPPF)** was revised on 20th July 2021. At the heart of the NPPF is a presumption in favour of sustainable development.
- 2.3 With regard to promoting sustainable transport, it is recognised that when assessing sites that may be allocated for development in plans; or specific applications for development, it should be ensured that:
- safe and suitable access to the site can be achieved for all users;
 - the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; *and*
 - any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. (NPPF, paragraph 110).
- 2.4 Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. (NPPF, paragraph 111).

National Planning Practice Guidance – Travel Plans, Transport Assessments and Statements in decision making

- 2.5 The National Planning Practice Guidance (NPPG) contains updated planning practice guidance in an online format. This updated approach allows for the review of a number of topics easily, providing up to date guidance. The NPPG has a specific section on Travel Plans, Transport Statements and Transport Assessments and states that Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.
- 2.6 The guidance document **MfS** (2007) and the expansion document **Manual for Streets 2** (MfS2) (2010) provide guidance regarding street and non-trunk road design. The concept of the MfS documents places the needs of pedestrians, cyclists and public transport users above those of private vehicle users. MfS updates the link between planning policy and street design and encourages the development of inclusive environments.



- 2.7 Whilst the original MfS focused on lightly-trafficked residential streets, many of its principles can be applied to other routes, such as high streets and lanes in rural areas as reported within MfS2. MfS2 outlines methods by which the “place” and “movement” functions of different street types can be examined and provides guidance as to the appropriate street designs and standards which can be used in different environments.

Local Policy

- 2.8 The Hampshire Local Transport Plan (LTP4) is currently being drafted and has now been presented for formal consultation, to identify whether any further changes are required before it is considered for adoption.
- 2.9 The LTP4's vision is for a carbon neutral, resilient and inclusive transport system designed around people, which: supports health, wellbeing and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire's unique environment.
- 2.10 The Eastleigh Borough Local Plan 2016-2036 was adopted in April 2022. The Plan sets out the policies and plans to guide future development up until 2036. It will be used to determine planning applications in the Borough and replaces the ‘saved’ policies in the Adopted Local Plan 2001-2011.
- 2.11 The Plan sets out the vision for the Borough to ensure development in Eastleigh Borough and its communities delivers a strong and sustainable economy with an adequate supply of housing and infrastructure that supports improved standards of living for residents while protecting the distinct identity of towns and villages and preventing urban sprawl; promoting thriving and healthy communities; and maintaining an attractive and sustainable environment that residents value.
- 2.12 The Plan confirms that planning applications that accord with the policies in the Local Plan should be approved without delay.
- 2.13 The following policies are relevant to the proposed development:

Policy DM13, General development criteria - Transport 1: All new development must have safe and convenient access to the highway network and make provision for access to, and by, other transport modes including public transport and cycle and pedestrian routes as appropriate. Access arrangements to the highway network must:

- A.** meet national and local guidance and standards with all highway improvements meeting the standard required to be adopted by the Highway Authority;
- B.** not cause or increase danger to road users or have a significant detrimental impact on the operation or safety of the highway network;



C. be provided without unacceptable environmental impact.

2.14 The Eastleigh Borough Transport Statement (EBTS) (September 2012) sets out transport strategy and the proposed package of sustainable transport measures to improve accessibility and modal choice within the Eastleigh Borough Council (EBC) area.

2.15 The EBTS sets out the following objectives:

- Promote economic growth by maintaining a safe and efficient highway network, reducing casualties and tackling congestion on the transport network;
- Improve access to jobs, facilities and services by all types of transport;
- Facilitate and enable new development to come forward;
- Reduce carbon emissions and minimise the impacts of transport on the environment.



3.0 EXISTING SITUATION

3.1 The site is located in eastern Southampton, to the north east of Moorhill Road. The site is bound by the A27 Moorhill Road and is adjacent to the Kanes Hill Roundabout. Boundary Lakes Golf Course is located to the north of the site. The M27 Junction 7 is located nearby, to the north east of the site. The location of the site is shown on **Figure 1.1**.

3.2 Currently the site is accessed via a field gate access. The site has a number of dilapidated buildings which will be cleared to make way for the development proposals.

3.3 To the north of the site the Boundary Lakes Golf Course is being redeveloped to provide a golf course clubhouse with ancillary facilities, golf cart store and car parking area, together with repositioned internal access roads, landscaping, SuDs (Planning ref: F/20/88655).

Local Road Network

3.4 Access to the site will be taken from the A27 Moorhill Road. The A27 stretches north towards the north of Southampton and south towards the Kanes Hill Roundabout. In proximity to the site, the A27 is typically 7.6m wide with a 1.4m wide footway provided on the north-eastern side of the carriageway. This footway ends at the existing site access. The development proposals will connect the site to the existing footway.

3.5 A site visit undertaken on Wednesday 29th June 2020 confirmed that the stretch of A27 Moorhill Road located in proximity to the site is subject to a 40mph speed limit.

3.6 An automatic traffic count (ATC) was undertaken on the week commencing the 16th September 2020, recording both vehicle speeds and volume of traffic. The recorded vehicle speeds are summarised in **Table 3.1** below.

Table 3.1 – Recorded Vehicle Speeds A27 Moorhill Road

	Average Speed	85 th Percentile Speed
Northwest bound	33.3mph	38.5mph
Southeast bound	34.9mph	39.5mph

3.7 As Table 3.1 summarises the recorded vehicle speeds in both directions are lower than the posted speed limit of 40mph.



3.8 From the Kanes Hill Roundabout it is possible to access Junction 7 of the M27. The M27 runs between Cadnam west of the site and Portsmouth to the south east. From the M27 it is possible to access the wider trunk network.

3.9 The Kanes Hill Roundabout also provides access to south east Southampton and the nearby facilities.

Access by Foot/ Cycle

3.10 As stated in Paragraph 3.4, an existing footway is provided on the north eastern side of the A27. This footway stretches to the Kanes Hill Roundabout from which access to the wider pedestrian footway network can be made.

3.11 A review of the local highway network confirms that the road network in proximity to the site is conducive for use by cyclists. A cycle route is present at the roundabout, on Kanes Hill heading south east.

3.12 The development proposals are for a touring caravan site, and the site benefits from being within proximity to a number of retail, leisure and tourist attractions that guests can take advantage of.

3.13 **Table 3.2** provides a summary of all of the key facilities in proximity to the site.

Table 3.2: Walking and Cycling Journey Distance and Time to Key Trip Destinations and Compliance with Preferred Maximum Walking/Cycling Distances

Facility	Distance (metres)	Walk Time (minutes)	Within Preferred Maximum	Cycle Time (minutes)	Within Preferred Maximum
Moorhill Gardens Bus Stop	150	01:30	✓	00:30	✓
Thornhill Park Post Office	640	07:30	✓	02:00	✓
Sangha Pharmacy	690	08:00	✓	02:00	✓
Morrisons	760	09:00	✓	02:30	✓
Bittern Public House	775	09:00	✓	02:30	✓
Thornhill Park	800	10:00	✓	02:30	✓
Hinkler Road Mini Mart	840	10:00	✓	02:30	✓
Mr Local Convenience Store	860	10:00	✓	02:30	✓
Tesco Express	880	10:30	✓	02:30	✓
Bacon Hill Woodland Park	1005	12:00	✓	03:00	✓
Hinkler Green Park and Playground	1180	14:00	✓	03:30	✓
The Hinkler Public House	1400	16:30	✓	04:00	✓
Co-op Food Hinkler Parade	1490	17:30	✓	04:30	✓
Hedge End Train Station	3580	-		11:00	
Bitterne Train Station	3900	-		12:00	

3.14 The site is in proximity to a wide range of existing facilities, a plan showing the site and these local facilities are provided within **Figure 3.1**.



Public Transport

Bus Services

- 3.15 Bus stops are located in proximity to the site on Thornhill Park Road – Moorhill Gardens bus stop and on Hinkler Road – Browning Avenue bus stops.
- 3.16 The Moorhill Gardens bus stop is serviced by the no. 3 Bluestar service and the Browning Avenue bus stops are serviced by the 404, 406 and Hoppa 3 Service. These bus stops are shown on **Figure 3.1**.
- 3.17 The 3 Bluestar service operates from Southampton to Eastleigh via Bitterne, Thornhill, Hedge End, Botley, Boorley Green, and Fair Oak. The remaining services are infrequent services that provide access to the local area.
- 3.18 **Table 3.3** provides a summary of the existing bus routes within proximity of the site.

Table 3.3: A Summary of Existing Bus Routes within Proximity of the Site

Bus Service	Mon-Fri		Sat		Sun	
	Operating Hours	Frequency	Operating Hours	Frequency	Operating Hours	Frequency
3 Bluestar	06:02-22:10	Hourly	07:05-22:10	Hourly	08:20 - 18:35	Every 2 hours

- 3.19 The 3 Bluestar service provides regular service to Southampton central and the wider area, throughout the entire week. This will ensure that guests staying at the site can use public transport to access key destinations and tourist attractions.

Rail Services

- 3.20 The Hedge End and Bitterne train stations are located approximately 11 and 12 mins cycle ride from the site. The Bitterne Station can also be accessed via the no. 3 Bluestar bus service. Both stations also have car and cycle parking facilities.
- 3.21 From Bitterne station, it is possible to access frequent services to Portsmouth & Southsea, Southampton Central and Portsmouth Harbour, 7 days per week throughout the day. From the Hedge End station, services to Portsmouth Harbour and London Waterloo can be accessed 7 days per week throughout the day

Summary

- 3.22 It is considered that the site is located in a sustainable location, conveniently accessible by all travel modes. The site is within acceptable walking distance of a range of facilities and amenities. The high quality connections offered by both the nearby bus stops and rail stations further reduce the need to drive.



Road Safety

- 3.23 The most recent available 5 year accident data for the highway in proximity to the site has been acquired from Hampshire Constabulary. The data covers the period from 01/12/2016-30/11/2021. **Figure 3.2** shows the type, location and severity of accidents in the proximity of the site. A copy of the PIA data is attached in **Appendix B**.
- 3.24 **Table 3.5** summarises the accident data in terms of severity. The data shows that there was 1 fatality. Of the 31 incidents, there have been 7 serious accidents and 23 slight accidents.

Table 3.5 – Severity of Accidents between 2016-2021

	Slight	Serious	Fatal
2016	0	0	0
2017	4	1	0
2018	2	1	0
2019	8	1	0
2020	5	3	0
2021	4	1	1

- 3.25 **Table 3.6** summarises the numbers of people involved in accidents, by mode of transport as detailed in the accident reports provided by Hampshire Constabulary. There have been three recorded accidents involving cyclists and 1 incident involving a pedestrian.

Table 3.6 Numbers involved in Accidents by mode of Transport

	Car (Driver)	Car (Passenger)	Pedestrian	Cyclist
2016	0	0	0	0
2017	5	0	0	0
2018	2	1	0	0
2019	8	2	0	1
2020	4	5	1	2
2021	6	1	0	0

- 3.26 From the data, the following conclusions can be drawn:
- A high concentration of incidents occurred in 2019 and 2020. All incidents resulting in pedestrian or cyclist casualties occurred during 2019 or 2020.
 - Of the 31 incidents recorded, 12 incidents involved a motorcycle.
 - A total of 15 incidents have occurred at the A27 Moorhill Road/A334 Charles Watts Way/A27 Kanes Hill/Thornhill Park Road roundabout within the 5-year period of data. Two of these incidents resulted in serious injury. There were no fatal incidents.
 - Having reviewed the factors relating to all incidents, a majority of incidents at the A27 Moorhill Road/A334 Charles Watts Way/A27 Kanes Hill/Thornhill Park Road



roundabout were due to the vehicle entering the roundabout whilst failing to look properly or slow down and consequently colliding with a vehicle already on the roundabout.

- A total of 5 incidents occurred on A27 Kanes Hill. Two of these incidents resulted in slight injury, and two in serious injury. The one fatal incident was caused by a driver being impaired by alcohol. The incident occurred on the A27 Kanes Hill. There was one pedestrian casualty in 2020, serious in severity. It was concluded that it was possible the casualty was caused by the pedestrian being impaired by alcohol.
- A total of 5 incidents occurred on the A334 Charles Watts Way. Of these, three resulted in slight injury and one in serious injury.
- A total of three incidents occurred on A334 Thornhill Park Road. Of these, two resulted in slight injury and one in serious injury.
- A total of two incidents occurred on the A27 Moorhill Road. Both incidents resulted in slight casualties. One incident involved a minibus in a nose-to-tail collision as the driver failed to stop for the other vehicle which was waiting to turn right. All 5 casualties were slight in severity.

Personal Injury Accident (PIA) Summary

- 3.27 In view of the foregoing assessment it is considered that a majority of incidents were caused by driver misjudgement and therefore, there are no underlying safety or design issues on the surrounding highway network.



4.0 DEVELOPMENT PROPOSALS

- 4.1 This Transport Assessment considers the traffic impacts of the proposed leisure development in the form of Caravan Park on land off Moorhill Road, West End, Southampton. The proposed site layout is shown in **Appendix A**.
- 4.2 Planning permission at the site has previously been granted for the demolition of existing buildings and the creation of a new detached 2-storey building comprising offices and storage areas, erection of a detached workshop and the change of use to display and caravan sales with associated office and workshop (Ref F/17/81667).
- 4.3 The development proposes the construction of Caravan Park, which will have facilities for up to 33 touring caravans. As part of the development proposals, a new site access will be constructed, this access has been located in the same location as the previously consented site access, with modifications to ensure safe access for touring caravans.

Proposed Access Arrangements

- 4.4 The proposed access arrangements are shown on **Drawing 6879-SMA-00-XX-DR-C-000-001-P03**. The development proposes the provision of a right turn lane junction, with improved pedestrian crossing facilities. To facilitate the right turn lane, the Moorhill Road approach to the Kanes Hill Roundabout, will be modified.
- 4.5 It is proposed that a 3.5m wide right turn lane will be provided with 3.25m through lanes on each side. The right turn lane has storage space for two 4x4s towing caravans. Due to the nature of the Kanes Hill Roundabout, 'KEEP CLEAR' markings are proposed to allow right turners into the site to turn unopposed when there is queuing at the roundabout.
- 4.6 Visibility splays for vehicles have been provided in line with the posted 40mph speed limit.
- 4.7 To secure the site a gate will be located across the site access, set 17m from Moorhill Road, to ensure no waiting vehicles block the carriageway.
- 4.8 To improve pedestrian safety at the site access and the Kanes Hill Roundabout, the following pedestrian facilities are proposed. A 1.8m wide footway will be provided on the north side of Moorhill Road, this will continue to the Kanes Hill Roundabout, where a new dropped kerbing and tactile paving crossing facilities will be provided. This crossing will take advantage of the existing splitter island and will connect another new dropped kerbing and tactile paving crossing facility to a new 1.8m footway provided between the Thornhill Park Road and Moorhill Road arms of the roundabout.
- 4.9 West of the proposed site access, a new pedestrian crossing refuge island with dropped kerbing and tactile paving is proposed. The refuge will be 2.5m wide and will have the appropriate signage.



- 4.10 This crossing will link to a new footway that will continue to Moorhill Gardens, where it will tie into the existing footway provision. An existing footway link between Moorhill Road and Moorhill Gardens will be removed.

Swept Path Analysis

- 4.11 Autotrack swept path analysis of the proposed access is shown on **Drawings 6879-SMA-00-XX-DR-C-000-002-P03** and **6879-SMA-00-XX-DR-C-000-003-P03**.
- 4.12 The drawings show a standard car, 11.2m refuse vehicle, 4x4 with caravan, a 16.5m articulated vehicle and a pantechon entering and exiting the site in a forward gear via the proposed access arrangements.

Internal Site Layout

- 4.13 The internal road layout is shown as part of the proposed layout in **Appendix A**. In order to encourage walking and cycling, the internal road layout would ensure that the roads within the site are safe and conducive to walking and cycling and, as such, would be subject to a design speed of 20mph.
- 4.14 The internal road layout would also be designed to ensure that refuse and emergency vehicles have adequate space to turn within the site. Passing spaces will be provided to allow two vehicles to safely pass by each other.
- 4.15 Swept path analysis has been undertaken for the internal site layout for a standard car, an 11.2m refuse vehicle and a 4x4 width caravan, this is shown on **Drawings (TBC)**. The drawings also show various vehicles, entering the workshop and office area of the site in forward gear and turning within the confines of the compound.

Proposed Car and Cycle Parking Provision

- 4.16 There are no specific Caravan Site parking standards in the EBC Residential Parking Standards Supplementary Planning Document (SPD) (January 2009), which sets out parking standards for residential development only. As such parking provision is to be provided in line with the anticipated usage and in accordance with guidance from Policy DM14 (Parking) in the adopted Eastleigh Borough Local Plan (2016-2036).
- 4.17 Each touring caravan spot will have one car parking space. A total of 16 car parking spaces will be provided for use by the staff and visitors of the office, sales and workshop area.

Construction Traffic

- 4.18 During construction any vehicles associated with the construction of the new accommodation units will be managed to minimise traffic disruption and impact on local amenities. Construction traffic will be managed as follows:



- Deliveries to the site will be made outside peak hours where possible 07:00-09:00 and 16:00-17:00;
- Manage routing of heavy goods vehicles to ensure that suitable roads are used;
- Where possible deliveries will be consolidated to reduce the number of trips; *and*
- Appropriate routing signage will be erected for construction vehicles to the site.



5.0 DEVELOPMENT GENERATED TRIPS

Traffic Generation

- 5.1 The site's trip generation will fluctuate over the year due to the seasonality of the land use. Therefore, this Transport Assessment has focused on trip generation for the summer months of the year, when the facility is expected to be at its busiest, to present a worst case scenario.
- 5.2 Development trip generation has been calculated using the trip rates taken from the TRICS database. There are limited sites matching the aforementioned criteria, and due to the need to provide multi-modal trip rates only one site was deemed suitable. This survey data corresponds to the month of June, a summer month with higher traffic flows than the rest of the year for this land use type, therefore these trip rates are seen as robust. The TRICS outputs are displayed in **Appendix C**.
- 5.3 **Table 5.1** summarises the anticipated multi-modal trip rates for the development site.

Table 5.1 – Multi-Modal Trip Rates

Mode of Travel	08:00 – 09:00			17:00 – 18:00			Daily 07:00 – 22:00		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Walk	0.00	0.04	0.04	0.02	0.04	0.06	0.64	0.67	1.31
Cycle	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.02	0.04
Public Transport	0.00	0.00	0.00	0.05	0.01	0.06	0.25	0.23	0.48
Car	0.04	0.06	0.1	0.12	0.10	0.22	1.45	1.44	2.89

- 5.4 The development proposes the development of 33 static caravans. The multi-modal trip rates have been applied to the proposed development and are summarised in **Table 5.2**.

Table 5.2 – Development Generated Trip Rates for June

Mode of Travel	08:00 – 09:00			17:00 – 18:00			Daily 07:00 – 22:00		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Walk	0	1	1	1	1	2	21	22	43
Cycle	0	0	0	0	0	0	1	1	2
Public Transport	0	0	0	2	0	2	8	8	16
Car	1	2	3	4	3	7	48	48	95
Total	1	3	4	7	4	11	78	79	156



- 5.5 As Table 4.2 shows, it is anticipated that the majority of development generated trips will be via private car – 61% of total trips. A high proportion of trips are expected to be made by foot – 28% and 10% of daily trips are expected to be made by public transport.
- 5.6 It is anticipated that although the number of development generated trips will fluctuate throughout the different months of the year, the percentage distribution of trips will remain constant.
- 5.7 As displayed in Table 5.2, the development is anticipated to result in an additional 4 two-way trips by car in the AM peak period (08:00-09:00) and 7 in the PM peak period (17:00-18:00). Therefore, the proposed development will generate a relevantly low level of additional car movements on to the local highway network, and it is likely that these additional movements will be absorbed into the daily fluctuation of traffic on the local highway network.

Summary

- 5.8 Due to relatively low levels of anticipated trips generated by the proposed and the peak occupation of the holiday accommodation corresponding with a time period of lower vehicle use on the highways it is considered that further capacity assessments or mitigation measures are not considered necessary. And the anticipated development generated vehicle movements in both the AM peak period (08:00-09:00) and PM peak period (17:00-18:00) are expected to be absorbed in the daily fluctuations of traffic on the local road network.



6.0 SUMMARY AND CONCLUSION

Summary

- 6.1 This Transport Assessment (TA) has been prepared by Stuart Michael Associates, consulting engineers, on behalf of JM Leisure (the 'Applicant') in support of a Planning Application for the construction of a proposed leisure development in the form of Caravan Park on land off Moorhill Road, West End, Southampton. The proposed site layout is shown in **Appendix A**.
- 6.2 Currently the site is accessed via an existing field gate access. The site has a number of dilapidated buildings which will be cleared to make way for the development proposals.
- 6.3 Planning permission at the site has previously been granted for the demolition of existing buildings and the creation of a new detached 2-storey building comprising offices and storage areas, erection of a detached workshop and the change of use to display and caravan sales with associated office and workshop (Ref F/17/81667). As such this TA refers to the proposed touring caravan park only
- 6.4 The development proposes the construction of Caravan Park, which will have facilities for up to 33 touring caravans. As part of the development proposal, a new site access will be constructed, in the same location as the previously consented site access.
- 6.5 A proposed right turn lane access will be provided, that has been designed to ensure that touring caravans can enter and exit the site safely.
- 6.6 The development will provide an improvement to the existing links that connect the site with the surrounding area and will ensure safe and convenient access to the existing public transport.
- 6.7 Nearby facilities in the surrounding area are within suitable walking and cycle distance from the centre of the site.
- 6.8 The potential trip generation for the development has been calculated using trip rates derived from the TRICS database. Based on the trip rates and subsequent trip generation assessment (**Table 5.1**), of total vehicle trip generation it is anticipated that the touring caravan development could generate 5 two-way total vehicle movements during the AM peak (08:00-09:00), with 7 two-way total vehicle movements during the PM peak (17:00-18:00). As a result, it can be estimated that the development will have minimal impact on existing traffic flows at peak traffic times.



Conclusion

- 6.9 Taking all the foregoing into account it is concluded that the proposed development will have no significant adverse transport impacts in terms of queues or delays at junctions or in terms of highway safety.
- 6.10 It should also be concluded that the proposed development is in a sustainable location, within walking and/or cycling distance of the retail, health and recreation facilities, as well as local schools and public transport facilities, and would offer the opportunity for travel by alternative modes to the private car.

FIGURES

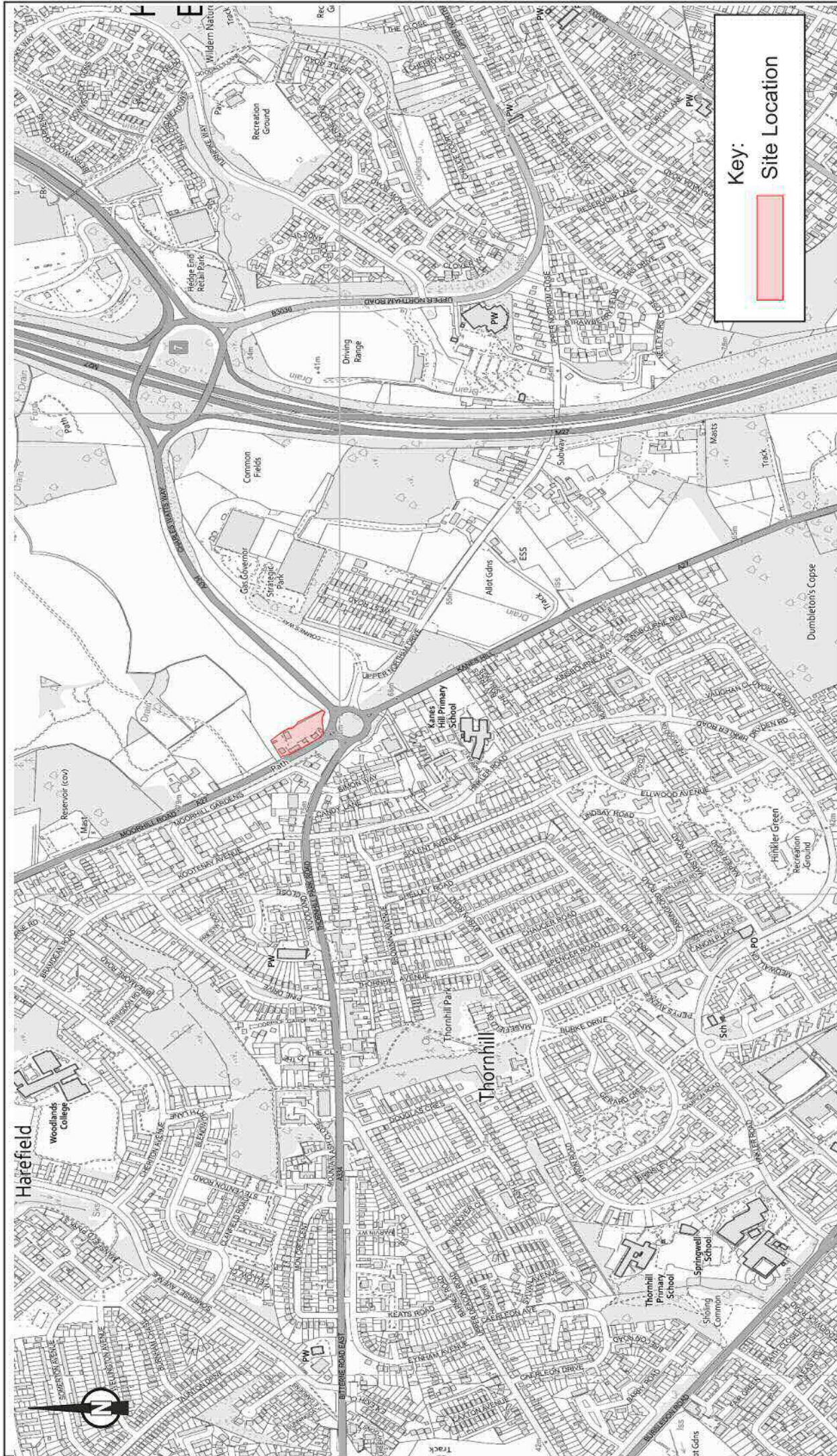


FIGURE NO. **FIGURE 1.1**

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DRAWING TITLE

Site Location Plan

Land off Moorhill Road,
West End, Southampton

JOB TITLE

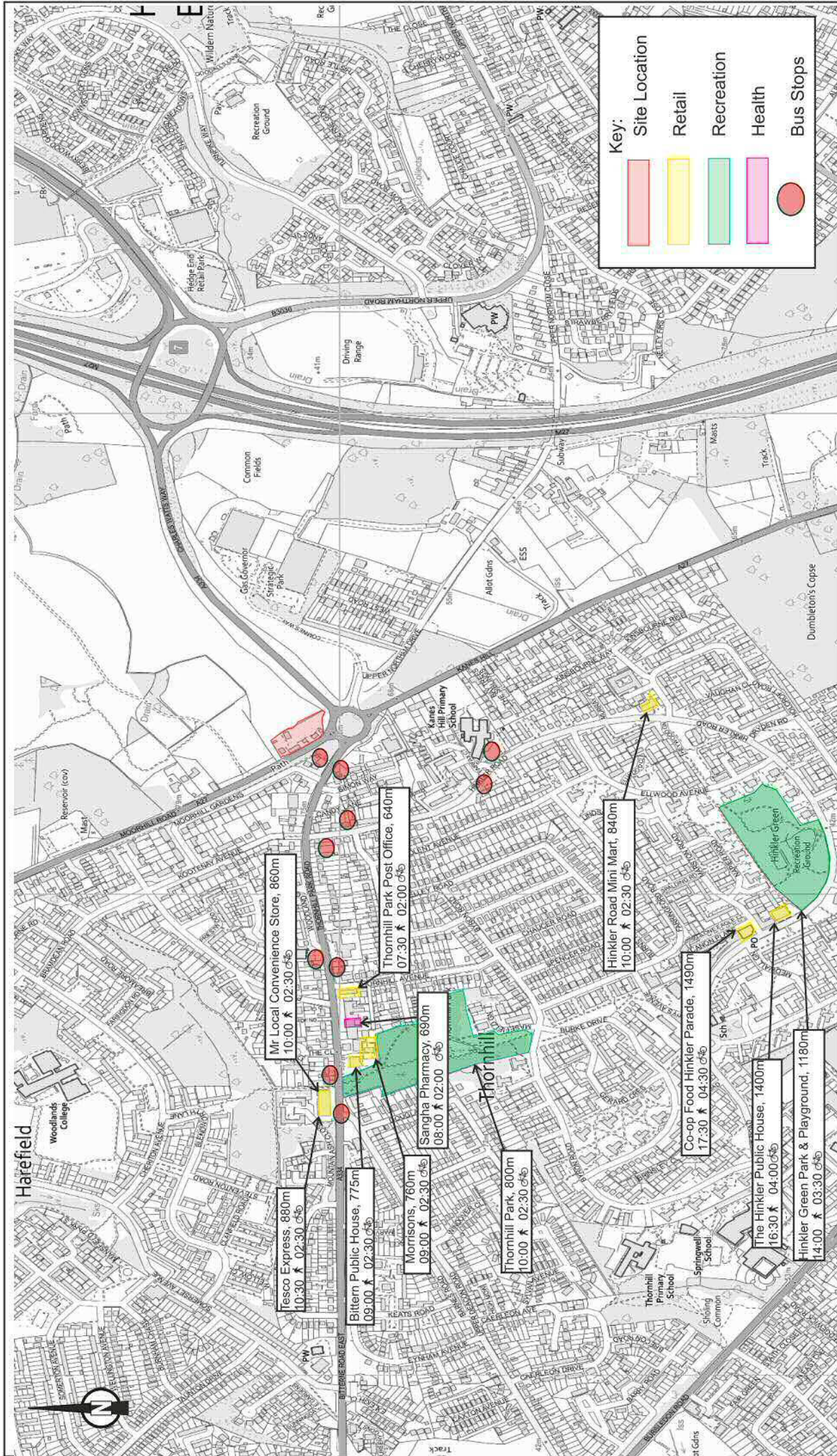
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FIGURE NO.

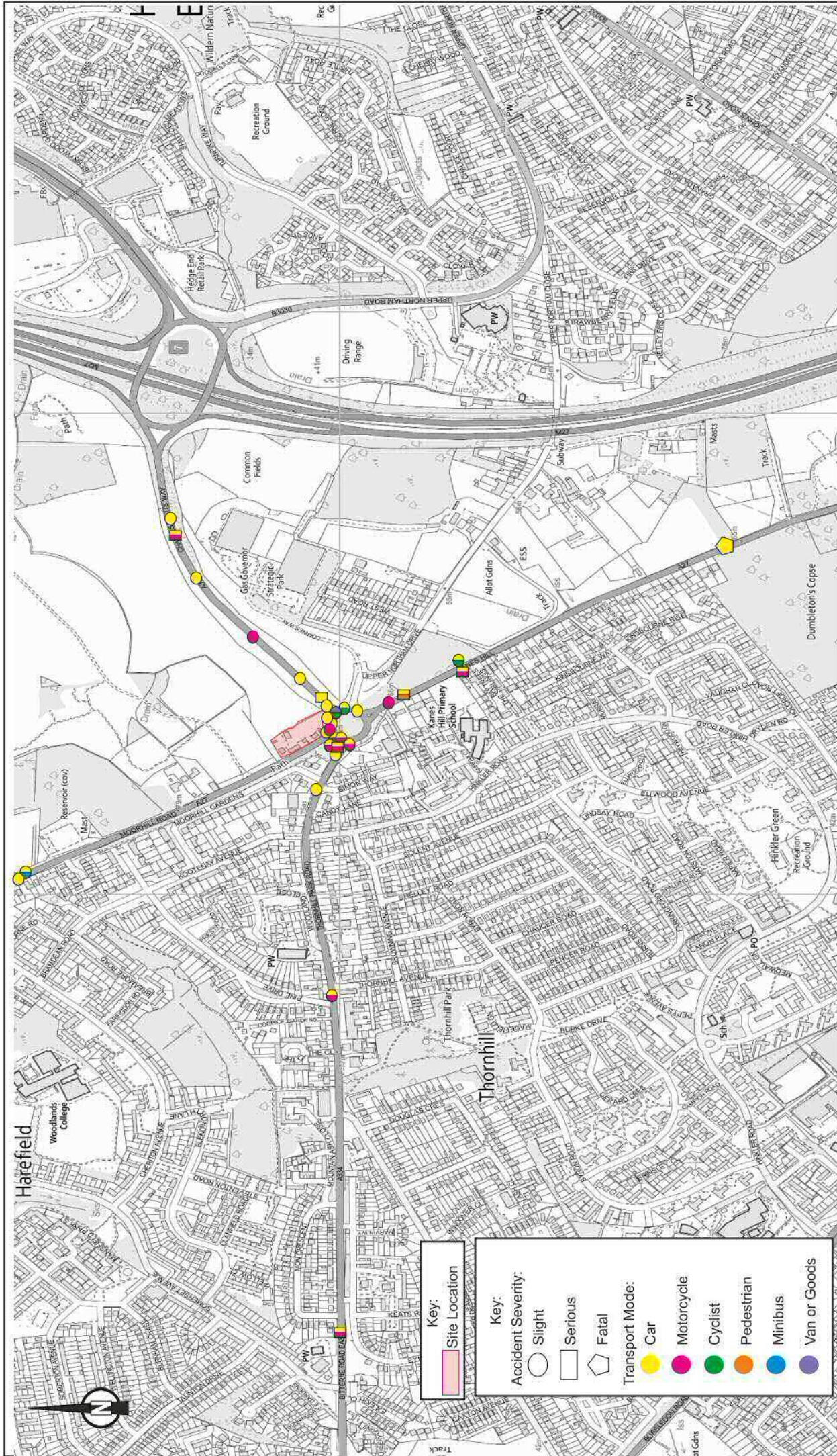
FIGURE 3.1

DRAWING TITLE

Local Facilities Plan

JOB TITLE

Land off Moorhill Road,
West End, Southampton



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FIGURE NO.

FIGURE 3.2

DRAWING TITLE

PIA Data Plan

JOB TITLE

**Land off Moorhill Road,
West End, Southampton**

APPENDIX A



KEY	
	Application site boundary
	Existing 1m contours
	Indicative proposed ground levels for pitches
	Existing trees. Orange circles indicate RPAs (root protection areas). Refer to Tree Report.
	Existing trees to be removed
	Existing embankment/screen planting along southern boundary (evergreen and deciduous trees/shrubs)
	Existing scrub vegetation along northern boundary to be retained and managed as a 5m wide green corridor
	Proposed tree
	Proposed native screen planting (trees and shrubs)
	Proposed native hedge/shrub planting
	Proposed embankments
	Proposed access roads, bonded gravel surfacing
	Proposed amenity grass
	Proposed grassland meadow with wildflowers
	Motorhome service point
	Proposed water point/fire point

NOTES

1. This drawing is intended for Planning purposes only.
Levels shown on drawing are indicative only.
All construction details for earthworks and levels to be designed by consultant engineer.
2. Refer to dwg. no. 63-07 Illustrative Sections
3. Pitches 28-30 for tents only

rev.	date	by	description
			drawing status
			DRAFT 12.09.22
			project
			THORNEYDOWN FARM
			title
			ILLUSTRATIVE MASTERPLAN TOURING CARAVANS
			date
			05.07.22
			scale
			1:500 @ A1 1:1000 @ A3 drawing no.
			63
			drawn by
			PJS
			revision
			06

APPENDIX B

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

Selected Polygon:HR KANES HILL

150280413 14/08/2015 Time 0050 Vehicles 1 Casualties 1 Slight
E:447359 N:113010 First Road: A 27 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Loss of control	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG A27 MOORHILL ROAD ENTERED THE RBT AT A334 CHARLES WATTS WAY AND LOST CONTROL ON THE WET ROAD SURFACE, COLLIDING WITH A LAMP POST TO THE NEARSIDE.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH A334 CHARLES WATTS WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from NW to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Offside Hit vehicle:
Hit object in road None Off road: Lamp post
Nearside Age of Driver 22 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 28 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

Notes:

150327801 21/09/2015 Time 1400 Vehicles 2 Casualties 2 Slight
E:446983 N:113043 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W ALONG A334 THORNHILL PARK ROAD COLLIDES WITH SLOW MOVING VEH 2 (CAR) TRAVELLING IN FRONT.

Occurred on A334 THORNHILL PARK ROAD OUTSIDE NUMBER 100, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 36 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 2 Age: 19 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

Notes:

160053224 04/02/2016 Time 1409 Vehicles 2 Casualties 2 Serious
E:447219 N:113034 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG SIMON WAY, FAILS TO GIVE WAY AND TURNS RIGHT ONTO A334 THORNHILL PARK ROAD ACROSS THE PATH OF VEH 2 (CAR) TRAVELLING W ALOG A334 THORNHILL PARK ROAD AND COLLIDES.

Occurred on A334 THORNHILL PARK ROAD AT JUNCTION WITH SIMON WAY, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from S to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 62 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 33 Female Passenger Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

Notes:

160118022 26/03/2016 Time 1330 Vehicles 2 Casualties 2 Slight
E:447308 N:112995 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 27
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG A334 THORNHILL PARK ROAD, DRIVERS FOOT SLIPS OFF THE ADAPTED PEDAL AND PUSHES ONTO THE ACCELERATOR CAUSING VEH 1 TO ACCELERATE HARD INTO THE REAR OF VEH 2 (VAN) SLOWING APPROACHING THE RBT.

Occurred on A334 THORNHILL PARK ROAD AT JUNCTION WITH A27 MOORHILL ROAD, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 61 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 61 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 36 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

Notes:

160254759 08/07/2016 Time 2145 Vehicles 2 Casualties 1 Slight
E:447366 N:112948 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING NE ALONG A27 KANES HILL FAILS TO STOP IN TIME AND COLLIDES WITH THE REAR OF VEH 2 (M/CYCLE) SLOWING APPROACHING RBT DUE TO VEH ON RBT. RIDER OF VEH 1 FELL TO THE FLOOR.

Occurred on A27 KANES HILL AT JUNCTION WITH A334 THORNHILL PARK WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 23 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

Notes:

160304869 14/08/2016 Time 2005 Vehicles 2 Casualties 1 Slight
E:447077 N:113464 First Road: A 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Possible
2nd:	Sudden braking	Vehicle 2	Possible
3rd:	Failed to look properly	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING ALONG NW A27 MOORHILL ROAD AND COLLIDES WITH THE REAR OF
VEH 2 (CAR) AS BRAKES SUDDENLY.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH HASELFOOT GARDENS, WEST END, HAMPSHIRE

Vehicle Reference 1 Motorcycle - unknown cc Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 18 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

Notes:

160374760 03/10/2016 Time 1620 Vehicles 2 Casualties 2 Slight
E:447360 N: 112948 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG A27 KANES HILL STOPPED FOR THE RBT AT A334 CHARLES WATTS WAY. VEH 2 (CAR) FAILED TO REACT IN TIME AND COLLIDED WITH THE REAR OF VEH 1.

Occurred on A27 KANES HILL AT JUNCTION WITH A334 CHARLES WATTS WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 45 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 47 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

Notes:

160412309 01/11/2016 Time 0538 Vehicles 2 Casualties 1 Slight
E:447374 N:113009 First Road: A 27 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Cyclist wearing dark clothing at night	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) TRAVELLING SE ALONG A27 MOORHILL ROAD AROUND RBT AND IS HIT FROM BEHIND
BY VEH 2 (CAR), CAUSING RIDER TO FALL OFF.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH A334 CHARLES WATTS WAY, EASTLEIGH,
HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Starting
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 29 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 Car Starting
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

Notes:

44170129015 06/04/2017 Time 2120 Vehicles 2 Casualties 1 Serious
E:447774 N:113290 First Road: A 334 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site Road works Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Swerved	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING NE ALONG A334 CHARLES WATTS WAY OVERTAKING QUEUE OF TRAFFIC
STATIONARY AT ROADWORK TRAFFIC LIGHTS. DUE TO AN ONCOMING VEH, VEH 1 SWERVED TO
NEARSLIDE HITTING VEH 2 (CAR) WAITING IN QUEUE, CAUSING RIDER TO FALL OFF.

Occurred on A334 CHARLES WATTS WAY 200 METRES WEST OF M27 WESTBOUND JUNCTION 7 ONSLIP,
HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Overtaking stat vehicle O/S
Vehicle movement from SW to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 22 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from SW to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

Notes:

44170137722 13/04/2017 Time 0555 Vehicles 2 Casualties 1 Slight
E:447324 N:112997 First Road: A 334 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 (MC) TRAVELLING WEST INTENDING TO EXIT ONTO MOORHILL ROAD, WHEN V2 PULLS OUT INTO THE SIDE OF V1

Occurred on KANES HILL ROUNDABOUT JUNCTION OF THORNHILL PARK ROAD AND MOORHILL ROAD, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 33 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Starting
Vehicle movement from NW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 65 Male
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

Notes:

44170206369 31/05/2017 Time 0735 Vehicles 2 Casualties 1 Slight
E:447220 N:113036 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING SE ALONG A334 THORNHILL PARK ROAD COLLIDES WITH THE REAR OF VEH 1 (CAR) SLOWS FOR VEH TO PULL OUT OF SIMON WAY

Occurred on A334 THORNHILL PARK ROAD AT JUNCTION WITH SIMON WAY, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from W to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 27 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Stopping
Vehicle movement from W to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

44170434589 08/11/2017 Time 0650 Vehicles 1 Casualties 1 Slight
E:447404 N:112904 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Wet/Damp
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Inexperienced or learner driver/rider	Vehicle 1	Possible	
2nd: Failed to judge other persons path or speed	Vehicle 1	Possible	
3rd: Travelling too fast for conditions	Vehicle 1		
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING SE ALONG A27 KANES HILL, BRAKES FOR TRAFFIC STOPPED AT RED
TRAFFIC LIGHTS VEH 1 TO LOW SIDES CAUSING THE RIDER TO HIT THE FLOOR
Occurred on A27 KANES HILL 59 METRES SOUTH EAST OF COMINES WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 20 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

Notes:

44170484451 13/12/2017 Time 1900 Vehicles 2 Casualties 1 Slight
E:447376 N:112966 First Road: A 27 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING SE AROUND RBT INTENDING TO EXIT ONTO A27 KANES HILL AND COLLIDES
WITH THE REAR OF VEH 1 (CAR) TRAVELLING IN THE SAME DIRECTION HAVING ENTERED FROM
THORNHILL PARK ROAD

Occurred on A27 KANES HILL AT JUNCTION WITH COMINES WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from W to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 40 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

44180102372 19/03/2018 Time 0620 Vehicles 1 Casualties 1 Slight
E:447490 N: 113108 First Road: A 334 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Frost/Ice
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Slippery road (due to weather)	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING NE ALONG A334 CHARLES WATTS WAY GOES OVE SOME BACK ICE
CAUSING THE RIDER TO FALL OFF.

Occurred on A334 CHARLES WATTS WAY 150 METRES NORTH EAST OF KANES HILL, HEDGE END,
HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 21 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

44180384366 12/10/2018 Time 1316 Vehicles 2 Casualties 1 Slight
E:447397 N:113018 First Road: A 334 Road Type Single carriageway
Speed limit: 60 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SW ALONG A334 CHARLES WATTS WAY FAILS TO SLOW IN TIME ON
APPROACH TO THE ROUNDABOUT AND COLLIDES WITH VEH2 (CAR) TRAVELLING SW ALONG A334
CHARLES WATTS WAY IN FRONT.

Occurred on A334 CHARLES WATTS WAY AT JUNCTION WITH COMINES WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 36 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Stopping
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 72 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

Notes:

44180445553 28/11/2018 Time 1727 Vehicles 2 Casualties 1 Serious
E:447321 N:112997 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 27
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ALONG A334 THORNHILL PARK ROAD ENTERS ROUNDABOUT WITHUOT
GIVING WAY TO VEH2 (M/CYCLE) ALREADY ON THE ROUNDABOUT TRAVELLING NW.

Occurred on A334 THORNHILL PARK ROAD AT JUNCTION WITH A27 KANES HILL, SOUTHAMPTON,
HAMPSHIRE.

Vehicle Reference 1 Car Starting
Vehicle movement from NW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 56 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motorcycle - unknown cc Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 53 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 53 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

Notes:

44190001714 02/01/2019 Time 1229 Vehicles 2 Casualties 1 Slight
E:447339 N:113018 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG A27 MOORHILL ROAD COLLIDED WITH REAR OF VEH 2 (CAR)
TRAVELLING IN FRONT AND WAITING TO ENTER RBT.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH A334 CHARLES WATTS WAY, WEST END,
HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 24 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

Notes:

44190014547 12/01/2019 Time 2345 Vehicles 1 Casualties 1 Slight
E:447334 N:113018 First Road: A 27 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present but unlit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Impaired by alcohol	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG A27 MOORHILL ROAD, FAILS TO GIVE WAY GOING ONTO RBT AND MOUNTS RBT COLLIDING WITH AND KNOCKING DOWN ROAD SIGNS AND A TREE BEFORE COMING TO REST.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH A334 CHARLES WATTS WAY, WEST END, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
Hit object in road None Off road: Road sign / ATS
O/S Age of Driver 45 Male
Not hit and run Breath test Positive
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 45 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

Notes:

44190043850 05/02/2019 Time 2011 Vehicles 2 Casualties 2 Serious
E:447395 N:113024 First Road: A 334 Road Type Single carriageway
Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 27
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Impaired by alcohol	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ALONG A27 MOORHILL ROAD TURNED LEFT ONTO A334 CHARLES WATTS WAY BUT SWUNG OUT TOO WIDE. VEH2 (CAR) TRAVELLING SW ALONG A334 HAS TO TAKE AVOIDING ACTION AND BUMPS ONTO THE KERB. VEH1 OVER CORRECTS & HITS LAMP POST.

Occurred on A334 CHARLES WATTS WAY AT JUNCTIONW ITH A27 MOORHILL ROAD, HEDGE END, HAMPSHIRE.

Vehicle Reference 1 Car Turning left
Vehicle movement from NW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: Lamp post
Nearside Age of Driver 54 Male
Not hit and run Breath test Positive
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 52 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR KANES HILL")

Notes:

44190102703 24/03/2019 Time 1910 Vehicles 2 Casualties 1 Slight
E:447325 N: 113010 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd: Failed to judge other persons path or speed	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ALONG A334 THORNHILL PARK ROAD ENTERED RBT AIMING FOR CHARLES WATTS WAY. VEH2 (M/CYCLE) TRAVELLING N ON THE RBT WENT TO EXIT ONTO MOORHILL ROAD. VEH1 COLLIDED WITH VEH2 CAUSING RIDER OF VEH2 TO FALL.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH A334 THORNHILL PARK ROAD, SOUTHAMPTON, HAMPSHIRE.

Vehicle Reference 1 Car Turning left
Vehicle movement from NW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 29 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

Notes:

44190172191 19/05/2019 Time 1139 Vehicles 2 Casualties 2 Slight
E:447315 N:112997 First Road: A 334 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Inexperienced or learner driver/rider	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ON A334 THORNHILL PARK ROAD FAILS TO STOP FOR VEH2 (CAR)
STATIONARY WAITING TO JOIN RBT AND COLLIDES WITH THE REAR.

Occurred on A334 THORNHILL PARK ROAD AT JUNCTION WITH A27 MOORHILL ROAD, THORNHILL,
HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 43 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 2 Age: 8 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Back seat

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

Notes:

44190292845 18/08/2019 Time 1256 Vehicles 2 Casualties 1 Slight
E:447345 N:113019 First Road: A 27 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING SE ALONG MORRHILL ROAD WAITING BEHIND VEH 2 (M/CYCLE). VEH 1
THOUGHT VEH 2 HAD MOVED OFF SO BEGINS TO ACCELERATE BUT VEH 2 STILL WAITING AND
COLLIDES INTO REAR OF VEH 2.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH A334 CHARLES WATTS WAY (KANES HILL
ROUNDAABOUT) SOUTHAMPTON HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 125 cc and up to 500cc Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 57 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

Notes:

44190355593 05/10/2019 Time 0719 Vehicles 2 Casualties 1 Slight
E:447476 N:112778 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH2 (CAR) TRAVELLING NE ALONG BAYS TREES TURNS LEFT ONTO A27 KANES HILL WITHOUT GIVING WAY TO VEH1 (P/CYCLE) TRAVELLING NW ALONG A27 KANES HILL, CAUSING VEH1 TO BRAKE HEAVILY AND FALL OFF.

Occurred on A27 KANES HILL AT JUNCTION WITH BAYS TREES, THORNHILL, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 28 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Car Turning left
Vehicle movement from SW to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Non-stop, not hit Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

44190468099 31/12/2019 Time 1809 Vehicles 2 Casualties 1 Slight
E:447429 N:113047 First Road: A 334 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Following too close	Vehicle 2	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG A334 CHARLES WATTS WAY HAS SLOWED APPROACHING STATIC TRAFFIC, VEH 2 (CAR) TRAVELLING SW BEHIND VEH 1, HAS FAILED TO STOP IN TIME AND COLLIDED WITH THEIR REAR.

Occurred on A334 CHARLES WATTS WAY, 53 METRES FROM THE KANES HILL RBT JUNCTION, HEDGE END, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 31 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

Notes:

44200007246 07/01/2020 Time 0718 Vehicles 2 Casualties 1 Serious
E:447478 N:112779 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Possible
2nd:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLEING NW ALONG A27 KANES HILL OVERTAKING SLOW LINE OF TRAFFIC IN
CENTRE OF ROAD BELIEVED TO BE TRAVELLING AT SPEED COLLIDES WITH VEH 2 (CAR) TRAVELLING
NE ALONG BAYS TREES, TURN RIGHT AFTER BEING ALLOWED OUT.

Occurred on A27 KANES HILL AT JUNCTION WITH BAYS TREES, THORNHILL, HAMPSHIRE.

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Overtaking stat vehicle O/S
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 37 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

44200027423 22/01/2020 Time 2325 Vehicles 1 Casualties 1 Serious
E:447414 N: 112883 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Careless/Reckless/In a hurry	Casualty 1	Very Likely	
2nd: Impaired by alcohol	Casualty 1	Possible	
3rd: Pedestrian wearing dark clothing at night	Casualty 1		
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NW ALONG A27 KANES HILL COLLIDES WITH CAS1 (PEDESTRIAN) WHO WAS
CROSSING KANES HILL TRAVELLING SW.

Occurred on A27 KANES HILL, OUTSIDE WINDEMERE, THORNHILL, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 26 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Within 50m ped crossing SW bound
Driver's offside

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

Notes:

44190438516 06/02/2020 Time 0820 Vehicles 2 Casualties 5 Slight
E:446990 N: 113613 First Road: A 27 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NW ALONG A27 MOORHILL ROAD SLOWS AND STOPS WAITING TO TURN RIGHT AND TRAVEL NE ON TELEGRAPH ROAD AND IS STRUCK FROM BEHIND BY VEH2 (MINIBUS) THAT FAILS TO STOP FOR VEH1.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH TELEGRAPH ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn right
Vehicle movement from SE to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 45 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/08/2015 and 31/08/2020 (61) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("HR
KANES HILL")

Vehicle Reference 2 Minibus Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 15 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Not car passenger

Casualty Reference: 3 Vehicle: 2 Age: 15 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Not car passenger

Casualty Reference: 4 Vehicle: 2 Age: 15 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Not car passenger

Casualty Reference: 5 Vehicle: 2 Age: 12 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Not car passenger

Accidents between dates **01/08/2015** and **31/08/2020** (61) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR KANES HILL")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	3	12	15
2-wheeled motor vehicles	0	3	7	10
Pedal cycles	0	0	2	2
Horses & other	0	0	0	0
Total	0	6	21	27

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	2	13	15
Passenger	0	1	10	11
Motorcycle rider	0	2	6	8
Cyclist	0	0	2	2
Pedestrian	0	1	0	1
Other	0	0	0	0
Total	0	6	31	37

APPENDIX C

Calculation Reference: AUDIT-812401-170816-0841

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : J - HOLIDAY ACCOMMODATION

MULTI-MODAL VEHICLES

Selected regions and areas:

06 WEST MIDLANDS
 SH SHROPSHIRE 1 days

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

Secondary 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: Number of units
 Actual Range: 115 to 115 (units:)
 Range Selected by User: 115 to 1792 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 15/08/16

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:

Friday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 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:

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.

Secondary Filtering selection:

Use Class:

Not Known 1 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000 1 days

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

Population within 5 miles:

75,001 to 100,000 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.6 to 2.0 1 days

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

Travel Plan:

No 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1 SH-03-J-01 CARAVAN PARK SHROPSHIRE
WELSHPOOL ROAD
BICTON HEATH
SHREWSBURY
Edge of Town
No Sub Category
Total Number of units: 115
Survey date: FRIDAY 26/06/09 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
WS-03-J-02	Not Representative of the Development Site

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

MULTI-MODAL VEHICLES

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	1	115	0.009	1	115	0.035	1	115	0.044
08:00 - 09:00	1	115	0.035	1	115	0.061	1	115	0.096
09:00 - 10:00	1	115	0.113	1	115	0.122	1	115	0.235
10:00 - 11:00	1	115	0.157	1	115	0.130	1	115	0.287
11:00 - 12:00	1	115	0.148	1	115	0.148	1	115	0.296
12:00 - 13:00	1	115	0.113	1	115	0.070	1	115	0.183
13:00 - 14:00	1	115	0.026	1	115	0.061	1	115	0.087
14:00 - 15:00	1	115	0.078	1	115	0.061	1	115	0.139
15:00 - 16:00	1	115	0.157	1	115	0.165	1	115	0.322
16:00 - 17:00	1	115	0.200	1	115	0.139	1	115	0.339
17:00 - 18:00	1	115	0.122	1	115	0.096	1	115	0.218
18:00 - 19:00	1	115	0.157	1	115	0.130	1	115	0.287
19:00 - 20:00	1	115	0.043	1	115	0.113	1	115	0.156
20:00 - 21:00	1	115	0.052	1	115	0.070	1	115	0.122
21:00 - 22:00	1	115	0.035	1	115	0.043	1	115	0.078
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.445			1.444			2.889

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.

Parameter summary

Trip rate parameter range selected: 115 - 115 (units:)
 Survey date date range: 01/01/09 - 15/08/16
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 1

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 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

MULTI-MODAL TAXIS

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	1	115	0.000	1	115	0.000	1	115	0.000
08:00 - 09:00	1	115	0.000	1	115	0.000	1	115	0.000
09:00 - 10:00	1	115	0.000	1	115	0.000	1	115	0.000
10:00 - 11:00	1	115	0.000	1	115	0.000	1	115	0.000
11:00 - 12:00	1	115	0.000	1	115	0.000	1	115	0.000
12:00 - 13:00	1	115	0.000	1	115	0.000	1	115	0.000
13:00 - 14:00	1	115	0.000	1	115	0.000	1	115	0.000
14:00 - 15:00	1	115	0.000	1	115	0.000	1	115	0.000
15:00 - 16:00	1	115	0.000	1	115	0.000	1	115	0.000
16:00 - 17:00	1	115	0.000	1	115	0.000	1	115	0.000
17:00 - 18:00	1	115	0.000	1	115	0.000	1	115	0.000
18:00 - 19:00	1	115	0.000	1	115	0.000	1	115	0.000
19:00 - 20:00	1	115	0.000	1	115	0.000	1	115	0.000
20:00 - 21:00	1	115	0.017	1	115	0.017	1	115	0.034
21:00 - 22:00	1	115	0.000	1	115	0.000	1	115	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.017			0.034

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

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

Parameter summary

Trip rate parameter range selected: 115 - 115 (units:)
 Survey date date range: 01/01/09 - 15/08/16
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 1

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 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

MULTI-MODAL OGVS

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	1	115	0.000	1	115	0.000	1	115	0.000
08:00 - 09:00	1	115	0.000	1	115	0.000	1	115	0.000
09:00 - 10:00	1	115	0.009	1	115	0.000	1	115	0.009
10:00 - 11:00	1	115	0.017	1	115	0.009	1	115	0.026
11:00 - 12:00	1	115	0.000	1	115	0.000	1	115	0.000
12:00 - 13:00	1	115	0.000	1	115	0.000	1	115	0.000
13:00 - 14:00	1	115	0.000	1	115	0.000	1	115	0.000
14:00 - 15:00	1	115	0.000	1	115	0.000	1	115	0.000
15:00 - 16:00	1	115	0.000	1	115	0.000	1	115	0.000
16:00 - 17:00	1	115	0.000	1	115	0.000	1	115	0.000
17:00 - 18:00	1	115	0.000	1	115	0.000	1	115	0.000
18:00 - 19:00	1	115	0.000	1	115	0.000	1	115	0.000
19:00 - 20:00	1	115	0.000	1	115	0.000	1	115	0.000
20:00 - 21:00	1	115	0.009	1	115	0.009	1	115	0.018
21:00 - 22:00	1	115	0.000	1	115	0.000	1	115	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.018			0.053

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.

Parameter summary

Trip rate parameter range selected: 115 - 115 (units:)
 Survey date date range: 01/01/09 - 15/08/16
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 1

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 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

MULTI-MODAL PSVS

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	1	115	0.000	1	115	0.000	1	115	0.000
08:00 - 09:00	1	115	0.000	1	115	0.000	1	115	0.000
09:00 - 10:00	1	115	0.000	1	115	0.000	1	115	0.000
10:00 - 11:00	1	115	0.000	1	115	0.000	1	115	0.000
11:00 - 12:00	1	115	0.000	1	115	0.000	1	115	0.000
12:00 - 13:00	1	115	0.000	1	115	0.000	1	115	0.000
13:00 - 14:00	1	115	0.000	1	115	0.000	1	115	0.000
14:00 - 15:00	1	115	0.000	1	115	0.000	1	115	0.000
15:00 - 16:00	1	115	0.000	1	115	0.000	1	115	0.000
16:00 - 17:00	1	115	0.000	1	115	0.000	1	115	0.000
17:00 - 18:00	1	115	0.000	1	115	0.000	1	115	0.000
18:00 - 19:00	1	115	0.000	1	115	0.000	1	115	0.000
19:00 - 20:00	1	115	0.000	1	115	0.000	1	115	0.000
20:00 - 21:00	1	115	0.000	1	115	0.000	1	115	0.000
21:00 - 22:00	1	115	0.000	1	115	0.000	1	115	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Parameter summary

Trip rate parameter range selected: 115 - 115 (units:)
 Survey date date range: 01/01/09 - 15/08/16
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 1

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 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

MULTI-MODAL CYCLISTS

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	1	115	0.000	1	115	0.000	1	115	0.000
08:00 - 09:00	1	115	0.000	1	115	0.000	1	115	0.000
09:00 - 10:00	1	115	0.000	1	115	0.000	1	115	0.000
10:00 - 11:00	1	115	0.000	1	115	0.017	1	115	0.017
11:00 - 12:00	1	115	0.009	1	115	0.000	1	115	0.009
12:00 - 13:00	1	115	0.009	1	115	0.000	1	115	0.009
13:00 - 14:00	1	115	0.000	1	115	0.000	1	115	0.000
14:00 - 15:00	1	115	0.000	1	115	0.000	1	115	0.000
15:00 - 16:00	1	115	0.000	1	115	0.000	1	115	0.000
16:00 - 17:00	1	115	0.000	1	115	0.000	1	115	0.000
17:00 - 18:00	1	115	0.000	1	115	0.000	1	115	0.000
18:00 - 19:00	1	115	0.000	1	115	0.000	1	115	0.000
19:00 - 20:00	1	115	0.000	1	115	0.000	1	115	0.000
20:00 - 21:00	1	115	0.000	1	115	0.000	1	115	0.000
21:00 - 22:00	1	115	0.000	1	115	0.000	1	115	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.017			0.035

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.

Parameter summary

Trip rate parameter range selected: 115 - 115 (units:)
 Survey date date range: 01/01/09 - 15/08/16
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 1

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 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	1	115	0.009	1	115	0.052	1	115	0.061
08:00 - 09:00	1	115	0.043	1	115	0.087	1	115	0.130
09:00 - 10:00	1	115	0.191	1	115	0.200	1	115	0.391
10:00 - 11:00	1	115	0.252	1	115	0.209	1	115	0.461
11:00 - 12:00	1	115	0.304	1	115	0.304	1	115	0.608
12:00 - 13:00	1	115	0.209	1	115	0.122	1	115	0.331
13:00 - 14:00	1	115	0.035	1	115	0.104	1	115	0.139
14:00 - 15:00	1	115	0.148	1	115	0.122	1	115	0.270
15:00 - 16:00	1	115	0.270	1	115	0.322	1	115	0.592
16:00 - 17:00	1	115	0.461	1	115	0.313	1	115	0.774
17:00 - 18:00	1	115	0.313	1	115	0.217	1	115	0.530
18:00 - 19:00	1	115	0.470	1	115	0.322	1	115	0.792
19:00 - 20:00	1	115	0.096	1	115	0.313	1	115	0.409
20:00 - 21:00	1	115	0.122	1	115	0.157	1	115	0.279
21:00 - 22:00	1	115	0.052	1	115	0.070	1	115	0.122
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.975			2.914			5.889

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.

Parameter summary

Trip rate parameter range selected: 115 - 115 (units:)
 Survey date date range: 01/01/09 - 15/08/16
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 1

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 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	1	115	0.009	1	115	0.000	1	115	0.009
08:00 - 09:00	1	115	0.000	1	115	0.035	1	115	0.035
09:00 - 10:00	1	115	0.017	1	115	0.017	1	115	0.034
10:00 - 11:00	1	115	0.009	1	115	0.017	1	115	0.026
11:00 - 12:00	1	115	0.017	1	115	0.052	1	115	0.069
12:00 - 13:00	1	115	0.052	1	115	0.035	1	115	0.087
13:00 - 14:00	1	115	0.017	1	115	0.026	1	115	0.043
14:00 - 15:00	1	115	0.000	1	115	0.017	1	115	0.017
15:00 - 16:00	1	115	0.043	1	115	0.009	1	115	0.052
16:00 - 17:00	1	115	0.026	1	115	0.009	1	115	0.035
17:00 - 18:00	1	115	0.017	1	115	0.043	1	115	0.060
18:00 - 19:00	1	115	0.035	1	115	0.096	1	115	0.131
19:00 - 20:00	1	115	0.026	1	115	0.122	1	115	0.148
20:00 - 21:00	1	115	0.261	1	115	0.191	1	115	0.452
21:00 - 22:00	1	115	0.113	1	115	0.000	1	115	0.113
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.642			0.669			1.311

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.

Parameter summary

Trip rate parameter range selected: 115 - 115 (units:)
 Survey date range: 01/01/09 - 15/08/16
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	1	115	0.000	1	115	0.000	1	115	0.000
08:00 - 09:00	1	115	0.000	1	115	0.000	1	115	0.000
09:00 - 10:00	1	115	0.000	1	115	0.017	1	115	0.017
10:00 - 11:00	1	115	0.009	1	115	0.104	1	115	0.113
11:00 - 12:00	1	115	0.009	1	115	0.009	1	115	0.018
12:00 - 13:00	1	115	0.035	1	115	0.017	1	115	0.052
13:00 - 14:00	1	115	0.009	1	115	0.009	1	115	0.018
14:00 - 15:00	1	115	0.035	1	115	0.000	1	115	0.035
15:00 - 16:00	1	115	0.061	1	115	0.026	1	115	0.087
16:00 - 17:00	1	115	0.035	1	115	0.017	1	115	0.052
17:00 - 18:00	1	115	0.052	1	115	0.009	1	115	0.061
18:00 - 19:00	1	115	0.000	1	115	0.026	1	115	0.026
19:00 - 20:00	1	115	0.000	1	115	0.000	1	115	0.000
20:00 - 21:00	1	115	0.000	1	115	0.000	1	115	0.000
21:00 - 22:00	1	115	0.000	1	115	0.000	1	115	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.245			0.234			0.479

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.

Parameter summary

Trip rate parameter range selected: 115 - 115 (units:)
 Survey date date range: 01/01/09 - 15/08/16
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 1

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 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	1	115	0.000	1	115	0.000	1	115	0.000
08:00 - 09:00	1	115	0.000	1	115	0.000	1	115	0.000
09:00 - 10:00	1	115	0.000	1	115	0.000	1	115	0.000
10:00 - 11:00	1	115	0.000	1	115	0.000	1	115	0.000
11:00 - 12:00	1	115	0.000	1	115	0.000	1	115	0.000
12:00 - 13:00	1	115	0.000	1	115	0.000	1	115	0.000
13:00 - 14:00	1	115	0.000	1	115	0.000	1	115	0.000
14:00 - 15:00	1	115	0.000	1	115	0.000	1	115	0.000
15:00 - 16:00	1	115	0.000	1	115	0.000	1	115	0.000
16:00 - 17:00	1	115	0.000	1	115	0.000	1	115	0.000
17:00 - 18:00	1	115	0.000	1	115	0.000	1	115	0.000
18:00 - 19:00	1	115	0.000	1	115	0.000	1	115	0.000
19:00 - 20:00	1	115	0.000	1	115	0.000	1	115	0.000
20:00 - 21:00	1	115	0.000	1	115	0.000	1	115	0.000
21:00 - 22:00	1	115	0.000	1	115	0.000	1	115	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Parameter summary

Trip rate parameter range selected: 115 - 115 (units:)
 Survey date date range: 01/01/09 - 15/08/16
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	1	115	0.000	1	115	0.000	1	115	0.000
08:00 - 09:00	1	115	0.000	1	115	0.000	1	115	0.000
09:00 - 10:00	1	115	0.000	1	115	0.000	1	115	0.000
10:00 - 11:00	1	115	0.000	1	115	0.000	1	115	0.000
11:00 - 12:00	1	115	0.000	1	115	0.000	1	115	0.000
12:00 - 13:00	1	115	0.000	1	115	0.000	1	115	0.000
13:00 - 14:00	1	115	0.000	1	115	0.000	1	115	0.000
14:00 - 15:00	1	115	0.000	1	115	0.000	1	115	0.000
15:00 - 16:00	1	115	0.000	1	115	0.000	1	115	0.000
16:00 - 17:00	1	115	0.000	1	115	0.000	1	115	0.000
17:00 - 18:00	1	115	0.000	1	115	0.000	1	115	0.000
18:00 - 19:00	1	115	0.000	1	115	0.000	1	115	0.000
19:00 - 20:00	1	115	0.000	1	115	0.000	1	115	0.000
20:00 - 21:00	1	115	0.000	1	115	0.000	1	115	0.000
21:00 - 22:00	1	115	0.000	1	115	0.000	1	115	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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.

Parameter summary

Trip rate parameter range selected: 115 - 115 (units:)
 Survey date date range: 01/01/09 - 15/08/16
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	1	115	0.000	1	115	0.000	1	115	0.000
08:00 - 09:00	1	115	0.000	1	115	0.000	1	115	0.000
09:00 - 10:00	1	115	0.000	1	115	0.017	1	115	0.017
10:00 - 11:00	1	115	0.009	1	115	0.104	1	115	0.113
11:00 - 12:00	1	115	0.009	1	115	0.009	1	115	0.018
12:00 - 13:00	1	115	0.035	1	115	0.017	1	115	0.052
13:00 - 14:00	1	115	0.009	1	115	0.009	1	115	0.018
14:00 - 15:00	1	115	0.035	1	115	0.000	1	115	0.035
15:00 - 16:00	1	115	0.061	1	115	0.026	1	115	0.087
16:00 - 17:00	1	115	0.035	1	115	0.017	1	115	0.052
17:00 - 18:00	1	115	0.052	1	115	0.009	1	115	0.061
18:00 - 19:00	1	115	0.000	1	115	0.026	1	115	0.026
19:00 - 20:00	1	115	0.000	1	115	0.000	1	115	0.000
20:00 - 21:00	1	115	0.000	1	115	0.000	1	115	0.000
21:00 - 22:00	1	115	0.000	1	115	0.000	1	115	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.245			0.234			0.479

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.

Parameter summary

Trip rate parameter range selected: 115 - 115 (units:)
 Survey date date range: 01/01/09 - 15/08/16
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	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	1	115	0.017	1	115	0.052	1	115	0.069
08:00 - 09:00	1	115	0.043	1	115	0.122	1	115	0.165
09:00 - 10:00	1	115	0.209	1	115	0.235	1	115	0.444
10:00 - 11:00	1	115	0.270	1	115	0.348	1	115	0.618
11:00 - 12:00	1	115	0.339	1	115	0.365	1	115	0.704
12:00 - 13:00	1	115	0.304	1	115	0.174	1	115	0.478
13:00 - 14:00	1	115	0.061	1	115	0.139	1	115	0.200
14:00 - 15:00	1	115	0.183	1	115	0.139	1	115	0.322
15:00 - 16:00	1	115	0.374	1	115	0.357	1	115	0.731
16:00 - 17:00	1	115	0.522	1	115	0.339	1	115	0.861
17:00 - 18:00	1	115	0.383	1	115	0.270	1	115	0.653
18:00 - 19:00	1	115	0.504	1	115	0.443	1	115	0.947
19:00 - 20:00	1	115	0.122	1	115	0.435	1	115	0.557
20:00 - 21:00	1	115	0.383	1	115	0.348	1	115	0.731
21:00 - 22:00	1	115	0.165	1	115	0.070	1	115	0.235
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		3.879			3.836			7.715	

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.

Parameter summary

Trip rate parameter range selected: 115 - 115 (units:)
 Survey date date range: 01/01/09 - 15/08/16
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 1

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.

DRAWINGS



GENERAL NOTES:

- G1. DO NOT SCALE FROM THIS DRAWING.
- G2. ALL DIMENSIONS ARE IN METRES, UNLESS STATED OTHERWISE.
- G3. LEVELS ARE IN METRES AND ARE RELATED TO GPS DATUM.
- G4. THIS DRAWING IS BASED ON A TOPOGRAPHICAL SURVEY UNDERTAKEN BY:-
REDA LINE SURVEYS
1365 CHRISTCHURCH ROAD, BOURNEMOUTH,
BH7 6PS
- G5. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEME DRAWINGS AND SPECIFICATIONS.
- G6. ALL WORKS TO BE CARRIED OUT IN STRICT ACCORDANCE WITH "THE SPECIFICATION FOR HIGHWAY WORKS - MODIFIED AND EXTENDED", INCLUDING HAMPSHIRE COUNTY COUNCIL'S SUPPLEMENTARY CLAUSES.
- G7. ALL WORKS WITHIN THE PUBLIC HIGHWAY SHALL BE CARRIED OUT AND COMPLY WITH THE REQUIREMENTS OF THE DTP "TRAFFIC SIGNS MANUAL CHAPTER 8 - TRAFFIC SAFETY MEASURES AND SIGNS FOR ROAD WORKS AND TEMPORARY SITUATION".
- G8. ALL EXISTING LEVELS TO BE CONFIRMED ON SITE PRIOR TO COMMENCEMENT OF ANY WORKS.
- G9. ALL ROAD MARKINGS AND TRAFFIC SIGNS SHALL COMPLY WITH "THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016".

- KEY:
- HIGHWAY BOUNDARY
 - JUNCTION VISIBILITY
 - PEDESTRIAN CROSSING VISIBILITY
 - FORWARD VISIBILITY

PRELIMINARY ISSUE

ISSUE	DATE	DESCRIPTION	BY	CHK	DATE
001	2022	ISSUED FOR S104	JM	MSR	21.06.22
002	2022	FOR S104	JM	MSR	21.06.22
003	2022	FOR S104	JM	MSR	21.06.22
004	2022	FOR S104	JM	MSR	21.06.22
005	2022	FOR S104	JM	MSR	21.06.22
006	2022	FOR S104	JM	MSR	21.06.22
007	2022	FOR S104	JM	MSR	21.06.22
008	2022	FOR S104	JM	MSR	21.06.22
009	2022	FOR S104	JM	MSR	21.06.22
010	2022	FOR S104	JM	MSR	21.06.22
011	2022	FOR S104	JM	MSR	21.06.22
012	2022	FOR S104	JM	MSR	21.06.22
013	2022	FOR S104	JM	MSR	21.06.22
014	2022	FOR S104	JM	MSR	21.06.22
015	2022	FOR S104	JM	MSR	21.06.22
016	2022	FOR S104	JM	MSR	21.06.22
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088	2022	FOR S104	JM	MSR	21.06.22
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STUART MICHAEL ASSOCIATES

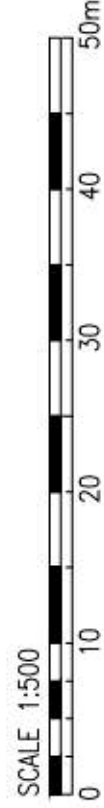
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F: 01872 274445
E: info@stuartmichael.co.uk
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JM LEISURE

THORNEYDOWN FARM
MOORHILL ROAD

RIGHT TURN JUNCTION
GENERAL ARRANGEMENT
LAYOUT

DATE	JUNE 2022	ISSUED	MSR	SCALE	1:500	PROJECT	6879-SMA-00-XI-DR-C-000-001	REVISION	P03	STATUS	SO
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TWIN AXLE CARAVAN COMING FROM ROUNDABOUT, USING TURNING LANE AND GHOST ISLAND TO TURN RIGHT INTO SITE IN FORWARDS GEAR.



TWIN AXLE CARAVAN COMING ALONG MOORHILL ROAD AND TURNING LEFT INTO THE SITE IN FORWARDS GEAR.



TWIN AXLE CARAVAN TURNING LEFT OUT OF SITE IN FORWARDS GEAR.

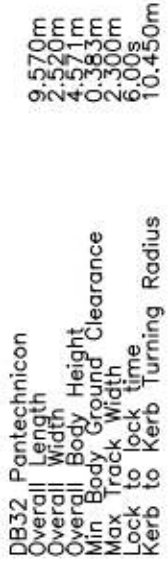
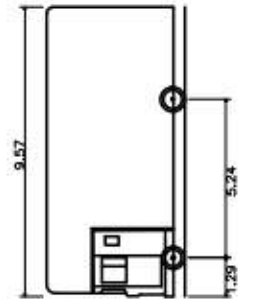
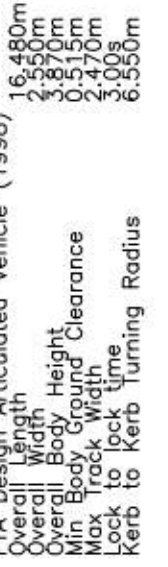
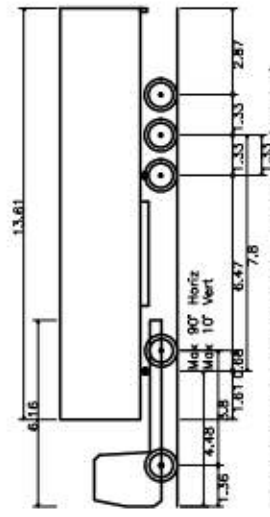
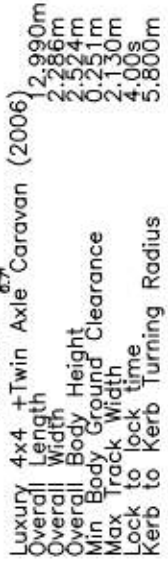
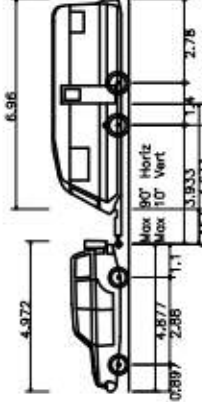


TWIN AXLE CARAVAN TURNING RIGHT OUT OF THE SITE ACROSS THE GHOST ISLAND AND TURNING LANE IN FORWARDS GEAR.



GENERAL NOTES:

- G1. DO NOT SCALE FROM THIS DRAWING.
- G2. ALL DIMENSIONS ARE IN METRES, UNLESS STATED OTHERWISE.
- G3. LEVELS ARE IN METRES AND ARE RELATED TO A.D.M. 1984.
- G4. THIS DRAWING IS BASED ON A TOPOGRAPHICAL SURVEY UNDERTAKEN BY:-
BENTLEY SURVEYING LTD
1365 CHRISTCHURCH ROAD, BOURNEMOUTH, BH7 6PS
- G5. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEME DRAWINGS AND SPECIFICATIONS.
- G6. ALL WORKS TO BE CARRIED OUT IN STRICT ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS - MODIFIED AND EXTENDED, INCLUDING HAMPSHIRE COUNTY COUNCIL'S SUPPLEMENTARY CLAUSES.
- G7. ALL WORKS WITHIN THE PUBLIC HIGHWAY SHALL BE CARRIED OUT AND COMPLY WITH THE REQUIREMENTS OF THE DTP "TRAFFIC SIGNS MANUAL CHAPTER 8 - TRAFFIC SAFETY MEASURES AND SIGNS FOR ROAD WORKS AND TEMPORARY SITUATION".
- G8. ALL EXISTING LEVELS TO BE CONFIRMED ON SITE PRIOR TO COMMENCEMENT OF ANY WORKS.
- G9. ALL ROAD MARKINGS AND TRAFFIC SIGNS SHALL COMPLY WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.



PRELIMINARY ISSUE

ISSUE	DESCRIPTION	DATE	BY	CHKD
001	DRAWING TITLE REVISION	15/05/2022	MSR	MSR
002	ACCESS REVISIONS AND LAYOUT ADJUSTED	15/05/2022	MSR	MSR
003	INITIAL ISSUE	15/05/2022	FP	MSR
ST	Rev	Description	Rev	Date
REVISIONS				
1	Submitted for S104			
2	Revised for S104			
3	Submitted for S104			
4	Submitted for S104			
5	Submitted for S104			
6	Submitted for S104			
7	Submitted for S104			
8	Submitted for S104			
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100	Submitted for S104			

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F: 01635 867 715 W: www.stuartmichael.co.uk

JM LEISURE

THORNEYDOWN FARM
MOORHILL ROAD

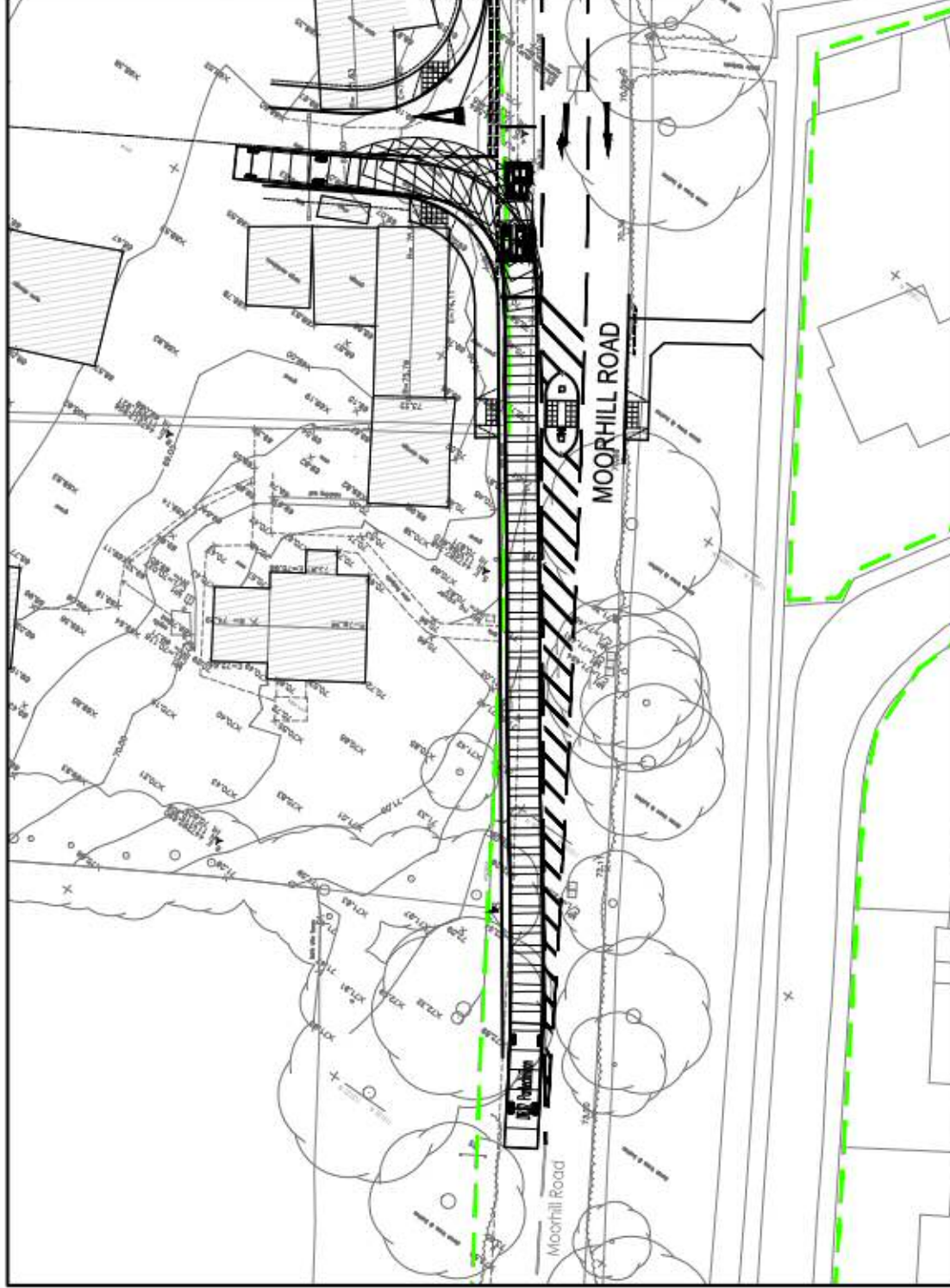
RIGHT TURN JUNCTION
VEHICLE TRACKING LAYOUT
SHEET 1



PANTECH TURNING RIGHT OUT OF THE SITE ACROSS THE GHOST ISLAND AND TURNING LANE IN FORWARDS GEAR.



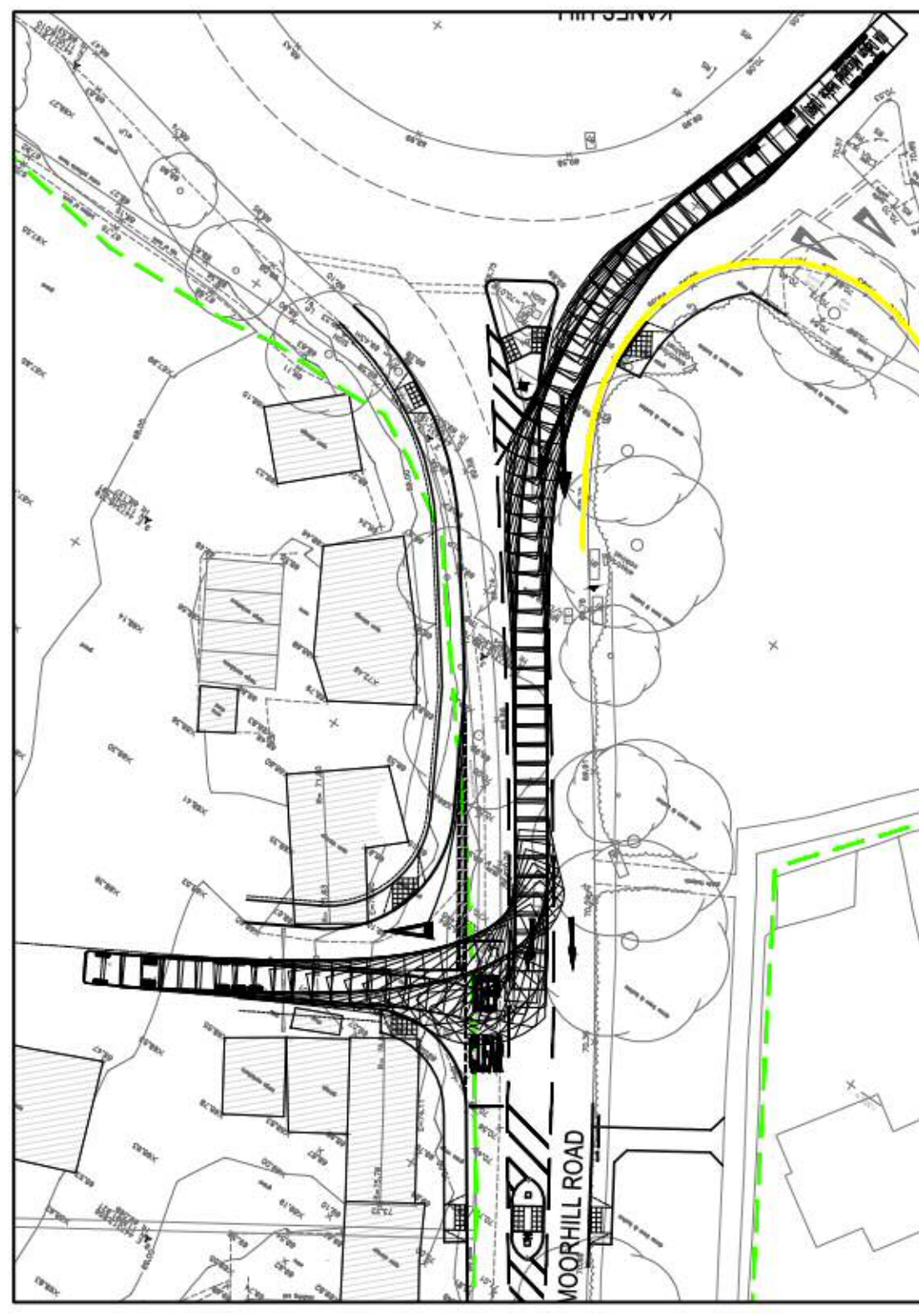
PANTECH TURNING LEFT OUT OF SITE IN FORWARDS GEAR.



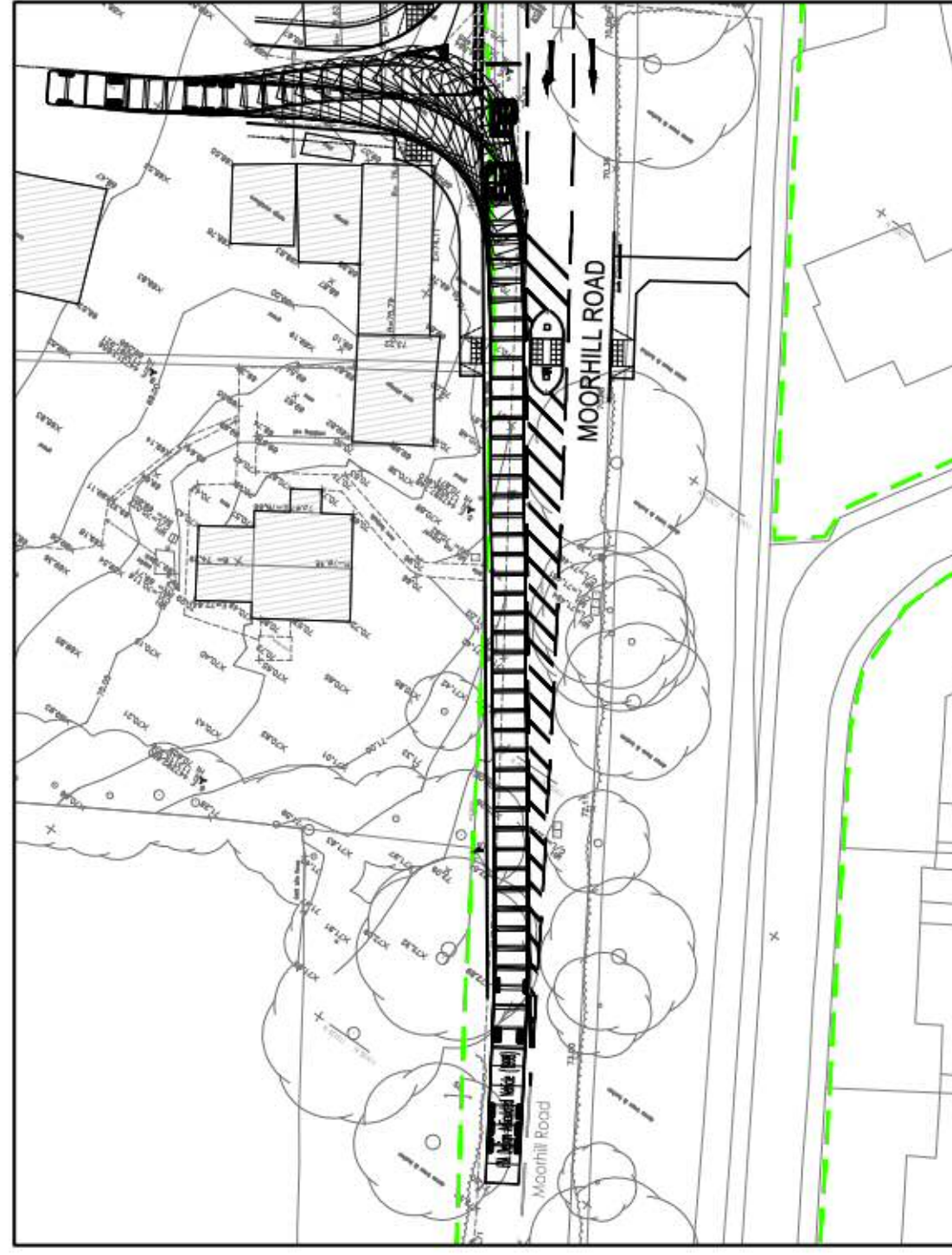
PANTECH COMING ALONG MOORHILL ROAD AND TURNING LEFT INTO THE SITE IN FORWARDS GEAR.



PANTECH COMING FROM ROUNDABOUT, USING TURNING LANE AND GHOST ISLAND TO TURN RIGHT INTO SITE IN FORWARDS GEAR.



ARTICULATED VEHICLE COMING FROM ROUNDABOUT, USING TURNING LANE AND GHOST ISLAND TO TURN RIGHT INTO SITE IN FORWARDS GEAR.



ARTICULATED VEHICLE COMING ALONG MOORHILL ROAD AND TURNING LEFT INTO THE SITE IN FORWARDS GEAR.



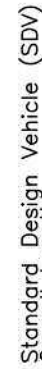
ARTICULATED VEHICLE TURNING LEFT OUT OF SITE IN FORWARDS GEAR.



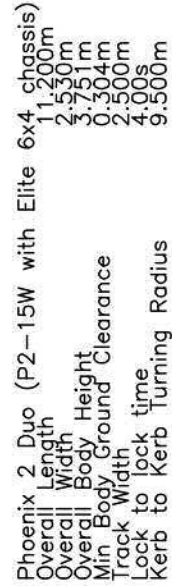
ARTICULATED VEHICLE TURNING RIGHT OUT OF THE SITE ACROSS THE GHOST ISLAND AND TURNING LANE IN FORWARDS GEAR.



01. NOT SCALE FROM THIS DRAWING.
02. ALL DIMENSIONS ARE IN METRES, UNLESS STATED OTHERWISE.
03. LEVELS ARE IN METRES AND ARE RELATED TO GPS DATUM
04. THIS DRAWING IS BASED ON A TOPOGRAPHICAL SURVEY UNDERTAKEN BY:-
1365 CHRISTCHURCH ROAD, BOURNEMOUTH,
BH7 6P5
05. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH A RELEVANT SCHEME DRAWSING AND SPECIFICATION.
06. ALL WORKS TO BE CARRIED OUT IN STRICT ACCORDANCE WITH "THE SPECIFICATION FOR HIGHWAY WORKS - MODIFIED AND EXTENDED", INCLUDING HAMPSHIRE COUNTY COUNCIL'S SUPPLEMENTARY CLAUSES.
07. ALL WORKS WITHIN THE PUBLIC HIGHWAY SHALL BE CARRIED OUT AND COMPLY WITH THE REQUIREMENTS OF THE TP1 "TRAFFIC SIGNS MANUAL CHAPTER 8 - "TRAFFIC SAFETY MEASURES AND SIGNS FOR ROAD WORKS AND TEMPORARY SITUATION".
08. ALL EXISTING LEVELS TO BE CONFIRMED ON SITE PRIOR TO COMMENCEMENT OF ANY WORKS.
09. ALL ROAD MARKINGS AND TRAFFIC SIGNS SHALL COMPLY WITH "THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016".



Standard Design Vehicle (SDV)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Wall to Wall Turning Radius



PRELIMINARY ISSUE

ST	Rev	Description	Drn	Shk	Date
P03		DRAWING TITLE REVISED	JS	MSR	28.07.22
= P02		ACCESS RELEVANT AND LAYOUT ADJUSTED	JS	MSR	26.07.22
P01		INITIAL ISSUE	FP	MSR	21.06.22
ST	Rev	Description	Drn	Shk	Date

REVISIONS	
Preliminary Issue	✓ Submitted for S104
Planning Issue	Issued for Tender
Submitted for S38	Issued for Construction
Submitted for S278	As Built

DRAWING STATUS



STUART MICHAEL
ASSOCIATES

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F: 01635 861 715
e: mail@stuartmichael.co.uk
w: www.stuartmichael.co.uk

JM LEISURE

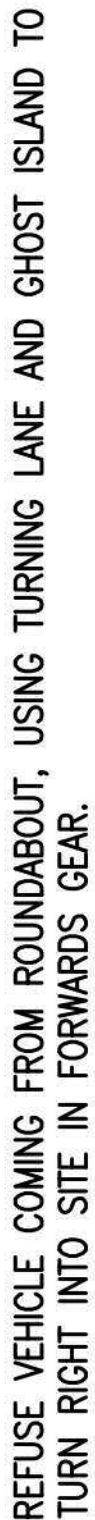
THORNEYDOWN FARM
MOORHILL ROAD

Example 2

RIGHT TURN JUNCTION
VEHICLE TRACKING LAYOUT
SHEET 2

DATE	OWNER	CHARGE	DATE	TIME	BY
JUNE, 2022	JJS	MSR	1:250	0A1	
DRAWING NO. 6879-SMA-00-XX-DR-C-000-003 P03 SO					

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SCALE 1:500

