

Unit F1, Hamilton Business Park, Hedge End, Southampton

Transport Statement

**Unit F1,
Hamilton Business Park,
Hedge End, Southampton**

Transport Statement

9th October 2024
SP/SC 23448-01 Transport Statement

Prepared by:

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Prepared For:

Hargreaves

Table of Contents

Page

1.0 INTRODUCTION	1
1.1 Overview	1
1.2 Purpose of the Report & Report Structure	1
2.0 EXISTING TRANSPORT CONDITIONS.....	2
2.1 Site Location & Description	2
2.2 Sustainable Transport Accessibility	3
2.3 Surrounding Road Network	4
2.4 Personal Injury Collision Data.....	5
2.5 Traffic and Parking Surveys.....	5
3.0 DEVELOPMENT PROPOSALS	8
3.1 Description of Development	8
3.2 Access	8
3.3 Car and Cycle Parking.....	8
3.4 Servicing and Refuse Collection Arrangement.....	9
3.5 Swept-path Assessment.....	9
4.0 TRAFFIC GENERATION AND IMPACT.....	10
4.1 Proposed Use Traffic Generation	10
4.2 Traffic Impact	11
4.3 Parking Accumulation Assessment.....	11
5.0 SUMMARY AND CONCLUSION	14

Drawings

23448-01a	Swept-path Assessment: Refuse Vehicle and Delivery Vehicle
23448-01a-2	Swept-path Assessment: Car

Appendices

Appendix A	Existing Site Layout Plan
Appendix B	Proposed Site Layout Plan
Appendix C	PIC Data
Appendix D	Parking Survey Data
Appendix E	TRICS Output



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 construction of a 150m² coffee pod (Use Class E) on part of the car park associated with the existing Wickes DIY store at Hamilton Business Park, Hedge End, Southampton.

1.1.2 Store car parking is available across two car parks bisected by Hamilton Way. The first parking area is located immediately in front of the store and the second is located to the west. The proposed development will be constructed within the second car park to the west of Hamilton Way. Implementation of the proposed development will result in an overall net loss of two parking spaces, resulting in a total of 74 parking spaces.

1.2 Purpose of the Report & Report Structure

1.2.1 This report describes the transport aspects of the development proposals. It provides information on the access and servicing arrangements, the impact on car parking at the DIY store together with the likely demand of the proposed development.

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.

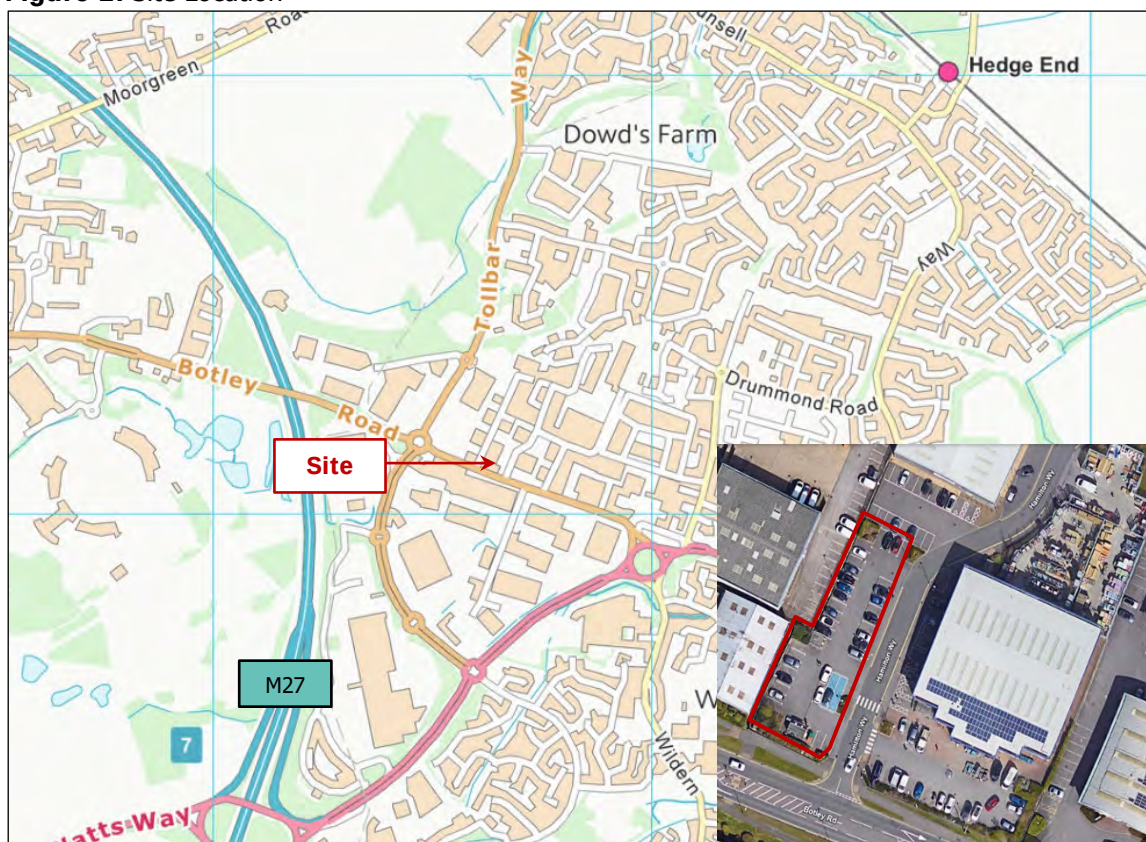


2.0 EXISTING TRANSPORT CONDITIONS

2.1 Site Location & Description

- 2.1.1 The application site sits within the existing Wickes DIY store car park located within Hamilton Business Park to the north of Botley Road.
- 2.1.2 Hamilton Business Park is part of an industrial/ business area to the northwest of Hedge End. Hedge End is a settlement is eastern periphery of the city of Southampton, within the Eastleigh Borough, in Hampshire.
- 2.1.3 The site is bordered to the north and west by existing employments units. Hamilton Way and Botley Road form the eastern and southern boundaries respectively of the site. The location of the site is shown in **Figure 1** and the existing site layout plan is contained within **Appendix A**.

Figure 1: Site Location





2.1.4 Vehicular access to the site is currently taken from multiple locations off Hamilton Road, east of the site. All three access points are maintained and operational. The application site covers the western section of the existing car park. A mobile food truck utilises around four spaces, leaving 38 useable parking spaces.

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 Wildern, 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 150m 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 2.5km 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 The site has an existing vehicular access from Hamilton Way to the east of the site via three give way priority junctions. Hamilton Way is an internal business park road that runs broadly north-south from Botley Road. The road measures approximately 7m in width and is flanked by 1.5m-2m wide footways on both sides of the road. It is street lit and subject to a 30mph speed limit.
- 2.3.2 Botley Road connects to the A334 at a large roundabout approximately 300m east of the site. The A334 then extends eastwards towards Botley and Wickham.
- 2.3.3 West of the site, Botley Road connects to the B3342 Tollbar Way via a roundabout. Tollbar Way extends northwards connecting to the B3354 Winchester Way, which links Botley to Horton Heath. Southwards, Tollbar Way connects to the A334 Charles Watt Way and in turn onto 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 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 we 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.

2.5 Traffic and Parking Surveys

- 2.5.1 To determine existing parking activity at the Wickes store, parking surveys were undertaken by K&M Traffic Surveys on:
- Saturday 18th May between the hours of 10:00 and 16:00;
 - Thursday 23rd May between the hours of 07:30 and 17:30; and



-
- Monday 27th May between the hours of 10:00 and 16:00. (Bank holiday)
- 2.5.2 The survey periods were chosen to cover hours that are typically busy trading times for DIY stores. The raw survey data is contained at **Appendix D**. On the days of the survey, there were a total of 76 useable spaces across the existing car parks.
- 2.5.3 A summary of the parking beat data over the three specified days are provided within **Table 1**.
- 2.5.4 The parking beat surveys indicates spare capacity throughout the car park during all recorded periods. The survey shows a peak demand of 31 car parking spaces between 11:00-12:00 on Thursday, which relates to an occupancy level of 41%. The bank holiday surveys broadly replicate those observed on Saturday.
- 2.5.5 In conclusion, the surveys indicate that the car park is underutilised.

Unit F1, Hamilton Business Park, Hedge End, Southampton
Transport Statement



Table 1: Summary of Parking Beat Data

Hour Beginning	Saturday			Thursday			Bank Holiday Monday		
	Parked Cars	Empty Bays	% Occupancy	Parked Cars	Empty Bays	% Occupancy	Parked Cars	Empty Bays	% Occupancy
07:30				7	69	9%			
08:00				11	65	14%			
09:00				13	63	17%			
10:00	24	52	32%	24	52	32%	24	52	32%
11:00	23	53	30%	31	45	41%	29	47	38%
12:00	22	54	29%	24	52	32%	29	47	38%
13:00	28	48	37%	27	49	36%	24	52	32%
14:00	27	49	36%	19	57	25%	28	48	37%
15:00	27	49	36%	25	51	33%	26	50	34%
16:00	16	60	21%	12	64	16%	11	65	14%
17:00				15	61	20%			
17:30				10	66	13%			



3.0 DEVELOPMENT PROPOSALS

3.1 Description of Development

3.1.1 The proposed development is for a Class E coffee pod with a gross floor area of approximately 150m². The proposed development will be located in the western extent of the Wickes car park, to the west of the existing store and will result in the loss of two parking spaces.

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

3.2 Access

3.2.1 The site has three existing access points off Hamilton Way. As part of the proposals, vehicular access will be rationalised to provide two points of access, as shown on the site layout plan. As part of the proposals, the existing central and southern access points will be stopped up and a new access will be created off Hamilton Way 20m from its junction with Botley Road. The existing northern access point will be retained.

3.2.2 A one way clockwise system will be in operation within the car park, with vehicles entering via the new southern access point and leaving from the existing northern access point. Appropriate signage and marking will be provided to demarcate vehicular routing in and out of the site. This will improve safety for drivers and minimising conflict and risk.

3.2.3 Pedestrian and cycle access will be provided to the south of the vehicular entrance and link directly to the relocated zebra crossing on Hamilton Way, as shown on the site layout plan.

3.3 Car and Cycle Parking

3.3.1 The development proposals will result in the net reduction of two car parking spaces to accommodate the pod. On that basis, taken together, the car park will have a total of 74 spaces. Further information on the impact of the proposed development on parking demand against supply is provided later in this report.

3.3.2 The proposed development will provide two Sheffield bicycle stands providing a total parking provision for four bicycles. This will be provided adjacent to the patio area and outdoor seating.



3.4 Servicing and Refuse Collection Arrangement

- 3.4.1 The development would take deliveries from within the customer car park. Access to the site would be taken via the new site access with the vehicle driving through the car park to carry out the delivery manoeuvre.
- 3.4.2 The service area is located in front of parking bays 1 to 3. A delivery management plan will therefore be put into place which ensures deliveries are either made outside of operational hours or the spaces are cordoned off accordingly when deliveries are made.
- 3.4.3 Access to the majority of the car park closest to the pod entrance will continue to be operational.
- 3.4.4 Refuse collection would be carried out by a private commercial waste collector. As with the servicing arrangements, the refuse vehicle would use the allocated refuse area provided within the site car park.

3.5 Swept-path Assessment

- 3.5.1 Swept-path assessment of the parking layout has been undertaken and illustrated in **DTA Drawing 23448-01 and 23448-01-2**. These demonstrates that a large car, refuse vehicle and delivery vehicle are able to manoeuvre across the site in a satisfactory manner



4.0 TRAFFIC GENERATION AND IMPACT

4.1 Proposed Use Traffic Generation

- 4.1.1 A review of the TRICS database reveals that there are no comparable coffee pods/ cafes surveyed sites within an employment park and no sites surveyed beyond 17:00 under '06-Hotel, Food and Drink/ K Cafe'.
- 4.1.2 In the absence of comparable sites, vehicle trip rates have been extracted from TRICS for '06-Hotel, Food and Drink/ J-Drive Through Coffee Shop, with this sub land use considered to provide a more realistic comparison as well as a robust assessment. This has also been selected over cafes due to the larger sample of survey sites. The proposal does not comprise a drive-thru facility and hence presents an extremely robust forecast.
- 4.1.3 The respective trip rates and trip generation results for the traditional highway peak hour periods are shown in **Table 2** and **Table 3**. The Trip rate output in full is contained within **Appendix E**.

Table 2: Drive Through Coffee Shop Trip Rates

Time Period	In	Out	Total
AM Peak 08:00-09:00	16.406	15.391	31.797
PM Peak 17:00-18:00	7.578	9.609	17.187
Saturday 12:00-13:00	24.142	24.274	48.416

Table 3: Proposed Development Trips

Time Period	In	Out	Total
AM Peak 08:00-09:00	25	23	48
PM Peak 17:00-18:00	11	14	26
Saturday 12:00-13:00	36	36	73

- 4.1.4 The trips above show the worst case as it does not account for the likelihood that the majority of these trips are generated by vehicles already on the network or already visiting the DIY store/ other retail, quasi retail and trade counter uses in the immediate vicinity. It is unlikely that people would make a purposeful journey from home to the site.
- 4.1.5 Given this, a 'linked/ pass by' factor of 80% has been applied to the overall trips set out in **Table 4** to account for the above. The results with a reduction factor are set out below.



Table 4: Trip Generation with 80% Reduction Factor

Time Period	In	Out	Total
AM Peak 08:00-09:00	5	5	10
PM Peak 17:00-18:00	2	3	5
Saturday 12:00-13:00	7	7	15

4.1.6 Based on the above, 5-10 new vehicle trips may be generated in the weekday during the traditional network peak hours.

4.2 Traffic Impact

4.2.1 Volumetrically, the above trip generation forecast equates to around one additional vehicle on the surrounding highway network every 6-12 minutes on average. This level of new vehicular trip generation is not considered as material.

4.3 Parking Accumulation Assessment

4.3.1 The vehicular parking accumulation for the coffee pod is based on the vehicle arrival/departure profile provided by TRICS. The results are shown in **Table 5**.

Table 5: Proposed Development Vehicular Parking Accumulation Results

Hour Beginning	Accumulation		Hour Beginning	Accumulation	
	Weekday	Weekend		Weekday	Weekend
05:00	1	0	14:00	9	7
06:00	2	1	15:00	9	7
07:00	5	5	16:00	7	7
08:00	7	4	17:00	4	6
09:00	8	9	18:00	3	2
10:00	9	13	19:00	1	0
11:00	8	10	20:00	0	0
12:00	11	10	21:00	0	0
13:00	10	9			

4.3.2 The peak accumulation of vehicles during the weekday generated by the development is expected to be 13 vehicles on a weekend between from 10:00-11:00.

4.3.3 The impact of the development accumulation on the level of proposed parking is provided in **Table 6**. The development will result in the net removal of two car parking spaces resulting in a total of 74 available parking spaces across both car parks. Account has been taken of this in the results. Information is provided for the periods in which data is



available for the existing and proposed development. For these reasons, the occupancy rates in the table below are provided for the hour periods and not the two 30 minute intervals recorded in the parking survey.

- 4.3.4 The parking accumulation assessment has taken account of survey data showing existing demand for parking at the Wickes DIY store on a typical weekday and weekend day. Further to this, the expected demand generated by the proposed development has also been added. This has confirmed the expected minimum number of spaces available during weekdays and on weekends. Even with a net reduction of two parking spaces, the assessment demonstrates that there is clearly ample spare capacity within the car park to accommodate the proposed development.



Table 6: Development Impact on Car Parking Spaces

Hour Beginning	Saturday					Thursday					Monday				
	Existing	Development	Total	Future Occupancy	Space Available	Existing	Development	Total	Future Occupancy	Space Available	Existing	Development	Total	Future Occupancy	Space Available
08:00						11	7	18	26%	56					
09:00						13	8	21	31%	53					
10:00	24	13	37	49%	37	24	9	33	44%	41	24	9	33	44%	41
11:00	23	10	33	44%	41	31	8	39	53%	35	29	8	37	50%	37
12:00	22	10	32	43%	42	24	11	35	47%	39	29	11	40	54%	34
13:00	28	9	37	49%	37	27	10	37	50%	37	24	10	34	46%	40
14:00	27	7	34	46%	40	19	9	28	37%	46	28	9	37	49%	37
15:00	27	7	34	45%	40	25	9	34	46%	40	26	9	35	47%	39
16:00	16	7	23	32%	51	12	7	19	26%	55	11	7	18	25%	56
17:00						15	4	19	26%	55					



5.0 SUMMARY AND CONCLUSION

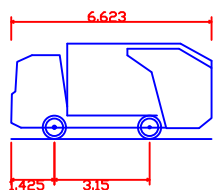
5.1 Summary

- 5.1.1 This Transport Statement has been prepared to assess the highway and transport implications related to the proposed construction of a coffee pod, within the existing car park of Wickes DIY store at Hamilton Business Park, Hedge End, Southampton.
- 5.1.2 The development site is readily accessible by means other than the car for staff and customers wishing to access the development by sustainable means.
- 5.1.3 The proposed development will result in minor modifications of the existing car park and will result in the loss of two car parking spaces.
- 5.1.4 The proposed development is expected to attract linked and pass-by trips generated by those already visiting the DIY store and people already travelling in the area (to/ from work, visit etc) who will buy refreshments en route to their final destination. The coffee pod is not expected to generate a significant number of new trips.
- 5.1.5 A survey of the Wickes car park has been undertaken to understand existing demand for the store and this data was also used to inform analysis looking at the impact of the proposed development. Following a net reduction of two car parking spaces, the car park is forecast to comfortably accommodate future parking demand resulting from the proposed development.

5.2 Conclusion

- 5.2.1 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.*'
- 5.2.2 This report has demonstrated that proposed development will result in a minimal uplift in traffic on the surrounding highway network and by no means could the impact be considered 'severe'.
- 5.2.3 It is therefore concluded that there are no transport reasons why the proposed development should not be granted planning permission.

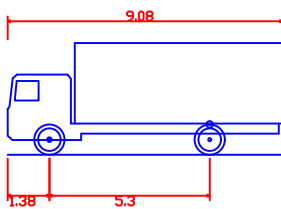
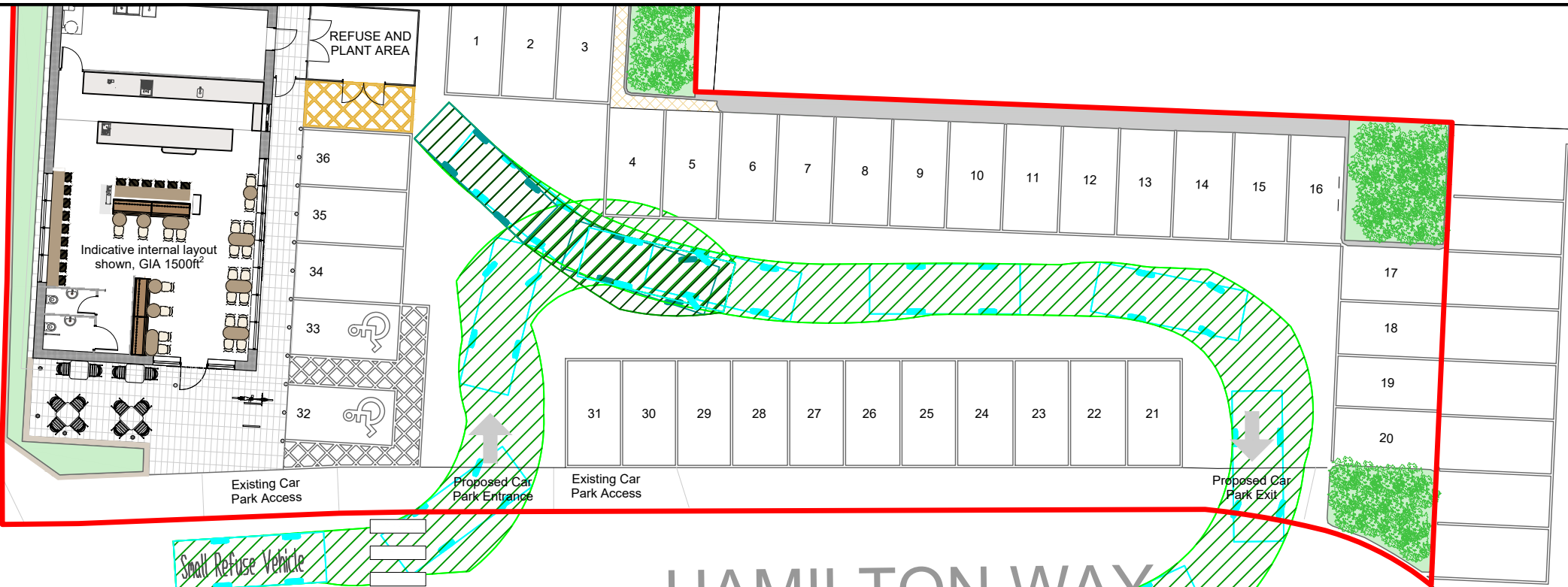
Drawings



Small Refuse Vehicle
Overall Length 6.623m
Overall Width 1.425m
Overall Body Height 3.15m
Min Body Ground Clearance 0.358m
Track Width 2.200m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.750m

6.623m
1.425m
3.15m

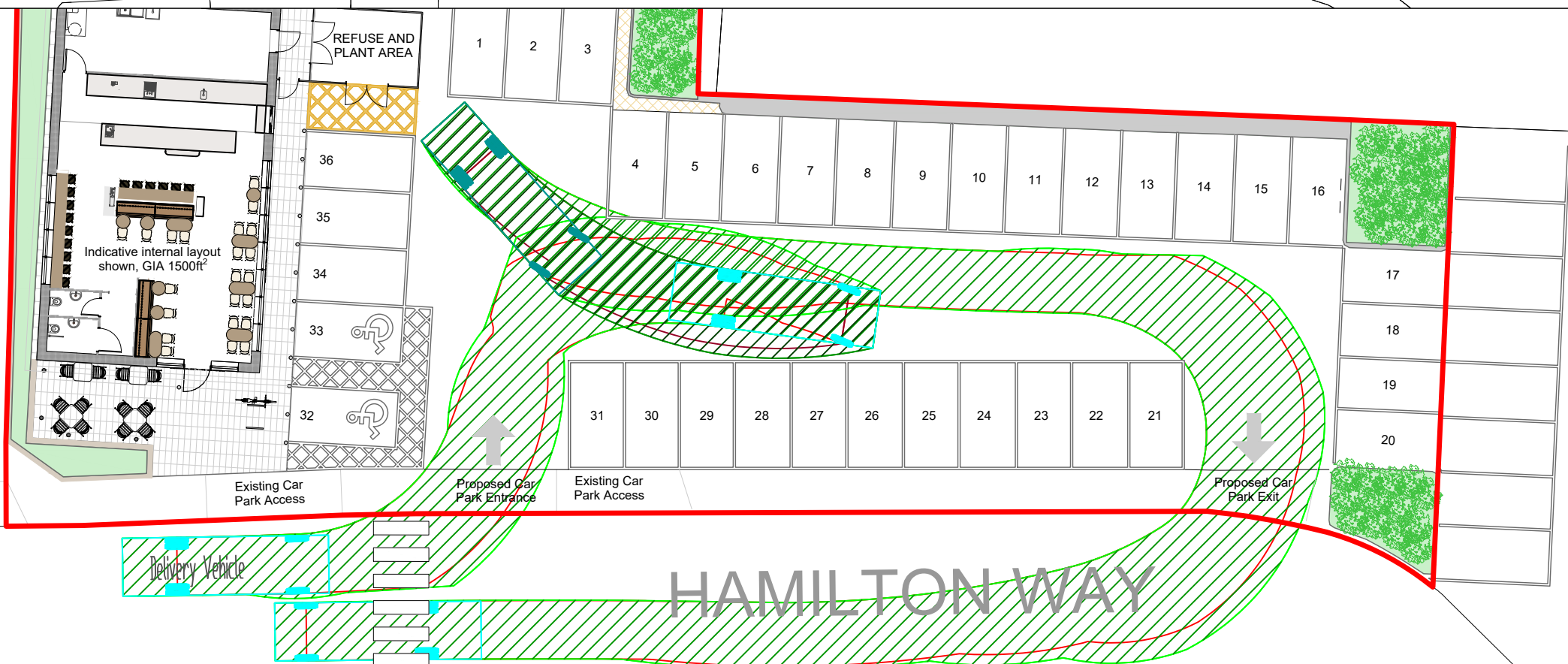
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Delivery Vehicle
Overall Length 9.08m
Overall Width 1.38m
Overall Body Height 5.3m
Min Body Ground Clearance 0.490m
Track Width 2.550m
Lock to lock time 8.00s
Kerb to Kerb Turning Radius 8.500m

9.080m
1.38m
5.3m

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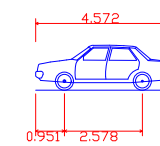
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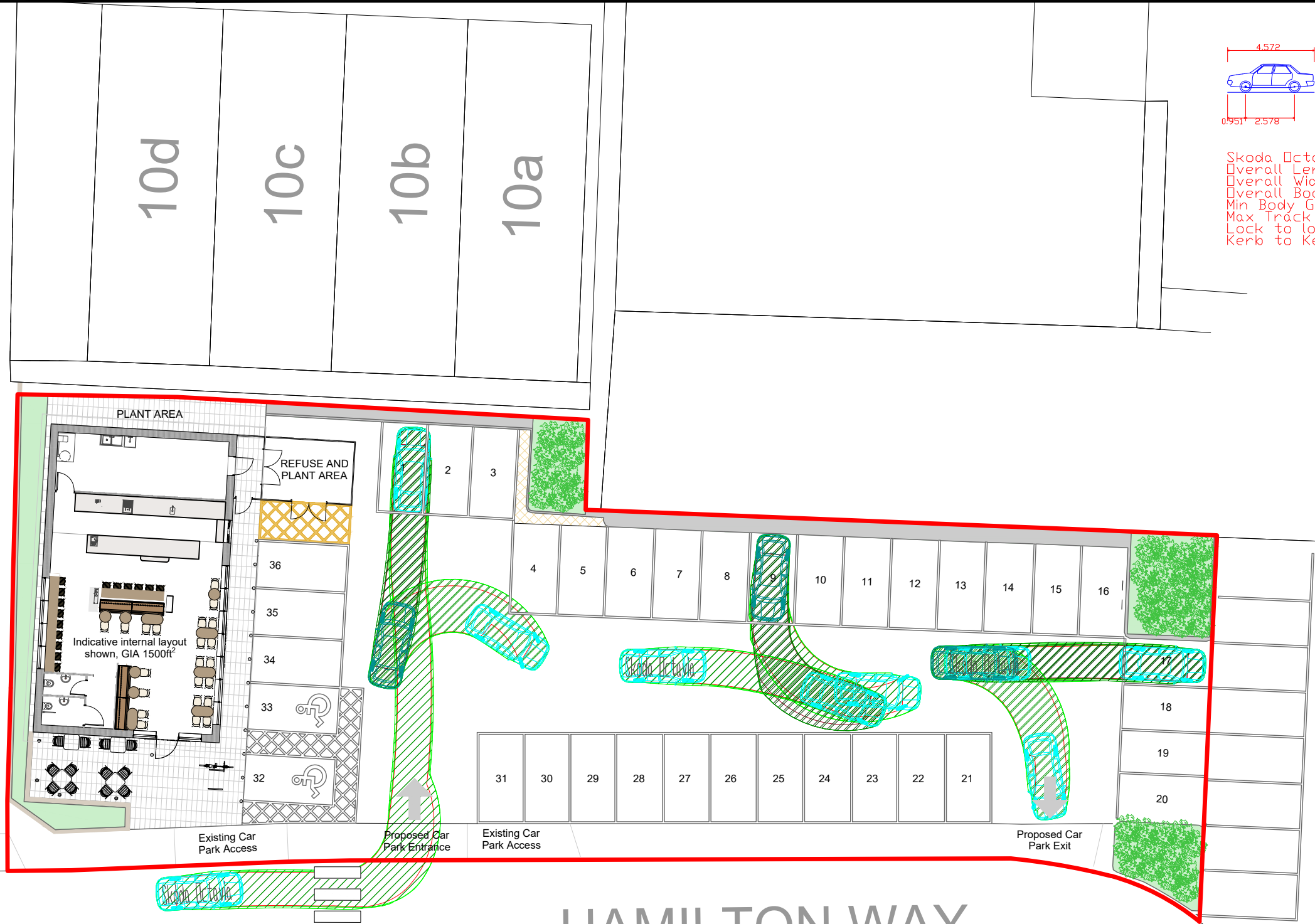


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JOB TITLE Unit F1, Hamilton Business Park		CLIENT Hargreaves	
DRAWING TITLE Vehicle Tracking Plan Refuse and Delivery			
SCALE 1/250@A3	DRAWN BY BP	DATE 08-10-24	DRAWING No 23448-01
			REVISION A



Skoda Octavia
Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m



ED & Ward Bdy

HAMILTON WAY

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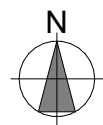
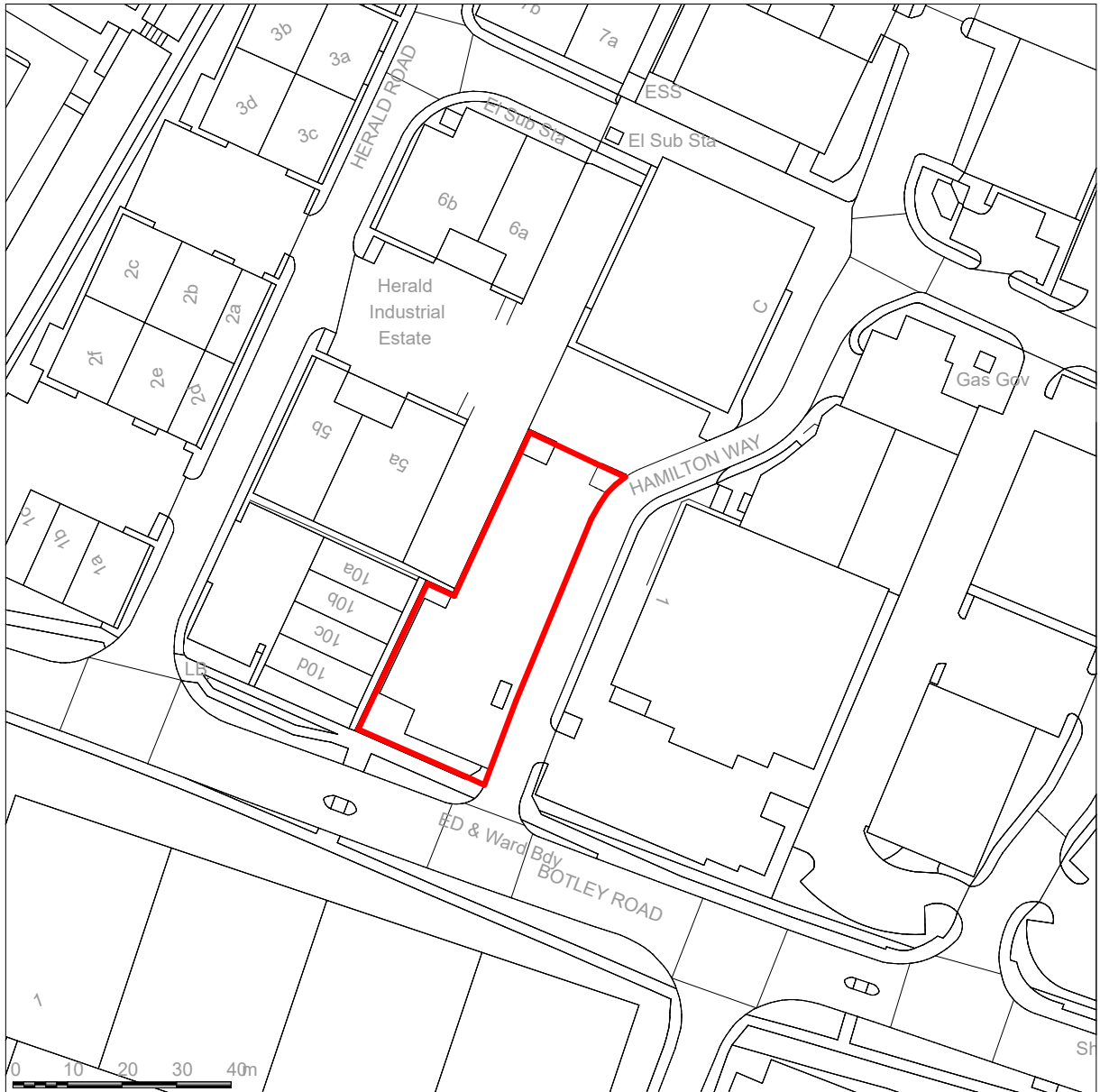


DTA
Transport Planning Consultants

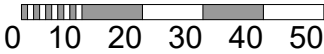
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JOB TITLE Unit F1, Hamilton Business Park		CLIENT Hargreaves	
DRAWING TITLE Vehicle Tracking Plan Car			
SCALE 1/250@A3	DRAWN BY BP	DATE 08-10-24	DRAWING No 23448-01-2
			REVISION A

Appendix A



1:1250
Site Location Plan



10mm print border @A3

Architecture Design Limited

Fitted Rigging House
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Rev 01 | 05/09/24 | Material labels added, changes in line with comments
Rev 02 | 30/09/24 | Changes in line with comments
Rev 03 | 01/10/24 | Building shifted, notes added
Rev 04 | 03/10/24 | Zebra crossing relocated, 2 options added
Rev 05 | 09/10/24 | Existing plan updated

site address: **Starbucks, Hamilton Way, Hedge End, Southampton, SO30 2XW**

Client: **Summerbrook Ltd** Project: **SBUX Hedge End Pod**
Drawing no: **39.140/01.1** Rev **05** Status: **Feasibility**
Date: **09/10/2024** Time: **10:47**
Scale: **1:1250@A3**

Location and Block Plans



10mm print border @A3



1:200

Existing Block Plan

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Fitted Rigging House
The Historic Dockyard
Chatham
Kent, ME4 4TZ

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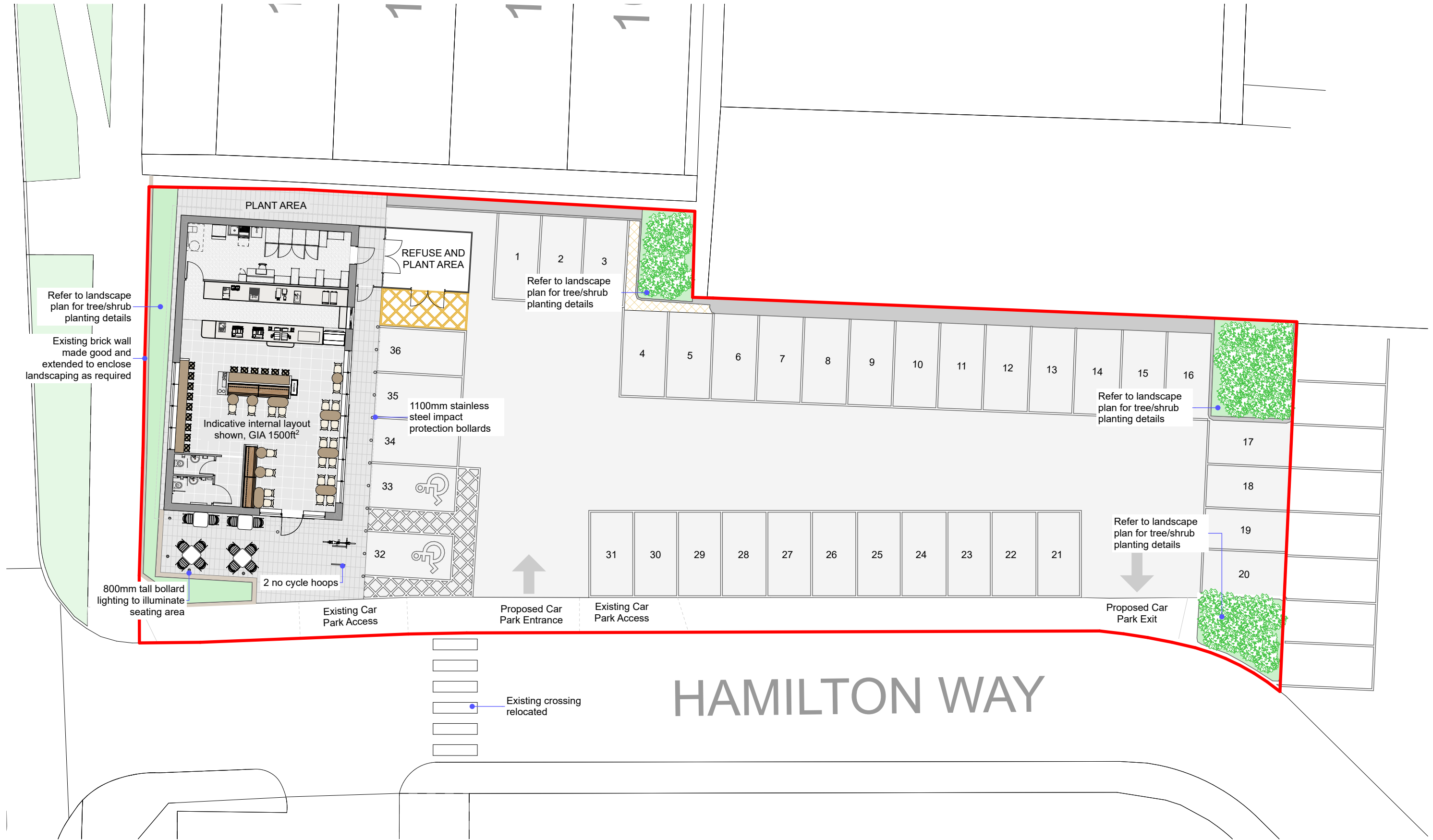
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site address: **Starbucks, Hamilton Way, Hedge End, Southampton, SO30 2XW**

Client: **Summerbrook Ltd** Project: **SBUX Hedge End Pod**
Drawing no: **39.140/01.2** Rev **05** Status: **Feasibility**
Date: **09/10/2024** Time: **10:47**
Scale: **1:200@A3**

Appendix B



10mm print border @A3



Proposed Block Plan Option 2

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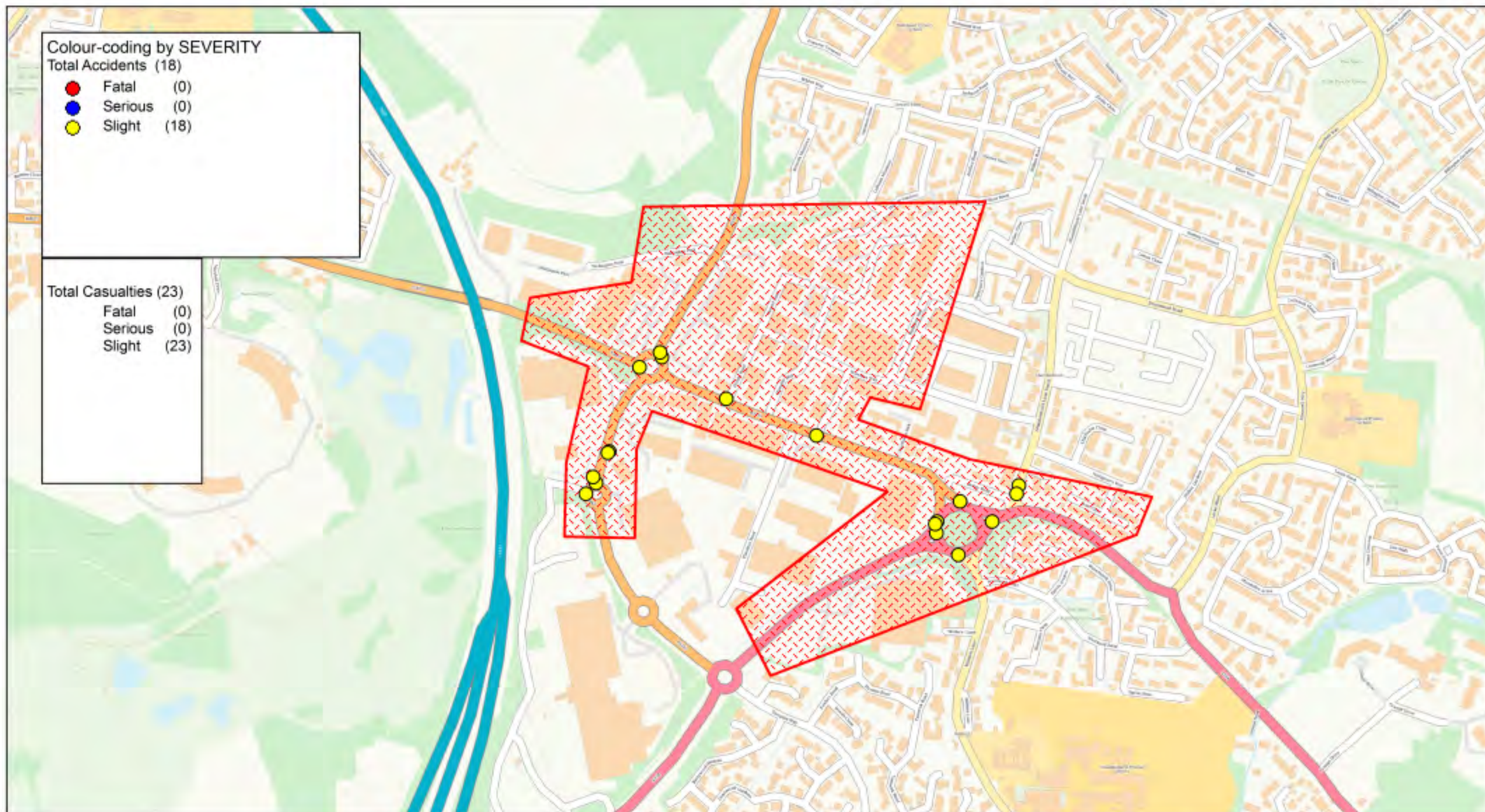
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Rev 02 | 30/09/24 | Changes in line with comments
Rev 03 | 01/10/24 | Building shifted, notes added

site address: **Starbucks Wickes Car Park**
Hamilton Way Hedge End Southampton
SO30 2XW

Client: **Summerbrook Ltd** Project: **SBUX Hedge End Pod**
Drawing no: **39.140/02.1B** Rev **04** Status: **Feasibility**
Date: **03/10/2024** Time: **10:42**
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Appendix C



BOTLEY ROAD HEDGE END

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Licence No. 01021C 2024

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")

4419016616014/05/2019Time1528Vehicles2Casualties1Slight

E:448990N:113938First Road: B 3035Road Type1

Speed limit: 30Junction Detail: RoundaboutGive way or controlledA 334

Crossing: Control NoneFacilities: None within 50mRoad surfaceDry

DaylightFine without high winds

Special Conditions at Site NoneCarriageway Hazards: None

Place accident reported: At sceneDfT 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 ROUNDABOUT AND WAS STRUCK FROM BEHIND VEH2 (CAR).
Occurred on B3035 BOTLEY ROAD AT JUNCTION WITH A334 GRANGE ROAD, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference1Motor Cycle over 50 cc and up to 125ccGoing ahead but held up

Vehicle movement from NW to SENo tow / articulationLeaving the main road

On main carriagewayNo skidding, jack-knifing or overturning

Location at impactJct ApproachFirst impactBackHit vehicle:

Hit object in road NoneOff road: None

Did not leave carrAge of Driver66Male

Not hit and runBreath testNegativeLeft hand drive: No

Casualty Reference: 1Vehicle: 1Age: 66MaleDriver/riderSeverity: Slight

Not a pupil

Seatbelt Not ApplicableCycle helmet: Not a cyclist

Vehicle Reference2CarGoing ahead other

Vehicle movement from NW to SENo tow / articulationLeaving the main road

On main carriagewayNo skidding, jack-knifing or overturning

Location at impactJct ApproachFirst impactFrontHit vehicle:

Hit object in road NoneOff road: None

NearsideAge of DriverNot traced

Hit and runBreath testDriver not contactedLeft 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
On main carriageway			No skidding, jack-knifing or overturning
Location at impact	Mid Junction - on roundabout or i	First impact	Back
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	44
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
On main carriageway			Skidded
Location at impact	Mid Junction - on roundabout or i	First impact	Front
Hit object in road	Parked Vehicle	Off road:	None
Did not leave carr		Age of Driver	18
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")

4423036131617/08/2023Time1010Vehicles2Casualties1Slight

E:448450N:114164First Road: B 3035Road Type1

Speed limit: 30Junction Detail: RoundaboutGive way or controlledB 3342

Crossing: Control NoneFacilities: Pelican, puffin, toucan etc.Road surfaceDry

DaylightFine 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:			

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 Reference1CarStopping

Vehicle movement from SE to NENo tow / articulationLeaving the main road

On main carriagewayNo skidding, jack-knifing or overturning

Location at impactMid Junction - on roundabout or iFirst impactBackHit vehicle:

Hit object in roadNoneOff road: None

Did not leave carrAge of Driver41Female

Not hit and runBreath testDriver not contacted

Left hand drive: No

Casualty Reference: 1Vehicle: 1Age: 41FemaleDriver/riderSeverity: Slight

Not a pupil

Seatbelt Not ApplicableCycle helmet: Not a cyclist

Vehicle Reference2CarGoing ahead other

Vehicle movement from SE to NENo tow / articulationLeaving the main road

On main carriagewayNo skidding, jack-knifing or overturning

Location at impactMid Junction - on roundabout or iFirst impactFrontHit vehicle:

Hit object in roadNoneOff road: None

Did not leave carrAge of DriverNot traced

Not hit and runBreath testDriver 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")

4423049981907/12/2023Time1255Vehicles1Casualties1Slight

E:448485N:114189First Road: B 3342Road TypeSingle carriageway

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

Crossing: ControlNoneFacilities: Central reservationRoad surfaceWet/Damp

DaylightRaining without high winds

Special Conditions at SiteNoneCarriageway Hazards: None

Place accident reported: ElsewhereDfT 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 Reference1CarGoing ahead other

Vehicle movement fromNE to SWNo 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 Driver92Male

Not hit and runBreath testDriver not contacted

Left hand drive: No

Casualty Reference: 1Vehicle: 1Age: 36FemalePedestrianSeverity: Slight

Not a pupil

SeatbeltNot ApplicableCycle helmet: Not a cyclist

On Ped CrossingSE 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

K&M TRAFFIC SURVEYS

DATE : SATURDAY 18TH MAY 2024

LOCATION : WICKES, BOTLEY ROAD, HEDGE END, HAMPSHIRE

PARKING SURVEY

WICKES CAR PARK												
Regular Bays			Disbaled Bays		Van & Trailer		Vans		Collection Point		TOTAL PARKED	
PARKED	EMPTY BAYS		PARKED	EMPTY BAYS	PARKED	EMPTY BAYS	PARKED	EMPTY BAYS	PARKED	EMPTY BAYS	PARKED	EMPTY BAYS
10:00	21	45	1	4	0	2	2	0	0	1	24	52
11:00	20	46	0	5	1	1	2	0	0	1	23	53
12:00	20	46	0	5	0	2	2	0	0	1	22	54
13:00	25	41	1	4	0	2	2	0	0	1	28	48
14:00	26	40	0	5	0	2	1	1	0	1	27	49
15:00	26	40	1	4	0	2	0	2	0	1	27	49
16:00	14	52	1	4	0	2	1	1	0	1	16	60
TOTAL BAYS	66		5		2		2		1		76	

K&M TRAFFIC SURVEYS

DATE : THURSDAY 23RD MAY 2024

LOCATION : WICKES, BOTLEY ROAD, HEDGE END, HAMPSHIRE

PARKING SURVEY

WICKES CAR PARK												
	Regular Bays		Disbaled Bays		Van & Trailer		Vans		Collection Point		TOTAL PARKED	
	PARKED	EMPTY BAYS	PARKED	EMPTY BAYS	PARKED	EMPTY BAYS	PARKED	EMPTY BAYS	PARKED	EMPTY BAYS	PARKED	EMPTY BAYS
07:30	7	59	0	5	0	2	0	2	0	1	7	69
08:00	9	57	0	5	0	2	2	0	0	1	11	65
09:00	12	54	0	5	0	2	1	1	0	1	13	63
10:00	22	44	0	5	0	2	2	0	0	1	24	52
11:00	27	39	1	4	0	2	2	0	1	0	31	45
12:00	21	45	1	4	0	2	2	0	0	1	24	52
13:00	25	41	0	5	0	2	2	0	0	1	27	49
14:00	19	47	0	5	0	2	0	2	0	1	19	57
15:00	23	43	2	3	0	2	0	2	0	1	25	51
16:00	12	54	0	5	0	2	0	2	0	1	12	64
17:00	13	53	1	4	0	2	1	1	0	1	15	61
17:30	9	57	1	4	0	2	0	2	0	1	10	66
TOTAL BAYS	66		5		2		2		1		76	

K&M TRAFFIC SURVEYS

DATE : MONDAY 27TH MAY 2024

LOCATION : WICKES, BOTLEY ROAD, HEDGE END, HAMPSHIRE

PARKING SURVEY

	WICKES CAR PARK											
	Regular Bays		Disbaled Bays		Van & Trailer		Vans		Collection Point		TOTAL PARKED	
	PARKED	EMPTY BAYS	PARKED	EMPTY BAYS	PARKED	EMPTY BAYS	PARKED	EMPTY BAYS	PARKED	EMPTY BAYS	PARKED	EMPTY BAYS
10:00	22	44	0	5	1	1	1	1	0	1	24	52
11:00	26	40	0	5	0	2	2	0	1	0	29	47
12:00	27	39	0	5	0	2	1	1	1	0	29	47
13:00	22	44	1	4	0	2	1	1	0	1	24	52
14:00	27	39	0	5	0	2	1	1	0	1	28	48
15:00	22	44	3	2	0	2	1	1	0	1	26	50
16:00	10	56	0	5	0	2	1	1	0	1	11	65
TOTAL BAYS	66		5		2		2		1		76	

Appendix E

Calculation Reference: AUDIT-623801-240807-0837

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : J - DRIVE THROUGH COFFEE SHOP
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NM WEST NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	HE HEREFORDSHIRE	1 days
	WK WARWICKSHIRE	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: 140 to 420 (units: sqm)
Range Selected by User: 125 to 420 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 16/05/23

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	3
Free Standing (PPS6 Out of Town)	2

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
Retail Zone	1
Out of Town	2
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	5 days
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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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	3 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days
1.6 to 2.0	1 days

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

Travel Plan:

No	5 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	5 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	HC-06-J-02	STARBUCKS		HAMPSHIRE
	A303			
	NEAR BASINGSTOKE			
	POPHAM			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Gross floor area:	215 sqm		
	Survey date: TUESDAY	16/05/23	Survey Type: MANUAL	
2	HE-06-J-01	STARBUCKS		HEREFORDSHIRE
	LEDBURY ROAD			
	ROSS-ON-WYE			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	305 sqm		
	Survey date: TUESDAY	24/11/20	Survey Type: MANUAL	
3	NM-06-J-01	BEWICED COFFEE		WEST NORTHAMPTONSHIRE
	DARNELL WAY			
	NORTHAMPTON			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	140 sqm		
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL	
4	SF-06-J-01	COSTA COFFEE		SUFFOLK
	THORNEY WAY			
	STOWMARKET			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	200 sqm		
	Survey date: FRIDAY	25/09/20	Survey Type: MANUAL	
5	WK-06-J-01	STARBUCKS		WARWICKSHIRE
	A46 WARWICK BY PASS			
	NEAR WARWICK			
	BUDBROOKE SERVICES			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Gross floor area:	420 sqm		
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL	

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

DTA Transportation Ltd Doctors Lane Henley in Arden

Licence No: 623801

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

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	2	170	0.588	2	170	0.000	2	170	0.588
06:00 - 07:00	5	256	4.609	5	256	3.594	5	256	8.203
07:00 - 08:00	5	256	13.516	5	256	11.641	5	256	25.157
08:00 - 09:00	5	256	16.406	5	256	15.391	5	256	31.797
09:00 - 10:00	5	256	17.031	5	256	16.016	5	256	33.047
10:00 - 11:00	5	256	13.047	5	256	12.813	5	256	25.859
11:00 - 12:00	5	256	12.188	5	256	12.578	5	256	24.766
12:00 - 13:00	5	256	14.063	5	256	12.109	5	256	26.171
13:00 - 14:00	5	256	13.359	5	256	14.141	5	256	27.500
14:00 - 15:00	5	256	10.313	5	256	11.094	5	256	21.406
15:00 - 16:00	5	256	10.859	5	256	10.547	5	256	21.406
16:00 - 17:00	5	256	10.625	5	256	11.797	5	256	22.422
17:00 - 18:00	5	256	7.578	5	256	9.609	5	256	17.187
18:00 - 19:00	4	266	4.883	4	266	5.634	4	266	10.517
19:00 - 20:00	4	266	2.066	4	266	3.568	4	266	5.634
20:00 - 21:00	4	266	0.939	4	266	1.502	4	266	2.441
21:00 - 22:00	2	280	0.179	2	280	0.179	2	280	0.358
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			152.247			152.212			304.459

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: 140 - 420 (units: sqm)
 Survey date range: 01/01/16 - 16/05/23
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 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.

DTA Transportation Ltd Doctors Lane Henley in Arden

Licence No: 623801

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
CARS

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	2	170	0.588	2	170	0.000	2	170	0.588
06:00 - 07:00	5	256	3.828	5	256	2.969	5	256	6.797
07:00 - 08:00	5	256	10.391	5	256	8.984	5	256	19.375
08:00 - 09:00	5	256	13.438	5	256	12.500	5	256	25.938
09:00 - 10:00	5	256	14.375	5	256	13.828	5	256	28.203
10:00 - 11:00	5	256	10.703	5	256	10.469	5	256	21.172
11:00 - 12:00	5	256	10.938	5	256	10.938	5	256	21.876
12:00 - 13:00	5	256	11.953	5	256	10.469	5	256	22.422
13:00 - 14:00	5	256	11.250	5	256	11.641	5	256	22.891
14:00 - 15:00	5	256	9.375	5	256	10.156	5	256	19.531
15:00 - 16:00	5	256	9.688	5	256	9.375	5	256	19.063
16:00 - 17:00	5	256	9.531	5	256	10.313	5	256	19.843
17:00 - 18:00	5	256	6.797	5	256	8.438	5	256	15.235
18:00 - 19:00	4	266	4.319	4	266	5.164	4	266	9.483
19:00 - 20:00	4	266	1.878	4	266	3.192	4	266	5.070
20:00 - 21:00	4	266	0.939	4	266	1.502	4	266	2.441
21:00 - 22:00	2	280	0.179	2	280	0.179	2	280	0.358
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			130.170			130.116			260.286

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

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

Calculation Reference: AUDIT-623801-240808-0823

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : J - DRIVE THROUGH COFFEE SHOP
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
09	NORTH	
	CU CUMBERLAND	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: 125 to 213 (units: sqm)
Range Selected by User: 125 to 420 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 16/05/23

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:
Saturday 4 days

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

Selected survey types:
Manual count 4 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 3
Free Standing (PPS6 Out of Town) 1

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

Selected Location Sub Categories:
Retail Zone 2
Out of Town 1
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 4 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
15,001 to 20,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

1.1 to 1.5	4 days
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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	4 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	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BO-06-J-01 RILEY WAY BEDFORD KEMPSTON Edge of Town Retail Zone Total Gross floor area: Survey date: SATURDAY	COSTA COFFEE 213 sqm 17/10/20	BEDFORD Survey Type: MANUAL
2	CU-06-J-01 PARKHOUSE ROAD CARLISLE GATEWAY 44 Edge of Town No Sub Category Total Gross floor area: Survey date: SATURDAY	COSTA COFFEE 210 sqm 16/10/21	CUMBERLAND Survey Type: MANUAL
3	GS-06-J-01 B4008 GLOUCESTER HARDWICKE Edge of Town Out of Town Total Gross floor area: Survey date: SATURDAY	COSTA COFFEE 210 sqm 24/04/21	GLOUCESTERSHIRE Survey Type: MANUAL
4	HF-06-J-01 M25 JUNCTION 3 POTTERS BAR SOUTH MIMMS SERVICES Free Standing (PPS6 Out of Town) Retail Zone Total Gross floor area: Survey date: SATURDAY	STARBUCKS 125 sqm 29/06/19	HERTFORDSHIRE 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 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

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	2	168	3.284	2	168	2.985	2	168	6.269
06:00 - 07:00	4	190	6.069	4	190	5.541	4	190	11.610
07:00 - 08:00	4	190	15.699	4	190	13.193	4	190	28.892
08:00 - 09:00	4	190	21.504	4	190	22.296	4	190	43.800
09:00 - 10:00	4	190	26.781	4	190	23.615	4	190	50.396
10:00 - 11:00	4	190	29.815	4	190	27.177	4	190	56.992
11:00 - 12:00	4	190	25.989	4	190	27.836	4	190	53.825
12:00 - 13:00	4	190	24.142	4	190	24.274	4	190	48.416
13:00 - 14:00	4	190	22.691	4	190	23.351	4	190	46.042
14:00 - 15:00	4	190	20.844	4	190	21.900	4	190	42.744
15:00 - 16:00	4	190	18.997	4	190	19.261	4	190	38.258
16:00 - 17:00	4	190	18.338	4	190	17.810	4	190	36.148
17:00 - 18:00	4	190	14.116	4	190	15.303	4	190	29.419
18:00 - 19:00	4	190	7.124	4	190	9.499	4	190	16.623
19:00 - 20:00	4	190	3.694	4	190	4.749	4	190	8.443
20:00 - 21:00	2	169	0.592	2	169	1.183	2	169	1.775
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			259.679			259.973			519.652

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: 125 - 213 (units: sqm)
 Survey date range: 01/01/16 - 16/05/23
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 4
 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 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
 CARS
 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	2	168	3.284	2	168	2.985	2	168	6.269
06:00 - 07:00	4	190	4.881	4	190	4.485	4	190	9.366
07:00 - 08:00	4	190	12.797	4	190	10.554	4	190	23.351
08:00 - 09:00	4	190	18.602	4	190	19.393	4	190	37.995
09:00 - 10:00	4	190	25.066	4	190	21.900	4	190	46.966
10:00 - 11:00	4	190	27.177	4	190	24.934	4	190	52.111
11:00 - 12:00	4	190	24.142	4	190	25.462	4	190	49.604
12:00 - 13:00	4	190	22.823	4	190	23.219	4	190	46.042
13:00 - 14:00	4	190	21.372	4	190	21.900	4	190	43.272
14:00 - 15:00	4	190	20.449	4	190	21.372	4	190	41.821
15:00 - 16:00	4	190	17.942	4	190	18.206	4	190	36.148
16:00 - 17:00	4	190	17.150	4	190	16.623	4	190	33.773
17:00 - 18:00	4	190	13.193	4	190	14.248	4	190	27.441
18:00 - 19:00	4	190	6.332	4	190	8.707	4	190	15.039
19:00 - 20:00	4	190	3.430	4	190	4.485	4	190	7.915
20:00 - 21:00	2	169	0.592	2	169	0.888	2	169	1.480
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			239.232			239.361			478.593

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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