



LAND OFF COBBETT WAY, BOTLEY

TRANSPORT STATEMENT

November 2023

The Mulberry Investments Pension Scheme

**RESIDENTIAL DEVELOPMENT
LAND OFF COBBETT WAY
BOTLEY**

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of The Mulberry Investments Pension Scheme to support an outline planning application for a development comprising of c35 dwellings at Land off Cobbett Way, Botley.
- 1.2 The application site has an existing field access off the A334 Broad Oak and Cobbett Way (in the south-eastern corner of the site) and is located approximately 800m west of Botley village Centre and circa 1.4km east of Hedge End Town Centre. The site is bordered by residential dwellings and Cobbett Way to the east, agricultural fields to the south and west and the A334 and industrial uses to the north. The site location is identified within **Figure 1** with the proposed site layout attached within **Appendix A**.



Figure 1: Site Location

- 1.3 This report has been informed by accident data obtained from Hampshire Constabulary, traffic surveys and a site visit undertaken in March 2023 to identify the opportunities and constraints of the site.
- 1.4 The remainder of this report will consider the existing site conditions and local accessibility, the development proposals including parking provisions and servicing arrangements, the likely impact of the proposed development on the operation of the local road network and the access arrangements for the site.

Site Context

- 1.5 The site is identified as being within Eastleigh's 'Settlement Gaps' within their Local Plan (2022), as shown in **Figure 2**. Strategic Policy S6, Protection of settlement gaps states that developments in the gap will be permitted providing that *'it would not undermine the physical extent and/or visual separation of settlements; and it would not have an urbanising effect detrimental to: i. The character of the countryside; or ii. The separate identity of the adjoining settlements'*.



Figure 2: Eastleigh Settlement Gaps

- 1.6 In 2021 an application (F/21/91859) to expand the industrial uses to the north of the site was withdrawn, however, before being withdrawn there was concerns over *"expansion of the existing industrial operations onto previously undeveloped land outside the urban edge and within a designated Local Gap, resulting in urbanising physical and visual harm upon the gap and the landscape character of the locality"*.
- 1.7 Therefore, the site has been considered with due respect to Policy S6 to ensure that there is not detrimental impact on the settlement gap.

2. PLANNING POLICY

2.1 The outline planning application and Transport Statement has been prepared in keeping with national, regional and local policy, including:

- National Planning Policy Framework (NPPF) (September 2023)
- Hampshire County Council Local Transport Plan 3 (LTP3 2011-2031)
- Hampshire County Council Emerging Local Transport Plan 4
- Eastleigh Borough Council Local Plan 2016 – 2036

National Planning Policy Framework

2.2 The revised National Planning Policy Framework (NPPF) was adopted in September 2023 and acts as the central guidance for development planning, replacing all National Planning Policy guidance. The following NPPF paragraphs are relevant to this TS:

Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

(NPPF Para. 85)

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) The potential impacts of development on transport networks can be addressed;
- b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised.
- c) Opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

(NPPF Para. 104)

Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

(NPPF Para. 105)

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

(NPPF Para. 111)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

(NPPF Para. 113)

2.3 This TS and accompanying TP accord with these principles. The NPPF also cites the following as key considerations with regards to transport and development planning to which this proposal's highway approach adheres:

- *The development gives priority to pedestrian and cycle movements, and has access to public transport facilities;*
- *The development has a safe and secure layout which minimises conflicts between traffic and cyclists or pedestrians, avoids street clutter, and where appropriate, establishes home zones; and*
- *The development considers the needs of people with disabilities.*

Hampshire County Council Local Transport Plan 3

2.4 LTP3 sets out HCC's transport strategy and identifies a range of policy objectives based on the three guiding principles of *"developing and supporting stronger communities, maximising wellbeing and enhancing quality of place"*. The most relevant policy objectives to this TS are summarised as:

- Continue to work and improve road safety through targeted measures that deliver a reduction in casualties and reduce the impact of traffic on community life and promote considerate driver behaviour;
- Work with district authorities to agree coherent policy approaches to parking; and
- Invest in sustainable transport measures, including walking and cycling infrastructure.

Hampshire County Council Draft Local Transport Plan 4

2.5 LTP4 is currently in draft format but it is understood that HCC are promoting the content and policies within it. It sets out core policies which are used to determine how HCC plans and delivers all aspects of transport. The core policies which are most pertinent to this TS are as follows:

- Policy C1; promotes a shift away from 'planning for vehicles' to 'planning for people and places'.

- Policy C3; to ensure that local infrastructure and how HCC manages it does not exclude those who cannot drive or choose not to. Focuses not just on safety, but also the usefulness of infrastructure and spaces by different modes.
- Policy C5; Supports measures to enable people to live locally and access many of their daily needs within a 20-minute walk of their home.
- Policy C6; Sets out the need for raising awareness of alternative travel options and behaviour change initiatives, in addition to developing transport infrastructure which will provide affordable, safe, attractive and easy to use alternatives to private car. It supports the requirement for a 10% reduction in car use by 2030.

Eastleigh Borough Council Local Plan

2.6 EBC's Local Plan (2016-2036) was formally adopted in April 2022 and identifies several objectives which relate to highways and transport which include:

- i Tackling congestion – Tackle local traffic congestion and associated pollution by reducing car usage and improving transport infrastructure;
- ii Developing green infrastructure – Provide green links to and between local facilities and open space and a linked habitat network to safeguard wildlife and natural resources;
- iii Encouraging a sustainable community – Ensure future development contributes to the Borough's sustainability and resilience through effective low carbon and water efficient planning and design.

2.7 Policy DM13, 'General development criteria – transport' confirms that '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'. The policy also confirms that 'all new development will be assessed to establish whether it should contribute to off-site improvements to transport infrastructure in accordance with Hampshire County Council's Transport Contributions Policy, to the extent that these are necessitated by the development and proportionate to the scale of development. Development proposals that will generate vehicle movements likely to have an adverse impact on traffic conditions beyond the immediate vicinity of the site must be subject to Transport Assessment'.

2.8 As aforementioned, Policy S6 Protection of settlement gaps is also relevant to this TS and it has been ensured that the design of the development is not detrimental to the settlement gap.

Planning Policy Summary

- 2.9 The proposed development, masterplan and supportive information including this TS have been developed in consideration with all the above policies and therefore reflect national, regional and local policies and guidelines.

3. EXISTING SITE CONDITIONS

- 3.1 The proposed site is situated approximately 800m west of Botley village centre and circa 1.4km east of Hedge End town centre. The site is bordered by the A334 to the north, residential dwellings and Cobbett Way to the east, woodland to the south and green fields to the west. The site and its surroundings are shown in **Figure 3**.



Figure 3: Site Context

- 3.2 The site is currently accessed via a gated field access onto the A334 to the north of the site and a gated access is also present from Cobbett Way in the south-eastern corner of the site. A bus stop is located on the western side of the access to the A334.

Local Road Network

- 3.3 The proposed site would have vehicular and pedestrian access via Cobbett Way, taken from the existing access, shown in **Photograph 1**. Cobbett Way is a cul-de-sac which currently serves access to c.30 residential units and has access from Brook Lane. The road measures c.4.8m in width for the entirety but widens at the junction with Brook Lane and is subject to a 30mph speed limit.



Photograph 1: Existing Site Access onto Cobbett Way

- 3.4 At present, footways flank the western side of the carriageway to the south of the junction with Brook Lane and flank both sides of the carriageway to the north.
- 3.5 Unrestricted parking is available along Cobbett Way and does occur along the western side of the carriageway heading towards the site access. However, there are sections of the road which widen where laybys are provided and good visibility is available to enable vehicles to wait for one another to pass.
- 3.6 Cobbett Way is accessed from Brook Lane which is a narrow lane with no footway provision. There is a section of road only suitable for one-way vehicle movement where vehicles have to give way to one another. To the north, Brook Lane connects to the A334 Botley Road and to the south provides a connection towards the River Hamble and surrounding area.
- 3.7 In addition, a pedestrian access will be provided from the access with the A334. In the proximity of the site, the A334 measures circa 6.5m in width and is subject to a 40mph speed limit. This section of the A334 connects to Maypole Roundabout to the west and runs to Wickham in the east through Botley.
- 3.8 Automatic Traffic Counts (ATCs) were placed at two locations (c.50m either side of the existing A334 gated field access) on the A334 to establish existing traffic conditions on the eastbound and westbound approaches to the site, as shown in **Photograph 2** and **3**.



Photograph 2: ATC to the west of the site



Photograph 3: ATC to the east of the site

3.9 The surveys were carried out between 15th March 2023 to 21st March 2023. The results of from the ATC surveys is shown in **Table 1** with the full outputs from he surveys attached as **Appendix B**.

Direction	Eastern ATC 85 th Percentile Speeds (mph)	Western ATC 85 th Percentile Speeds (mph)	Daily Traffic Eastern ATC (24-hour flows)	Daily Traffic Western ATC (24-hour flows)
Eastbound	35.3	36.4	20110	20874
Westbound	36.0	37.3		

Table 1: ATC Results and Traffic Flows on the A334

- 3.10 The 85th percentile speeds recorded demonstrate that vehicles are travelling well within the 40mph speed limit along the A334. The traffic data establishes that the A334 on average experiences c20,874 two-way vehicle movements per day. Of these vehicle movements it was recorded that on average c10264 vehicles travel westbound and c10610 travel eastbound.
- 3.11 The proposed site is well supported by the A334, linking to Hedge End, Botley and Wickham, while also providing a connection to the M27 which provides a connection between Southampton and Portsmouth. The existing conditions along the section of the A334 in the vicinity of the proposed site are shown in **Photographs 4-6**.



Photograph 4: Existing Conditions Eastbound



Photograph 5: Existing Conditions Westbound



Photograph 6: Existing Site Access onto A334

Personal Injury Accident Data

- 3.12 Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for the latest available 5-year period for the A334 and junctions in the vicinity of the site. The data available is provided between 1st January 2018 to 31st December 2022. Whilst it is noted that this data is 6 months out of date, this is the latest available due to a delay within Hampshire Constabulary, and therefore outside of our client's control. The PIA investigation is demonstrated in **Figure 4**, with the full data included in **Appendix C**.

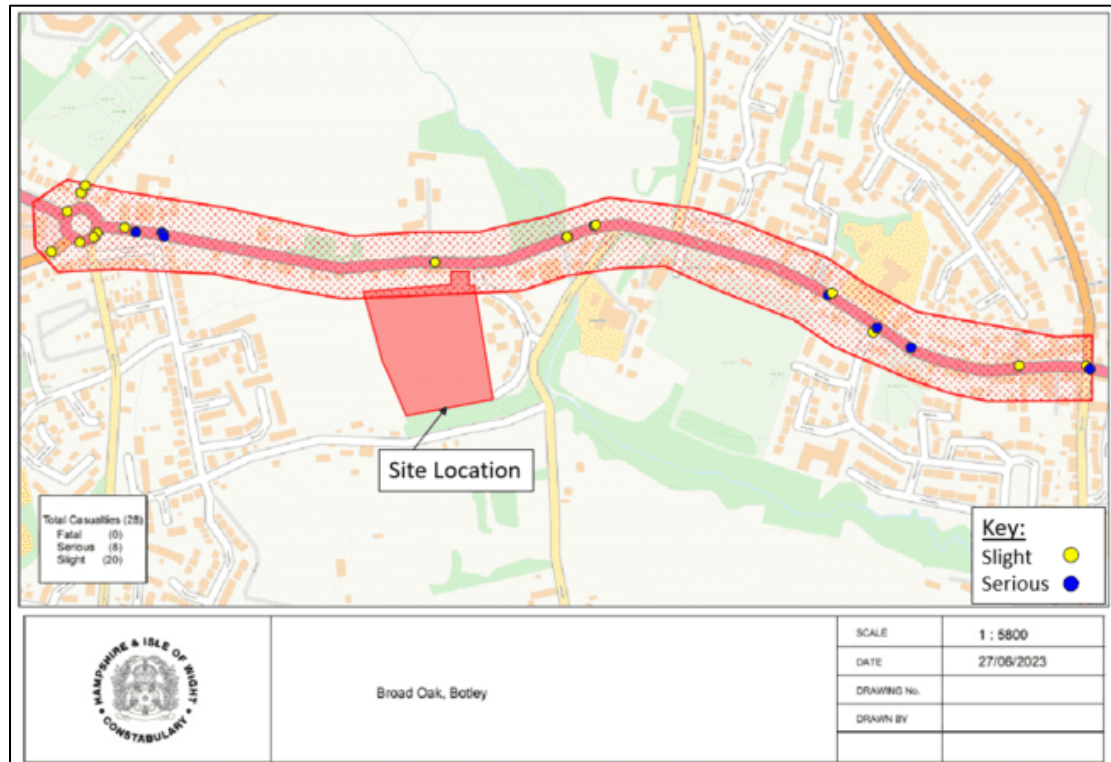


Figure 4: PIA Data (Source: Hampshire Constabulary)

- 3.13 Throughout the area covered in the PIA investigation a total of 23 incidents have occurred, of which 7 were classed as 'serious' in nature and the remaining 16 incidents were classed as 'slight' in nature. **Figure 4** shows that only one incident has occurred in proximity to the proposed access of the site. This one incident was classified as 'slight' in nature. A total of 23 incidents on an A class road is not considered significant due to the volume of traffic utilising the route on a daily basis. Furthermore, the Maypole Roundabout to the west has been subject to significant improvement works in the last 3 years and should have acted to respond to any existing accident trends in this location.

- 3.14 The data represented in **Figure 4** demonstrates that one 'slight' incident has occurred in the vicinity of the site access. This incident in the vicinity of the site was a result of human error, with a car travelling west on the A334 attempting to overtake a vehicle waiting to turn right and colliding with a car travelling east along the A334. Therefore, the only incident in the vicinity of the proposed site access was not a result of the road layout. Over the latest available 60-month period, only 1 incident has occurred in the vicinity of the site access, which is modest considering the quantum of vehicles utilising the A334 on a daily basis.
- 3.15 In addition, the Crashmap database has been consulted for the latest available 5-year period (2017-2021) to understand whether there are any existing safety concerns in the vicinity of the proposed site access along Cobbett Way. The database shows that no incidents have occurred along Cobbett Way or along Brook Lane over the latest available 5-year period and therefore, there is no indication of any existing safety concerns.

4. LOCAL ACCESSIBILITY

- 4.1 As aforementioned, the site is well located in relation to the existing facilities and amenities in and around the village of Botley and Hedge End. A summary of the facilities in the site vicinity is present in **Table 2**. For reference, all distances have been measured from the centre of the site, utilising the route via the site access onto the A334 where a pedestrian access will be provided.

Amenity	Distance from Site Access (Metres)	Walking Time (80m per minute)	Cycle Time (250m per minute)
Bus Stop	110m	1 ½ minutes	< 1 minute
Community Centre	425m	5 minutes	1 ½ minutes
Recreational Ground	450m	5 ½ minutes	1 ½ minutes
Convenience Store	600m	7 minutes	2 minutes
Primary School	750m	9 minutes	2 ½ minutes
Bakery	750m	9 minutes	2 ½ minutes
Doctors Surgery	850m	10 minutes	3 minutes
Dental Surgery	975m	11 ½ minutes	3 ½ minutes
Botley High Street	1.0km	12 minutes	3 ½ minutes
Freegrounds Infant and Junior Schools	1.4km	16 ½ minutes	4 ½ minutes
Hedge End Post Office	1.6km	19 minutes	5 ½ minutes
Hedge End Pharmacy	1.6km	19 minutes	5 ½ minutes
Greta Park	1.8km	21 ½ minutes	6 minutes
Hedge End Business Centre	2.0km	24 minutes	6 ½ minutes
Wildern Leisure Centre	2.1km	25 minutes	7 minutes
Hedge End Superstores (M&S/Sainsburys)	2.9km	34 ½ minutes	9 ½ minutes

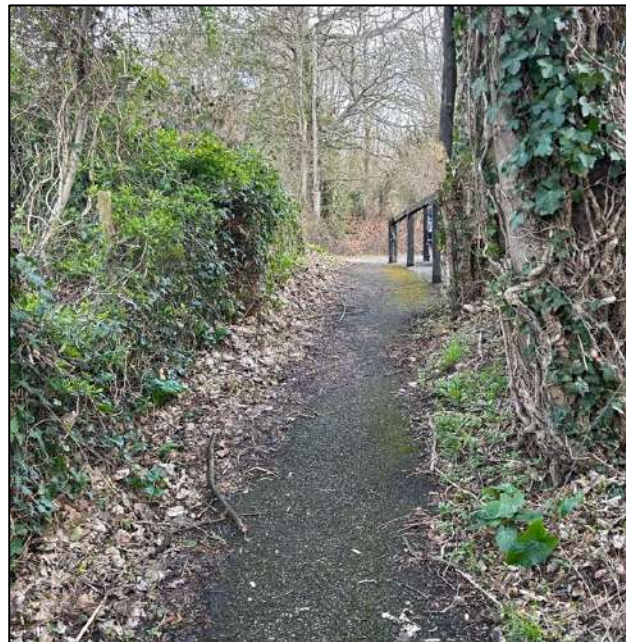
Table 2: Local Amenities and Facilities

- 4.2 As shown in **Table 2**, the site is in proximity to a variety of local facilities, including educational facilities, shops, public transport infrastructure and leisure activities, making the site an accessible location. In addition to the amenities listed above, Botley High Street, which is just a 12-minute walk and a c4-minute cycle from the site, provides a range of facilities including a convenience store, a bicycle store, cafés, pubs and restaurants, bus stops and a place of worship.
- 4.3 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (April 2015) document identifies that the average length of pedestrian journeys is now 1.37km (page 6). **Table 2** shows that all local amenities identified come well within this threshold, therefore the development provides a good opportunity to promote journeys by walking and other sustainable modes of travel, thus reducing the reliance on motorised vehicles.

- 4.4 Manual for Streets (MfS) and CIHT also describe a 'Walkable Neighbourhood' as one which has a range of facilities which can be accessed within 10-minutes' walk time (800m). Therefore, the location of the site in relation to the local facilities fits the description of a 'Walkable Neighbourhood'.
- 4.5 The location of the site therefore presents an excellent opportunity to encourage local journeys by walking, cycling and public transport.

Pedestrian Network

- 4.6 As aforementioned, footways flank the western side of the carriageway to the south of the junction with Brook Lane and flank both sides of the carriageway to the north. To the north of Cobbett Way, a Public Right of Way (PRoW) footpath known as route '026/7/1' (**Photograph 7**) is provided which provides a connection to the A334.



Photograph 7: Footpath from Cobbett Way to A334

- 4.7 There are no footways provided along Brook Lane, however, a dropped kerb and tactile paving crossing point is provided across the junction of Brook Lane to ensure a safe pedestrian connection is provided to the footways along the A334.

- 4.8 On the northern side of the A334 carriageway there is a continuous footway between Maypole Roundabout in the west and Botley High Street in the east. Although a formal footway is not present on the south side of the A334 in the immediate vicinity of the site, approximately 235m westbound and 110m eastbound from the site access footways are present. Dropped kerbs are provided where crossing is required on these routes. The northern footway measures circa 2.25m in width and the southern footways measure circa 1.5m in width.

Public Rights of Way

- 4.9 The site is also located in proximity to several Public Rights of Way (ProW) footpaths in the vicinity of the site. The closest ProW route to the site is route number '026/7/1' which provides a link between Cobbett Way and the southern footpath on the A334, as mentioned above. As demonstrated in **Appendix A**, at the southeast corner of the proposed site is a pedestrian link onto Cobbett Way. This pedestrian link and the ProW route '026/7/1' would provide residents of the site a pedestrian route towards Botley High Street without having to cross the A334.



Figure 5: Public Rights of Way in the vicinity of the site

- 4.10 In addition, bridleway 026/17/2 is located directly south of the site and runs along the southern boundary. Access to the bridleway is achievable to the south of Cobbett Way and there is potential for the development to have a pedestrian connection which ties into this route.
- 4.11 With numerous ProW routes around Botley and Hedge End, **Figure 5** shows that the future residents of this site are well located to benefit from the local ProW network.

Cycle Network

- 4.12 The gentle topography and wide carriageways also make the area attractive for cyclists. With many amenities within an acceptable distance via cycling, the site location provides a good opportunity to encourage cycling as a preferred mode of transport.
- 4.13 The closest National Cycle Network (NCN) route is number 224 which links Wickham to Gosport via Fareham. NCN Route 224 is located circa 6.35km east of the site and is accessible within a 25-minute cycle via the A334. The combination of the attractive cycling conditions and the NCN route being located a short distance away, the site is well located to facilitate cycling as a mode of transport for future residents.
- 4.14 The section of the Eastleigh Cycle Map in the vicinity of the site is demonstrated in **Figure 6**.

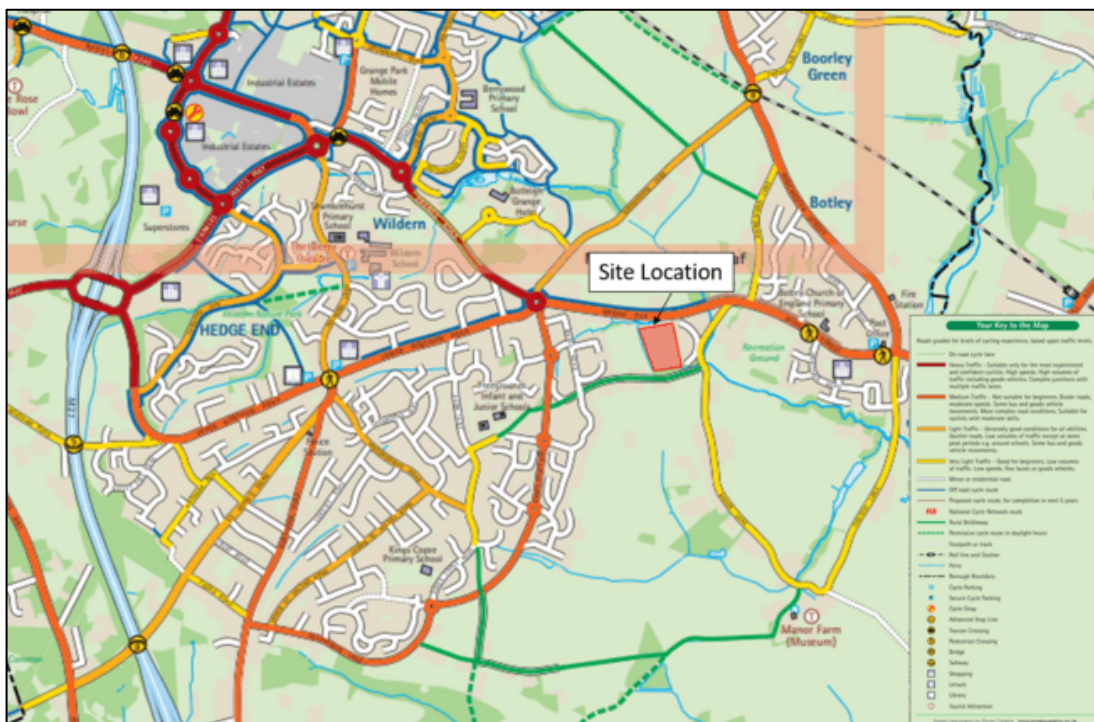


Figure 6: Eastleigh Cycle Map in the vicinity of the site

- 4.15 As demonstrated in **Figure 6** and on the Eastleigh Cycle Map, the A334 is considered a medium trafficked road which is suitable for cyclists with moderate skills and Brook Lane is considered a very light traffic route, suitable for cycling. In addition, access to the bridleway to the south is achievable via Cobbett Way, providing cycle links towards Hedge End.

Bus Services

- 4.16 The closest bus stops to the proposed site are the 'Brook Cottages' bus stops located along the A334. The westbound bus stop is located at the site access with the A334 and a pedestrian access will be provided to allow residents direct access to the bus stop. The eastbound stop is located circa 50m west of the site. Both these bus stops consist of a flagpole with printed timetables. The services available from the 'Brook Cottages' bus stops are summarised in **Table 3**.

Bus Service	Route	Mondays – Fridays	Saturdays	Sundays &/Bank Holidays
3	Southampton – Thornhill – Hedge End – Botley – Fair Oak Square – Eastleigh	06:16 – 21:52 (Every Hour)	09:44 – 21:52 (Every Hour)	10:25-18:05 (Every Hour and a half)
49	Bishop Waltham – Curdridge – Botley – Hedge End	08:40 – 17:10 (4 Services a day)	N/A	N/A

Table 3: Local Bus Services

- 4.17 The frequency of services to destinations including Hedge End and Southampton, coupled with their journey times (3-minutes and 44-minutes respectively) provides the opportunity to encourage commuter journeys by bus. **Table 3** therefore demonstrates that the site is very well located in relation to a number of bus services, presenting an excellent opportunity to encourage bus travel to residents.

Rail Services

- 4.18 The closest railway station to the site is Botley Railway Station. Botley Railway Station is located approximately 1.85km northeast of the site and is accessible within a 23-minute walk or a 7-minute cycle via the A334. Botley train station benefits from a number of facilities including 20 free car parking spaces, 4 cycle parking spaces and free public Wi-Fi.
- 4.19 From Botley Railway Station, direct trains are available to a number of locations. A number of these journeys to a selection of destinations have been summarised in **Table 4**.

Destination	Direct Trains per Hour	Journey Time
Fareham	4	7 mins
Winchester	4	21 mins
Portsmouth	4	30 mins
Basingstoke	4	40 mins
London Waterloo	2	1h 33mins

Table 4: Rail Services

- 4.20 The location of the site in relation to Botley Railway Station presents an opportunity to encourage cycle-rail-cycle journeys. The availability of services also encourages both commuter and leisure travel by train.

Summary

- 4.21 The site is well located in relation to the existing facilities and amenities within Botley and the wider area. There is a good provision of pedestrian infrastructure and safe cycle routes in the vicinity of the site. In addition, the site is located in close proximity to both local bus services which operate as frequently as every hour Monday-Saturday and local rail services which operate up to 4 services an hour, thus presenting an excellent opportunity to promote sustainable travel and create a sustainable development.

5. DEVELOPMENT PROPOSALS

Accommodation Schedule

- 5.1 The proposed development will comprise of c.35 units, consisting of a mix of private and affordable housing. At present, as the internal layout is not known and will be provided at detailed design stage. The indicative masterplan is shown within **Appendix A**.

Access Arrangements

- 5.2 The proposed development would be served from Cobbett Way, with the existing road continuing into the development site. Cobbett Way will remain as existing (measuring c4.8m wide with a c2m footway) and have the access road continue as 4.8m from Cobbett Way and widen to 5.5m within the site to ensure two-way vehicle movement is achievable along the main internal access road. The c2m footway will also continue into the site to flank the northern side of the access road.
- 5.3 The section of road (c35m) on access to the site which measures c4.8m before widening to c5.5m is not suitable for a car and refuse vehicle to pass, however, two cars are able to pass one another. The stretch of road from Cobbett Way into the site where the road measures c4.8m is c35m and across this stretch of road, vehicles would have full visibility enabling one vehicle to give-way to the other. A visibility splay of 35m is achievable which equates to a vehicle speed of 27mph. As this is on approach to an access, it is not likely that vehicles will be travelling at speeds this high and therefore, visibility is suitable for the access. An access design, visibility and tracking drawing is attached as **Appendix D**.
- 5.4 The existing access onto the A334 will be utilised to provide emergency access to the site.

Pedestrian Access

- 5.5 The proposed site will benefit from a pedestrian footway connecting from Cobbett Way into the south-eastern corner of the site. The footway will continue from the existing footway along Cobbett Way into the site, along the northern side of the access road, as shown in **Appendix D**.
- 5.6 A pedestrian footway will also be provided from the development site to the A334, at the existing field access. This will provide a direct connection to the bus stop along the A334.
- 5.7 Furthermore, as aforementioned, bridleway 026/17/2 is located directly south of the site and runs along the southern boundary. Access to the bridleway is achievable to the south of Cobbett Way and there is potential for the development to have a pedestrian connection which ties into this route.

- 5.8 In addition, a footway measuring c1.5-2m will be provided throughout the internal site layout to provide connections to parking areas and houses.

Car Parking Provision

- 5.9 Eastleigh Borough Council Residential Parking Standards (2009) identify parking standards for the borough based upon dwelling size and whether the parking is allocated or unallocated. EBC's Residential Parking Standards are outlined within **Table 6** for reference.

Size of Dwelling	With 50% or more unallocated spaces (spaces per dwelling)	With <50% unallocated spaces (spaces per dwelling)	Individual / on-plot allocation (spaces per dwelling)
1 Bedroom	1.0	1.25	2
2/3 Bedrooms	1.5	1.75	2
4+ Bedrooms	2.0	2.25	3

Table 6: EBC Residential Car Parking Standards (2009)

- 5.10 According to EBC Residential Parking Standards (2009), *'in new developments, visitor parking is not normally provided within the residential curtilage. Visitor demand can, to some extent, be offset by other residents being away or not owning a car.'* Formal visitor parking bays will also be provided on site to accommodate any additional personnel visiting the site.
- 5.11 Each parking space will measure at least 2.4m x 4.8m with an aisle width of 6m, in accordance with Manual for Streets (MfS) design guidance.

Electric Vehicle Charging

- 5.12 EV charging apparatus will be provided for all parking spaces on site. This will ensure that the development complies with Building Regulations Part S.

Cycle Parking Provision

- 5.13 EBC Residential Parking Standards (2009) identify cycle parking standards based upon dwelling size and are outlined in **Table 7** for reference.

Size of Dwelling	Long Stay (per dwelling)	Short Stay (per dwelling)
1 Bedroom	1	1
2/ 3/ 4+ Bedrooms	2	1

Table 7: EBC Cycle Parking Standards (2009)

- 5.14 The cycle parking requirements for each dwelling will be accommodated for within the curtilage of each unit. Therefore, cycle parking will be provided in line with EBC guidance.

Refuse and Servicing

- 5.15 It is envisaged that refuse collection will be carried out on site, and it will be ensured that waste collection vehicles are able to get within 25m of any waste storage points and residents will not be required to carry waste more than 30m, in accordance with MfS guidance. Tracking for the refuse vehicle through the access has been demonstrated in **Appendix D**.
- 5.16 It will be ensured that a fire tender would be able to get within 45m of all properties, in accordance with Building Regulations.

6. TRIP GENERATION

6.1 This section of the report assesses the likely vehicular impact of the proposed development on the operation of the local road network. As aforementioned, the exact development split is unknown at this stage. Therefore, to ensure a robust assessment has been undertaken, it has been assumed all units are private houses.

6.2 To calculate the number of trips likely to be associated with the proposed development, a TRICS assessment has been undertaken. The parameters used for the TRICS assessment are summarised below.

- TRICS (v.7.10.1)
- 'Residential' – Houses Privately Owned
- Sites in England– Excluding Greater London
- 40 – 200 dwellings
- Weekday surveys only
- Sites with No Travel Plans
- Edge of Town and Suburban Area Locations

6.3 The resultant trip generation is set out within **Table 8**, with the full outputs included in **Appendix E**.

	AM Peak Period (0800-0900)		PM Peak Period (1700-18000)		Total (12 Hour)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate per Unit	0.120	0.337	0.287	0.141	4.215
Trip Generation for 35 Units	4	12	10	5	148

Table 8: Trip Generation

6.4 **Table 8** demonstrates that for a 35no. unit residential development, it is anticipated that 16 vehicle trips would be generated in the AM peak period, 15 vehicle movements in the PM peak period and 148 vehicle trips over a 12-hour period.

6.5 When considered over a 12-hour period, this equates to circa 12 vehicle movements an hour, i.e., roughly one every 5 minutes. In addition, an increase of 148 vehicle movements equates to less than a 1% increase in traffic along the A334 (assuming all vehicles would travel via the A334).

Trip Distribution

- 6.6 In terms of distribution from the site access, census data (dataset: WF01BEW) has been utilised to understand the likely split of those turning left/right out Cobbett Way and Brook Lane. Based on the data it can be expected that 100% of traffic would turn left out of Cobbett Way onto Brook Lane to utilise the A334. At Brook Lane it can be expected that 83% of development traffic would turn left out of the development and 17% would turn right out.
- 6.7 This would equate to 10 vehicles turning left and 2 vehicles turning right in the AM peak and 4 vehicles turning left and 1 vehicle turning right in the PM peak at the Brook Lane junction. In terms of arrivals to the site, 3 vehicles in the AM peak and 8 in the PM peak would turn right into Brook Lane and 1 vehicle in the AM and 2 vehicles in the PM peak would turn left into Brook Lane. All vehicles would turn right into Cobbett Way.
- 6.8 Based upon the trip generation and trip distribution from the site, it is anticipated that the access of Brook Lane and the A334 and Brook Lane and Cobbett Way are suitable to accommodate the increase in vehicle movements.
- 6.9 As aforementioned, when looking at trip generation over a 12-hour period an increase of 148 vehicle movements equates to less than a 1% increase in traffic along the A334. An increase in 1% is not anticipated to have a significant impact on the operation of the highways network.
- 6.10 In addition, the increase of 16 vehicle movements in the AM peak and 15 vehicle movements in the PM peak periods onto the A334 equates to roughly a 2% increase in traffic (based upon the ATC flows attached as **Appendix B**) which is not anticipated to have a significant impact on the operation of the highways network.
- 6.11 In addition, as the proposed trip generation would see a maximum of 15 two-way vehicle movements in the peak periods, it is not considered that there would be a severe impact on the local road network in the context of the NPPF paragraph 111.

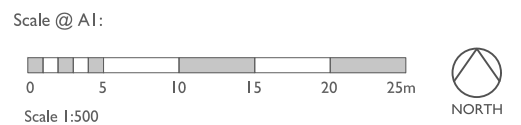
7. SUMMARY AND CONCLUSIONS

- 7.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of The Mulberry Investments Pension Scheme to support an outline planning application for a development comprising of c35 dwellings at Land off Cobbett Way, Botley.
- 7.2 Relevant policy from the NPPF, National Planning Policy Framework (NPPF) (July 2021), Hampshire County Council Local Transport Plan 3 (LTP3 2011-2031), Hampshire County Council Emerging Local Transport Plan 4 and Eastleigh Borough Council Local Plan 2016 – 2036 have been adhered too.
- 7.3 The site is well located in relation to the existing facilities and amenities in and around Botley, thus presenting a good opportunity to promote sustainable travel and create a sustainable development.
- 7.4 Vehicular access to the site will be via a continuation of the carriageway of Cobbett Way. The site access will measure c4.8m and widen to c5.5m c35m into the site to support two-way vehicle movements. A pedestrian footway will be provided along the northern side of the access road.
- 7.5 In addition, a pedestrian footway and emergency vehicle access will be provided at the existing field access onto the A334.
- 7.6 The proposed site is anticipated to generate 16 vehicle trips in the AM peak period, 15 vehicle trips in the PM peak period and 148 vehicle trips across a 12-hour period. This equates to 1 vehicle movement every 5 minutes over a 12-hour day. The local road network is considered sufficient to accommodate this increase in vehicle traffic.
- 7.7 This Transport Statement has demonstrated that the proposed development would have a negligible impact on the operation and safety of the local road network in the context of the NPPF. We would therefore encourage HCC to look favourably on this development in relation to highways.

Appendix A



- KEY
- SITE BOUNDARY
 - SITE ACCESS
 - POTENTIAL PEDESTRIAN ACCESS
 - POTENTIAL PEDESTRIAN CONNECTION
 - PROPOSED BUILDINGS
 - PROPOSED ROAD
 - PRIVATE DRIVE
 - FOOTPATH
 - OPEN SPACE PATH
 - PUBLIC OPEN SPACE
 - FOCAL SPACE
 - EXISTING TREES
 - PROPOSED TREES
 - PROPOSED SUDS



Rev	Date	Drawn	Checked
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REV B

Date: JUNE 2023	
Drawn by: BL	Checked by: BB
Dwg No: CB_63_311_PARAM_001	Rev:

Project: BROAD OAK,
BOTLEY, SOUTHAMPTON

Title: ILLUSTRATIVE MASTERPLAN



Please note these drawings are not for construction but for concept design and planning applications purposes only.
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Appendix B

Botley ATC, A334 Broad Oak (Eastern Site)

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 15 Mar 2023	10515	9491	931	38	55
Thu 16 Mar 2023	10354	9196	1070	36	52
Fri 17 Mar 2023	10792	9742	963	37	50
Sat 18 Mar 2023	9667	9108	532	16	11
Sun 19 Mar 2023	7091	6759	318	9	5
Mon 20 Mar 2023	10016	8846	1114	34	22
Tue 21 Mar 2023	10401	9141	1189	35	36
5 Day Ave.	10416	9283	1053	36	43
7 Day Ave.	9834	8898	874	29	33

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 15 Mar 2023	9868	8775	987	44	62
Thu 16 Mar 2023	9747	8701	954	36	56
Fri 17 Mar 2023	10067	9036	947	36	48
Sat 18 Mar 2023	8957	8457	466	10	24
Sun 19 Mar 2023	6901	6571	307	15	8
Mon 20 Mar 2023	9222	8179	957	32	54
Tue 21 Mar 2023	9568	8578	895	46	49
5 Day Ave.	9694	8654	948	39	54
7 Day Ave.	9190	8328	788	31	43

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 15 Mar 2023	20383	18266	1918	82	117
Thu 16 Mar 2023	20101	17897	2024	72	108
Fri 17 Mar 2023	20859	18778	1910	73	98
Sat 18 Mar 2023	18624	17565	998	26	35
Sun 19 Mar 2023	13992	13330	625	24	13
Mon 20 Mar 2023	19238	17025	2071	66	76
Tue 21 Mar 2023	19969	17719	2084	81	85
5 Day Ave.	20110	17937	2001	75	97
7 Day Ave.	19024	17226	1661	61	76

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 15 Mar 2023	100.0%	90.3%	8.9%	0.4%	0.5%
Thu 16 Mar 2023	100.0%	88.8%	10.3%	0.3%	0.5%
Fri 17 Mar 2023	100.0%	90.3%	8.9%	0.3%	0.5%
Sat 18 Mar 2023	100.0%	94.2%	5.5%	0.2%	0.1%
Sun 19 Mar 2023	100.0%	95.3%	4.5%	0.1%	0.1%
Mon 20 Mar 2023	100.0%	88.3%	11.1%	0.3%	0.2%
Tue 21 Mar 2023	100.0%	87.9%	11.4%	0.3%	0.3%
5 Day Ave.	100.0%	89.1%	10.1%	0.3%	0.4%
7 Day Ave.	100.0%	90.5%	8.9%	0.3%	0.3%

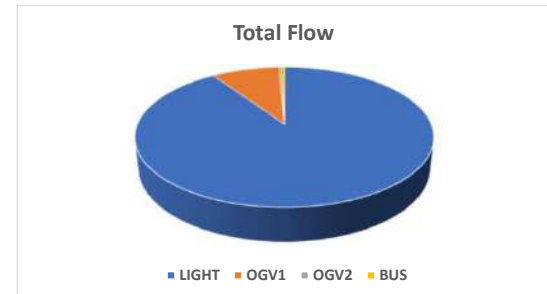
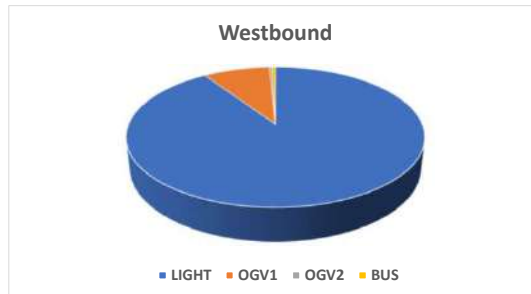
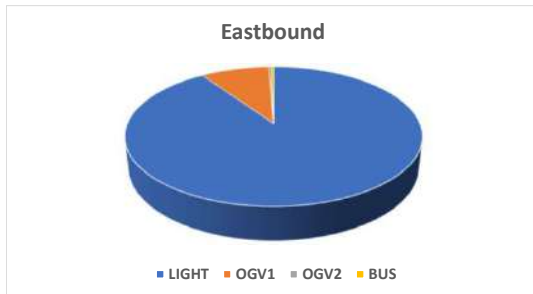
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	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 15 Mar 2023	100.0%	88.9%	10.0%	0.4%	0.6%
Thu 16 Mar 2023	100.0%	89.3%	9.8%	0.4%	0.6%
Fri 17 Mar 2023	100.0%	89.8%	9.4%	0.4%	0.5%
Sat 18 Mar 2023	100.0%	94.4%	5.2%	0.1%	0.3%
Sun 19 Mar 2023	100.0%	95.2%	4.4%	0.2%	0.1%
Mon 20 Mar 2023	100.0%	88.7%	10.4%	0.3%	0.6%
Tue 21 Mar 2023	100.0%	89.7%	9.4%	0.5%	0.5%
5 Day Ave.	100.0%	89.3%	9.8%	0.4%	0.6%
7 Day Ave.	100.0%	90.6%	8.6%	0.3%	0.5%

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	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 15 Mar 2023	100.0%	89.6%	9.4%	0.4%	0.6%
Thu 16 Mar 2023	100.0%	89.0%	10.1%	0.4%	0.5%
Fri 17 Mar 2023	100.0%	90.0%	9.2%	0.3%	0.5%
Sat 18 Mar 2023	100.0%	94.3%	5.4%	0.1%	0.2%
Sun 19 Mar 2023	100.0%	95.3%	4.5%	0.2%	0.1%
Mon 20 Mar 2023	100.0%	88.5%	10.8%	0.3%	0.4%
Tue 21 Mar 2023	100.0%	88.7%	10.4%	0.4%	0.4%
5 Day Ave.	100.0%	89.2%	10.0%	0.4%	0.5%
7 Day Ave.	100.0%	90.5%	8.7%	0.3%	0.4%

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Botley ATC, A334 Broad Oak (Eastern Site)

Direction: Eastbound

Hour Beginning	Wed 15/03/2023	Thu 16/03/2023	Fri 17/03/2023	Sat 18/03/2023	Sun 19/03/2023	Mon 20/03/2023	Tue 21/03/2023	5-Day Ave.	7-Day Ave.
00:00	20	18	17	66	70	14	66	27	39
01:00	12	11	21	22	27	10	49	21	22
02:00	20	15	18	23	24	4	47	21	22
03:00	11	13	7	19	8	11	52	19	17
04:00	21	22	20	20	13	13	20	19	18
05:00	77	68	87	31	23	72	69	75	61
06:00	327	310	306	103	58	334	351	326	256
07:00	822	804	799	248	128	819	871	823	642
08:00	746	742	799	469	213	809	764	772	649
09:00	712	708	718	671	463	592	602	666	638
10:00	637	601	641	758	633	593	614	617	640
11:00	690	662	742	784	804	623	644	672	707
12:00	629	684	771	842	729	664	641	678	709
13:00	666	683	721	854	647	686	659	683	702
14:00	682	658	790	904	597	642	656	686	704
15:00	768	782	823	747	633	753	730	771	748
16:00	839	851	871	691	554	787	857	841	779
17:00	830	861	816	692	417	754	854	823	746
18:00	689	693	615	619	374	537	676	642	600
19:00	484	469	513	405	272	405	543	483	442
20:00	260	309	255	257	198	296	297	283	267
21:00	237	196	195	156	101	231	191	210	187
22:00	256	130	152	161	68	240	105	177	159
23:00	80	64	95	125	37	127	43	82	82
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)	8710 10018 10354 10515	8729 10013 10207 10354	9106 10375 10622 10792	8279 9200 9486 9667	6192 6821 6926 7091	8259 9525 9892 10016	8568 9950 10098 10401	8674 9976 9555 9834	8263 9415 9655 9834
AM Peak	07:00 822	07:00 804	07:00 799	11:00 784	11:00 804	07:00 819	07:00 871	07:00 823	11:00 707
PM Peak	16:00 839	17:00 861	16:00 871	14:00 904	12:00 729	16:00 787	16:00 857	16:00 841	16:00 779

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Direction: Westbound

Hour Beginning	Wed 15/03/2023	Thu 16/03/2023	Fri 17/03/2023	Sat 18/03/2023	Sun 19/03/2023	Mon 20/03/2023	Tue 21/03/2023	5-Day Ave.	7-Day Ave.
00:00	20	11	16	49	58	12	14	15	26
01:00	13	7	5	22	34	11	20	11	16
02:00	14	8	13	18	22	5	19	12	14
03:00	16	13	12	20	15	11	19	14	15
04:00	32	21	20	17	14	18	22	23	21
05:00	95	92	88	25	21	81	93	90	71
06:00	317	259	246	83	52	251	283	271	213
07:00	672	636	607	206	106	677	618	642	503
08:00	724	714	803	460	214	752	717	742	606
09:00	616	648	644	627	451	673	606	637	609
10:00	623	673	692	785	752	581	617	637	675
11:00	601	601	665	790	726	609	635	622	661
12:00	695	636	716	815	685	655	638	668	691
13:00	665	672	656	841	623	633	592	644	669
14:00	696	683	736	759	580	616	647	676	674
15:00	776	733	756	678	505	756	759	756	709
16:00	796	806	850	671	519	720	777	790	734
17:00	849	802	750	606	432	727	788	783	708
18:00	619	601	604	459	367	502	535	572	527
19:00	372	457	415	344	307	345	490	416	390
20:00	236	293	280	234	189	248	283	268	252
21:00	230	200	208	173	114	188	235	212	193
22:00	140	127	168	164	85	110	123	134	131
23:00	51	54	117	111	30	41	38	60	63
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)	8332 9487 9678 9868	8205 9414 9595 9747	8479 9628 9913 10067	7697 8531 8806 8957	5960 6622 6737 6901	7901 8933 9084 9222	7929 9220 9381 9568	8169 9336 9530 9694	7786 8834 9028 9190
AM Peak	08:00 724	08:00 714	08:00 803	11:00 790	10:00 752	08:00 752	08:00 717	08:00 742	10:00 675
PM Peak	17:00 849	16:00 806	16:00 850	13:00 841	12:00 685	15:00 756	17:00 788	16:00 790	16:00 734

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Direction: Total Flow

Hour Beginning	Wed 15/03/2023	Thu 16/03/2023	Fri 17/03/2023	Sat 18/03/2023	Sun 19/03/2023	Mon 20/03/2023	Tue 21/03/2023	5-Day Ave.	7-Day Ave.
00:00	40	29	33	115	128	26	80	42	64
01:00	25	18	26	44	61	21	69	32	38
02:00	34	23	31	41	46	9	66	33	36
03:00	27	26	19	39	23	22	71	33	32
04:00	53	43	40	37	27	31	42	42	39
05:00	172	160	175	56	44	153	162	164	132
06:00	644	569	552	186	110	585	634	597	469
07:00	1494	1440	1406	454	234	1496	1489	1465	1145
08:00	1470	1456	1602	929	427	1561	1481	1514	1275
09:00	1328	1356	1362	1298	914	1265	1208	1304	1247
10:00	1260	1274	1333	1543	1385	1174	1231	1254	1314
11:00	1291	1263	1407	1574	1530	1232	1279	1294	1368
12:00	1324	1320	1487	1657	1414	1319	1279	1346	1400
13:00	1331	1355	1377	1695	1270	1319	1251	1327	1371
14:00	1378	1341	1526	1663	1177	1258	1303	1361	1378
15:00	1544	1515	1579	1425	1138	1509	1489	1527	1457
16:00	1635	1657	1721	1362	1073	1507	1634	1631	1513
17:00	1679	1663	1566	1298	849	1481	1642	1606	1454
18:00	1308	1294	1219	1078	741	1039	1211	1214	1127
19:00	856	926	928	749	579	750	1033	899	832
20:00	496	602	535	491	387	544	580	551	519
21:00	467	396	403	329	215	419	426	422	379
22:00	396	257	320	325	153	350	228	310	290
23:00	131	118	212	236	67	168	81	142	145
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)	17042 19505 20032 20383	16934 19427 19802 20101	17585 20003 20535 20859	15976 17731 18292 18624	12152 13443 13663 13992	16160 18458 18976 19238	16497 19170 19479 19969	16844 19313 19765 20110	16049 18248 18683 19024
AM Peak	07:00 1494	08:00 1456	08:00 1602	11:00 1574	11:00 1530	08:00 1561	07:00 1489	08:00 1514	11:00 1368
PM Peak	17:00 1679	17:00 1663	16:00 1721	13:00 1695	12:00 1414	15:00 1509	17:00 1642	16:00 1631	16:00 1513

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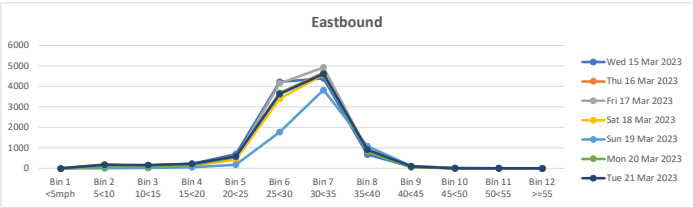


Botley ATC, A334 Broad Oak (Eastern Site)

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 15 Mar 2023	10515	34.7	29.5	5.0	0	83	137	219	686	4216	4397	684	76	8	4	5
Thu 16 Mar 2023	10354	35.4	29.8	5.4	0	185	96	183	595	3674	4673	849	85	12	2	0
Fri 17 Mar 2023	10792	34.9	30.2	4.6	0	75	69	111	489	4145	4919	898	76	8	2	0
Sat 18 Mar 2023	9667	35.3	30.5	4.6	0	34	56	123	421	3398	4585	933	90	22	2	3
Sun 19 Mar 2023	7091	36.2	31.8	4.3	0	6	15	58	182	1775	3825	1077	120	26	7	0
Mon 20 Mar 2023	10016	35.0	30.1	4.7	0	62	73	164	557	3677	4606	797	60	14	5	1
Tue 21 Mar 2023	10401	35.5	29.7	5.6	0	176	161	222	586	3626	4609	908	100	12	1	0
5 Day Ave.	10416	35.1	29.8	5.1	0	116	107	180	583	3868	4641	827	79	11	3	1
7 Day Ave.	9834	35.3	30.2	4.9	0	89	87	154	502	3502	4516	878	87	15	3	1

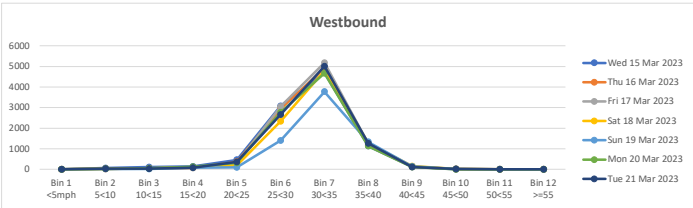
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Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 15 Mar 2023	9868	35.9	30.6	5.1	0	70	112	151	462	3085	4704	1131	137	11	4	1
Thu 16 Mar 2023	9747	35.7	31.1	4.4	0	21	47	74	368	2949	4913	1231	126	15	3	0
Fri 17 Mar 2023	10067	35.7	31.2	4.3	0	30	36	66	288	3058	5184	1253	135	16	1	0
Sat 18 Mar 2023	8957	36.2	31.5	4.6	0	36	53	103	199	2341	4797	1260	153	13	1	1
Sun 19 Mar 2023	6901	36.8	32.2	4.4	0	12	25	86	103	1404	3775	1331	149	13	3	0
Mon 20 Mar 2023	9222	35.7	31.0	4.6	0	31	55	127	313	2775	4671	1130	106	11	1	2
Tue 21 Mar 2023	9568	35.9	31.3	4.4	0	34	33	81	360	2663	5005	1262	110	16	3	1
5 Day Ave.	9694	35.8	31.0	4.6	0	37	57	100	358	2906	4895	1201	123	14	2	1
7 Day Ave.	9190	36.0	31.3	4.5	0	33	52	98	299	2611	4721	1228	131	14	2	1

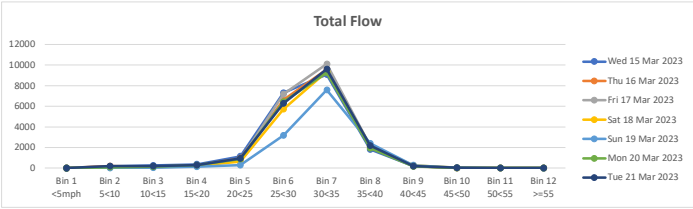
Paul Castle Associates



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 15 Mar 2023	20383	35.3	30.0	5.1	0	153	249	370	1148	7301	9101	1815	213	19	8	6
Thu 16 Mar 2023	20101	35.6	30.4	5.0	0	206	143	257	963	6623	9586	2080	211	27	5	0
Fri 17 Mar 2023	20859	35.3	30.7	4.5	0	105	105	177	777	7203	10103	2151	211	24	3	0
Sat 18 Mar 2023	18624	35.7	31.0	4.6	0	70	109	226	620	5739	9382	2193	243	35	3	4
Sun 19 Mar 2023	13992	36.5	32.0	4.3	0	18	40	144	285	3179	7600	2408	269	39	10	0
Mon 20 Mar 2023	19238	35.4	30.5	4.7	0	93	128	291	870	6452	9277	1927	166	25	6	3
Tue 21 Mar 2023	19969	35.8	30.4	5.1	0	210	194	303	946	6289	9614	2170	210	28	4	1
5 Day Ave.	20110	35.5	30.4	4.9	0	153	164	280	941	6774	9536	2029	202	25	5	2
7 Day Ave.	19024	35.7	30.7	4.8	0	122	138	253	801	6112	9238	2106	218	28	6	2

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Botley ATC, A334 Broad Oak (Western Site)

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 15 Mar 2023	10303	9256	928	54	65
Thu 16 Mar 2023	10461	9460	919	37	45
Fri 17 Mar 2023	10657	9724	844	48	41
Sat 18 Mar 2023	9360	8904	428	11	17
Sun 19 Mar 2023	6957	6640	293	16	8
Mon 20 Mar 2023	9839	8809	912	56	62
Tue 21 Mar 2023	10061	9074	894	45	48
5 Day Ave.	10264	9265	899	48	52
7 Day Ave.	9663	8838	745	38	41

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 15 Mar 2023	10711	9905	724	50	32
Thu 16 Mar 2023	10504	9938	496	45	25
Fri 17 Mar 2023	11005	10533	403	38	31
Sat 18 Mar 2023	9831	9530	270	16	15
Sun 19 Mar 2023	7132	6959	159	9	5
Mon 20 Mar 2023	10199	9810	317	38	34
Tue 21 Mar 2023	10631	10164	422	29	16
5 Day Ave.	10610	10070	472	40	28
7 Day Ave.	10002	9548	399	32	23

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 15 Mar 2023	21014	19161	1652	104	97
Thu 16 Mar 2023	20965	19398	1415	82	70
Fri 17 Mar 2023	21662	20257	1247	86	72
Sat 18 Mar 2023	19191	18434	698	27	32
Sun 19 Mar 2023	14089	13599	452	25	13
Mon 20 Mar 2023	20038	18619	1229	94	96
Tue 21 Mar 2023	20692	19238	1316	74	64
5 Day Ave.	20874	19335	1372	88	80
7 Day Ave.	19664	18387	1144	70	63

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 15 Mar 2023	100.0%	89.8%	9.0%	0.5%	0.6%
Thu 16 Mar 2023	100.0%	90.4%	8.8%	0.4%	0.4%
Fri 17 Mar 2023	100.0%	91.2%	7.9%	0.5%	0.4%
Sat 18 Mar 2023	100.0%	95.1%	4.6%	0.1%	0.2%
Sun 19 Mar 2023	100.0%	95.4%	4.2%	0.2%	0.1%
Mon 20 Mar 2023	100.0%	89.5%	9.3%	0.6%	0.6%
Tue 21 Mar 2023	100.0%	90.2%	8.9%	0.4%	0.5%
5 Day Ave.	100.0%	90.3%	8.8%	0.5%	0.5%
7 Day Ave.	100.0%	91.5%	7.7%	0.4%	0.4%

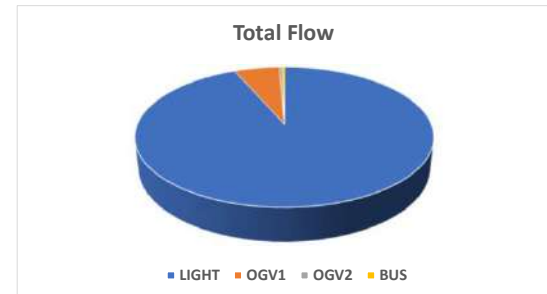
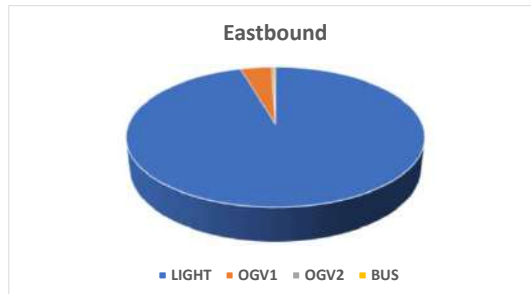
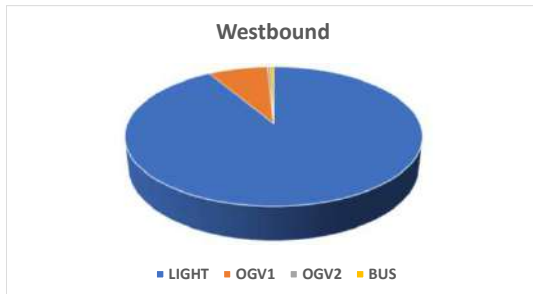
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	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 15 Mar 2023	100.0%	92.5%	6.8%	0.5%	0.3%
Thu 16 Mar 2023	100.0%	94.6%	4.7%	0.4%	0.2%
Fri 17 Mar 2023	100.0%	95.7%	3.7%	0.3%	0.3%
Sat 18 Mar 2023	100.0%	96.9%	2.7%	0.2%	0.2%
Sun 19 Mar 2023	100.0%	97.6%	2.2%	0.1%	0.1%
Mon 20 Mar 2023	100.0%	96.2%	3.1%	0.4%	0.3%
Tue 21 Mar 2023	100.0%	95.6%	4.0%	0.3%	0.2%
5 Day Ave.	100.0%	94.9%	4.5%	0.4%	0.3%
7 Day Ave.	100.0%	95.5%	4.0%	0.3%	0.2%

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	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 15 Mar 2023	100.0%	91.2%	7.9%	0.5%	0.5%
Thu 16 Mar 2023	100.0%	92.5%	6.7%	0.4%	0.3%
Fri 17 Mar 2023	100.0%	93.5%	5.8%	0.4%	0.3%
Sat 18 Mar 2023	100.0%	96.1%	3.6%	0.1%	0.2%
Sun 19 Mar 2023	100.0%	96.5%	3.2%	0.2%	0.1%
Mon 20 Mar 2023	100.0%	92.9%	6.1%	0.5%	0.5%
Tue 21 Mar 2023	100.0%	93.0%	6.4%	0.4%	0.3%
5 Day Ave.	100.0%	92.6%	6.6%	0.4%	0.4%
7 Day Ave.	100.0%	93.5%	5.8%	0.4%	0.3%

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Botley ATC, A334 Broad Oak (Western Site)

Direction: Westbound

Hour Beginning	Wed 15/03/2023	Thu 16/03/2023	Fri 17/03/2023	Sat 18/03/2023	Sun 19/03/2023	Mon 20/03/2023	Tue 21/03/2023	5-Day Ave.	7-Day Ave.
00:00	19	11	15	48	57	12	20	15	26
01:00	11	5	5	22	34	10	15	9	15
02:00	12	8	11	18	22	5	21	11	16
03:00	10	12	11	19	15	9	15	11	13
04:00	22	20	19	17	13	18	22	20	19
05:00	74	90	87	25	19	76	89	83	66
06:00	265	259	242	81	47	241	305	262	206
07:00	635	659	673	205	106	731	687	677	528
08:00	799	808	903	475	215	814	809	827	689
09:00	712	710	708	683	455	728	664	704	666
10:00	657	717	773	856	769	615	644	681	719
11:00	654	675	732	852	744	662	665	678	712
12:00	738	729	769	875	689	700	673	722	739
13:00	704	745	693	895	633	700	611	691	712
14:00	733	744	758	776	573	686	676	719	707
15:00	857	793	798	687	515	806	793	809	750
16:00	853	861	871	685	525	770	812	833	768
17:00	903	854	774	622	429	761	810	820	736
18:00	614	621	626	487	375	542	542	589	544
19:00	374	469	415	352	308	361	498	423	397
20:00	240	290	282	231	187	247	293	270	253
21:00	225	201	207	170	112	188	235	211	191
22:00	140	126	168	164	86	115	124	135	132
23:00	52	54	117	115	29	42	38	61	64
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)	8859 9963 10155 10303	8916 10135 10315 10461	9078 10224 10509 10657	8098 8932 9211 9360	6028 6682 6797 6957	8515 9552 9709 9839	8386 9717 9879 10061	8751 9918 9511 9663	8269 9315 9511 9663
AM Peak	08:00 799	08:00 808	08:00 903	10:00 856	10:00 769	08:00 814	08:00 809	08:00 827	10:00 719
PM Peak	17:00 903	16:00 861	16:00 871	13:00 895	12:00 689	15:00 806	16:00 812	16:00 833	16:00 768

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Direction: Eastbound

Hour Beginning	Wed 15/03/2023	Thu 16/03/2023	Fri 17/03/2023	Sat 18/03/2023	Sun 19/03/2023	Mon 20/03/2023	Tue 21/03/2023	5-Day Ave.	7-Day Ave.
00:00	20	18	16	66	70	14	65	27	38
01:00	12	11	21	22	27	10	46	20	21
02:00	20	15	18	23	24	4	48	21	22
03:00	9	12	6	18	7	10	51	18	16
04:00	18	20	20	20	13	13	20	18	18
05:00	76	66	86	31	23	74	69	74	61
06:00	322	315	304	103	58	328	350	324	254
07:00	821	813	818	245	129	837	888	835	650
08:00	814	773	833	466	212	825	802	809	675
09:00	742	709	734	671	465	614	616	683	650
10:00	654	604	650	761	651	610	625	629	651
11:00	701	677	753	823	820	645	673	690	727
12:00	636	704	775	866	736	662	675	690	722
13:00	676	685	741	887	643	698	693	699	718
14:00	689	662	811	915	595	662	668	698	715
15:00	778	792	872	764	635	781	736	792	765
16:00	871	862	887	701	561	797	882	860	794
17:00	827	883	825	718	413	775	878	838	760
18:00	696	710	621	625	371	543	671	648	605
19:00	493	472	513	405	278	401	541	484	443
20:00	261	309	256	257	197	297	298	284	268
21:00	238	198	197	159	101	234	190	211	188
22:00	258	130	152	160	66	239	103	176	158
23:00	79	64	96	125	37	126	43	82	81
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)	8905 10219 10556 10711	8874 10168 10362 10504	9320 10590 10838 11005	8442 9366 9651 9831	6231 6865 6968 7132	8449 9709 10074 10199	8807 10186 10332 10631	8871 9586 9826 9663	8433 9586 9826 9663
AM Peak	07:00 821	07:00 813	08:00 833	11:00 823	11:00 820	07:00 837	07:00 888	07:00 835	11:00 727
PM Peak	16:00 871	17:00 883	16:00 887	14:00 915	12:00 736	16:00 797	16:00 882	16:00 860	16:00 794

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Direction: Total Flow

Hour Beginning	Wed 15/03/2023	Thu 16/03/2023	Fri 17/03/2023	Sat 18/03/2023	Sun 19/03/2023	Mon 20/03/2023	Tue 21/03/2023	5-Day Ave.	7-Day Ave.
00:00	39	29	31	114	127	26	85	42	64
01:00	23	16	26	44	61	20	61	29	36
02:00	32	23	29	41	46	9	69	32	36
03:00	19	24	17	37	22	19	66	29	29
04:00	40	40	39	37	26	31	42	38	36
05:00	150	156	173	56	42	150	158	157	126
06:00	587	574	546	184	105	569	655	586	460
07:00	1456	1472	1491	450	235	1568	1575	1512	1178
08:00	1613	1581	1736	941	427	1639	1611	1636	1364
09:00	1454	1419	1442	1354	920	1342	1280	1387	1316
10:00	1311	1321	1423	1617	1420	1225	1269	1310	1369
11:00	1355	1352	1485	1675	1564	1307	1338	1367	1439
12:00	1374	1433	1544	1741	1425	1362	1348	1412	1461
13:00	1380	1430	1434	1782	1276	1398	1304	1389	1429
14:00	1422	1406	1569	1691	1168	1348	1344	1418	1421
15:00	1635	1585	1670	1451	1150	1587	1529	1601	1515
16:00	1724	1723	1758	1386	1086	1567	1694	1693	1563
17:00	1730	1737	1599	1340	842	1536	1688	1658	1496
18:00	1310	1331	1247	1112	746	1085	1213	1237	1149
19:00	867	941	928	757	586	762	1039	907	840
20:00	501	599	538	488	384	544	591	555	521
21:00	463	399	404	329	213	422	425	423	379
22:00	398	256	320	324	152	354	227	311	290
23:00	131	118	213	240	66	168	81	142	145
Total 12H(7-19) 16H(6-22) 18H(6-24) 24H(0-24)	17764 20182 20711 21014	17790 20303 20677 20965	18398 20814 21347 21662	16540 18298 18862 19191	12259 13547 13765 14089	16964 19261 19783 20038	17193 19903 20211 20692	17622 20093 20546 20874	16701 18901 19337 19664
AM Peak	08:00 1613	08:00 1581	08:00 1736	11:00 1675	11:00 1564	08:00 1639	08:00 1611	08:00 1636	11:00 1439
PM Peak	17:00 1730	17:00 1737	16:00 1758	13:00 1782	12:00 1425	15:00 1587	16:00 1694	16:00 1693	16:00 1563

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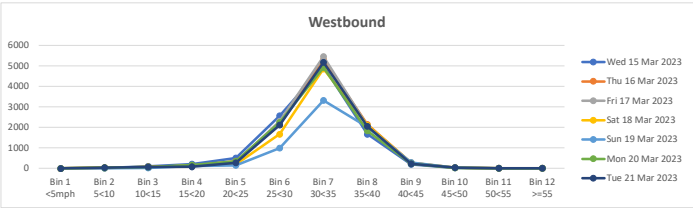


Botley ATC, A334 Broad Oak (Western Site)

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 15 Mar 2023	10303	36.6	31.3	5.2	0	27	98	214	508	2569	4985	1668	198	23	10	3
Thu 16 Mar 2023	10461	37.2	32.1	4.9	0	17	70	133	348	2134	5294	2147	267	35	12	4
Fri 17 Mar 2023	10657	37.1	32.1	4.8	0	16	43	150	292	2303	5456	2085	256	41	9	6
Sat 18 Mar 2023	9360	37.6	32.5	4.9	0	28	64	128	191	1667	4851	2107	276	40	5	3
Sun 19 Mar 2023	6957	38.4	33.2	5.0	0	13	27	112	143	988	3321	2015	285	41	9	3
Mon 20 Mar 2023	9839	37.0	31.8	5.0	0	31	62	156	346	2232	4922	1831	223	27	5	4
Tue 21 Mar 2023	10061	37.2	32.2	4.8	0	36	62	81	274	2109	5170	2051	228	38	7	5
5 Day Ave.	10264	37.0	31.9	4.9	0	25	67	147	354	2269	5165	1956	234	33	9	4
7 Day Ave.	9663	37.3	32.2	4.9	0	24	61	139	300	2000	4857	1986	248	35	8	4

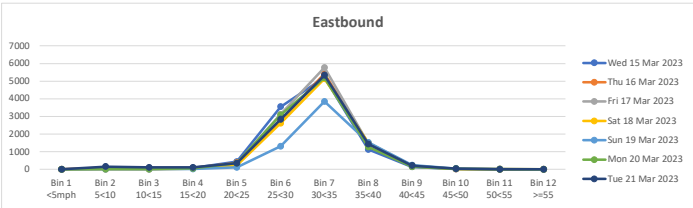
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Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 15 Mar 2023	10711	35.6	30.8	4.7	0	48	57	84	442	3551	5216	1130	141	27	7	8
Thu 16 Mar 2023	10504	36.5	31.3	5.0	0	93	83	73	377	2773	5429	1453	184	25	12	2
Fri 17 Mar 2023	11005	36.1	31.5	4.5	0	44	33	56	308	3121	5776	1453	169	27	12	6
Sat 18 Mar 2023	9831	36.4	31.9	4.3	0	6	11	43	226	2624	5136	1512	209	36	15	13
Sun 19 Mar 2023	7132	37.4	32.9	4.3	0	1	0	23	108	1310	3857	1529	234	46	17	7
Mon 20 Mar 2023	10199	35.9	31.3	4.4	0	22	15	54	355	3083	5194	1272	150	30	13	11
Tue 21 Mar 2023	10631	36.9	31.1	5.6	0	155	122	114	342	2841	5342	1436	212	44	11	12
5 Day Ave.	10610	36.2	31.2	4.8	0	72	62	76	365	3074	5391	1349	171	31	11	8
7 Day Ave.	10002	36.4	31.6	4.7	0	53	46	64	308	2758	5136	1398	186	34	12	8

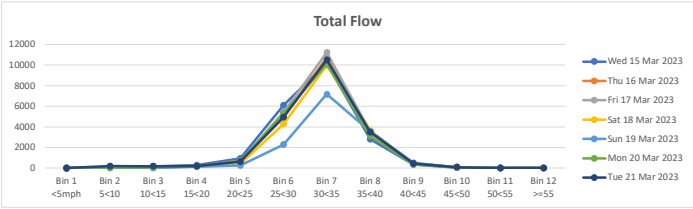
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 15 Mar 2023	21014	36.1	31.0	4.9	0	75	155	298	950	6120	10201	2798	339	50	17	11
Thu 16 Mar 2023	20965	36.9	31.7	5.0	0	110	153	206	725	4907	10723	3600	451	60	24	6
Fri 17 Mar 2023	21662	36.6	31.8	4.6	0	60	76	206	600	5424	11232	3538	425	68	21	12
Sat 18 Mar 2023	19191	37.0	32.2	4.6	0	34	75	171	417	4291	9987	3619	485	76	20	16
Sun 19 Mar 2023	14089	37.9	33.1	4.7	0	14	27	135	251	2298	7178	3544	519	87	26	10
Mon 20 Mar 2023	20038	36.4	31.6	4.7	0	53	77	210	701	5315	10116	3103	373	57	18	15
Tue 21 Mar 2023	20692	37.1	31.6	5.3	0	191	184	195	616	4950	10512	3487	440	82	18	17
5 Day Ave.	20874	36.6	31.5	4.9	0	98	129	223	718	5343	10557	3305	406	63	20	12
7 Day Ave.	19664	36.9	31.9	4.8	0	77	107	203	609	4758	9993	3384	433	69	21	12

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Appendix C

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BROAD OAK, BOTLEY BACS/SR/0623/088")

Notes:

Selected Polygon:AW BROAD OAK, BOTLEY BACS/SR/0623/088

44180109103 23/03/2018 Time 1931 Vehicles 1 Casualties 1 Serious
E:449998 N: 113221 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 Wet/Damp
Darkness: no street lighting Raining 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:	Failed to look properly	Casualty 1	Very Likely
2nd:	Pedestrian wearing dark clothing at night	Casualty 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

CAS 1 (PEDESTRIAN) WALKING W ALONG SOUTH SIDE OF A334 BROAD OAK IN DARK CLOTHING WITH HOOD UP BEGINS TO CROSS ROAD AND STEPS INTO PATH OF VEH 1 (CAR) TRAVELLING W ALONG A334 BROAD OAK CAUSING COLLISION.

Occurred on A334 BROAD OAK OUTSIDE TEXACO FILLING STATION, BOTLEY, 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 57 Male
Not hit and run Breath test Negative Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 52 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr elsewhere N bound
Driver's nearside

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BROAD OAK, BOTLEY BACS/SR/0623/088")

Notes:

44190037957 31/01/2019 Time 1400 Vehicles 2 Casualties 2 Slight
E:449916 N: 113280 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
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:	Nervous/Uncertain/Panic	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE ALONG WOODHOUSE LANE AFTER EXITING RBT AND FAILS TO PRESS THE
BRAKE IN TIME COLLIDING WITH THE REAR OF VEH 2 (CAR) STATIONARY AND INDICATING TO TURN
RIGHT INTO SHORELAND HOLDINGS LTD

Occurred on WOODHOUSE LANE AT JUNCTION OF SHORELAND HOLDINGS LTD, BOTLEY, HAMPSHIRE

Vehicle Reference 1 Car 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 Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 19 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Waiting to turn 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 Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 35 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BROAD OAK, BOTLEY BACS/SR/0623/088")

44190094384 18/03/2019 Time 1100 Vehicles 1 Casualties 1 Slight
E:451102 N: 113071 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	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE A LONG A334 HIGH STREET TURNED RIGHT ONTO MORTIMER ROAD AND
COLLIDED WITH CAS1 (PEDESTRIAN) CROSSING MORTIMER ROAD TRAVELLING NW.

Occurred on A334 HIGH STREET AT JUNCTION WITH MORTIMER ROAD, BOTLEY, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
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 r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 71 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 62 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr elsewhere NW bound
Driver's nearside

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BROAD OAK, BOTLEY BACS/SR/0623/088")

44190103976 25/03/2019 Time 1920 Vehicles 1 Casualties 1 Slight
E:450685 N: 113231 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 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: Impaired by alcohol	Vehicle 1	Very Likely	
2nd: Defective steering or suspension	Vehicle 1	Possible	
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NW ALONG A334 BROAD OAK LOST CONTROL WHILE NEGOTIATING A BEND IN THE ROAD, CAUSING IT TO CLIP THE KERB, SPIN THE CAR AND FLIP ONTO ITS NEARSIDE.

Occurred on A334 BROAD OAK, 30 METERS W OF JUNCTION WITH BROOK LANE, BOTLEY, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead left bend
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 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 Positive 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 a cyclist

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BROAD OAK, BOTLEY BACS/SR/0623/088")

44190149475 01/05/2019 Time 1347 Vehicles 1 Casualties 1 Slight
E:450687 N: 113232 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 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:		

CAS1 (PEDESTRIAN) TRAVELLING E ALONG THE NORTHERN PAVEMENT OF A334 BROAD OAK WAS HIT ON THE BACK OF THE HEAD BY THE WING MIRROR OF VEH1 (CAR) TRAVELLING E.

Occurred on A334 BROAD OAK, 30 METERS W OF JUNCTION WITH BROOK LANE, SOUTHAMPTON, HAMPSHIRE.

Vehicle Reference 1 Car 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 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 Not traced
Hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 28 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
On footpath / verge E bound
Movement U/K

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW BROAD OAK, BOTLEY BACS/SR/0623/088")

Notes:

44190207724 17/06/2019 Time 0800 Vehicles 2 Casualties 1 Slight
E:449895 N: 113252 First Road: A 334 Road Type Single carriageway
Speed limit: 30 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:	Following too close	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ALONG A334 GRANGE ROAD STARTED TO PULL OUT ONTO THE ROUNDABOUT BUT STOPPED TO DUE TRAFFIC ON THE ROUNDABOUT. VEH2 (CAR) TRAVELLING SE BEHIND COLLIDED WITH THE REAR OF VEH1.
Occurred on A334 GRANGE ROAD AT JUNCTION WITH WOODHOUSE LANE, HEDGE END, 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 Entering roundabout First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 49 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 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 82 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BROAD OAK, BOTLEY BACS/SR/0623/088")

Notes:

44190287451 14/08/2019 Time 0705 Vehicles 2 Casualties 1 Serious
E:451035 N: 113127 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 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	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH2 (P/CYCLE) CROSSES A334 HIGH STREET TRAVELLING NE INTO THE PATH OF VEH1 (CAR)
TRAVELLING NW ALONG A334 HIGH STREET.

Occurred on A334 HIGH STREET, 25 METERS SE OF JUNCTION WITH JENKYN'S CLOSE, BOTLEY,
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 67 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle 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 Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 53 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 53 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BROAD OAK, BOTLEY BACS/SR/0623/088")

Notes:

44190372418 17/10/2019 Time 2115 Vehicles 2 Casualties 1 Slight
E:449914 N: 113206 First Road: A 334 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3033
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: Elsewhere DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING N ALONG KINGS COPSE AVENUE ENTERS RBT (TO TAKE 2ND EXIT). VEH 2 (CAR) ALSO TRAVELLING N ALONG KINGS COPSE AVENUE ACCELERATES TO OVERTAKE VEH 1 AND COLLIDES ATTEMPTING TO TAKE 1ST EXIT TO LOWER NORTHAM ROAD.

Occurred on MAYPOLE RBT JUNCTION OF A334 WITH B3033, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S 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 Offside 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 Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 52 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning left
Vehicle movement from S to SW 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 19 Male
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BROAD OAK, BOTLEY BACS/SR/0623/088")

Notes:

44190388170 29/10/2019 Time 1805 Vehicles 2 Casualties 1 Slight
E:451422 N: 113021 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled B 3354
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: Exceeding speed limit	Vehicle 1	Very Likely	
2nd: Failed to look properly	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING E ALONG A334 COLLIDES WITH REAR NEARSIDE CORNER OF VEH 2 (VAN)
TRAVELLING W ALONG A334 TURNING RIGHT INTO B3354.

Occurred on A334 HIGH STREET/MILL HILL AT JUNCTION WITH B3354 WINCHESTER STREET, BOTLEY,
HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under 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 Mid Junction - on roundabout or T First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 17 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or T 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

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BROAD OAK, BOTLEY BACS/SR/0623/088")

Notes:

44200044955 05/02/2020 Time 1020 Vehicles 2 Casualties 2 Serious
E:451108 N: 113078 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	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ALONG A334 HIGH STREET TURNS RIGHT IN ORDER TO TRAVEL SW ALONG MORTIMER ROAD BUT TURNS ACROSS THE PATH OF VEH2 (CAR) TRAVELLING NW ALONG HIGH STREET CAUSING A COLLISION.

Occurred on A334 HIGH STREET AT JUNCTION WITH MORTIMER ROAD, BOTLEY, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from NW to SW 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 40 Female
Not hit and run Breath test Negative
Left hand drive: No

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 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 68 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 68 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 2 Age: 64 Female Passenger Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BROAD OAK, BOTLEY BACS/SR/0623/088")

Notes:

44200106667 22/03/2020 Time 0715 Vehicles 2 Casualties 1 Slight
E:451321 N: 113021 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:	Exceeding speed limit	Vehicle 2	Possible
2nd:	Junction overshoot	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 1	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING S ALONG WARNER MEWS STARTED TO EMERGE ONTO A334 HIGH STREET.
VEH2 (M/CYCLE) TRAVELLING E ALONG A334 HIGH STREET COLLIDED WITH THE OFFSIDE OF VEH1.
Occurred on A334 HIGH STREET AT JUNCTION WITH WARNER MEWS, BOTLEY, HAMPSHIRE.

Vehicle Reference 1 Car Starting
Vehicle movement from N 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 r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 63 Male
Not hit and run Breath test Negative
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 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 24 Male
Not hit and run Breath test Negative
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 01/01/2018 and 31/12/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BROAD OAK, BOTLEY BACS/SR/0623/088")

Notes:

44200308273 13/08/2020 Time 1320 Vehicles 1 Casualties 1 Slight
E:449940 N: 113220 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
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:	Junction overshoot	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W ALONG A334 GRANGE ROAD APPORACHING RBT HAS MOUNTED CENTRAL ISLAND, THE DRIVER CONFUSES THE PEDALS AND DEPRESSED ACCELERATOR CAUSING VEH 1 TO INCREASE SPEED AND MOUNT THE CENTRAL RBT AND COLLIDE WITH A TREE.

Occurred on A334 GRANGE ROAD AT JUNCTION WITH KINGS COPSE AVENUE, HEDGE END, 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 Entering roundabout First impact Front Hit vehicle:
Hit object in road Bollard / Refuge Off road: Tree
Nearside Age of Driver 78 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 78 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BROAD OAK, BOTLEY BACS/SR/0623/088")

44200441312 14/11/2020 Time 0922 Vehicles 2 Casualties 3 Serious
E:450037 N: 113220 First Road: A 334 Road Type Single carriageway
Speed limit: 40 Junction Detail: Pri Drive Stop sign 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 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Distraction in vehicle	Vehicle 2	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S, EXITING BOTLEY CAR CENTRE HAS TURNED RIGHT (WESTBOUND) ON TO A334 BROAD OAK. VEH 2 (CAR) TRAVELLING E ALONG A334 HAS COLLIDED WITH THE NEARSIDE OF VEH 1 AS THEY HAVE DRIVEN ACROSS THEIR PATH.

Occurred on A334 BROAD OAK, AT JUNCTION WITH BOTLEY CAR CENTRE LTD, BOTLEY, SOUTHAMPTON, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from N 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 T First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 63 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 63 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 33 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BROAD OAK, BOTLEY BACS/SR/0623/088")

Vehicle Reference	2	Car	Going ahead other
Vehicle movement from	W	to E	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Mid Junction - on roundabout or i	First impact	No skidding, jack-knifing or overturning
Hit object in road	None	Off road:	Front
Did not leave carr		Age of Driver	18
Not hit and run	Breath test	Negative	Male
		Left hand drive:	No

Casualty Reference:	3	Vehicle:	2	Age:	18	Male	Driver/rider	Severity:	Slight
Not a pupil									
Seatbelt	Not Applicable	Cycle helmet:	Not a cyclist						

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW BROAD OAK, BOTLEY BACS/SR/0623/088")

Notes:

44210211780 31/05/2021 Time 1655 Vehicles 2 Casualties 1 Slight
E:449935 N: 113213 First Road: A 334 Road Type Single carriageway
Speed limit: 30 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 signal/Misleading signal	Vehicle 1	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE AROUND MAYPOLE RBT IN LANE1 UNDERTOOK VEH2 (P/CYCLE) TRAVELLING E AROUND MAYPOLE RBT IN LANE 2, WHO HAD ARM STUCK OUT TO SIGNAL EXITING ONTO KINGS COPSE AVENUE. VEH1 MADE CONTACT WITH VEH2 CAUSING RIDER TO FALL OFF.
Occurred on A334 MAYPOLE ROUNDABOUT AT JUNCTION WITH KINGS COPSE AVENUE, 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 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 41 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Changing lane to left
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 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 22 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 22 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BROAD OAK, BOTLEY BACS/SR/0623/088")

Notes:

44210248299 24/06/2021 Time 1311 Vehicles 2 Casualties 1 Serious
E:450040 N: 113215 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 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 signal/Misleading signal	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (VAN) TRAVELLING W ALONG A334 GRANGE ROAD, STUCK IN SLOW MOVING TRAFFIC, STARTED TO PULL OUT OF THE TRAFFIC TO PERFORM A U-TURN AND COLLIDED WITH VEH2 (M/CYCLE) TRAVELLING W ALONG A334 GRANGE ROAD, FILTERING PAST TRAFFIC ON THE OFFSIDE.
Occurred on A334 GRANGE ROAD, 95 METERS E OF JUNCTION WITH KINGS COPSE AVENUE, EASTLEIGH, HAMPSHIRE.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under U-turn
Vehicle movement from E 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 52 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 125 cc and up to 500cc Overtaking moving vehicle O/S
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 24 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BROAD OAK, BOTLEY BACS/SR/0623/088")

Notes:

44210384769 24/09/2021 Time 1637 Vehicles 2 Casualties 1 Slight
E:449871 N: 113192 First Road: B 3033 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3035
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:	Loss of control	Vehicle 002	Very Likely
2nd:	Defective brakes	Vehicle 002	Possible
3rd:	Failed to look properly	Vehicle 001	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW TO NE ON LOWER NORTHAM ROAD WAITING AT LIGHTS IS STRUCK BY
VEH 2 (ESCOOTER) TRAVELLING NE TO SW, FAILING TO BRAKE
Occurred on RBT AT THE MAYPOLE NURSING HOME

Vehicle Reference 1 Car Going ahead but held up
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 Jct Approach First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Other Vehicle Starting
Vehicle movement from NE to SW No tow / articulation Leaving the main road
9 No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front 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 Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 21 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BROAD OAK, BOTLEY BACS/SR/0623/088")

Notes:

44210490949 07/12/2021 Time 1720 Vehicles 1 Casualties 1 Slight
E:449922 N: 113291 First Road: A 334 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 Raining with 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 001	Possible	
2nd: Poor turn or manoeuvre	Vehicle 001	Possible	
3rd: Failed to look properly	Casualty 001	Possible	
4th: Failed to judge vehicles path or speed	Casualty 001	Possible	
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N AND LEAVING RBT ONTO WOODHOUSE LANE COLLIDES WITH CAS 1
(PEDESTRIAN) TRAVELLING E ACROSS WOODHOUSE LANE
Occurred on MAYPOLE ROUNDABOUT HEDGE END, N ON WOODSIDE LANE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N 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 29 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 29 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr elsewhere E bound
Driver's nearside

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BROAD OAK, BOTLEY BACS/SR/0623/088")

Notes:

44220296378 23/07/2022 Time 1440 Vehicles 2 Casualties 1 Serious
E:451427 N: 113016 First Road: B 3354 Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads 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:	Loss of control	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (M/CYCLE) TRAV S ALONG WINCHESTER STREET, TURNED LEFT ONTO MILL HILL, OVERSTEERED ONTO OPP SIDE OF C/WAY CAUSING CAS1 (RIDER) TO PANIC AND FALL OFF VEH1 INTO PATH OF VEH2 (CAR) TRAV W ALONG MILL HILL. CAS1 SUSTAINED A SERIOUS INJURY.

Occurred on B3354 WINCHESTER ST, AT CROSSROADS JCT WITH A334 MILL HILL, BOTLEY, HAMPSHIRE.

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Turning left
Vehicle movement from N to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 33 Female 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 E to W 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 44 Female
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BROAD OAK, BOTLEY BACS/SR/0623/088")

Notes:

44220389230 24/09/2022 Time 1444 Vehicles 2 Casualties 1 Serious
E:451159 N: 113048 First Road: A 334 Road Type Single carriageway
Speed limit: 30 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: 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 NW ALONG HIGH STREET TURNED RIGHT INTO A PRIVATE DRIVE AND ACROSS
THE PATH OF VEH2 (M/CYCLE) TRAVELLING SE ALONG HIGH STREET CAUSING A COLLISION
Occurred on A334 HIGH STREET OPPOSITE ALL SAINTS CHURCH, BOTLEY, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from SE to N 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 76 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motorcycle over 500cc 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 r First impact Front 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 Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 59 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/01/2018 and 31/12/2022** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BROAD OAK, BOTLEY BACS/SR/0623/088")

Notes:

44220404539 05/10/2022 Time 0800 Vehicles 2 Casualties 1 Slight
E:451041 N: 113130 First Road: A 334 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. 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 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

**VEH 1 (CAR) TRAVELLING SE ALONG A334 TURNS LEFT INTO SCHOOL COLLIDING WITH VEH 2 (P/CYCLE)
TRAVELLING SE ALONG PAVEMENT**

Occurred on OUTSIDE BOTLEY C OF E PRIMARY SCHOOL, BOTLEY ROAD A334, BOTLEY, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from NW to N No tow / articulation Leaving the main road
9 No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Nearside 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

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
9 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 55 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 55 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BROAD OAK, BOTLEY BACS/SR/0623/088")

Notes:

44220472435 21/11/2022 Time 0940 Vehicles 2 Casualties 1 Slight
E:449981 N: 113228 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: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (MOPED) TRAVELLING E HAS STOPPED TO LET ANOTHER VEHICLE (UNINVOLVED) OUT OF THE
FUELLING STATION. VEH 2 (CAR) TRAVELLING E BEHIND VEHICLE 1 HAS FAILED TO SEE VEHICLE 1
STOP AND HAS COLLIDED WITH REAR OF VEHICLE 1 ON A334 GRANGE ROAD, OUTSIDE TEXAC
Occurred on A334 GRANGE ROAD, OUTSIDE TEXACO FUELING STATION, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under 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 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 16 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 16 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 W 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 Front 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 Driver not contacted
Left hand drive: No

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BROAD OAK, BOTLEY BACS/SR/0623/088")

Notes:

44220495778 08/12/2022 Time 0001 Vehicles 1 Casualties 1 Slight
E:450644 N: 113214 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 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:	Travelling too fast for conditions	Vehicle 1	Possible
2nd:	Defective steering or suspension	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING E ALONG A334 BROAD OAK LOSES CONTROL FOR UNKNOWN REASONS AND
LEAVES THE CARRIAGEWAY NEARSIDE AND COLLIDES WITH A TREE

Occurred on A334 BROAD OAK, 75 METRES W FROM BROOK LANE, BOTLEY, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Tree
Nearside & rebounded Age of Driver 19 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Accidents between dates 01/01/2018 and 31/12/2022 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
BROAD OAK, BOTLEY BACS/SR/0623/088")

44220513218 22/12/2022 Time 0842 Vehicles 2 Casualties 2 Slight
E:450446 N: 113176 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 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:	Poor turn or manoeuvre	Vehicle 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 CAR TRAVELLING W ON A334 BROAD OAK ATTEMPTS TO OVERTAKE A VEHICLE WAITING TO
TURN RIGHT INTO PRIVATE ENTRANCE OF CCW. VEH1 ENDS UP COLLIDING WITH VEH2 CAR
TRAVELLING E ALONG A334 BROAD OAK.

Occurred on A334 BROAD OAK, 520 METERS E OF JUNCTION WITH KINGS COPSE AVENUE, HEDGE END,
HAMPSHIRE.

Vehicle Reference 1 Car Overtaking stat vehicle O/S
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 23 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 1 Age: 23 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 W 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 Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 58 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/01/2018 and 31/12/2022** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW BROAD OAK, BOTLEY BACS/SR/0623/088")

Notes:

Accidents involving:

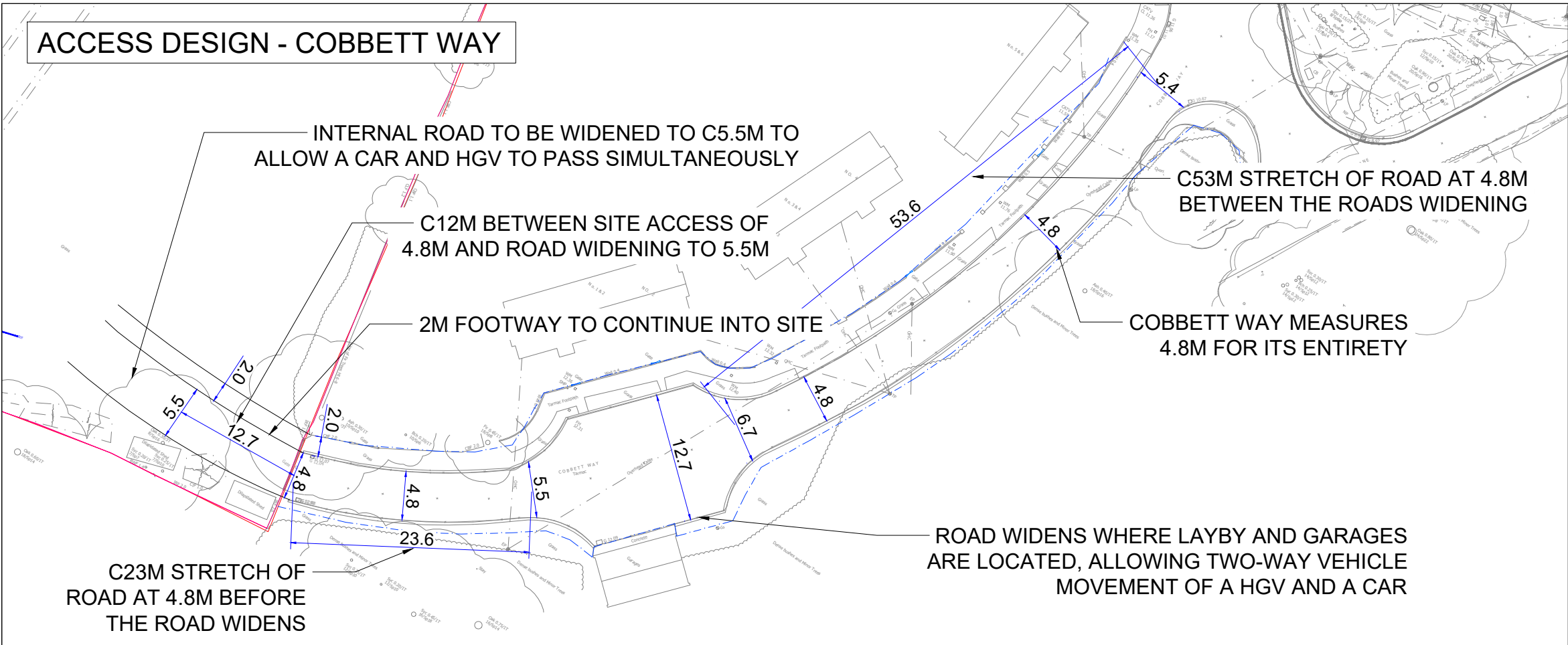
	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	3	11	14
2-wheeled motor vehicles	0	3	3	6
Pedal cycles	0	1	2	3
Horses & other	0	0	0	0
Total	0	7	16	23

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	2	11	13
Passenger	0	1	1	2
Motorcycle rider	0	3	3	6
Cyclist	0	1	2	3
Pedestrian	0	1	3	4
Other	0	0	0	0
Total	0	8	20	28

Appendix D

ACCESS DESIGN - COBBETT WAY



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- VEHICLES HAVE BEEN TRACKED AT 10MPH.

KEY

- HIGHWAY BOUNDARY
- SITE BOUNDARY

VEHICLE PROFILE

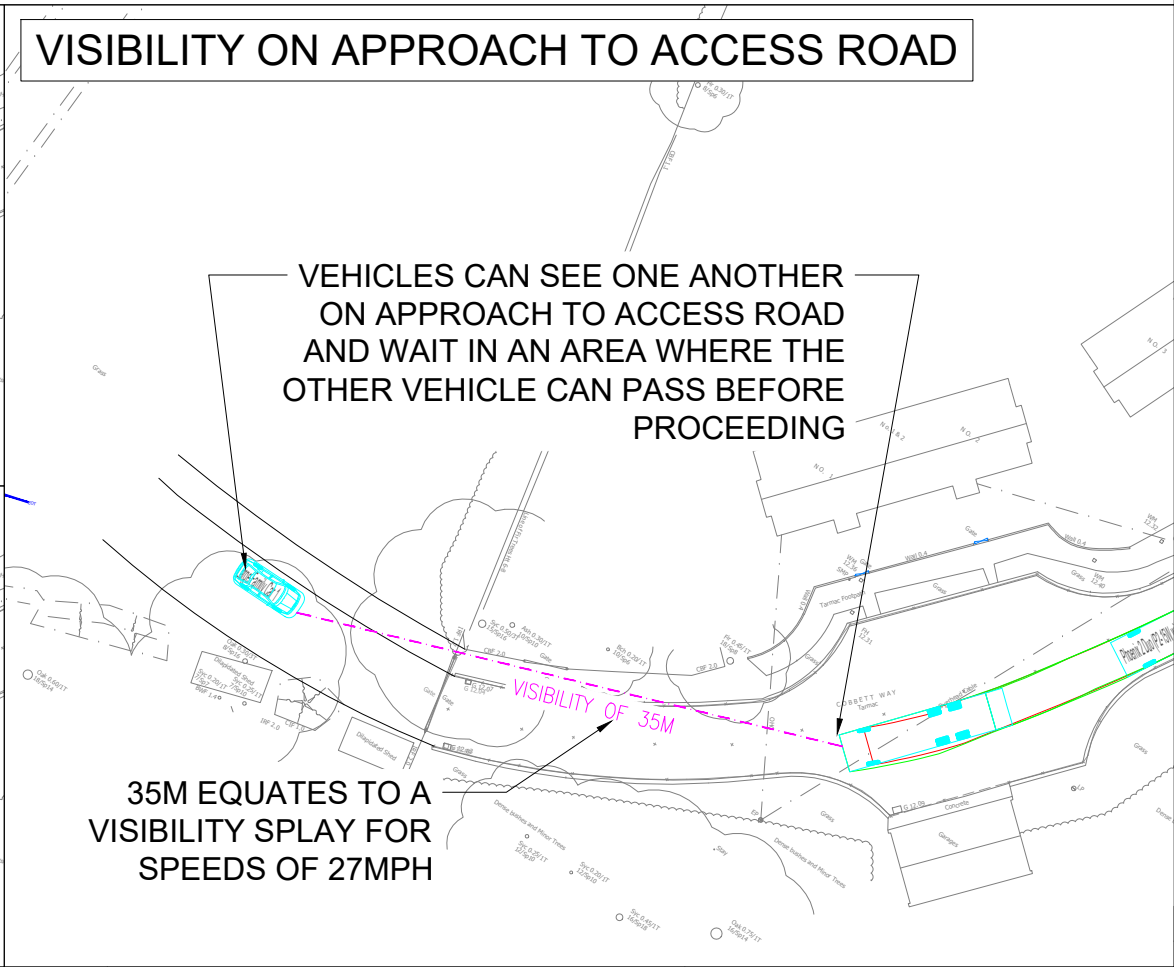
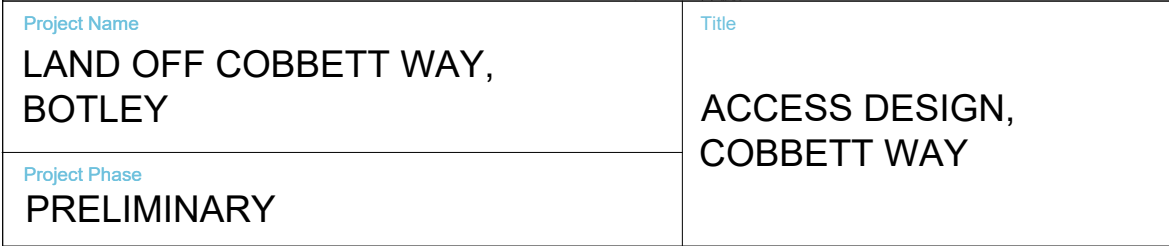
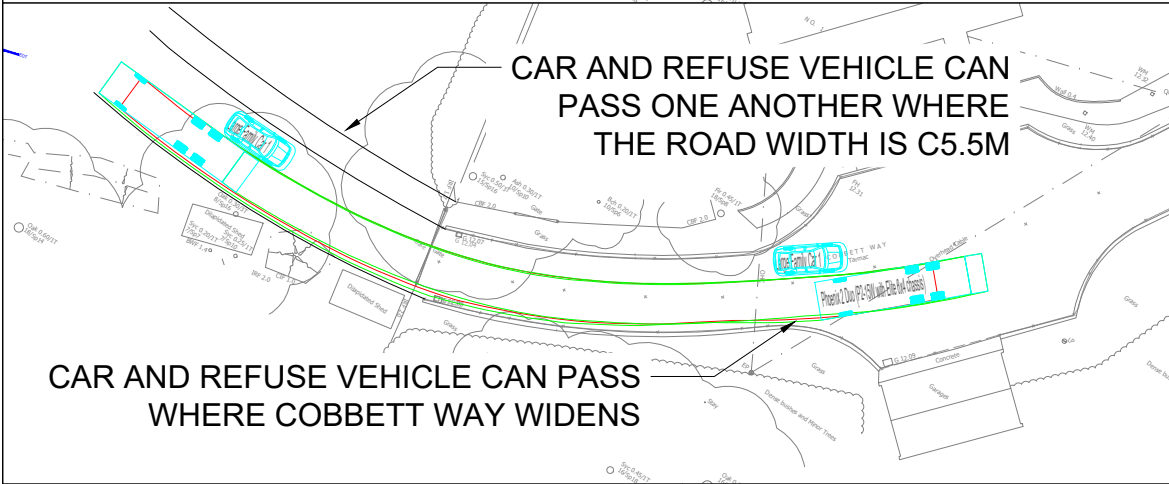
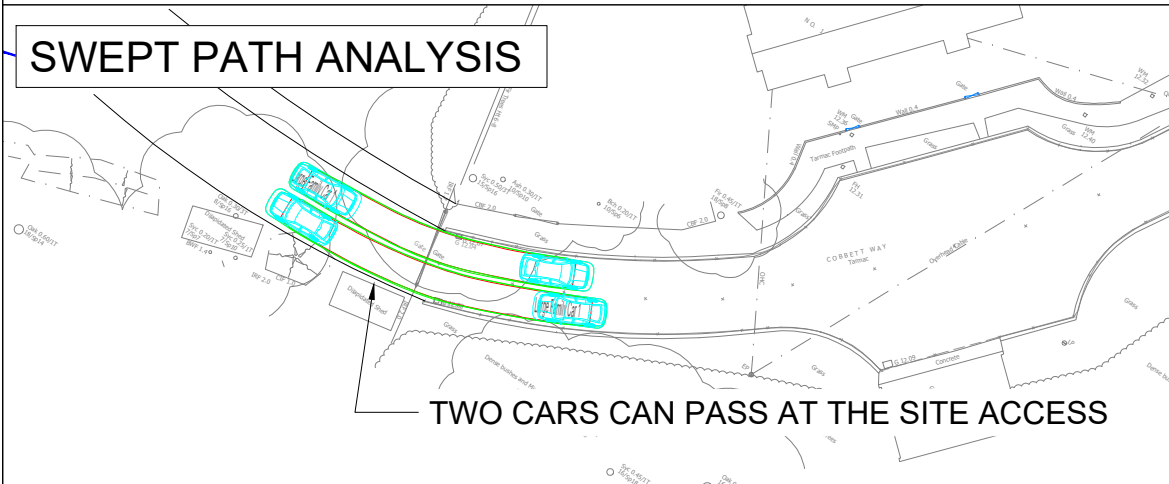
Large Family Car 1

Overall Length	4.890m
Overall Width	1.940m
Overall Body Height	1.512m
Min Body Ground Clearance	0.273m
Max Track Width	1.890m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

P02	CLIENTS COMMENTS	10.11.23	CID	MDS
P01	FIRST ISSUE	28.09.23	CID	MDS
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
27.09.23	CD	MDS	-	
PBA Project Number		Scale	(AT A3)	
187.0012		1:500		
PBA Drawing No:			Revision	
187.0012-0007			P02	



Project Name LAND OFF COBBETT WAY, BOTLEY	Title ACCESS DESIGN, COBBETT WAY	 Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client THE MULBERRY INVESTMENTS PENSION SCHEME
Project Phase PRELIMINARY			

Appendix E

Calculation Reference: AUDIT-247601-230626-0628

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	EX ESSEX	2 days
	KC KENT	2 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 45 to 134 (units:)
 Range Selected by User: 40 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 09/11/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	2 days
Wednesday	2 days
Thursday	1 days
Friday	5 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	9

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:

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	15 days - Selected
Servicing vehicles Excluded	43 days - Selected

Secondary Filtering selection:

Use Class:

C3	13 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	2 days
10,001 to 15,000	5 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days

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

Population within 5 miles:

5,001 to 25,000	4 days
75,001 to 100,000	3 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	7 days

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

Travel Plan:

No	13 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	12 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17		Survey Type: MANUAL
2	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18		Survey Type: MANUAL
3	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 Survey date: FRIDAY 25/09/15		Survey Type: MANUAL
4	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 Survey date: MONDAY 28/09/15		Survey Type: MANUAL
5	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 134 Survey date: FRIDAY 15/07/16		Survey Type: MANUAL
6	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 Survey date: WEDNESDAY 05/06/19		Survey Type: MANUAL
7	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL	DETACHED & SEMI-DETACHED	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 97 Survey date: MONDAY 27/11/17		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	EX-03-A-03 KESTREL GROVE RAYLEIGH Edge of Town Residential Zone Total No of Dwellings: 123 Survey date: MONDAY 27/09/21	MIXED HOUSES	ESSEX	Survey Type: MANUAL
9	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: THURSDAY 14/07/16	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
10	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: FRIDAY 22/09/17	SEMI-DETACHED & TERRACED	KENT	Survey Type: MANUAL
11	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA Edge of Town Residential Zone Total No of Dwellings: 55 Survey date: TUESDAY 21/09/21	MIXED HOUSES & FLATS	NORFOLK	Survey Type: MANUAL
12	NY-03-A-14 PALACE ROAD RIPON Edge of Town Residential Zone Total No of Dwellings: 45 Survey date: WEDNESDAY 18/05/22	DETACHED & BUNGALOWS	NORTH YORKSHIRE	Survey Type: MANUAL
13	WK-03-A-04 DALEHOUSE LANE KENILWORTH Edge of Town Residential Zone Total No of Dwellings: 49 Survey date: FRIDAY 27/09/19	DETACHED HOUSES	WARWICKSHIRE	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
SF-03-A-10	COVID
WO-03-A-07	COVID

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	13	81	0.055	13	81	0.217	13	81	0.272
08:00 - 09:00	13	81	0.120	13	81	0.337	13	81	0.457
09:00 - 10:00	13	81	0.124	13	81	0.166	13	81	0.290
10:00 - 11:00	13	81	0.124	13	81	0.182	13	81	0.306
11:00 - 12:00	13	81	0.132	13	81	0.134	13	81	0.266
12:00 - 13:00	13	81	0.149	13	81	0.139	13	81	0.288
13:00 - 14:00	13	81	0.165	13	81	0.155	13	81	0.320
14:00 - 15:00	13	81	0.138	13	81	0.158	13	81	0.296
15:00 - 16:00	13	81	0.223	13	81	0.145	13	81	0.368
16:00 - 17:00	13	81	0.241	13	81	0.155	13	81	0.396
17:00 - 18:00	13	81	0.287	13	81	0.141	13	81	0.428
18:00 - 19:00	13	81	0.227	13	81	0.135	13	81	0.362
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.078			2.137			4.215

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

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

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Parameter summary

Trip rate parameter range selected:	45 - 134 (units:)
Survey date range:	01/01/15 - 09/11/22
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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.