

Unit E, Hamilton Business Park, Hedge End, Southampton

Transport Statement

**Unit E,
Hamilton Business Park,
Hedge End, Southampton**

Transport Statement

22nd August 2024
SP/SC/ 26249-01b Transport Statement_ FINAL

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Prepared For:

Hargreaves

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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 This Transport Statement (TS) has been prepared by DTA Transportation (DTA) on behalf of the applicant, Hargreaves to support a planning application for the change of use of Unit E at Hamilton Business Park, Hedge End, Southampton.
- 1.1.2 The site was developed as a Telecommunications Switch Centre following a planning permission granted in 1999 and the building has been in use for that purpose ever since it was first occupied in 2001. The telecommunications apparatus installed in the building, together with ancillary office and related accommodation, occupies a gross internal area (GIA) of 1,869m².
- 1.1.3 As a result of rapid changes in telecommunications technology, switch centres such as currently occupies the unit are becoming redundant and the use is not required to continue after the current lease expires in 2024. The proposal is to refurbish the unit to provide a modern commercial building suitable for re-occupation for flexible employment purposes within Use Classes B2, B8 and E(g) (iii). The internal alterations proposed to facilitate this re-use will result in a reduced total floorspace of 1,088m².
- 1.1.4 A plan showing the development proposals is contained within **Appendix A**.

1.2 Purpose of the Report & Report Structure

- 1.2.1 The purpose of this report is to identify the travel patterns associated with the proposed development, and examine the likely transport implications of these on the surrounding area.

- 1.2.2 Following this introduction, the report continues as follows:

Chapter 2 assesses the accessibility of the site by all modes of transport;

Chapter 3 outlines the development proposals;

Chapter 4 presents the forecasted traffic generation and the level of impact of the development; and

Chapter 5 presents a summary of all the findings.



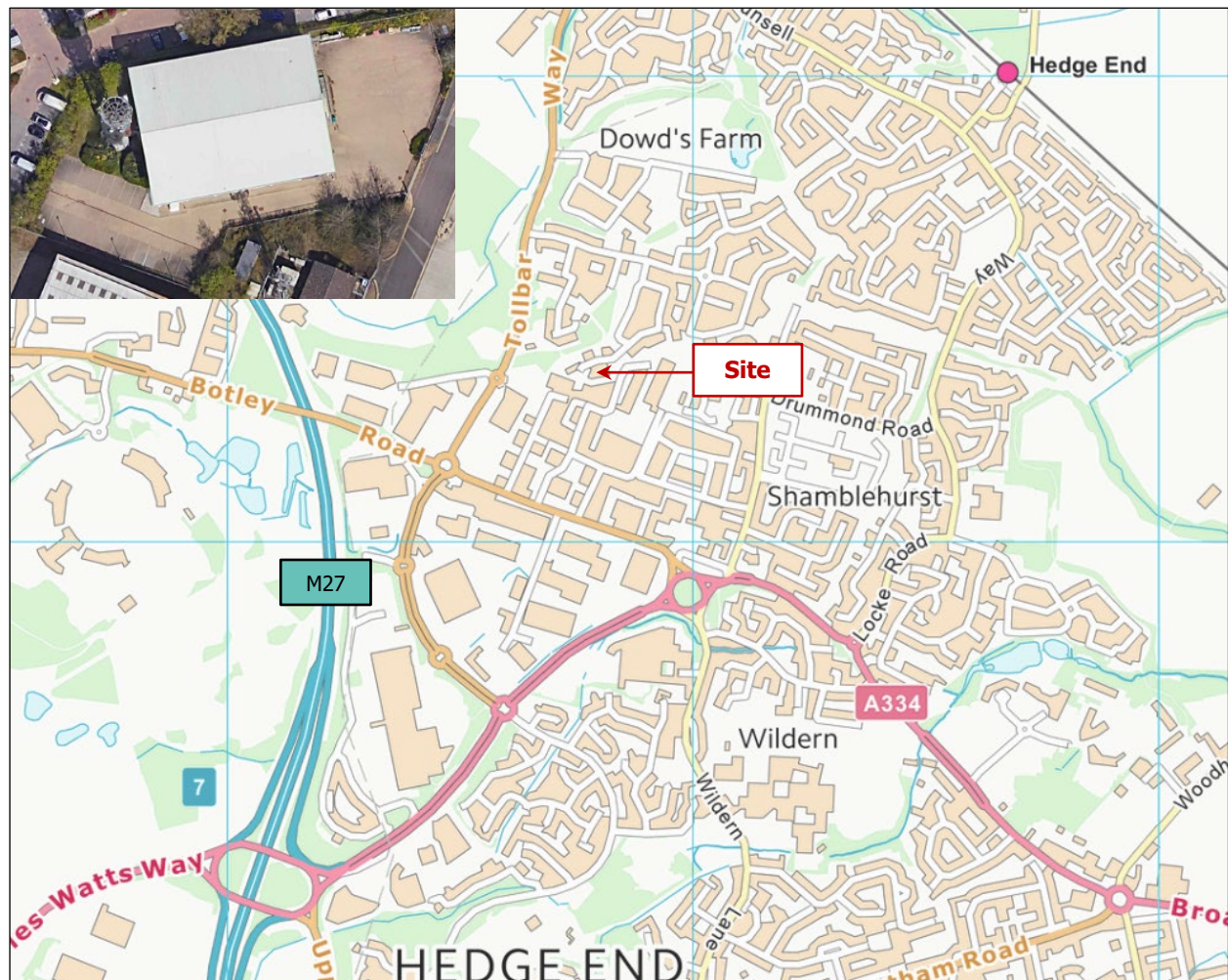
2.0 EXISTING TRANSPORT CONDITIONS

2.1 Site Location & Description

2.1.1 The site is located off Manaton Way at the northern boundary of the Hamilton Business Park in Hedge End. The site is surrounded by residential areas to the north and industrial buildings to the south and east.

2.1.2 The site extends to approximately 0.3ha and is currently occupied s a telecommunications Switch Centre with a floorspace of 1,869m² and 26 car parking spaces. **Figure 1** indicates the location of the site. The layout of the existing site is contained within **Appendix B**.

Figure 1: Site Location



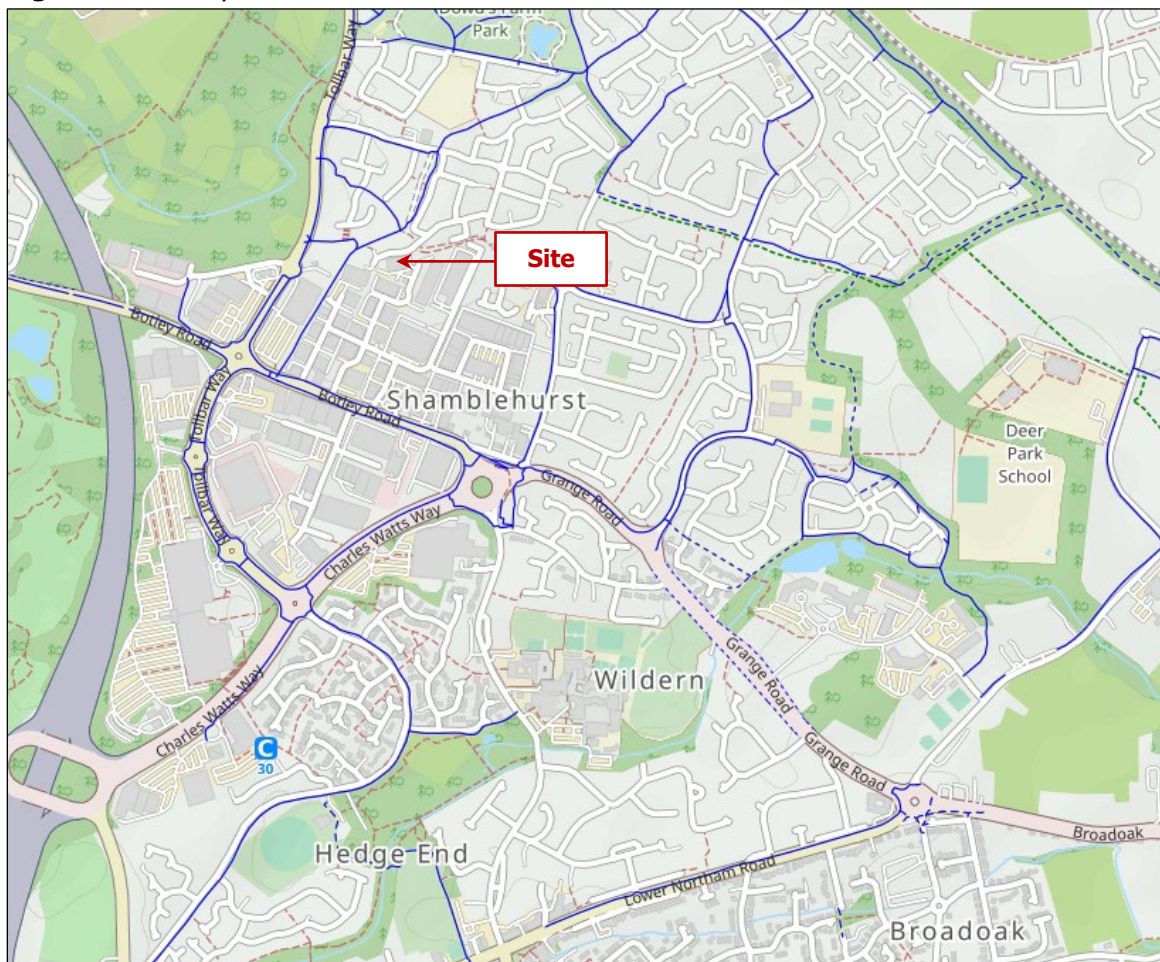


2.2 Sustainable Transport Accessibility

Walking/ Cycling

- 2.2.1 The site is located within an established employment park and consequently served by a good quality pedestrian and cycle network. The footways in the locality are generally at least 2m wide, are street lit and of a good standard.
- 2.2.2 There are a number of off road cycle routes in the vicinity of the site, as indicated by the blue lines on the Open Street Map extract below. These local routes facilitate access towards surrounding residential areas Shamblehurst, Borley Green and Hedge End.

Figure 2: Local Cycle Routes



Bus

- 2.2.3 The nearest set of bus stops are conveniently located on Botley Road, some 350m walking distance from the site. Both stops are characterised by a shelter, seating and timetable information. The stops are served by route numbers 3 and 14 and stop at locations in



Southampton City Centre, Hedge End Station and Eastleigh Bus Station. Service 24 is also available nearby from Hedge End Trade Park and runs hourly between Eastleigh and Hedge End.

- 2.2.4 The bus services available in the vicinity of the site will therefore provide a sustainable travel option for staff and visitors.

Rail

- 2.2.5 The closest railway station is Hedge End Railway Station, approximately 2km north east of the site and is accessible by cycle in approximately 8 minutes and via bus service 14 in approximately 15 minutes. Trains operate hourly to London Waterloo and Portsmouth Harbour.
- 2.2.6 The above demonstrates that there are a variety of services to key destinations for future employees at the site to utilise.

2.3 Surrounding Road Network

- 2.3.1 Existing vehicular access to the site is achieved from Manaton Way via a give way priority junction. Manaton Way is an internal road that runs through the Business Park in a broadly north-south alignment. The road measures approximately 7m in width and is flanked by 1.5m-2m wide footways. It is street lit and subject to a 30mph speed limit. Manaton Way Road continues some 200m south before winding east and connecting to Hamilton Way junctions and in turn onto Botley Road (B3035). Each of the two priority junctions from Botley Road can be used to access the site.
- 2.3.2 Botley Road provides access to further Business Parks in the wider area. The single carriageway road is approximately 10m in width and runs in a broadly east-west alignment. The road provides a westerly route towards residential areas in West End and to the east the road meets at the A334/ Turnpike Road roundabout, circa 1km from the site. The southern arm of the roundabout (A334S) in turn connects to the Hedge End Interchange, also known as junction 7 of the M27 motorway.

2.4 Personal Injury Collision Data

- 2.4.1 Personal Injury Collision (PIC) data for the local area been obtained from Hampshire Constabulary (c/o Hampshire County Council) for the latest available five-year period



(between March 2019 – February 2024). Analysis has been undertaken to determine if there are any trends in the nature, severity and location of collisions on the local road network.

2.4.2 Further information about the PIC study area and full PIC outputs are contained within **Appendix C.**

2.4.3 A review of the collision data reveals that no collisions were recorded along the site frontage. In addition, no collisions were recorded at Hamilton Road junctions with Botley Road. The nearest collisions (2) were contained to junctions along the Botley Road corridor. The first occurred at the Flanders Road junction in 2018 and the second occurred at the Herald Road in 2021. Both collisions were classified as slight in severity.

2.4.4 The majority of collisions were contained to the Botley Road / A334 roundabout and the Botley Road/ Tollbar Way roundabout. The collision record is not considered to be unusually onerous, given that a roundabout junction typically carries a higher volume of traffic.

2.4.5 Analysis of the available PIC data does not indicate that there are any inherent faults in the layout of the local highway network, with the majority of collisions attributed to driver error. It is considered that given the lack of a common design cause for collisions that are within the vicinity of the site (i.e., no collisions were attributable to the existing layout/design of the junctions and/or highway); there will be no requirement for any specific road safety issues to be addressed or mitigated as a part of the development proposals.



3.0 DEVELOPMENT PROPOSALS

3.1 Description of Development

3.1.1 The proposal is to enable the Switch Centre building to be re-used for commercial purposes encompassing flexible uses within Classes E (g)(iii), and/or B2 and/or B8 of the Use Class Order (including ancillary office provision), with landscaping, car and cycle parking and a servicing area. The proposed unit would have a GIA of 1,088m².

3.1.2 A plan illustrating the proposed site layout of the site is contained within **Appendix A**.

3.2 Access

3.2.1 No changes are proposed to the site access. The site will continue to be accessed via the existing point of access off Manaton Way, as shown on the site layout plan.

3.3 Servicing and Delivery Arrangements

3.3.1 The existing access door will continue to be used in its current form and no alterations are proposed to this. Swept path assessment of the layout, including the site access has been undertaken with a 16.5m long maximum legal articulated vehicle, and is shown on **DTA Drawing 26249-01b**. This demonstrates that an HGV can enter the site, turn around and exit the site in forward gear.

3.4 Car Parking

3.4.1 Eastleigh Borough Council's non-residential parking standards (updated in 2023) are contained within their 2023 parking standards SPD. The standards applicable for the proposed development are replicated below.

Table 1: EBC Non-Residential Car Parking Standards

Type/Use	Car Parking Standard	Cycle Parking Standard
E High Tech Light Industry	1 space per 45m ²	1 short stay space per 500m ² , plus 1 long stay space per 8 staff
B2 General Industrial	1 space per 45m ²	1 short stay space per 500sqm, plus 1 long stay space per 8 staff
B8 Warehousing	1 space per 80m ²	1 short stay space per 600sqm, plus 1 long stay space per 10 staff



3.4.2 Application of these standards leads to a requirement between 14-25 spaces, dependant on the land use. It is intended to provide a total of 25 car parking spaces, in compliance with Classes E (light industry) and B2 requirements, with this effectively providing for a worst case scenario.

3.4.3 The proposed development will reduce the number of car parking spaces on the site from 26 to 25, of which two will be designated as disabled parking spaces. As shown on the parking layout, the disabled parking spaces are located in the south eastern part of the site, close to the main entrance.

3.5 **Cycle Parking**

3.5.1 It is proposed to provide a secure and covered cycle parking area comprising of six cycle parking spaces, which is considered appropriate for the scale of the development. The cycle store will be installed and located as shown on the site layout plan.



4.0 TRAFFIC GENERATION AND IMPACT

4.1 Permitted Use Traffic Generation

- 4.1.1 The permitted development use is a Switching centre with 26 parking spaces which has operated from 2001 up to the current time.
- 4.1.2 A review of the planning history reveals that there is no record of the trip generation associated with the permitted development. Typically, the TRICS database would be used to inform estimates of the likely travel demand generated by a development. However, given the bespoke nature of the permitted development, there is no land use classification within TRICS which provides a direct comparison with the previous site generation, in terms of trip generating potential.
- 4.1.3 Notwithstanding, for the purpose of this assessment, based upon the parking provision of the site, it has been assumed that the switch centre operated in a similar fashion to a former B1(c) unit with a total GIA of 1,869m². TRICS (version 7.11.2) has been used to assess the trip rates and generation for 'Land Use 02 – Employment, Category C – Industrial Unit'. The results from this are shown in **Table 2** below. The full TRICS outputs are contained within **Appendix D** of this report.

Table 2: Trip Rates (per 100m²) and Estimated Traffic Generation- Permitted Use

	Morning Peak (08:00 – 09:00)			Evening Peak (17:00 – 18:00)		
	In	Out	Total	In	Out	Total
Industrial Unit – 1,869m²						
Trip Rates	0.544	0.173	0.717	0.026	0.276	0.302
Traffic Generation	10	3	13	0	6	6

- 4.1.4 On this basis, it has been estimated that the site would have generated around 6-13 two-way vehicular trips in the traditional highway network peak periods. This equates to broadly one development related vehicle movement every 5-10 minutes.
- ### **4.2 Proposed Use Traffic Generation**
- 4.2.1 The proposed development would have a reduced GIA – 1,088m² GIA proposed.



4.2.2 In order to determine the potential trip generation of the proposed development, vehicle trip rates were extracted from TRICS for Land-Use – 02 Employment/ F – Warehouse as well as reference being made to the same 'Industrial Unit 02C' TRICS output used to estimate the trips generation for the permitted development. The table below shows the forecast range of vehicle trip generation for the proposed development. The full TRICS outputs are contained within **Appendix B** of this report.

Table 3: Trip Rates and Traffic Generation- Proposed Development

	Morning Peak (08:00 – 09:00)			Evening Peak (17:00 – 18:00)		
	In	Out	Total	In	Out	Total
	B2 Industrial Unit- 1,088m²					
Trip Rate	0.544	0.173	0.717	0.026	0.276	0.302
Total Traffic	6	2	8	0	3	3
HGV Proportion	0	1	1	0	0	0
	B8 Warehouse (Commercial) - 1,088m²					
Trip Rate	0.114	0.229	0.343	0.057	0.171	0.228
Total Traffic	1	3	4	1	2	3
HGV Proportion	0	2	2	1	1	1

4.3 Proposed Development Traffic Impact

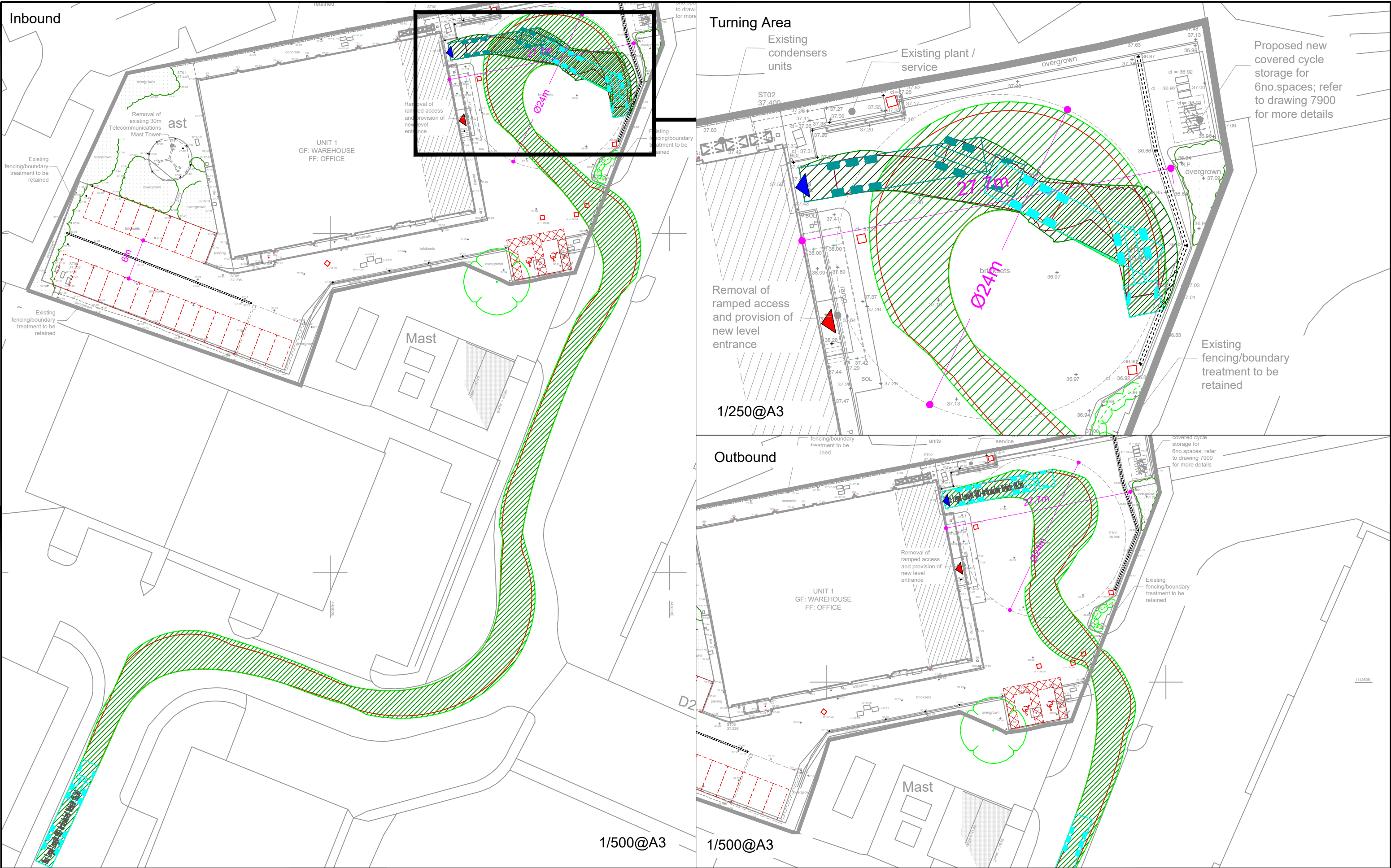
- 4.3.1 As indicated in **Table 3**, the site may generate approximately 3-8 two way vehicle movements in the peak. Spread across the hour, this is equivalent to broadly one vehicle every 10-20 minutes.
- 4.3.2 The level of traffic will have a very limited impact on peak hour traffic flows when considered on a gross traffic basis. In practice, the movements are expected to remain similar or lower than the former use as a Switching Centre.
- 4.3.3 The level of car parking is marginally reduced from 26 to 25, indicating that the traffic generation is likely to be similar and be unlikely to increase.
- 4.3.4 Consequently, there is no reason to consider that the proposals will result in either a significant impact on highway safety or a severe impact in terms of capacity.



5.0 SUMMARY AND CONCLUSION

- 5.1 This Transport Statement has been prepared to support a planning application for the re-use of an existing employment unit at Hamilton Business Park, Hedge End, Southampton. for flexible employment covering E(g)(iii), B2 and B8 use classes.
- 5.2 The key findings of the assessment can be summarised as follows:
- The application site benefits from good links to local active and sustainable transport modes, with an established network of walking and cycling routes in the locality and proximity to local bus routes;
 - The site will be accessed via the existing point of access off Manaton Way, eliminating the need for off-site roadworks/construction;
 - The existing highway network that serves the site has not exhibited road safety concerns;
 - The level of car parking is marginally reduced from 26 to 25, of which two will be designated as disabled parking spaces. Cycle parking will also be provided as part of the proposals;
 - Predicted vehicular trip generation will be modest throughout the day. There will be no discernible impact on the local road network as a result of the development.
- 5.3 Paragraph 115 of the NPPF states that: *'...Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.'*
- 5.4 This report has demonstrated that the impacts of the proposed development are not deemed severe. Based on the information provided; there are no transport reasons why the proposed development should not be granted planning permission.

Drawings



Based upon the ORDNANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE
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Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

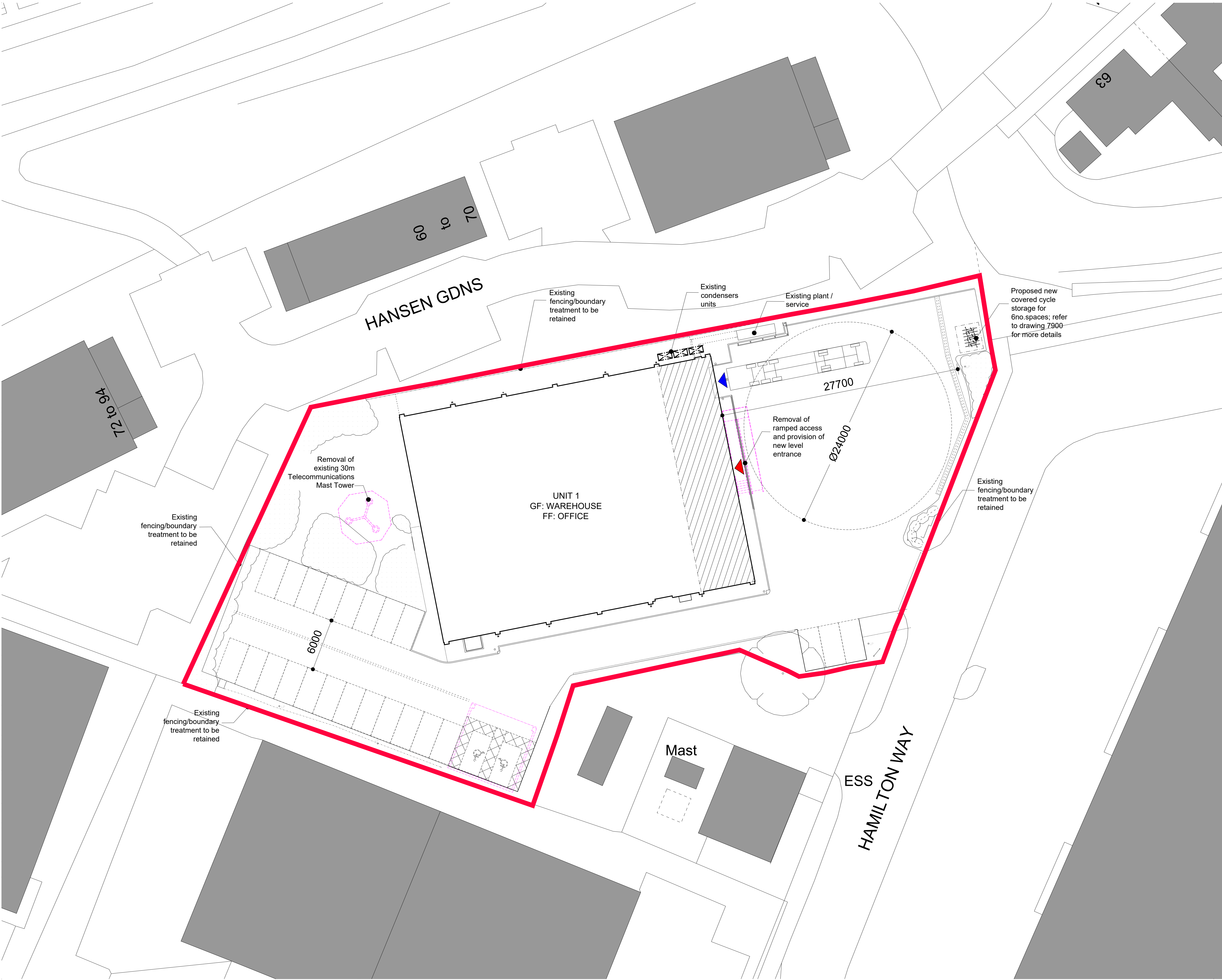
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JOB TITLE		CLIENT	
Unit E, Hamilton Business Park		Hargreaves	
DRAWING TITLE			
Max Legal Arctic Tracking			
SCALE	DRAWN BY	DATE	DRAWING No
See Plan	BP	23-07-24	26249-01
REVISION			
			B

Appendix A



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Note:
Setting Out is based on survey drawing by Interlock Survey:
Ref: 240501
Dated: June 2024

Note: Coordination
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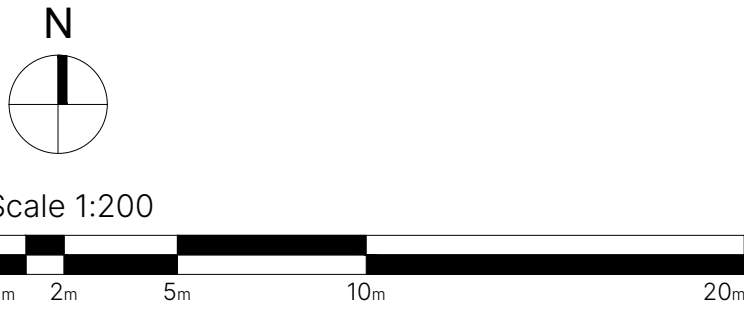
Key:

Application Boundary
0.335Ha /0.829 Acres

To be demolished

Proposed Area Schedule			
	GF	FF	TOTAL
GEA:	974sqm	168sqm	1142sqm/12292sqft
GIA:	926sqm	162sqm	1088sqm/11711sqft

Total proposed parking spaces: 25



P02	Layout Updated	CS	SD	15.07.24
P01	FIRST ISSUE	CS	SD	08.07.24
Rev	Amendments	By	Chkd	Date

Document Status
Preliminary

Client Name
Hargreaves

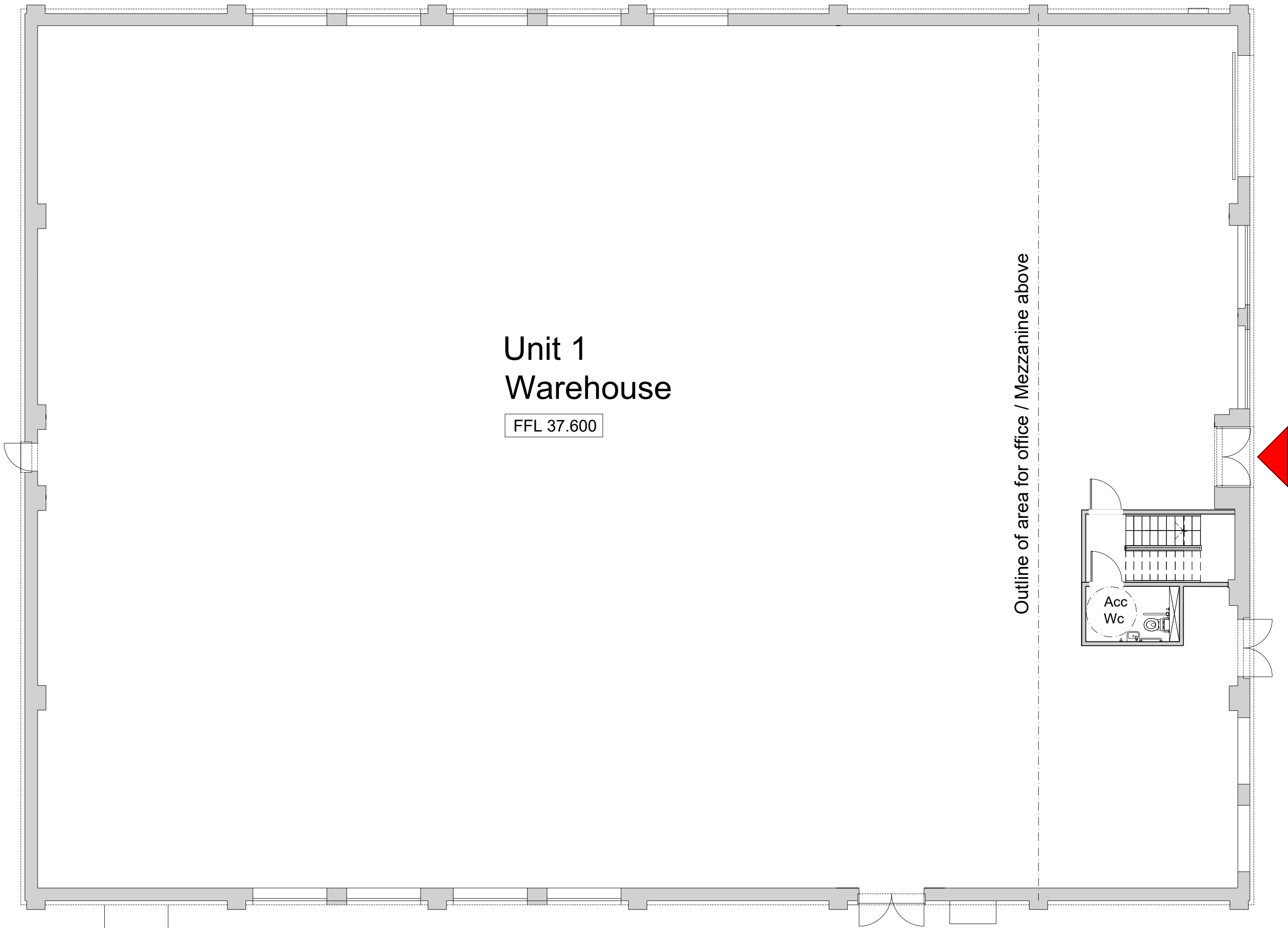
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Site E, Hamilton Business Park
Hedge end

Scale	HNW Project No.	Date Created
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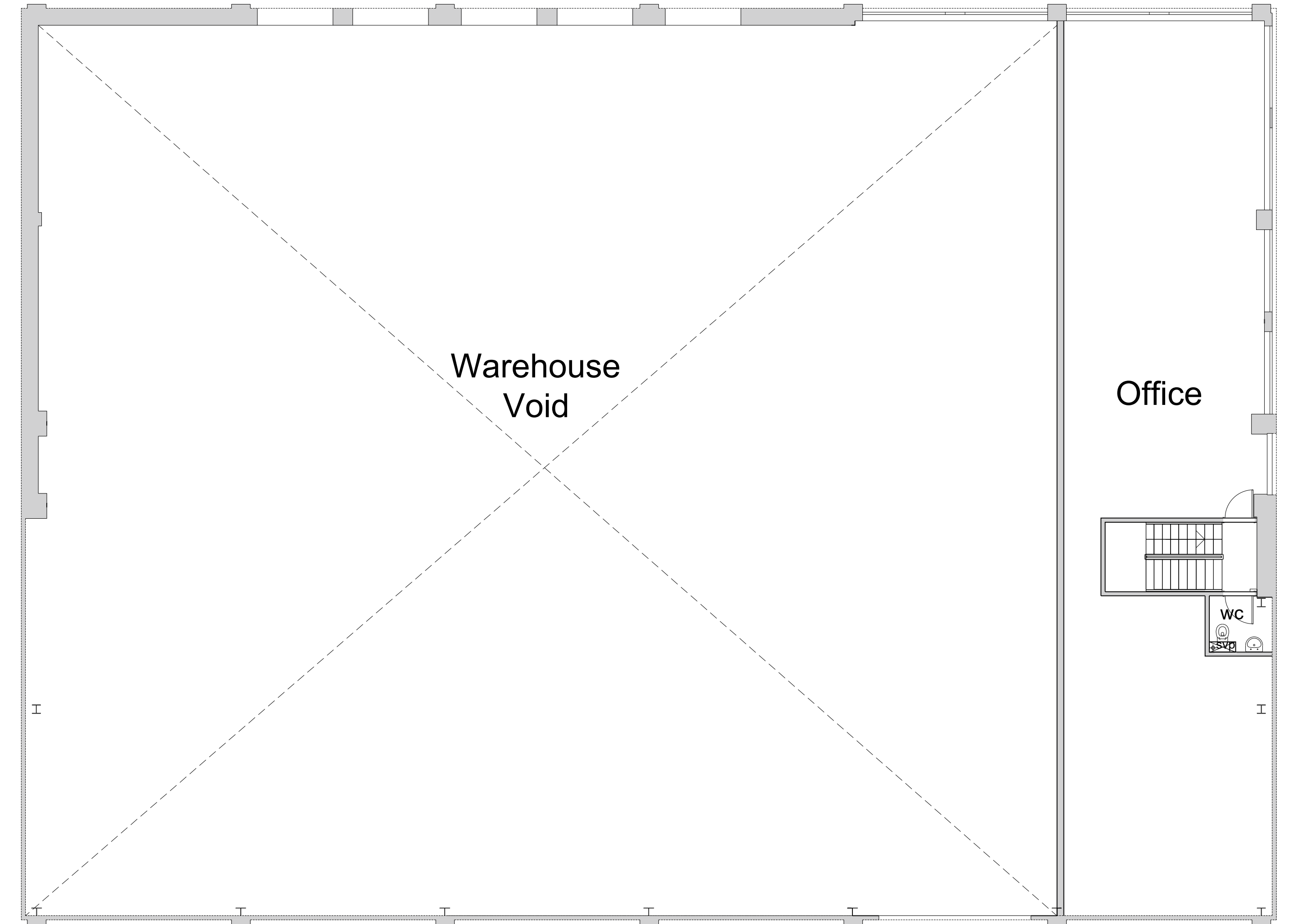
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Proposed Site Plan

Document Reference	Revision
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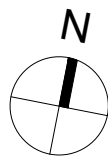
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Proposed Ground Floor Plan



Proposed First Floor Plan



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Note: Design Intent
Assumes existing ground floor raised floor levels are removed and lowered to existing warehouse slab level throughout

Proposed Area Schedule			
	GF	FF	TOTAL
GEA:	974sqm	168sqm	1142sqm/12292sqft
GIA:	926sqm	162sqm	1088sqm/11711sqft

P02	Layout Updated	CS	SD	15.07.24
P01	FIRST ISSUE	CS	SD	08.07.24

Rev	Amendments	By	Chkd	Date
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Document Status
Preliminary

Client Name
Hargreaves

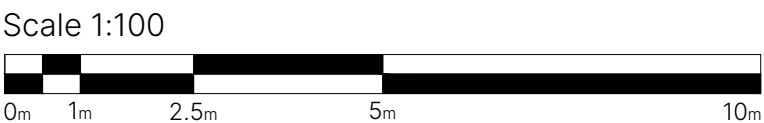
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Hedge end

Scale	HNW Project No.	Date Created
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Document Title
Proposed Floor Plans

Document Reference	Revision
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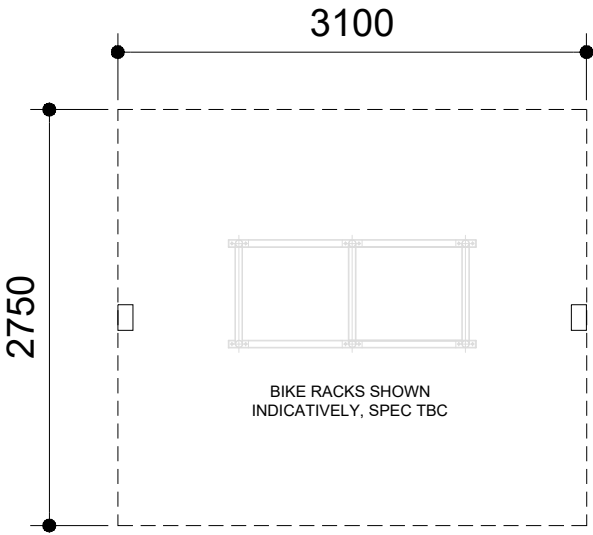
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Brighton & Hove	Plattf9rm, Church Road, Hove, BN3 2AF	01273 932485



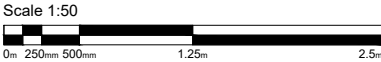
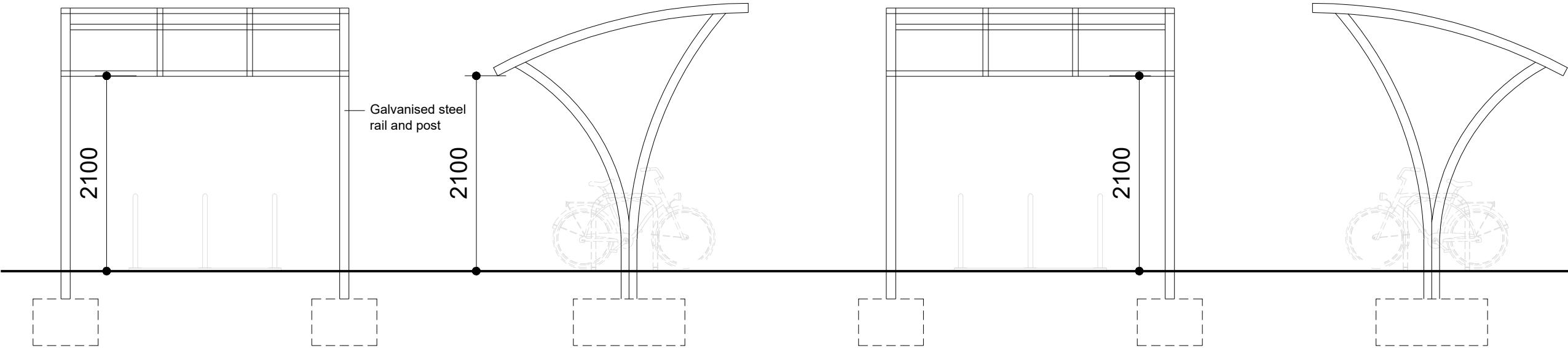
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Note: Design Intent
This drawing illustrates design intent only and is subject to Manufacturer's and or Specialist Subcontractor's Detailed Design & Specification.



Bike Store - Unit 1
6no. Spaces



P01	FIRST ISSUE	CS	SD	15.07.24
Rev	Amendments	By	Chkd	Date



Document Status
Preliminary

Client Name
Hargreaves

Project Name
Site E, Hamilton Business Park
Hedge end

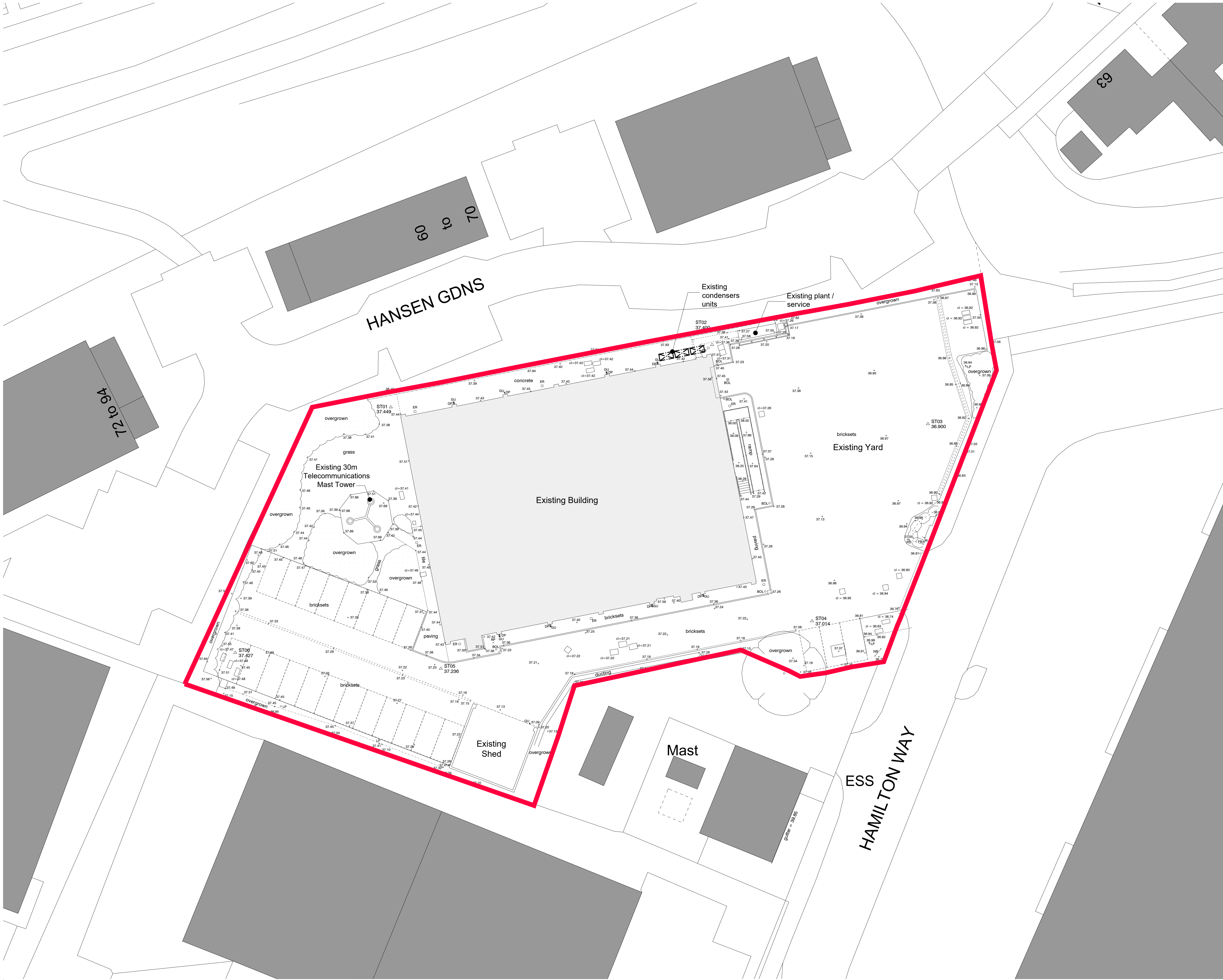
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A3-1:50	24029	JULY 2024

Document Title
Bicycle Stores

Document Reference	Revision
24029-HNW-ZZ-ZZ-DR-A-7900	P01

Chichester	61 North Street, Chichester, PO19 1NB	01243 533300
Brighton & Hove	Platt9rm, Church Road, Hove, BN3 2AF	01273 932485

Appendix B



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Ref: 240501
Dated: June 2024

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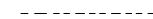
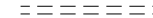
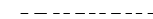
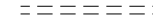
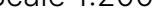
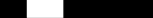
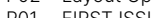
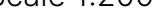
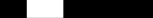
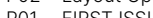
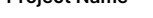
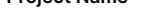
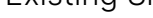
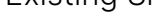
 Application Boundary
0.335Ha /0.829 Acres

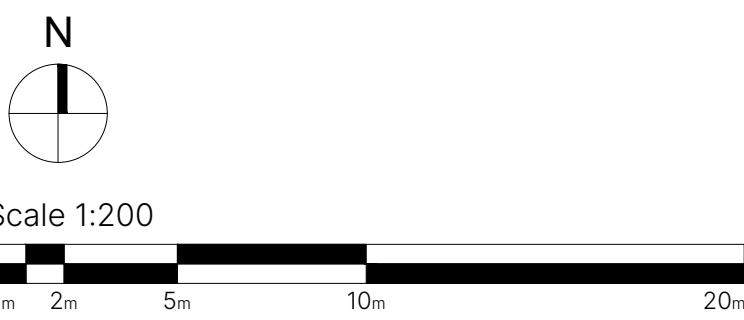
Existing Area Schedule

	GF	FF	TOTAL
GEA:	974sqm	989sqm	1963sqm/21130sqft
GIA:	926sqm	943sqm	1869sqm/20118sqft

Total existing parking spaces: 26

Symbol & Abbreviation Key.

	BARBED WIRE FENCE		KERB
	POST & RAIL FENCE		DROPPED KERB
	CLOSE BOARD FENCE		GULLY CHANNEL
	RAILINGS		TOP OF BANK
	CHAIN LINK FENCE		BOTTOM OF BANK
	OTHER FENCE		FOLIAGE
	KERB		DITCH
	DROPPED KERB		VERGE
	GULLY CHANNEL		OVERHEAD CABLES
	TOP OF BANK		GATE
	BOTTOM OF BANK		HEDGE
	FOLIAGE		TREE - BROAD LEAVED
	DITCH		TREE - CONIFEROUS
	VERGE		BUSH
	OVERHEAD CABLES		BUILDING
	GATE		BOREHOLE
	HEDGE		SURVEY STATION
	TREE - BROAD LEAVED		ORDNANCE SURVEY BENCH MARK
	TREE - CONIFEROUS		AIR CONDITIONING UNIT
	BUSH		AIR VALVE
	BUILDING		BOLLARD
	BOREHOLE		BOREHOLE
	SURVEY STATION		BED LEVEL
	ORDNANCE SURVEY BENCH MARK		BENCH MARK
	AIR CONDITIONING UNIT		BRITISH TELECOM
	AIR VALVE		CABLE TV
	BOLLARD		COVER LEVEL
	BOREHOLE		CABLE RISER
	BED LEVEL		DOWN PIPE
	BENCH MARK		EARTH ROD
	BRITISH TELECOM		ELECTRICITY POLE
	CABLE TV		ELECTRICITY MARKER
	COVER LEVEL		FUSE BOX
	CABLE RISER		FIRE HYDRANT
	DOWN PIPE		FENCE POST
	EARTH ROD		FLOOR LEVEL
	ELECTRICITY POLE		GAS VALVE
	ELECTRICITY MARKER		GAS MARKER
	FUSE BOX		GULLY
	FIRE HYDRANT		HYDRANT MARKER
	FENCE POST		INVERT LEVEL
	FLOOR LEVEL		KERB OFFSET
	GAS VALVE		LIGHTING COLUMN
	GAS MARKER		LAMP POST
	GULLY		NAME PLATE
	HYDRANT MARKER		NOTICE BOARD
	INVERT LEVEL		PIPE RISER
	KERB OFFSET		ROODING POINT
	LIGHTING COLUMN		ROAD SIGN
	LAMP POST		SIGN POST
	NAME PLATE		STOP VALVE
	NOTICE BOARD		TRAFFIC LIGHT
	PIPE RISER		TELEGRAPH POLE
	ROODING POINT		TOP OF FENCE
	ROAD SIGN		TOP OF HEDGE
	SIGN POST		TOP OF RAILINGS
	STOP VALVE		SERVICE LEVEL
	TRAFFIC LIGHT		TOP OF WALL
	TELEGRAPH POLE		UNABLE TO LIFT
	TOP OF FENCE		VALVE MARKER
	TOP OF HEDGE		VENT PIPE
	TOP OF RAILINGS		WATER LEVEL
	SERVICE LEVEL		WATER MARKER
	TOP OF WALL		WASH OUT
	UNABLE TO LIFT		
	VALVE MARKER		
	VENT PIPE		
	WATER LEVEL		
	WATER MARKER		
	WASH OUT		



P02	Layout Updated	CS	SD	15.07.24
P01	FIRST ISSUE	CS	SD	08.07.24

Rev	Amendments	By	Chkd	Date
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Document Status
Preliminary

Client Name
Hargreaves

Project Name
Site E, Hamilton Business Park
Hedge end

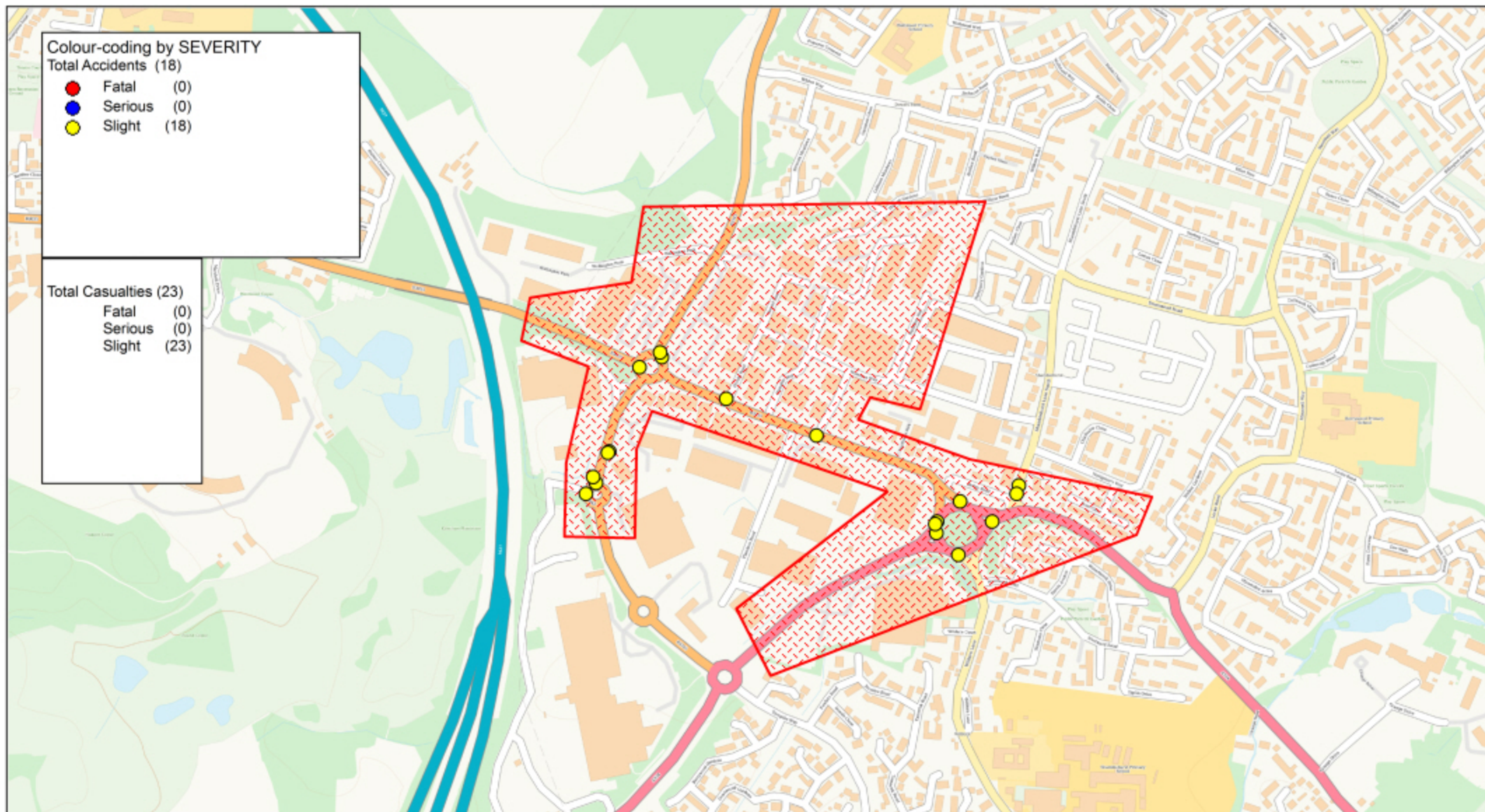
Scale	HNW Project No.	Date Created
A1-1:200	24029	JULY 2024

Document Title
Existing Site Plan

Document Reference	Revision
24029-HNW-ZZ-ZZ-DR-A-1100	P02

Chichester	61 North Street, Chichester, PO19 1NB	01243 533300
Brighton & Hove	Plattf9m, Church Road, Hove, BN3 2AF	01273 932485

Appendix C



BOTLEY ROAD HEDGE END

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SCALE	1 : 8900
DATE	01/08/2024
DRAWING No.	
DRAWN BY	

Accidents between dates 01/03/2019 and 29/02/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS BOTLEY ROAD HEDGE END")

Selected Polygon:MS BOTLEY ROAD HEDGE END

44190114545 02/04/2019 Time 2020 Vehicles 1 Casualties 2 Slight
E:448360 N: 113951 First Road: B 3342 Road Type Dual carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit 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:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING N ALONG B3342 TOLLBAR WAY FAILED TO SLOW ON APPROACH TO ROUNDABOUT AND COLLIDED WITH A LAMP POST.
Occurred on B3342 TOLLBAR WAY AT JUNCTION WITH HEDGE END RETAIL PARK, SOUTHAMPTON, HAMPSHIRE.

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 Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: Lamp post
Nearside 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

Casualty Reference: 2 Vehicle: 1 Age: 17 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates 01/03/2019 and 29/02/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MS
BOTLEY ROAD HEDGE END")

44190166160 14/05/2019 Time 1528 Vehicles 2 Casualties 1 Slight
E:448990 N: 113938 First Road: B 3035 Road Type 1 A 334
Speed limit: 30 Junction Detail: Roundabout Give way or controlled
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	Possible
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:	Sudden braking	Vehicle 1	Possible
4th:	Driver using mobile phone	Vehicle 2	Possible
5th:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
6th:			

VEH1 (M/CYCLE) TRAVELLING SE ALONG B3035 BOTLEY ROAD STOPPED WAITING TO ENTER
ROUNDAABOUT AND WAS STRUCK FROM BEHIND VEH2 (CAR).
Occurred on B3035 BOTLEY ROAD AT JUNCTION WITH A334 GRANGE ROAD, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead but held up
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 66 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 66 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 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
Nearside Age of Driver Not traced
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/03/2019 and 29/02/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MS
BOTLEY ROAD HEDGE END")

Notes:

44210175647 07/05/2021 Time 1703 Vehicles 2 Casualties 1 Slight
E:448950 N: 113885 First Road: A 334 Road Type Single carriageway
Speed limit: 40 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: Elsewhere DfT Special Projects:

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

VEH2 (CAR) TRAVELLING NW AROUND A334 CHARLES WATTS WAY RBT HAD TO STOP DUE TO A LORRY PULLING OUT OTNO THE RBT IN FRONT. VEH1 (CAR) TRAVELLING NW BEHIND COLLIDED WITH THE REAR OF VEH2.

Occurred on A334 CHARLES WATTS WAY AT JUNCTION WITH B3035 BOTLEY ROAD, HEDGE END, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
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 45 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

Accidents between dates 01/03/2019 and 29/02/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS BOTLEY ROAD HEDGE END")

44210239889 18/06/2021 Time 1759 Vehicles 1 Casualties 2 Slight
E:448377 N: 113969 First Road: B 3342 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. 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:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Loss of control	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING N ALONG B3342 TOLLBAR WAY WENT TO EXIT ROUNDABOUT TO CONTINUE TO N ALONG B3342 TOLLAR WAY BUT LOST TRACTION AND COLLIDED WITH ROADSIDE FURNITURE.
Occurred on B3342 TOLLBAR WAY AT JUNCTION WITH PETS AT HOME CAR PARK, HEDGE END, HAMPSHIRE.

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 Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: Road sign / ATS
O/S Age of Driver 57 Male
Not hit and run Breath test Negative Left hand drive: No

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

Casualty Reference: 2 Vehicle: 1 Age: 46 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/03/2019 and 29/02/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS BOTLEY ROAD HEDGE END")

44210400039 05/10/2021 Time 0815 Vehicles 2 Casualties 1 Slight
E:448596 N: 114111 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH 1 (P/CYCLE) TRAVELLING W TO E ON BOTLEY ROAD CROSSES HERALD ROAD AND IS STRUCK BY UNKNOWN VEH (VAN) TURNING LEFT INTO HERALD ROAD
Occurred on B3035 AT JUNCTION WITH HERALD ROAD, HEDGE END

Vehicle Reference 1 Pedal Cycle 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 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 11 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 11 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Turning left
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 Leaving main road First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/03/2019 and 29/02/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MS
BOTLEY ROAD HEDGE END")

Notes:

44210500705 14/12/2021 Time 1656 Vehicles 4 Casualties 3 Slight
E:448951 N: 113904 First Road: B 3035 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 002	Possible
2nd:	Failed to look properly	Vehicle 002	Possible
3rd:	Stationary or parked vehicle	Vehicle 001	Very Likely
4th:	Inexperience with type of vehicle	Vehicle 003	Very Likely
5th:	Slippery road (due to weather)	Vehicle 004	Very Likely
6th:			

VEH 1 (CAR) TRAVELLING NE ON A334 IS SHUNTED IN THE REAR BY VEH 2 (VAN) AND PARKED VEH 3 (CAR) IS ALSO HIT IN THE REAR BY VEH 4 (M/CYCLE) AVOIDING RTA
Occurred on ROUNDABOUT AT JUNCTION OF CHARLES WATTS WAY/BOTLEY ROAD

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 Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 43 Female 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 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 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 36 Male
Not hit and run Breath test Not requested
Left hand drive: No

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

Accidents between dates 01/03/2019 and 29/02/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS BOTLEY ROAD HEDGE END")

Vehicle Reference 3 Car Parked
Vehicle movement from Park to Parked 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 Back 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

Vehicle Reference 4 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road Parked Vehicle Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 3 Vehicle: 4 Age: 18 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2019 and 29/02/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS BOTLEY ROAD HEDGE END")

44220048326 02/02/2022 Time 0900 Vehicles 1 Casualties 1 Slight
E:449089 N: 113965 First Road: U 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:			

CAS 1 (PEDESTRIAN) CROSSING ROAD W TO E WITH POSTAL TROLLEY IS NEARLY ON THE PAVEMENT WHEN UNKNOWN VEH 1 (CAR) TRAVELLING S CLIPS CASUALTY'S ANKLE
Occurred on SHAMBLEHURST LANE SOUTH, HEDGE END OUTSIDE PRESTIGE CARS

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to S 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 Unknown
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 58 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In cent carr E bound
Driver's offside

Accidents between dates 01/03/2019 and 29/02/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MS
BOTLEY ROAD HEDGE END")

44220055229 08/02/2022 Time 0725 Vehicles 2 Casualties 1 Slight
E:449044 N: 113904 First Road: A 334 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal A 334
Crossing: Control None Facilities: Footbridge or subway Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING ALONG RBT BY ATS HEADING E TOWARDS BOTLEY IS STRUCK BY VEH 2 (VAN) TRAVELLING W WHICH HAS FAILED TO ADHERE TO RED LIGHT
Occurred on ROUNDABOUT TRAFFIC LIGHTS BY PETER COOPER A334

Vehicle Reference 1 Car Turning right
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 Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 43 Female 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 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 45 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/03/2019 and 29/02/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS BOTLEY ROAD HEDGE END")

44220135968 06/04/2022 Time 2226 Vehicles 1 Casualties 1 Slight
E:448372 N: 113979 First Road: B 3342 Road Type Dual carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:	Poor turn or manoeuvre	Vehicle 1	Very Likely
3rd:	Inexperienced or learner driver/rider	Vehicle 1	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING N OFF THE ROUNDABOUT ONTO TOLLBAR WAY LOST CONTROL AND LEFT CARRAIGEWAY TO THE NEARSIDE AND OVERTURNED
Occurred on B3342 TOLLBAR WAY AT JUNCTION WITH PETS AT HOME, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Skidded and overturned
Location at impact Leaving roundabout First impact Nearside Hit vehicle:
Hit object in road None Off road: Lamp post
Nearside Age of Driver 17 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 17 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/03/2019 and 29/02/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MS
BOTLEY ROAD HEDGE END")

44220182748 09/05/2022 Time 1725 Vehicles 2 Casualties 1 Slight
E:448399 N: 114022 First Road: B 3035 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
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:	Disobeyed pedestrian crossing facility	Vehicle 1	Very Likely
2nd:	Cyclist entering road from pavement	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 2	
4th:			
5th:			
6th:			

VEH 2 (CAR) HAS SET OFF FROM THE PEDESTRIAN CROSSING ON AMBER / GREEN LIGHT TRAV S ON
TOLLBAR WAY AND STRUCK VEH 1 (P/CYCLE) TRAV E FROM THE CENTRAL RESERVATION TOWARDS
NEARSIDE ON THE PEDESTRIAN CROSSING.

Occurred on B3035 TOLLBAR WAY, OUTSIDE MCDONALDS, HEDGE END, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle 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 11 Male
Not hit and run Breath test Not applicable
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 11 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 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 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 37 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/03/2019 and 29/02/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS BOTLEY ROAD HEDGE END")

44220248901 22/06/2022 Time 1835 Vehicles 2 Casualties 2 Slight
E:449085 N: 113951 First Road: U 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:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
2nd:	Illegal turn or direction of travel	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (E SCOOTER) TRAV E FROM PAVEMENT TO PAVEMENT ON SHAMBLEHURST LANE FAILED TO GIVE WAY AND COLLIDED WITH VEH 2 (CAR) TRAV S ON SHAMBLEHURST LANE CAUSING MINOR INJURY TO BOTH CAS 1 (RIDER) AND CAS 2 (DRIVER).

Occurred on SHAMBLEHURST LANE, AT JUNCTION WITH BOTLEY RD, HEDGE END, HAMPSHIRE.

Vehicle Reference 1 Other Vehicle 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 Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 15 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 15 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 18 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Unknown Cycle helmet: Not a cyclist

Accidents between dates 01/03/2019 and 29/02/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS BOTLEY ROAD HEDGE END")

44220364007 06/09/2022 Time 0700 Vehicles 2 Casualties 1 Slight
E:448948 N: 113900 First Road: A 334 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: Footbridge or subway Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH2 (CAR) TRAVELLING NE ALONG CHARLES WATTS WAY ENTERED THE ROUNDABOUT WITHOUT GIVING WAY AND COLLIDED WITH VEH1 (P/CYCLE) TRAVELLING W ALONG GRANGE ROAD ALREADY ON THE ROUNDABOUT

Occurred on A334 GRANGE ROAD AT ROUNDABOUT WITH A334 CHARLES WATTS WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from E 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 Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 36 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Car Changing lane to right
Vehicle movement from SW to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/03/2019 and 29/02/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS BOTLEY ROAD HEDGE END")

4422046252313/11/2022Time1740Vehicles2Casualties1Slight

E:448488N:114181First Road: B 3342Road TypeDual carriageway

Speed limit: 30Junction Detail: RoundaboutGive way or controlledB 3035

Crossing: Control NoneFacilities: None within 50mRoad surfaceDry

Darkness: street lights present and litFine without high winds

Special Conditions at Site NoneCarriageway Hazards: None

Place accident reported: ElsewhereDfT Special Projects:

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

V1 CAR TRAVELING SW ON TOLLBAR WAY HELD UP WAITING TO JOIN ROUNDABOUT WITH BOTLEY ROAD. V2 VAN TRAVELING IN SAME DIRECTION COLLIDES WITH V1
Occurred on ROUNDABOUT TOLLBAR WAY / BOTLEY ROAD

Vehicle Reference1Van or Goods 3.5 tonnes mgw and underGoing ahead other

Vehicle movement fromNE to SNo tow / articulationLeaving the main road

On main carriagewayNo skidding, jack-knifing or overturning

Location at impactJct ApproachFirst impactFrontHit vehicle:

Hit object in roadNoneOff road: None

Did not leave carrAge of DriverMale

Not hit and runBreath testDriver not contacted

Left hand drive: No

Vehicle Reference2CarGoing ahead other

Vehicle movement fromNE to SNo tow / articulationLeaving the main road

On main carriagewayNo skidding, jack-knifing or overturning

Location at impactEntering roundaboutFirst impactBackHit vehicle:

Hit object in roadNoneOff road: None

Did not leave carrAge of Driver61Female

Not hit and runBreath testDriver not contacted

Left hand drive: No

Casualty Reference: 1Vehicle: 2Age: 61FemaleDriver/riderSeverity: Slight

Not a pupil

Seatbelt UnknownCycle helmet: Not a cyclist

Accidents between dates 01/03/2019 and 29/02/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS BOTLEY ROAD HEDGE END")

44230009642 08/01/2023 Time 1514 Vehicles 2 Casualties 1 Slight
E:448748 N: 114049 First Road: A 3035 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 002	Very Likely
2nd:	Failed to look properly	Vehicle 002	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH2 (CAR) TRAVELLING S ALONG HAMILTON WAY PULLED OUT ONTO BOTLEY ROAD AND COLLIDED WITH VEH1 (CAR) TRAVELLING NW ALONG BOTLEY ROAD. VEH 2 COLLIDES WITH BOLLARD
Occurred on JUNCTION OF BOTLEY ROAD/HAMILTON WAY, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Female
Not hit and run Breath test Not requested Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 26 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 NE to SW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: Road sign / ATS
O/S Age of Driver 48 Female
Not hit and run Breath test Not requested Left hand drive: No

Accidents between dates 01/03/2019 and 29/02/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS BOTLEY ROAD HEDGE END")

44230047966 04/02/2023 Time 1155 Vehicles 2 Casualties 1 Slight
E:448987 N: 113848 First Road: A 334 Road Type 1
Speed limit: 20 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: Elsewhere DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING NW ALONG WILDERN LANE IS REAR ENDED BY VEH 2 (CAR) WHICH IS ALSO TRAVELLING NW AND HAS FAILED TO SLOW AT RBT
Occurred on RBT AT JUNCTION OF A334/BOTLEY ROAD/WILDERN LANE/CHARLES WATTS WAY, HEDGE END

Vehicle Reference 1 Car Going ahead but held up
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 Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

Vehicle Reference 2 Car Stopping
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 Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/03/2019 and 29/02/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MS
BOTLEY ROAD HEDGE END")

44230361316 17/08/2023 Time 1010 Vehicles 2 Casualties 1 Slight
E:448450 N: 114164 First Road: B 3035 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3342
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: Elsewhere DfT Special Projects:

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

VEH2 (CAR) TRAVELLING AROUND THE ROUNDABOUT FROM BOTLEY ROAD FAILED TO STOP IN TIME
AND COLLIDED WITH VEH1 (CAR) ALSO TRAVELLING AROUND THE ROUNDABOUT FROM BOTLEY ROAD
WHICH HAD STOPPED TO ALLOW A FIRE ENGINE TO PASS

Occurred on B3035 BOTLEY ROAD AT ROUNDABOUT WITH B3342 TOLLBAR WAY, HEDGE END,
HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from SE to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 41 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/03/2019 and 29/02/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MS
BOTLEY ROAD HEDGE END")

44230335900 19/08/2023 Time 1800 Vehicles 1 Casualties 1 Slight
E:448397 N: 114020 First Road: B 3342 Road Type Dual carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
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: Elsewhere DfT Special Projects:

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

CAS1 (PEDESTRIAN) TRAVELLING W ACROSS TOLLBAR WAY ON PEDESTRIAN CROSSING WAS HIT BY
VEH2 (CAR) TRAVELLING S ALONG TOLLBAR WAY, THROUGH THE RED LIGHT
Occurred on B3342 TOLLBAR WAY, ON PEDESTRIAN CROSSING OUTSIDE MCDONALDS, HEDGE END,
HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
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 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: 52 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

On Ped Crossing W bound
Driver's nearside

Accidents between dates 01/03/2019 and 29/02/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MS
BOTLEY ROAD HEDGE END")

44230499819 07/12/2023 Time 1255 Vehicles 1 Casualties 1 Slight
E:448485 N: 114189 First Road: B 3342 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3035
Crossing: Control None Facilities: Central reservation 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:			

CAS1 (PEDESTRIAN) TRAVELLING SE ACROSS TOLLBAR WAY ENTERED THE CARRIAGEWAY INTO THE
PATH OF VEH1 (CAR) TRAVELLING SW ALONG TOLLBAR WAY, CAUSING A COLLISION
Occurred on B3342 TOLLBAR WAY AT ROUNDABOUT WITH B3035 BOTLEY ROAD, HEDGE END,
HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 92 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

On Ped Crossing SE bound
Driver's offside

Accidents between dates **01/03/2019 and 29/02/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("MS
 BOTLEY ROAD HEDGE END")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	13	13
2-wheeled motor vehicles	0	0	2	2
Pedal cycles	0	0	3	3
Horses & other	0	0	0	0
Total	0	0	18	18

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	12	12
Passenger	0	0	3	3
Motorcycle rider	0	0	2	2
Cyclist	0	0	3	3
Pedestrian	0	0	3	3
Other	0	0	0	0
Total	0	0	23	23

Appendix D

Calculation Reference: AUDIT-623801-240716-0713

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	BO BEDFORD	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	LC LANCASHIRE	2 days
09	NORTH	
	CU CUMBERLAND	1 days
	TV TEES VALLEY	1 days

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

DTA Transportation Ltd Doctors Lane Henley in Arden

Licence No: 623801

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 690 to 1772 (units: sqm)
 Range Selected by User: 600 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 29/06/23

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

Selected survey days:

Wednesday 1 days
 Thursday 7 days
 Friday 3 days

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

Selected survey types:

Manual count 11 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) 3
 Edge of Town 8

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

Selected Location Sub Categories:

Industrial Zone 11

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 2 days - Selected
 Servicing vehicles Excluded 10 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known 11 days

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

Filter by Site Operations Breakdown:

Offices Maximum: 20%

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	5 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	11 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	11 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BO-02-C-01 POSTLEY ROAD BEDFORD KEMPSTON Edge of Town Industrial Zone Total Gross floor area: 1045 sqm Survey date: THURSDAY 15/10/20	PUMPS, MOTORS & FANS	BEDFORD	Survey Type: MANUAL
2	BP-02-C-01 CHORLEY ROAD BLACKPOOL LITTLE CARLETON Edge of Town Industrial Zone Total Gross floor area: 1010 sqm Survey date: THURSDAY 20/06/19	POWDER COATINGS	BLACKPOOL	Survey Type: MANUAL
3	CU-02-C-01 BLACKDYKE ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 715 sqm Survey date: FRIDAY 15/10/21	STEEL FABRICATION	CUMBERLAND	Survey Type: MANUAL
4	GS-02-C-02 DAVY WAY GLOUCESTER HARDWICKE Edge of Town Industrial Zone Total Gross floor area: 1630 sqm Survey date: FRIDAY 23/04/21	MARINE ENGINE PRODUCTION	GLOUCESTERSHIRE	Survey Type: MANUAL
5	LC-02-C-05 FURNESS DRIVE POULTON-LE-FYLDE Edge of Town Industrial Zone Total Gross floor area: 775 sqm Survey date: WEDNESDAY 30/06/21	NUTRITION MANUFACTURE	LANCASHIRE	Survey Type: MANUAL
6	LC-02-C-06 TOLLGATE ROAD BURSCOUGH Edge of Town Industrial Zone Total Gross floor area: 700 sqm Survey date: THURSDAY 21/04/22	STEEL FABRICATION	LANCASHIRE	Survey Type: MANUAL
7	NF-02-C-04 FLETCHER WAY NORWICH UPPER HELLESDON Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 690 sqm Survey date: THURSDAY 14/11/19	EXHIBITION DESIGN & MANUF.	NORFOLK	Survey Type: MANUAL
8	NN-02-C-01 TREVITHICK ROAD CORBY Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 702 sqm Survey date: THURSDAY 22/10/20	RENEWABLE ENGINEERING	NORTH NORTHAMPTONSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-02-C-03	WORKWEAR MANUFACTURER	NORTH YORKSHIRE
	WETHERBY ROAD		
	KNARESBOROUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: THURSDAY	29/06/23	Survey Type: MANUAL
10	PB-02-C-01	STEEL FABRICATOR	PETERBOROUGH
	NEWARK ROAD		
	PETERBOROUGH		
	FENGATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1772 sqm	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL
11	TV-02-C-02	FLUID ENGINEERING	TEES VALLEY
	PARKVIEW ROAD WEST		
	HARTLEPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1050 sqm	
	Survey date: FRIDAY	04/09/20	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.

DTA Transportation Ltd Doctors Lane Henley in Arden

Licence No: 623801

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	3	816	0.000	3	816	0.000	3	816	0.000
06:00 - 07:00	4	1019	0.294	4	1019	0.098	4	1019	0.392
07:00 - 08:00	11	1054	0.492	11	1054	0.069	11	1054	0.561
08:00 - 09:00	11	1054	0.544	11	1054	0.173	11	1054	0.717
09:00 - 10:00	11	1054	0.311	11	1054	0.293	11	1054	0.604
10:00 - 11:00	11	1054	0.337	11	1054	0.311	11	1054	0.648
11:00 - 12:00	11	1054	0.207	11	1054	0.250	11	1054	0.457
12:00 - 13:00	11	1054	0.224	11	1054	0.328	11	1054	0.552
13:00 - 14:00	11	1054	0.250	11	1054	0.276	11	1054	0.526
14:00 - 15:00	11	1054	0.242	11	1054	0.198	11	1054	0.440
15:00 - 16:00	11	1054	0.224	11	1054	0.406	11	1054	0.630
16:00 - 17:00	11	1054	0.104	11	1054	0.431	11	1054	0.535
17:00 - 18:00	11	1054	0.026	11	1054	0.276	11	1054	0.302
18:00 - 19:00	11	1054	0.009	11	1054	0.035	11	1054	0.044
19:00 - 20:00	3	816	0.041	3	816	0.123	3	816	0.164
20:00 - 21:00	3	816	0.000	3	816	0.000	3	816	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.305			3.267			6.572

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:	690 - 1772 (units: sqm)
Survey date range:	01/01/16 - 29/06/23
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	3	816	0.000	3	816	0.000	3	816	0.000
06:00 - 07:00	4	1019	0.025	4	1019	0.025	4	1019	0.050
07:00 - 08:00	11	1054	0.017	11	1054	0.009	11	1054	0.026
08:00 - 09:00	11	1054	0.026	11	1054	0.035	11	1054	0.061
09:00 - 10:00	11	1054	0.035	11	1054	0.017	11	1054	0.052
10:00 - 11:00	11	1054	0.043	11	1054	0.052	11	1054	0.095
11:00 - 12:00	11	1054	0.035	11	1054	0.035	11	1054	0.070
12:00 - 13:00	11	1054	0.060	11	1054	0.043	11	1054	0.103
13:00 - 14:00	11	1054	0.026	11	1054	0.035	11	1054	0.061
14:00 - 15:00	11	1054	0.026	11	1054	0.026	11	1054	0.052
15:00 - 16:00	11	1054	0.017	11	1054	0.043	11	1054	0.060
16:00 - 17:00	11	1054	0.009	11	1054	0.009	11	1054	0.018
17:00 - 18:00	11	1054	0.000	11	1054	0.000	11	1054	0.000
18:00 - 19:00	11	1054	0.000	11	1054	0.000	11	1054	0.000
19:00 - 20:00	3	816	0.000	3	816	0.000	3	816	0.000
20:00 - 21:00	3	816	0.000	3	816	0.000	3	816	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.319			0.329			0.648

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
NY	NORTH YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area

Actual Range: 1750 to 1750 (units: sqm)

Range Selected by User: 600 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 19/06/23

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

Selected survey days:

Monday 1 days

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

Selected survey types:

Manual count 1 days

Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 1

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

Selected Location Sub Categories:

Industrial Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected

Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

B8 1 days

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

Filter by Site Operations Breakdown:

Offices Maximum: 20%

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000 1 days

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

Population within 5 miles:

75,001 to 100,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 1 days

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

Travel Plan:

No 1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1	NY-02-F-01	REMOVALS SERVICE	NORTH YORKSHIRE
	GRIMBALD CRAG CLOSE		
	KNARESBOROUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1750 sqm	
	Survey date: MONDAY	19/06/23	Survey Type: MANUAL

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1750	0.343	1	1750	0.171	1	1750	0.514
08:00 - 09:00	1	1750	0.114	1	1750	0.229	1	1750	0.343
09:00 - 10:00	1	1750	0.000	1	1750	0.000	1	1750	0.000
10:00 - 11:00	1	1750	0.171	1	1750	0.057	1	1750	0.228
11:00 - 12:00	1	1750	0.000	1	1750	0.057	1	1750	0.057
12:00 - 13:00	1	1750	0.057	1	1750	0.057	1	1750	0.114
13:00 - 14:00	1	1750	0.171	1	1750	0.114	1	1750	0.285
14:00 - 15:00	1	1750	0.057	1	1750	0.229	1	1750	0.286
15:00 - 16:00	1	1750	0.000	1	1750	0.000	1	1750	0.000
16:00 - 17:00	1	1750	0.057	1	1750	0.229	1	1750	0.286
17:00 - 18:00	1	1750	0.057	1	1750	0.171	1	1750	0.228
18:00 - 19:00	1	1750	0.000	1	1750	0.000	1	1750	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.027			1.314			2.341

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

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Parameter summary

Trip rate parameter range selected:	1750 - 1750 (units: sqm)
Survey date date range:	01/01/16 - 19/06/23
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1750	0.000	1	1750	0.171	1	1750	0.171
08:00 - 09:00	1	1750	0.000	1	1750	0.171	1	1750	0.171
09:00 - 10:00	1	1750	0.000	1	1750	0.000	1	1750	0.000
10:00 - 11:00	1	1750	0.114	1	1750	0.000	1	1750	0.114
11:00 - 12:00	1	1750	0.000	1	1750	0.000	1	1750	0.000
12:00 - 13:00	1	1750	0.057	1	1750	0.057	1	1750	0.114
13:00 - 14:00	1	1750	0.114	1	1750	0.114	1	1750	0.228
14:00 - 15:00	1	1750	0.000	1	1750	0.000	1	1750	0.000
15:00 - 16:00	1	1750	0.000	1	1750	0.000	1	1750	0.000
16:00 - 17:00	1	1750	0.000	1	1750	0.000	1	1750	0.000
17:00 - 18:00	1	1750	0.057	1	1750	0.057	1	1750	0.114
18:00 - 19:00	1	1750	0.000	1	1750	0.000	1	1750	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.342			0.570			0.912

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