

Appendix A Masterplan



WATERLOOVILLE

Notes:
Drawing based on Ordnance Survey data and is subject to a full line & level survey.
Contractors to check dimensions and notify any discrepancies or errors to the company immediately.
Work to figured dimensions only. Do not scale.
© All Rights Reserved.

Accommodation Schedule: (approximate GIA)

- Cinema 8-screen - approx 3,250m² m2 / 35,000sqft (approx 1,300seats)
- Bowling 20-lane - located within existing E-Block approx 2,320m² m2 / 25,000sqft
- Gymnasia - located within existing E-Block approx 1,720m² m2 / 18,500sqft

Sub-Total = 350 car parking spaces

- Budget Hotel - 60-bed hotel (3-storey) approx 2,140m² / 23,000sqft 60 car parking spaces
- Eating & Drinking [1] 335m² / 3,600sqft - Drive thru 32 car parking spaces

[2] 370m² / 4,000sqft - Restaurant 30 car parking spaces

[3] 370m² / 4,000sqft - Restaurant 35 car parking spaces

[4] 370m² / 4,000sqft - Restaurant 35 car parking spaces

[5] 370m² / 4,000sqft - Restaurant 30 car parking spaces

[6] 555m² / 6,000sqft - Public House 45 car parking spaces

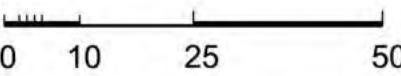
Sub-Total = 267 car parking spaces

- Discount Foodstore - 1,532m² / 16,500sqft (1,125m² / 12,110sqft Sales) 90 car parking spaces

Site Area:

= 51,497m² / 5.15ha / 12.73 acres
(as identified by red line and subject to Client confirmation)

All information shown is approximate only and based on OS Promap data, therefore this sketch drawing is subject to full line and level topographical survey.



Ordnance Survey, (c) Crown Copyright 2013.

Rev.	Date	Description	Drawn	Checked
 DAVIS WEATHERILL PARTNERSHIP CHARTERED ARCHITECTS Harborne Court 67-69 Harborne Rd Edgbaston Birmingham B15 3JU T: 0121 455 9234 F: 0121 456 2232 E: reception@ davisweatherill.co.uk The Arch Barn Unit 7B, Estate Yard Harewood Leeds LS17 9LF T: 0113 288 6106 F: 0113 288 6787 E: info@ davisweatherill.co.uk Contact Birmingham Office ☒ Contact Leeds Office ☐ www.davisweatherill.co.uk			Client: Bridgehouse (Bradford IoM) Limited Project Proposed new Development Elettra Avenue WATERLOOVILLE Title Proposed Masterplan	
Drawn JB	Checked SRD	Drp. No.	Rev.	
Date 08.2013	Scale 1:1000@A1	13484 / PA03	-	
Status PLANNING				

Appendix B P.I.C Data

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

Selected Polygon: NS WATERLOOVILLE

070217499 10/05/2007 Time 1530 Vehicles 2 Casualties 1 Slight
E:468456 N: 109813 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight: no street lighting Raining with high winds
Special Conditions at Site Road works Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Distraction outside vehicle	Vehicle 1	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
4th:	Buildings, road signs, street furniture	Vehicle 1	Possible
5th:			
6th:			

VEH 1 (CAR) ENTERING A3 LONDON ROAD FROM HAVANT CONSTRUCTION PRIVATE DRIVE, FAILS TO SEE
VEH 2 (PEDAL CYCLE) TRAVELLING SOUTH ON LONDON ROAD, AN COLLIDES.

Occurred on A3 LONDON ROAD OUTSIDE NO. 141, HAVANT CONSTRUCTION., WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from W to E No tow / articulation
Cycleway or shared use footway (not part of main car No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 55 Female
Not hit and run Breath test Driver not contacted
Left hand drive:

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NE to SW No tow / articulation
Cycleway or shared use footway (not part of main car No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 11 Male
Not hit and run Breath test Driver not contacted
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 11 Male Driver/rider Severity: Slight
School pupil to/from school
Seatbelt 16 Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

070234572 21/05/2007 Time 1320 Vehicles 2 Casualties 1 Slight
E:467208 N: 110548 First Road: B 2150 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:street lights present Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to signal/Misleading signal	Vehicle 2	Very Likely
2nd:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
3rd:	Sudden braking	Vehicle 1	Very Likely
4th:	Travelling too fast for conditions	Vehicle 1	Very Likely
5th:			
6th:			

VEHICLE 1 (M/CYCLE) TRAVELLING NORTHWEST ON THE B2150 BEHIND VEHICLE 2 (CAR). VEHICLE 2
BREAKS SUDDENLY CAUSING VEHICLE 1 TO COMPLETE AN EMERGENCY STOP. IN DOING SO THE RIDER
OF VEH 1 LOSES CONTROL AND FALLS OFF. VEH 2 DRIVES OFF. NO CONTACT BETWEEN
Occurred on B2150 HAMBLEDON 35 METRES NORTHWEST OF HAMBLEDON PARADE, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Stopping
Vehicle movement from SE to NW No tow / articulation
On main carriageway Skidded
Location at impact Jct Approach First impact Did not impact Hit vehicle: 0
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt 16 Cycle helmet:

Vehicle Reference 2 Car Stopping
Vehicle movement from SE to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Did not impact Hit vehicle: 0
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Non-stop, not hit Breath test Driver not contacted
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

070257781 04/06/2007 Time 1930 Vehicles 2 Casualties 1 Slight
E:468008 N: 109157 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 3
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to signal/Misleading signal	Vehicle 2	Possible
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:	Poor turn or manoeuvre	Vehicle 2	
4th:			
5th:			
6th:			

VEH1 (CAR) WAS ON ROUNDABOUT IN LANE 2 OF 2 TRAVELLING FROM SOUTHWEST, A3 LONDON ROAD, TURNING LEFT TOWARDS NORTHWEST, A3 MAUREPAS WAY. VEH2 (MOPED) WAS ON ROUNDABOUT IN LANE 1 OF 1 TRAVELLING FROM SOUTHWEST, A3 LONDON ROAD, TOWARDS EAST, TURNING RIGHT I
Occurred on A3 LONDON ROAD AT JUNCTION WITH A3 MAUREPAS WAY, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from SW to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Nearside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Male
Not hit and run Breath test Driver not contacted
Left hand drive:

Vehicle Reference 2 Motorcycle 50cc and under Turning right
Vehicle movement from SW to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Male
Not hit and run Breath test Driver not contacted
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 20 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt 16 Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

070286947 21/06/2007 Time 0915 Vehicles 2 Casualties 1 Slight
E:467211 N: 110564 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: no street lighting 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:	Poor turn or manoeuvre	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) PARKED ON HAMBLEDON PARADE. DRIVER IS GETTING OUT OF HER VEHICLE WHEN VEH 2 (TAXI) REVERSES AND HITS VEH 1 CAUSING THE DRIVER'S DOOR TO HIT HER IN THE FACE.

Occurred on HAMBLEDON PARADE OUTSIDE SHOPS, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Parked
Vehicle movement from Park to Parked No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 68 Female
Not hit and run Breath test Not requested
Left hand drive:
Casualty Reference: 1 Vehicle: 1 Age: 68 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt 16 Cycle helmet:

Vehicle Reference 2 Taxi/Private hire car Reversing
Vehicle movement from SE to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Male
Hit and run Breath test Not requested
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

070330717 26/06/2007 Time 1630 Vehicles 2 Casualties 1 Slight
E:467522 N: 109736 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:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEHICLE 2 (CAR) STATIONARY ON SILVERTHORNE WAY WAITING TO JOIN ELETTRA AVENUE WHEN
VEHICLE 1 (CAR) COLLIDED INTO REAR OF VEH 2.

Occurred on SILVERTHORNE WAY AT JUNCTION WITH ELETTRA AVENUE, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from NE to SW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 2
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:

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from NE to SW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Female
Not hit and run Breath test Driver not contacted
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 51 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt 16 Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

070392808 24/08/2007 Time 0638 Vehicles 2 Casualties 1 Slight
E:467710 N: 110050 First Road: B 2150 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) WAS TRAVELLING SOUTH-WEST ON MILTON ROAD, AND ENTERED THE ROUNDABOUT FOR WATERLOOVILLE AND DENMEAD. VEH 2 (CAR) WAS ON THE ROUNDABOUT APPROACHING FROM THE B2150, HAMBLEDON ROAD, AND COLLIDED WITH THE OFFSIDE OF VEH 1 AFTER VEH 1 BEGAN ENTERI
Occurred on B2150 HAMBLEDON ROAD AT THE JUNCTION WITH MILTON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from NE to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Offside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 54 Female
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 54 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt 16 Cycle helmet:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

070423698 11/09/2007 Time 1911 Vehicles 1 Casualties 1 Slight
E:468094 N: 110570 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:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING SOUTH ALONG MILTON ROAD, APPROACHING JUNCTION WITH CHAUCER CLOSE HAD TO SWERVE TO AVOID PEDESTRIAN WHO WALKED OUT TO CROSS MILTON ROAD FROM DRIVER'S NEARSIDE, WEST BOUND DIRECTION. VEH1 FAILED TO MISS PEDESTRIAN AND CLIPPED HIM ON N

Occurred on MILTON ROAD AT JUNCTION WITH CHAUCER CLOSE, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle: 0
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Female
Not hit and run Breath test Negative
Left hand drive:
Casualty Reference: 1 Vehicle: 1 Age: 7 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt 16 Cycle helmet:
In carr elsewhere W bound
Driver's nearside

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

070362698 05/08/2007 Time 1735 Vehicles 2 Casualties 1 Slight
E:467209 N: 110679 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEHICLE 1 (CAR) TRAVELLING NORTHEAST ALONG SUNNY MEAD APPROACHING JUNCTION OF ESHER DRIVE WHEN VEHICLE 2 (CAR) TRAVELLING NORTHWESTR ALONG ESHER DRIVE PULLS OUT TO GO STRAIGHT ACROSS WITH OUT MAKING ANY ATTEMPT TO BRAKE AND COLLIDES WITH OFF SIDE OF VEHI
Occurred on SUNNYMEAD DRIVE AT JUNCTION WITH ESHER GROVE, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Female
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 19 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt 16 Cycle helmet:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle: 1
Hit object in road None Off road: Oth perm objects
Straight ahead at Jun Age of Driver 84 Female
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

070479849 17/10/2007 Time 0840 Vehicles 2 Casualties 1 Slight
E:468268 N: 109323 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:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NORTH-EAST ALONG THE DUKES WALK SERVICE ROAD, COLLIDED WITH VEH
2 (CAR) WHICH TURNED INTO THE ROAD FROM BEHIND A PARKED LORRY.

Occurred on DUKES WALK SERVICE ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Female
Not hit and run Breath test Not requested
Left hand drive:
Casualty Reference: 1 Vehicle: 1 Age: 38 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt 16 Cycle helmet:

Vehicle Reference 2 Car Starting
Vehicle movement from SW to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Female
Not hit and run Breath test Not requested
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

070495013 26/10/2007 Time 1622 Vehicles 1 Casualties 1 Slight
E:467961 N: 109141 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:street lights present 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:	Defective brakes	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (MOPED) WAS TRAVELLING NORTHWEST ALONG FOREST END WHEN BRAKES LOCKED AND RIDER
CAME OFF HIS BIKE. NO OTHER VEHICLES INVOLVED.

Occurred on FOREST END, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under Stopping
Vehicle movement from SE to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle: 0
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Male
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 16 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt 16 Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS WATERLOOVILLE")

070549015 29/11/2007 Time 1335 Vehicles 2 Casualties 1 Slight
E:468397 N: 109511 First Road: B 2150 Road Type Dual carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (VAN) TRAV SOUTHEAST ON THE B2150 STOPS AT TRAFFIC LIGHTS. VEH 2 (M/CYCLE) ALSO TRAV SOUTHEAST, CHANGES LANES AND IN DOING SO THE RIDER DOESN'T REALISE THAT VEH 1 HAS STOPPED. VEH 2 COLLIDES WITH THE REAR OF VEH 1.

Occurred on B2150 HULBERT ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead but held up
Vehicle movement from NW to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Male
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from NW to SE No tow / articulation
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Male
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 30 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt 16 Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

070577082 18/12/2007 Time 1250 Vehicles 2 Casualties 1 Slight
E:467908 N: 109478 First Road: A 3 Road Type 1 B 2150
Speed limit: 40 Junction Detail: Roundabout Give way or controlled
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (CAR), FACING WEST ON MAUREPAS WAY, WAS WAITING AT THE ROUNDABOUT FOR THE B2150, AND WAS HIT FROM BEHIND BY VEH 1 (CAR).

Occurred on A3 MAUREPAS WAY AT JUNCTION WITH B2150 HAMBLEDON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 55 Male
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W Multi trailer
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Female
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 57 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt 16 Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS WATERLOOVILLE")

080068369 15/02/2008 Time 1755 Vehicles 2 Casualties 1 Slight
E:468374 N: 109614 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEHICLE 1 (MOPED) RIDING NORTH ALONG A3, LONDON ROAD. VEHICLE 1 COLLIDES WITH REAR OF VEH 2 STATIONARY BUS AT BUS STOP.

Occurred on A3 LONDON ROAD 52 METRES NORTH EAST OF MAUREPAS WAY RBT, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under Going ahead other
Vehicle movement from SW to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Male
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 16 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt 16 Cycle helmet:

Vehicle Reference 2 Bus or coach Parked
Vehicle movement from SW to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Male
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

080105468 10/03/2008 Time 1020 Vehicles 1 Casualties 1 Slight
E:467870 N: 109503 First Road: A 3 Road Type Dual carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight: street lighting unknown Raining with high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEHICLE 1 (MOTORCYCLE) TRAVELLING NORTH ALONG A3 MAUREPAS WAY, APPROACHING RBT WITH
B2150 HAMBLEDON ROAD, DUE TO WET AND WINDY CONDITIONS AS HE SLOWED DOWN THE BIKE SLID
FROM UNDER HIM.

Occurred on A3 MAUREPAS WAY AT JUNCTION WITH B2150 HAMBLEDON ROAD, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Stopping
Vehicle movement from S to N No tow / articulation
On main carriageway Skidded
Location at impact Jct Approach First impact Nearside Hit vehicle: 0
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Male
Not hit and run Breath test Not requested
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 20 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt 16 Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

080195284 05/05/2008 Time 1150 Vehicles 2 Casualties 1 Slight
E:468345 N: 109530 First Road: B 2150 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 3
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR), HEADING NORTH-WEST ALONG HULBERT ROAD, STOPPED AT THE ROUNDABOUT AT LONDON ROAD. VEH 2 (CAR), FOLLOWING BEHIND, FAILED TO SLOW IN TIME AND COLLIDED WITH THE REAR OF VEH 1.

Occurred on B2150 HULBERT ROAD AT JUNCTION WITH A3 LONDON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from SE to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Driver not contacted
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 22 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt 16 Cycle helmet:

Vehicle Reference 2 Car Stopping
Vehicle movement from SE to NW No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Male
Not hit and run Breath test Driver not contacted
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

080198050 07/05/2008 Time 1940 Vehicles 3 Casualties 4 Serious
E:468125 N: 110540 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:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
3rd:	Dazzling sun	Vehicle 1	Very Likely
4th:	Loss of control	Vehicle 1	Very Likely
5th:			
6th:			

VEHICLE 1 (CAR) TRAVELLING WEST ALONG CHAUCER CLOSE COLLIDED WITH REAR OF PARKED AND
UNATTENDED VEHICLE 2 (VAN), WHICH WAS SHUNTED INTO THE REAR OF PARKED AND UNATTENDED
VEHICLE 3 (CAR).

Occurred on CHAUCER CLOSE, WATERLOOVILLE, HAMPSHIRE

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

Vehicle Reference	1	Car	Going ahead other
Vehicle movement from	E	to W	No tow / articulation
On main carriageway			No skidding, jack-knifing or overturning
Location at impact	Not at, or within 20M of Jct	First impact	Front
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	17
Not hit and run	Breath test	Negative	Male
		Left hand drive:	

Casualty Reference:	1	Vehicle:	1	Age:	17	Male	Passenger	Severity:	Serious
Not a pupil									
Seatbelt	16	Cycle helmet:							
Front seat									

Casualty Reference:	2	Vehicle:	1	Age:	17	Male	Driver/rider	Severity:	Slight
Not a pupil									
Seatbelt	16	Cycle helmet:							

Casualty Reference:	3	Vehicle:	1	Age:	18	Female	Passenger	Severity:	Slight
Not a pupil									
Seatbelt	16	Cycle helmet:							
Back seat									

Casualty Reference:	4	Vehicle:	1	Age:	17	Female	Passenger	Severity:	Slight
Not a pupil									
Seatbelt	16	Cycle helmet:							
Back seat									

Vehicle Reference	2	Van or Goods 3.5 tonnes mgw and under	Parked
Vehicle movement from	Park to	Parked	No tow / articulation
On main carriageway			No skidding, jack-knifing or overturning
Location at impact	Not at, or within 20M of Jct	First impact	Back
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	30
Not hit and run	Breath test	Not requested	Not traced
		Left hand drive:	

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	Not at, or within 20M of Jct	First impact	Back
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	40
Not hit and run	Breath test	Not requested	Not traced
		Left hand drive:	

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

080257902 12/06/2008 Time 1710 Vehicles 1 Casualties 1 Slight
E:468464 N: 109801 First Road: A 3 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1(CAR) (TAXI) PULLED OUT OF DRIVE WAY AND DROVE STRAIGHT ACROSS ARAISED TRAFFIC
ISLAND AND COLLIDED WITH A BOLLARD.

Occurred on A3 LONDON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Taxi/Private hire car Waiting to turn right
Vehicle movement from E to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle: 0
Hit object in road Bollard / Refuge Off road: None
Did not leave carr Age of Driver 27 Male
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 69 Female Passenger Severity: Slight
Not a pupil
Seatbelt 16 Cycle helmet:
Back seat

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS WATERLOOVILLE")

080328919 25/07/2008 Time 1430 Vehicles 2 Casualties 1 Slight
E:468524 N: 109950 First Road: A 3 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:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1(PEDAL CYCLE) GOING NORTH ALONG LONDON ROAD WHEN KNOCKED OVER BY VEH 2 (CAR) FOLLOWING WHICH CUTS IN FRONT OF VEH 1 AS VEHICLE 2 DRIVES INTO DRIVEWAY OF CONCISE REMOVALS

Occurred on A3 LONDON ROAD OUTSIDE CONCISE REMOVALS, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Male
Not hit and run Breath test Not requested
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 16 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt 16 Cycle helmet:

Vehicle Reference 2 Car Turning left
Vehicle movement from S to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Not requested
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS WATERLOOVILLE")

080327203 24/07/2008 Time 1733 Vehicles 3 Casualties 1 Serious
E:468058 N: 110489 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:street lights present 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:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEHICLE 1 (CAR) TRAVELLING NORTH ALONG MILTON ROAD, WAITING TO TURN RIGHT INTO SERVICE ROAD. VEHICLE 1 POSITIONED TO LEFTHAND SIDE OF CARRIAGEWAY, IS CLIPPED BY VEHICLE 2 (CAR) TRAVELLING SOUTH CAUSING VEH 1 TO SPIN 90 DEGRESS AND VEH 2 TO COLLIDED INTO
Occurred on MILTON ROAD AT JUNCTION WITH TENNYSON, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn right
Vehicle movement from SW to NE No tow / articulation
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle: 2
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:

Casualty Reference: 1 Vehicle: 1 Age: 37 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt 16 Cycle helmet:

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

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

Vehicle Reference	3	Car	Going ahead but held up
Vehicle movement from	SW	to NE	No tow / articulation
On main carriageway			No skidding, jack-knifing or overturning
Location at impact	Mid Junction - on roundabout or i	First impact	Offside
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	Male
Not hit and run	Breath test	Negative	
		Left hand drive:	

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS WATERLOOVILLE")

080345278 04/08/2008 Time 1540 Vehicles 2 Casualties 2 Slight
E:468118 N: 110655 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:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEHICLE 2 (CAR) TRAVELLING SOUTH ALONG MILTON ROAD TURNS RIGHT INTO DRYDEN CLOSE WITHOUT GIVING WAY TO VEH 1 (CAR) TRAVELLING NORTH ALONG MILTON ROAD AND COLLIDED.
Occurred on MILTON ROAD AT JUNCTION WITH DRYDEN CLOSE, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Female
Not hit and run Breath test Negative Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 59 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt 16 Cycle helmet:

Casualty Reference: 2 Vehicle: 1 Age: 33 Female Passenger Severity: Slight
Not a pupil
Seatbelt 16 Cycle helmet:

Front seat
Vehicle Reference 2 Car Turning right
Vehicle movement from N to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Negative Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS WATERLOOVILLE")

080358963 12/08/2008 Time 1640 Vehicles 2 Casualties 1 Slight
E:467873 N: 109469 First Road: A 3 Road Type Dual carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: Zebra crossing Road surface Dry
Daylight: no street lighting Fine without high winds
Special Conditions at Site Road works Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEHICLE 1 (CAR) TRAVELLING NORTH ON MAURESPAS WAY, STATIONARY AT ROUNDABOUT WAITING TO ENTER, VEHICLE 2 (CAR) TRAVELLING BEHIND FAILS TO STOP AND COLLIDES WITH REAR VEHICLE 1.
Occurred on A3 MAURESPAS WAY AT JUNCTION WITH B2150 HAMBLEDON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Female
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 19 Female Passenger Severity: Slight
Not a pupil
Seatbelt 16 Cycle helmet:

Back seat

Vehicle Reference 2 Car Stopping
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

080391174 02/09/2008 Time 0810 Vehicles 3 Casualties 1 Slight
E:467429 N: 110347 First Road: B 2150 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:street lights present 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 2	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 2	Possible
3rd:	Travelling too fast for conditions	Vehicle 3	Possible
4th:	Rain, sleet, snow, or fog	Vehicle 2	Possible
5th:	Following too close	Vehicle 2	Possible
6th:	Sudden braking	Vehicle 2	Possible

VEHICLE 1 (CAR) TRAVELLING NORTHWEST ON B2150 HAMBLEDON ROAD. VEH 1 STOPPED TO TURN
RIGHT INTO CHARLESWORTH DRIVE. VEHICLE 2 (CAR) TRAVELLING IN THE SAME DIRECTION FAILED TO
STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 1. VEHICLE 3 (CAR) FOLLOWING VEH
Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH CHARLESWORTH DRIVE, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn right
Vehicle movement from SE to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 60 Female
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 60 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt 16 Cycle helmet:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 71 Male
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

Vehicle Reference	3	Car	Going ahead other
Vehicle movement from	SE	to NW	No tow / articulation
On main carriageway			Skidded
Location at impact	Jct Approach	First impact	Front
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	34
Not hit and run	Breath test	Negative	Female
		Left hand drive:	

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

080444991 06/10/2008 Time 1525 Vehicles 2 Casualties 1 Slight
E:468024 N: 109564 First Road: U C Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified C
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) WAS TRAVELLING WEST ALONG ASTON ROAD. VEH 2 (PEDAL CYCLE) WAS TRAVELLING
SOUTH ALONG HAMBLEDON ROAD, VEH 1 PULLED OUT IN TO JUNCTION COLLIDING WITH THE
NEARSIDE OF VEH 2.

Occurred on HAMBLEDON ROAD AT JUNCTION WITH ASTON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Male
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 74 Male
Not hit and run Breath test Not requested
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 74 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt 16 Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS WATERLOOVILLE")

080470979 22/10/2008 Time 1710 Vehicles 2 Casualties 1 Slight
E:467209 N: 110683 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NORTH WEST ALONG ESHER GROVE, VEH 2 (MOPED) TRAVELLING SOUTH WEST ALONG SUNNYMEAD ROAD. VEH 1 PULLS OUT ON TO SUNNYMEAD ROAD IN TO THE PATH OF VEH 2, VEH 2 COLLIDES WITH VEH 1 OFFSIDE

Occurred on SUNNYMEAD DRVE AT JUNCTION WITH ESHER GROVE, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 76 Female
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc 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: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Male
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 17 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

080524325 25/11/2008 Time 1058 Vehicles 3 Casualties 1 Serious
E:467772 N: 110115 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:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (MOTORCYCLE) TRAVELLING SOUTHWEST ALONG MILTON ROAD BEGAN TO OVERTAKE VEH 3 (CAR) TRAVELLING SOUTHWEST ALONG MILTON ROAD, ON REALISING NOT ENOUGH TIME TO COMPLETE OVERTAKE, TUCKED BACK IN BEHIND VEH 3. THIS CAUSED VEH 1 TO LOSE CONTROL AND RIDE

Occurred on MILTON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Overtaking moving vehicle O/S
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle: 3
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Male
Not hit and run Breath test Not applicable
Left hand drive:
Casualty Reference: 1 Vehicle: 1 Age: 20 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 61 Male
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

Vehicle Reference	3	Car	Going ahead other
Vehicle movement from	NE	to SW	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Not at, or within 20M of Jct	First impact	Back
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	33
Not hit and run	Breath test	Negative	Male
		Left hand drive:	

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

090023370 15/01/2009 Time 1500 Vehicles 2 Casualties 1 Slight
E:468240 N: 109533 First Road: A 3 Road Type Dual carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site Road works Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor or defective road surface	Vehicle 2	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Very Likely
3rd:	Loss of control	Vehicle 2	Very Likely
4th:	Swerved	Vehicle 2	Very Likely
5th:			
6th:			

VEH 2 (CAR) TRAVELLING WEST ALONG A3 MAUREPAS WAY IN LANE 1 AS LANE 2 WAS CONED OFF. VEH
2 FOR UNKNOWN REASON COLLIDED WITH THE CONES CROSSING CENTRAL RESERVATION COLLIDING
WITH MORE CONES AS LANE 2 OF EASTBOUND CARRIAGEWAY ALSO CONED OFF, FINALLY CO
Occurred on A3 MAUREPAS WAY, 94 METRES WEST OF A3 ROUNDABOUT, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
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 Offside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 54 Female
Not hit and run Breath test Driver not contacted
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 54 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 1
Hit object in road Road Works Off road: None
O/S cross cent res Age of Driver 19 Male
Not hit and run Breath test Driver not contacted
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

090028320 20/01/2009 Time 1755 Vehicles 2 Casualties 1 Slight
E:467249 N: 110516 First Road: B 2150 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining with high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NORTHWEST ALONG HAMBLEDON ROAD TURNED RIGHT INTO HAMBLEDON PARADE ACROSS PATH OF VEH 2 (CAR) TRAVELLING SOUTHEAST ALONG HAMBLEDON ROAD. VEH 2 COLLIDED WITH VEH 1.

Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH HAMBLEDON PARADE, WATERLOOVILLE, HAMPSHIRE

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

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Negative
Left hand drive:

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

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

090040928 28/01/2009 Time 1705 Vehicles 2 Casualties 1 Slight
E:467147 N: 110611 First Road: B 2150 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Possible
3rd:	Failed to signal/Misleading signal	Vehicle 2	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SOUTHWEST ALONG SUNNYMEAD DRIVE BELIEVED VEH 2 (CAR) TRAVELLING
SOUTHEAST ALONG B2150 WAS GOING TO TURN LEFT INTO SUNNYMEAD DRIVE AS INDICATOR WAS ON.
VEH 2 PULLED OUT OF JUNCTION TO TURN LEFT AND COLLIDED WITH NEARSIDE OF VEH
Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH SUNNYMEAD DRIVE, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from NE to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Female
Not hit and run Breath test Driver not contacted
Left hand drive:

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

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 Mid Junction - on roundabout or i First impact Front Hit vehicle: 1
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:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

090152888 09/04/2009 Time 0952 Vehicles 2 Casualties 1 Slight
E:467140 N: 110616 First Road: B 2150 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:street lights present Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEHICLE 1 (CAR) TRAVELLING SOUTHEAST ALONG B1250 HAMBLEDON ROAD, WAITS TO TURN LEFT
ONTO SUNNYMEAD DRIVE. FOLLOWING VEHICLE 2 (VAN) HITS REAR OF VEH 1.

Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH SUNNYMEAD DRIVE, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Back Hit vehicle: 2
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:

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

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Stopping
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Male
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS WATERLOOVILLE")

090178083 25/04/2009 Time 1400 Vehicles 2 Casualties 2 Slight
E:467985 N: 110366 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:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR), HEADING NORTH-EAST ALONG MILTON ROAD, COLLIDED WITH THE REAR OF VEH 2 (CAR) WHICH HAD STOPPED FOR A VEHICLE AHEAD WHICH WAS TURNING RIGHT INTO A SIDE ROAD.

Occurred on MILTON ROAD, OUTSIDE HOUSE NO. 63, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Male
Not hit and run Breath test Negative Left hand drive:

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

Casualty Reference: 2 Vehicle: 1 Age: 4 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:
Back seat

Vehicle Reference 2 Car Stopping
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Negative Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

090191428 04/05/2009 Time 1102 Vehicles 1 Casualties 1 Serious
E:468413 N: 109478 First Road: B 2150 Road Type Dual carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEHICLE 1 (CAR) TRAVELLING WEST ON HULBERT ROAD WHEN NEARSIDE FRONT WHEEL CLIPPED KERB
CAUSING VEH TO HIT CRASH BARRIER.

Occurred on B2150 HULBERT ROAD AT JUNCTION WITH CURZON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: Near / off crash barrier
Did not leave carr Age of Driver 52 Female
Not hit and run Breath test Not requested
Left hand drive:

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

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

090197471 08/05/2009 Time 1406 Vehicles 2 Casualties 1 Slight
E:467906 N: 110256 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:street lights present 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 Give Way or Stop sign or markings	Vehicle 1	Very Likely
2nd:	Defective brakes	Vehicle 1	Possible
3rd:	Junction overshoot	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (MOTORCYCLE) TRAVELLING NORTHWEST ALONG JUBILEE ROAD FAILED TO STOP AT JUNCTION
AND ENTERED MILTON ROAD COLLIDING WITH VEH 2 (CAR) TRAVELLING SOUTHWEST ALONG MILTON
ROAD.

Occurred on MILTON ROAD AT JUNCTION WITH JUBILEE ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 69 Male
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 69 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Nearside Hit vehicle: 1
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:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

090242882 05/05/2009 Time 1220 Vehicles 1 Casualties 1 Slight
E:467934 N: 109695 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NORTHEAST ALONG HAMBLEDON ROAD, WING MIRROR COLLIDED WITH CAS
1 (PEDESTRIAN) WHO WAS ABOUT TO GET INTO HIS VEH AND SO WAS AT THE TIME STOOD IN THE
CARRIAGEWAY.

Occurred on HAMBLEDON ROAD AT JUNCTION WITH ENTRANCE TO AMENITY TIP, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Car Overtaking stat vehicle O/S
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 68 Male
Not hit and run Breath test Driver not contacted
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 48 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:
In carr not crossing Standing still
In carr not crossing

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

090254080 12/06/2009 Time 0804 Vehicles 2 Casualties 1 Slight
E:468352 N: 109526 First Road: B 2150 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 3
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR), HEADING WEST ALONG HULBERT ROAD, STOPPED AT THE ROUNDABOUT FOR THE A3 DUE
TO A SPEEDING VEHICLE ON THE ROUNDABOUT, AND WAS STRUCK FROM BEHIND BY VEH 2 (CAR).

Occurred on HULBERT ROAD AT THE JUNCTION WITH LONDON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Female
Not hit and run Breath test Driver not contacted
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 48 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Car Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Female
Not hit and run Breath test Driver not contacted
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

090255698 13/06/2009 Time 1440 Vehicles 2 Casualties 1 Slight
E:468011 N: 109177 First Road: A 3 Road Type Dual carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (P/CYCLE) JUST JOINED A3 MAUPREPAS WAY TRAVELLING NORTH LANE, CROSSED FROM LANE 1 TO 2.. VEH 2 (CAR) TRAVELLING BEHIND VEH 1 IN LANE 2 OF 2.. VEH 1 SLOWED QUICKLY CAUSING VEH 2 TO HIT ON REAR TYRE OF VEH 1.

Occurred on A3 MAUREPAS WAY AT THE JUNCTION WITH LONDON ROAD, WATERLOOVILLE, 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 Cleared junction or waiting/parke First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Male
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Pedal Cycle 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 Cleared junction or waiting/parke First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 12 Male
Not hit and run Breath test Not requested
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 12 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

090337435 03/08/2009 Time 1700 Vehicles 2 Casualties 2 Slight
E:467798 N: 110147 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEHICLE 1 (CAR) TRAVELLING NORTHEAST ALONG MILTON ROAD, SLOWS FOR QUEUING TRAFFIC
AHEAD, ON APPROACH TO STAPLE CLOSE. FOLLOWING VEHICLE 2 (CAR) HITS REAR OF VEHICLE 1
Occurred on MILTON ROAD AT JUNCTION WITH STAPLE CLOSE, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Female
Not hit and run Breath test Driver not contacted
Left hand drive:

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

Casualty Reference: 2 Vehicle: 1 Age: 18 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Front seat

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Female
Not hit and run Breath test Driver not contacted
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

090191416 04/05/2009 Time 1427 Vehicles 2 Casualties 1 Slight
E:468356 N: 109527 First Road: A 3 Road Type Dual carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

BOTH VEHS (CARS) TRAV NORTHWEST ALONG B2150 HULBERT ROAD. VEH 1 WAS WAITING TO ENTER
ROUNDAABOUT. VEH 2 FAILED TO BRAKE AND COLLIDED WITH REAR OF VEH 2. DETAILS EXCHANGED
BETWEEN DRIVERS.

Occurred on A3 LONDON ROAD AT JUNCTION WITH B2150 HULBERT ROAD, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Driver not contacted
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 51 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Car Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 1
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:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS WATERLOOVILLE")

090405758 17/09/2009 Time 0820 Vehicles 3 Casualties 2 Slight
E:468530 N: 109943 First Road: A 3 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:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

ALL VEHS (CARS) TRAVELLING SOUTHWEST ALONG A3 LONDON ROAD. DRIVER VEH 1 DISTRACTED AND FAILS TO BRAKE IN TIME AND COLLIDES WITH REAR OF VEH 2 WHICH WAS SLOWING. VEH 2 WAS PUSHED INTO REAR OF VEH 3 WHICH WAS SLOWING.

Occurred on A3 LONDON ROAD OUTSIDE BAPTIST CHURCH, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Female
Not hit and run Breath test Not requested
Left hand drive:

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

Vehicle Reference 2 Car Stopping
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Male
Not hit and run Breath test Not requested
Left hand drive:

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

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

Vehicle Reference	3	Car	Stopping	
Vehicle movement from	NE	to SW	No tow / articulation	Leaving the main road
On main carriageway			No skidding, jack-knifing or overturning	
Location at impact	Not at, or within 20M of Jct	First impact	Back	Hit vehicle: 2
Hit object in road	None	Off road:	None	
Did not leave carr		Age of Driver	55	Female
Not hit and run	Breath test	Not requested		
		Left hand drive:		

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS WATERLOOVILLE")

090427733 01/10/2009 Time 1230 Vehicles 2 Casualties 1 Slight
E:468484 N: 109839 First Road: A 3 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:street lights present 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:	Poor turn or manoeuvre	Vehicle 2	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Possible
3rd:	Failed to look properly	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TURNED LEFT FROM AVONDALE ROAD INTO LONDON ROAD AND COLLIDED HEAD-ON WITH VEH 2 (PEDAL CYCLE) WHICH HAD CROSSED THE CARRIAGEWAY EARLY TO TURN RIGHT INTO AVONDALE ROAD.

Occurred on LONDON ROAD AT THE JUNCTION WITH AVONDALE ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from SE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/parke First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Female
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Pedal Cycle Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Male
Not hit and run Breath test Not applicable
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 16 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

090541020 17/12/2009 Time 1350 Vehicles 2 Casualties 1 Slight
E:467909 N: 109730 First Road: U Road Type 1
Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NORTH WEST ALONG HAMBLEDON ROAD APPROACHING JUNCTION WITH
ASTON ROAD. TRAFFIC LIGHTS CHANGED TO RE, VEH 1 BRAKED AND STOPPED. VEH 2 (LORRY)
TRAVELLING BEHIND VEH 1 FAILED TO STOP AND COLLIDED WITH THE REAR OF VEH 1.
Occurred on HAMBLEDON ROAD AT THE JUNCTION WITH ASTON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Male
Not hit and run Breath test Negative
Left hand drive:
Casualty Reference: 1 Vehicle: 1 Age: 38 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Stopping
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 i First impact Front Hit vehicle: 1
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:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

100032751 25/01/2010 Time 1900 Vehicles 2 Casualties 1 Slight
E:468161 N: 109161 First Road: U Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 2	Possible
2nd:	Failed to look properly	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (MOPED) TRAVELLING NE ALONG ROCKVILLE DRIVE, ENTERS RBT WITH PRIVATE CAR PARK. VEH
2 (CAR) EXITING CAR PARK FAILS TO GIVE WAY AND COLLIDES MID JUNCTION WITH VEH 1.

Occurred on ROCKVILLE ROAD AT JUNCTION WITH CAR PARK, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Male
Not hit and run Breath test Driver not contacted
Left hand drive:

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

Vehicle Reference 2 Car Starting
Vehicle movement from N to SW 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: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Hit and run Breath test Driver not contacted
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS WATERLOOVILLE")

100033986 26/01/2010 Time 1715 Vehicles 2 Casualties 1 Slight
E:467875 N: 110228 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
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (P/CYCLE) TRAVELLING NE ALONG MILTON ROAD ON SOUTHERLY PAVEMENT, BEGINS CROSSING TO NORTHSIDE PAVEMENT FAILING TO SEE VEH 1 (CAR) TRAVELLING NE AND COLLIDES. VEH 1 FAILS TO STOP.

Occurred on MILTON ROAD OUTSIDE NUMBER 38, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 2
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:

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 13 Male
Not hit and run Breath test Not requested
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 13 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

100139228 31/03/2010 Time 1245 Vehicles 2 Casualties 1 Slight
E:467664 N: 110084 First Road: B 2150 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight:street lights present Other
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING SE ALONG B2150 HAMBLEDON ROAD IN LANE 1 SWERVED INTO LANE 2
COLLIDING WITH NEARSIDE VEH 1 (CAR) TRAVELLING IN FRONT IN LANE 2. VEH 2 SWERVED DUE TO
TRAFFIC IN FRONT BRAKING HARD.

Occurred on B2150 HAMBLEDON ROAD 30 METRES NORTHWEST OF MILTON ROAD, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 47 Male
Not hit and run Breath test Driver not contacted
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 47 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

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 Not at, or within 20M of Jct First impact Offside Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver Female
Not hit and run Breath test Driver not contacted
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

100148690 13/04/2010 Time 1805 Vehicles 1 Casualties 1 Slight
E:468095 N: 109314 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:street lights present 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:	Defective brakes	Vehicle 1	Possible
2nd:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:	Poor turn or manoeuvre	Vehicle 1	Very Likely
4th:	Loss of control	Vehicle 1	Very Likely
5th:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
6th:			

VEH 1 (M/CYCLE) TRAVELLING S ALONG SWISS ROAD ON APPROACH TO POLICE STATION, RIDER LOSES CONTROL ON A RIGHT HAND BEND AND FALLS FROM MACHINE.

Occurred on SWISS ROAD OUTSIDE POLICE STATION, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under Going ahead right bend
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Male
Not hit and run Breath test Not requested
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 16 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

100206750 21/05/2010 Time 1200 Vehicles 2 Casualties 1 Slight
E:467665 N: 110027 First Road: B 2150 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING E ALONG ELETTRA AVENUE APPROACHES RBT WITH HAMBLEDON ROAD AND ENTERS JUNCTION WITHOUT GIVING WAY. VEH 2 (M/CYCLE) TRAVELLING NW ALONG HAMBLEDON ROAD ENTERS JUNCTION AND INTO PATH OF VEH 1 COLLIDING.

Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH AVENUE, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 88 Male
Not hit and run Breath test Not requested
Left hand drive:

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from SE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Not requested
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 19 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

100217769 28/05/2010 Time 0835 Vehicles 2 Casualties 1 Serious
E:468445 N: 109759 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled A 3
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (M/CYCLE) TURNED RIGHT FROM WINIFRED ROAD INTO LONDON ROAD AND CAME TO A STOP IN THE CENTRAL HATCHED AREA. VEH 1 (CAR) ALSO TURNED RIGHT FROM WINIFRED ROAD AND STRUCK THE REAR OF VEH 2.

Occurred on WINIFRED ROAD AT JUNCTION WITH LONDON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from NW to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 47 Female
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Turning right
Vehicle movement from NW to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Female
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 42 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

100217827 28/05/2010 Time 0925 Vehicles 1 Casualties 1 Slight
E:468243 N: 109520 First Road: A 3 Road Type Dual carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) TRAVELLING W ALONG MAUREPAS WAY LOST CONTROL AND HIT THE CENTRAL
RESERVATION, CAUSING THE RIDER TO FALL.

Occurred on MAUREPAS WAY 97 METRES FROM LONDON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under Going ahead left bend
Vehicle movement from E to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Kerb Off road: None
Did not leave carr Age of Driver 21 Female
Not hit and run Breath test Negative
Left hand drive:

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

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

100236528 09/06/2010 Time 0825 Vehicles 2 Casualties 1 Slight
E:468359 N: 109521 First Road: U Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 2	Possible
2nd:	Road layout (eg bend, hill etc.)	Vehicle 2	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 2	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG HULBERT ROAD APPROACHING RBT WITH MAUREPAS WAY SLOWS
DUE TO TRAFFIC AHEAD. VEH 2 (VAN) TRAVELLING BEHIND VEH 1 FAILS TO SLOW IN TIME AND
COLLIDES.

Occurred on HULBERT ROAD AT JUNCTION WITH MAUREPAS WAY, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Female
Not hit and run Breath test Not requested
Left hand drive:
Casualty Reference: 1 Vehicle: 1 Age: 30 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 1
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:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

100257068 22/06/2010 Time 1057 Vehicles 1 Casualties 1 Slight
E:467908 N: 109481 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (TAXI) TRAVELLING W ALONG MAUREPAS WAY APPROACHES RBT WITH MAUREPAS WAY SOUTH.
VEH 1 ENTERS JUNCTION WITHOUT GIVING WAY AND BRAKES SUDDENLY TO AVOID COLLISION
CAUSING PASSENGER TO STRIKE HEAD AGAINST WINDOW.

Occurred on A3 MAUREPAS WAY AT JUNCTION WITH B2150 HAMBLEDON ROAD, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Taxi/Private hire car Turning left
Vehicle movement from E to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Male
Not hit and run Breath test Not requested
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 51 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:
Front seat

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS WATERLOOVILLE")

100264159 26/06/2010 Time 1000 Vehicles 2 Casualties 1 Slight
E:467541 N: 110004 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present 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 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING SE ALONG WESTBERRY DRIVE APPROACHES JUNCTION WITH ELETTRA AVENUE SLOWS TO A STOP. VEH 1 (VAN) TRAVELLING BEHIND VEH 2 FAILS TO SLOW IN TIME AND COLLIDES.

Occurred on WATERBERRY DRIVE AT JUNCTION ELETTRA AVENUE, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Driver not contacted
Left hand drive:

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Female
Not hit and run Breath test Not requested
Left hand drive:

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

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS WATERLOOVILLE")

100283711 07/07/2010 Time 2005 Vehicles 2 Casualties 1 Slight
E:467693 N: 110055 First Road: B 2150 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING S ALONG B2150 HAMBLEDON ROAD FAILED TO GIVE WAY AND ENTERED RBT COLLIDING WITH VEH 2 (P/CYCLE) TRAVELLING NE AROUND RBT, KNOCKING RIDER FROM VEH.
Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH MILTON ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Female
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to NE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Not applicable
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 32 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

100304982 20/07/2010 Time 2300 Vehicles 1 Casualties 1 Slight
E:468352 N: 109523 First Road: B 2150 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 3
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:	Travelling too fast for conditions	Vehicle 1	Very Likely
3rd:	Loss of control	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG B2150 HULBERT ROAD, APPROACHES RBT INTENDING TO TAKE 1ST
EXIT ONTO A3 MAUREPAS WAY. VEH 1 CLIPS NEARSIDE KERB AND HITS METAL RAILINGS.

Occurred on B2150 HULBERT ROAD AT JUNCTION WITH A3 MAUREPAS WAY, WATERLOOVILLE,
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 Leaving roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Nearside Age of Driver 20 Male
Not hit and run Breath test Negative
Left hand drive:

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

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

100319456 29/07/2010 Time 1545 Vehicles 2 Casualties 1 Serious
E:467205 N: 110681 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Junction overshoot	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG ESHER GROVE FAILS TO GIVE WAY AT JUNCTION WITH
SUNNYMEAD DRIVE TO VEH 2 (CAR) TRAVELLING SW ALONG SUNNYMEAD DRIVE AND COLLIDES.
Occurred on ESHER GROVE AT JUNCTION WITH SUNNYMEAD DRIVE, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 78 Female
Not hit and run Breath test Not applicable
Left hand drive:

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

Vehicle Reference 2 Car Going ahead other
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 i First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS WATERLOOVILLE")

100340041 11/08/2010 Time 1620 Vehicles 2 Casualties 1 Slight
E:467251 N: 110510 First Road: B 2150 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:street lights present 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 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 1	Very Likely
4th:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
5th:			
6th:			

VEH 1 (LORRY) TRAVELLING NW ALONG B2150 HAMBLEDON ROAD FAILED TO BRAKE IN TIME AND COLLIDED WITH REAR VEH 2 (CAR) IN FRONT WHICH WAS WAITING TO TURN RIGHT INTO SOUTHDOWN VIEW.

Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH SOUTHDOWN VIEW, HAVANT, HAMPSHIRE

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Car Waiting to turn right
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Male
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 62 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

100343599 13/08/2010 Time 1930 Vehicles 2 Casualties 1 Slight
E:467427 N: 110356 First Road: B 2150 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:street lights present Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SE ALONG HAMBLEDON ROAD, SLOWS TO TURN LEFT INTO CHARLESWORTH ROAD WHEN VEH 2 (CAR) BEHIND FAILS TO REACT AND COLLIDES INTO REAR OF VEH 1.

Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH CHARLESWORTH DRIVE, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from NW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Female
Not hit and run Breath test Negative
Left hand drive:

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

Vehicle Reference 2 Car Stopping
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS WATERLOOVILLE")

100378842 06/09/2010 Time 1310 Vehicles 3 Casualties 1 Slight
E:467660 N: 110053 First Road: B 2150 Road Type Dual carriageway
Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (VAN) TRAVELLING NW ALONG HAMBLEDON ROAD HAD JUST EXITED RBT WITH ELETTRA AVENUE FAILING TO SEE STATIC TRAFFIC AHEAD. VEH 1 COLLIDED INTO THE REAR OF VEH 2 (CAR) WHICH THEN COLLIDED INTO THE REAR OF VEH 3 (CAR).

Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH ELETTRA AVENUE, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Male
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/parke First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Female
Not hit and run Breath test Not requested
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 23 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS WATERLOOVILLE")

Vehicle Reference 3 Car Going ahead but held up
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/parke First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Female
Not hit and run Breath test Negative
Left hand drive:

100434346 13/10/2010 Time 0845 Vehicles 1 Casualties 1 Serious
E:468098 N: 110581 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:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING S ALONG MILTON ROAD WHEN CAS 1 (PEDESTRIAN) ON NEARSIDE PAVEMENT BEGAN CROSSING MILTON ROAD TRAVELLING W WITHOUT LOOKING PROPERLY AND STEPPED IN FRONT OF VEH 1. VEH 1 UNABLE TO AVOID COLLIDED INTO CAS 1.

Occurred on MILTON ROAD OUTSIDE NUMBER 198, WATERLOOVILLE, 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 Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Male
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 85 Female Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet:
In carr elsewhere W bound
Driver's nearside

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

100455948 27/10/2010 Time 1810 Vehicles 2 Casualties 1 Slight
E:467251 N: 110516 First Road: B 2150 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
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:	Poor turn or manoeuvre	Vehicle 2	Very Likely
2nd:	Failed to look properly	Vehicle 2	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 2	Possible
4th:	Impaired by alcohol	Vehicle 2	Possible
5th:	Careless/Reckless/In a hurry	Vehicle 2	Possible
6th:			

VEH 2 (CAR) TRAVELLING NW ALONG HAMBLEDON ROAD IN QUEUE OF TRAFFIC, TURNS RIGHT INTO
HAMBLEDON PARADE FAILING TO OBSERVE VEH 1 (M/CYCLE) OVERTAKING QUEUE OF STATIC TRAFFIC
TO OFFSIDE AND COLLIDES, THROWING RIDER INTO AIR LANDING ON VERGE.

Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH HAMBLEDON PARADE, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Overtaking nearside
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 2
Hit object in road None Off road: None
O/S Age of Driver 21 Male
Not hit and run Breath test Not applicable
Left hand drive:

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

Vehicle Reference 2 Car Turning right
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Offside Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Hit and run Breath test Driver not contacted
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

100505669 30/11/2010 Time 1310 Vehicles 3 Casualties 1 Slight
E:467865 N: 109449 First Road: A 3 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 3
Crossing: Control None Facilities: None within 50m Road surface Snow
Daylight: no street lighting Snowing 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 3	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 3	Very Likely
3rd:	Rain, sleet, snow, or fog	Vehicle 3	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG MAUREPAS WAY APPROACHES RBT WITH MAUREPAS WAY AND SLOWS. VEH 2 (CAR) TRAVELLING BEHIND VEH 1 SLOWS BEHIND. VEH 3 (CAR) TRAVELLING BEHIND VEH 2 FAILS TO SLOW IN TIME AND COLLIDES CAUSING SHUNT COLLISION.

Occurred on A3 MAUREPAS ROAD AT JUNCTION WITH A3 MAUREPAS ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
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 Jct Approach First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 73 Male
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Car Going ahead but held up
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 Jct Approach First impact Back Hit vehicle: 3
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Female
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

Vehicle Reference	3	Car	Going ahead other
Vehicle movement from	S	to N	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Jct Approach		No skidding, jack-knifing or overturning
Hit object in road	None		First impact Front
			Off road: None
Did not leave carr			Hit vehicle: 2
Not hit and run			Age of Driver 82
	Breath test	Negative	Female
			Left hand drive:

Casualty Reference:	1	Vehicle:	3	Age:	82	Female	Driver/rider	Severity:	Slight
Not a pupil									
Seatbelt	Not Applicable								
		Cycle helmet:							

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

110019664 14/01/2011 Time 2155 Vehicles 2 Casualties 1 Slight
E:467679 N: 110055 First Road: B 2150 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	Possible
4th:	Inexperienced or learner driver/rider	Vehicle 1	Possible
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG B2150 HAMBLEDON ROAD, ENTERS RBT FAILING TO GIVE WAY TO
VEH 2 (TAXI) NEGOTIATING RBT FROM ELETTRA AVENUE. FRONT OF VEH 2 HITS OFFSIDE OF VEH 1.

Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH MILTON ROAD, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Nearside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Female
Not hit and run Breath test Driver not contacted
Left hand drive:

Vehicle Reference 2 Taxi/Private hire car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Male
Not hit and run Breath test Driver not contacted
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 42 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

110026241 19/01/2011 Time 1220 Vehicles 2 Casualties 1 Slight
E:468025 N: 109168 First Road: A 3 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 3
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING S ALONG MAUREPAS WAY ENTERED THE RBT AT LONDON ROAD AND STRUCK
THE NEARSIDE OF VEH 2 (M/CYCLE) WHICH WAS TRAVELLING NE ACROSS THE RBT.

Occurred on A3 MAUREPAS WAY AT JUNCTION WITH A3 LONDON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 77 Male
Not hit and run Breath test Not requested
Left hand drive:

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Nearside Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Not applicable
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 26 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

110033859 21/01/2011 Time 1500 Vehicles 2 Casualties 1 Serious
E:467879 N: 109463 First Road: A 3 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING W ALONG MAUREPAS WAY ENTERED THE RBT INTENDING TO TURN RIGHT INTO HAMBLEDON ROAD AND ATTEMPTED TO OVERTAKE VEH 1 (P/CYCLE). VEH 2 STRUCK VEH 1 IN THE PROCESS CAUSING THE RIDER TO FALL.

Occurred on MAUREPAS WAY AT JUNCTION WITH HAMBLEDON ROAD, DENMEAD, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Turning right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Not applicable
Left hand drive:
Casualty Reference: 1 Vehicle: 1 Age: 18 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet:

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

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS WATERLOOVILLE")

110036629 26/01/2011 Time 0925 Vehicles 2 Casualties 1 Slight
E:467253 N: 110507 First Road: B 2150 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:street lights present 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:	Sudden braking	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (LORRY) TRAVELLING SE ALONG B2150 HAMBLEDON ROAD, TRAFFIC IN FRONT BRAKES SUDDENLY CAUSING DRIVER TO SLAM BRAKES ON AND LOST CONTROL VEERING INTO VEH 2 (CAR) TRAVELLING IN OPPOSITE DIRECTION.

Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH SICKLE WAY, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 Stopping
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/parked First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 61 Female
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 61 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

110044917 31/01/2011 Time 1845 Vehicles 2 Casualties 3 Serious
E:468475 N: 109480 First Road: B 2150 Road Type Dual carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:	Aggressive driving	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ALONG B2150 HULBERT ROAD LOST CONTROL ON A LEFT-HAND BEND,
CROSSED THE CENTRAL RESERVATION AND COLLIDED WITH VEH 2 (CAR) WHICH WAS TRAVELLING IN
LANE 2 IN THE OPPOSITE DIRECTION.

Occurred on B2150 HULBERT ROAD 130 METRES SOUTH-EAST OF A3 LONDON ROAD, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend
Vehicle movement from W to NE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle: 2
Hit object in road None Off road: None
O/S cross cent res Age of Driver 35 Male
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 35 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Casualty Reference: 2 Vehicle: 1 Age: 35 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Front seat

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS WATERLOOVILLE")

Vehicle Reference 2 Car Going ahead right bend
Vehicle movement from NE to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Female
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 3 Vehicle: 2 Age: 24 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet:

110045442 01/02/2011 Time 0830 Vehicles 1 Casualties 1 Slight
E:467467 N: 110310 First Road: B 2150 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Frost/Ice
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) WAS TRAVELLING NW ALONG HAMBLEDON ROAD WHEN THE FRONT WHEEL CAUGHT A PATCH OF ICE CAUSING VEH 1 TO OVERTURN AND THE RIDER TO FALL.

Occurred on B2150 HAMBLEDON ROAD 55 METRES SOUTH-EAST OF CHARLESWORTH DRIVE, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Male
Not hit and run Breath test Negative
Left hand drive:
Casualty Reference: 1 Vehicle: 1 Age: 33 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

110080871 24/02/2011 Time 0730 Vehicles 2 Casualties 1 Serious
E:467895 N: 109471 First Road: A 3 Road Type 1 B 2150
Speed limit: 40 Junction Detail: Roundabout Give way or controlled
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING W ALONG B2150 MAUREPAS WAY ENTERS RBT TO TURN LEFT ONTO A3
MAUREPAS WAY FAILING TO SEE VEH 2 (P/CYCLE) TRAVELLING S ALONG RBT AND COLLIDES.

Occurred on A3 MAUREPAS WAY AT JUNCTION WITH B2150 HAMBLEDON ROAD, DENMEAD, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from E to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Male
Not hit and run Breath test Driver not contacted
Left hand drive:

Vehicle Reference 2 Pedal Cycle 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 Mid Junction - on roundabout or i First impact Nearside Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Driver not contacted
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 40 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS WATERLOOVILLE")

110104618 12/03/2011 Time 1120 Vehicles 2 Casualties 1 Serious
E:468046 N: 109144 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:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SW ALONG LONDON ROAD TURNED LEFT INTO ROCKVILLE DRIVE COLLIDING WITH VEH 2 (MOBILITY SCOOTER) TRAVELLING NE ACROSS ROCKVILLE DRIVE. VEH 1 COLLIDED WITH NEARSIDE VEH 2 KNOCKING DRIVER FROM VEH.

Occurred on LONDON ROAD AT JUNCTION WITH ROCKVILLE DRIVE, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Other motor vehicle Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Cleared junction or waiting/parke First impact Nearside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 96 Male
Not hit and run Breath test Not applicable
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 96 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Car Turning left
Vehicle movement from NE to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/parke First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

110168684 23/04/2011 Time 1030 Vehicles 2 Casualties 1 Slight
E:467681 N: 110054 First Road: B 2150 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING SE ALONG B2150 HAMBLEDON ROAD ENTERS RBT FAILING TO SEE VEH 1 (CAR)
ALREADY ON RBT AND PROCEEDS COLLIDING INTO VEH 1.

Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH MILTON ROAD, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Nearside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Female
Not hit and run Breath test Negative
Left hand drive:

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

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 Mid Junction - on roundabout or i First impact Offside Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Female
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

110173165 26/04/2011 Time 1846 Vehicles 2 Casualties 1 Slight
E:467909 N: 109736 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Automatic traffic signal Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (TAXI) TRAVELLING NW ALONG HAMBLEDON ROAD FAILED TO BRAKE IN TIME AND COLLIDED
WITH REAR OF VEH 1 (CAR) SLOWING IN FRONT FOR TRAFFIC LIGHTS.

Occurred on HAMBLEDON ROAD AT JUNCTION WITH ASTON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Female
Hit and run Breath test Driver not contacted
Left hand drive:

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

Vehicle Reference 2 Taxi/Private hire car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 1
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:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

110182207 03/05/2011 Time 1230 Vehicles 2 Casualties 1 Slight
E:468038 N: 109154 First Road: A 3 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (P/CYCLE) TRAVELLING SW ALONG LONDON ROAD FAILED TO GIVE WAY AND ENTERED RBT
COLLIDING WITH NEAR SIDE VEH 1 (CAR) TRAVELLING SE AROUND A3 MAUREPAS WAY RBT ONTO
ROCKVILLE DRIVE.

Occurred on A3 MAUREPAS WAY AT JUNCTION WITH LONDON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Near side Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Female
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Pedal Cycle Starting
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Female
Not hit and run Breath test Not applicable
Left hand drive:

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

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS WATERLOOVILLE")

110184331 04/05/2011 Time 1923 Vehicles 2 Casualties 1 Slight
E:468037 N: 109156 First Road: A 3 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SW ALONG LONDON ROAD FAILS TO NOTICE VEH 2 (M/CYCLE) TRAVELLING SW AROUND RBT AND PULLS ONTO RBT. VEH 1 COLLIDES WITH NEARSIDE OF VEH 2 KNOCKING RIDER OFF.

Occurred on A3 LONDON ROAD AT JUNCTION WITH LONDON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 79 Male
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Motorcycle 50cc and under Going ahead right bend
Vehicle movement from N to SW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Male
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 16 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

110230120 30/05/2011 Time 1100 Vehicles 2 Casualties 1 Slight
E:468006 N: 109211 First Road: A 3 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:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed pedestrian crossing facility	Vehicle 2	Very Likely
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:	Distraction outside vehicle	Vehicle 2	
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAV SE ALONG A3 MAUREPAS WAY, DISTRACTED BY A FIRE ENGINE APPROACHING FROM
BEHIND FAILS TO NOTICE RED LIGHT AT A PEDESTRIAN CROSSING AS VEH 1 (P/CYCLE) CROSSES FROM
OFFSIDE AND COLLIDES INTO VEH 1.

Occurred on A3 MAUREPAS WAY OUTSIDE SURGERY, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Female
Not hit and run Breath test Not applicable
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 16 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

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 Not at, or within 20M of Jct First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Male
Not hit and run Breath test Driver not contacted
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

110276610 03/07/2011 Time 0019 Vehicles 2 Casualties 1 Slight
E:467282 N: 110500 First Road: B 2150 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (P/CYCLE) TRAVELLING SE ALONG B2150 HAMBLEDON ROAD, FAILS TO SEE VEH 2 (CAR) PARKED
AND UNATTENDED IN FRONT AND COLLIDES INTO REAR OF VEH 2 CAUSING RIDER TO FALL OFF.

Occurred on B2150 HAMBLEDON ROAD OUTSIDE NUMBER 158, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Male
Not hit and run Breath test Not applicable
Left hand drive:
Casualty Reference: 1 Vehicle: 1 Age: 25 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 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 Not at, or within 20M of Jct First impact Back Hit vehicle: 1
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:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

110307306 22/07/2011 Time 1128 Vehicles 2 Casualties 2 Slight
E:467253 N: 110514 First Road: B 2150 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:street lights present 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 Give Way or Stop sign or markings	Vehicle 1	Possible
2nd:	Junction overshoot	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 1	
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING SE ALONG B2150 HAMBLEDON ROAD WHEN VEH 1 (CAR) EXITING
HAMBLEDON PARADE WANTING TO TURN LEFT ON HAMBLEDON ROAD BESIDE A VAN WAITING TO
TURN RIGHT, PULLS OUT FAILING TO SEE VEH 2 AND COLLIDES.

Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH HAMBLEDON PARADE, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from NE to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Negative
Left hand drive:

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

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway Overturned
Location at impact Mid Junction - on roundabout or i First impact Nearside Hit vehicle: 1
Hit object in road None Off road: None
Nearside Age of Driver 65 Male
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 2 Vehicle: 2 Age: 65 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

110310735 24/07/2011 Time 1042 Vehicles 1 Casualties 1 Serious
E:467876 N: 109405 First Road: A 3 Road Type Dual carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Possible
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING S ALONG MAUREPAS WAY IN LANE 2 STRUCK THE KERB ON A
LEFT-HAND BEND, CAUSING THE RIDER TO BE THROWN OVER THE HANDLEBARS.

Occurred on A3 MAUREPAS WAY 66 METRES SOUTH OF THE B2150 HAMBLETON ROAD, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead left bend
Vehicle movement from N to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Kerb Off road: None
Did not leave carr Age of Driver 20 Male
Not hit and run Breath test Not requested
Left hand drive:

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

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS WATERLOOVILLE")

110347755 15/08/2011 Time 1814 Vehicles 2 Casualties 1 Slight
E:467684 N: 110056 First Road: B 2150 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING SE ALONG B2150 HAMBLEDON ROAD, ENTERS RBT INTENDING TO CONTINUE AHEAD, ACROSS PATH OF APPROACHING VEH 1 (P/CYCLE) NEGOTIATING RBT AND COLLIDES.

Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH MILTON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead right bend
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 Cleared junction or waiting/parke First impact Nearside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Male
Not hit and run Breath test Not requested
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 48 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Car Starting
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Offside Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

110397636 18/09/2011 Time 1230 Vehicles 3 Casualties 1 Slight
E:467872 N: 109727 First Road: B 2150 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Wet/Damp
Daylight:street lights present 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:	Junction restart	Vehicle 3	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 3	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 3 (CAR) TRAVELLING W ALONG ASTON ROAD AND STATIONARY AT TRAFFIC LIGHTS WHEN FOOT
SLIPPED OFF BRAKE CAUSING VEH 3 TO COLLIDE WITH VEH 2 (CAR) STATIONARY IN FRONT. THIS
CAUSED VEH 2 TO BE PUSHED INTO REAR OF VEH 1 (CAR) STATIONARY IN FRONT.
Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH ASTON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
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 Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 47 Female
Not hit and run Breath test Negative
Left hand drive:
Casualty Reference: 1 Vehicle: 1 Age: 47 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Car Going ahead but held up
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 Back Hit vehicle: 3
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Male
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

Vehicle Reference	3	Car	Going ahead but held up
Vehicle movement from	E	to W	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Jct Approach		No skidding, jack-knifing or overturning
Hit object in road	None		First impact Front
			Off road: None
Did not leave carr			Hit vehicle: 2
Not hit and run			Age of Driver 33
	Breath test	Negative	Female
			Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

110398001 18/09/2011 Time 2022 Vehicles 2 Casualties 1 Slight
E:467870 N: 109521 First Road: A 3 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Possible
2nd:	Disobeyed Give Way or Stop sign or markings	Vehicle 2	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 2	
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING S ALONG B2150 HAMBLEDON ROAD PULLED OUT ONTO A3 MAUREPAS WAY
RBT INTO PATH OF VEH 1 (M/CYCLE) TRAVELLING E AROUND RBT. VEH 1 SWERVED TO AVOID
COLLISION CAUSING RIDER TO FALL OFF.

Occurred on A3 MAUREPAS WAY AT JUNCTION WITH B2150 HAMBLEDON ROAD, DENMEAD, HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under Going ahead right bend
Vehicle movement from W to E 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 17 Male
Not hit and run Breath test Not requested
Left hand drive:

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

Vehicle Reference 2 Car Starting
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 Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Non-stop, not hit Breath test Not requested
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

110425954 07/10/2011 Time 1130 Vehicles 2 Casualties 1 Slight
E:468358 N: 109423 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:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (GOODS VEHICLE) TRAVELLING NE ALONG CURZON ROAD FAILS TO NEGOTIATE AROUND SHARP
RIGHT HAND BEND AND COLLIDES WITH VEH 1 (CAR) TRAVELLING IN THE OPPOSITE DIRECTION.
Occurred on CURSON ROAD OUTSIDE NUMBER 1, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend
Vehicle movement from NE to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 54 Female
Not hit and run Breath test Not requested
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 54 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Going ahead right bend
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 Not at, or within 20M of Jct First impact Offside Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Not requested
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

110436926 14/10/2011 Time 1200 Vehicles 1 Casualties 1 Slight
E:467723 N: 110055 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Sudden braking	Vehicle 1	Possible
2nd:	Other	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (BUS) TRAVELLING SW ALONG MILTON ROAD STOPPING ON APPROACH TO RBT WITH B2150
HAMBLEDON ROAD. UPON STOPPING A SEAT AT THE REAR OF VEH 1 BECAME DISLODGED AND
COLLIDED INTO CAS 1 (PASSENGER).

Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH MILTON ROAD, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Bus or coach Stopping
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Did not impact 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:

Casualty Reference: 1 Vehicle: 1 Age: 52 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:
Not car passenger Seated bu

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

110444824 19/10/2011 Time 0917 Vehicles 1 Casualties 1 Slight
E:468053 N: 110675 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:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

CAS 1 (PEDESTRIAN) CROSSING DRYDEN CLOSE FROM NORTHSIDE WHEN VEH 1 (CAR) TRAVELLING SE
ALONG DRYDEN CLOSE FAILED TO NOTICE CAS 1 IN ROAD AND DROVE INTO CAS 1, CAS 1 BANGS ON
BONNET BUT VEH 1 DID NOT STOP.

Occurred on DRYDEN CLOSE OUTSIDE NUMBER 4, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 Male
Hit and run Breath test Driver not contacted
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 55 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:
In carr elsewhere SW bound
Driver's nearside

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

110455801 25/10/2011 Time 1315 Vehicles 1 Casualties 1 Serious
E:468011 N: 110406 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:street lights present 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:	Poor turn or manoeuvre	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Disability or illness, mental or physical	Casualty 1	
4th:			
5th:			
6th:			

CAS 1 (PASSENGER) ON VEH 1 (BUS) TRAVELLING NE ALONG MILTON ROAD PRESSED BUTTON FOR VEH 1
FOR BUS TO STOP. VEH 1 STOPED AND SEVERAL OTHER PASSENGERS GOT OFF BEFORE CAS 1 COULD,
DRIVER OF VEH 1 SHUT DOORS AND MOVED OFF CAUSING CAS 1 TO FALL.

Occurred on MILTON ROAD AT JUNCTION WITH TENNYSON CRESCENT, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Bus or coach Starting
Vehicle movement from Park 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 Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Driver not contacted
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 78 Female Passenger Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet:
Not car passenger Standing t

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

110492162 21/11/2011 Time 0655 Vehicles 2 Casualties 1 Serious
E:467850 N: 109730 First Road: B 2150 Road Type Dual carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction 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:	Disobeyed automatic traffic signal	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING SOUTH ALONG B2150 HAMBLEDON ROAD, FAILS TO STOP AT LIGHTS AND
COLLIDES WITH VEH 2 (VAN) TURNING RIGHT INTO ASTON ROAD FROM B2150 HAMBLEDON ROAD.

Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH ASTON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc 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 Mid Junction - on roundabout or i First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Male
Not hit and run Breath test Not applicable
Left hand drive:
Casualty Reference: 1 Vehicle: 1 Age: 46 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Nearside Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Male
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

110502882 18/11/2011 Time 0820 Vehicles 2 Casualties 1 Slight
E:468470 N: 109795 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (TAXI) TRAVELLING W OUT OF NUMBER 358 TOO FAST, ENTERED ONTO A3 LONDON ROAD INTO
THE PATH OF VEH 1 (P/CYCLE) TRAVELLING N ALONG THE CYCLE LANE ON THE EASTSIDE OF A3
LONDON ROAD. VEH 1 BRAKED HARD CAUSING CAS 1 (RIDER) TO GO OVER HANDLEBARS.

Occurred on A3 LONDON ROAD AT JUNCTION WITH NUMBER 358, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
Cycle lane (on main carriageway) No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Female
Not hit and run Breath test Not applicable
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 42 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Taxi/Private hire car Starting
Vehicle movement from E to W No tow / articulation Leaving the main road
Cycle lane (on main carriageway) No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Not requested
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

110520572 11/12/2011 Time 1154 Vehicles 2 Casualties 1 Slight
E:468017 N: 110415 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 Wet/Damp
Daylight:street lights present Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) TRAVELLING NE ALONG MILTON ROAD COLLIDED WITH REAR OF VEH 2 (CAR)
TRAVELLING IN FRONT.

Occurred on MILTON ROAD AT JUNCTION WITH TENNYSON CRESCENT, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Negative
Left hand drive:
Casualty Reference: 1 Vehicle: 1 Age: 18 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

120024866 18/01/2012 Time 0635 Vehicles 2 Casualties 1 Slight
E:467848 N: 109729 First Road: B 2150 Road Type Dual carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Automatic traffic signal 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:	Disobeyed automatic traffic signal	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:	Inadequate/Masked signs or road markings	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (VAN) TRAV N ALONG B2150 HAMBLEDON ROAD TURNED RIGHT FOR ASTON ROAD ON A RED
TRAFFIC LIGHT AND HAD AN OFFSET HEAD-ON COLLISION WITH VEH 2 (CAR) TRAV S ALONG
HAMBLEDON ROAD. VEH 2 CONTINUED ALONG THE ROAD AND LEFT THE CARRIAGEWAY TO THE
NEARSIDE

Occurred on B2150 HAMBLEDON ROAD AT JUNCTION WITH ASTON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Nearside Age of Driver 22 Male
Not hit and run Breath test Not applicable
Left hand drive:

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

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

120036631 26/01/2012 Time 0920 Vehicles 2 Casualties 1 Slight
E:468077 N: 109480 First Road: A 3 Road Type Dual 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:street lights present 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:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 1	
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING E ALONG A3 MAUREPAS WAY STOPPED AT THE TRAFFIC LIGHTS FOR
HAMBLEDON ROAD. VEH 1 (CAR) FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 2.
Occurred on A3 MAUREPAS WAY AT JUNCTION WITH HAMBLEDON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 55 Female
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Female
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 35 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS WATERLOOVILLE")

120045966 02/02/2012 Time 0850 Vehicles 2 Casualties 1 Slight
E:467665 N: 110078 First Road: B 2150 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:street lights present 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:	Dazzling sun	Vehicle 2	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 (VAN) TRAVELLING SE ALONG B2150 HAMBLEDON ROAD INTO LOW SUN, FAILING TO SEE AND COLLIDES WITH THE REAR OF VEH 1 (CAR) STATIONARY IN FRONT WAITING IN QUEUE OF TRAFFIC.

Occurred on B2150 HAMBLEDON ROAD 25 METRES NORTH WEST OF MILTON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Female
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 35 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Male
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates 01/03/2007 and 29/02/2012 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

070170957 14/04/2007 Time 1120 Vehicles 2 Casualties 1 Slight
E:468301 N: 109212 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (MOTORCYCLE) STATIONARY AT TRAFFIC LIGHTS ON STAKES HILL ROAD WHEN , VEH 2 (VAN)
COLLIDES INTO REAR OF VEH 1 BECAUSE DRIVER SNEEZED. **999** FOOT SLIPPED ON THE
ACCELERATOR WHEN DRIVER SNEEZED.

Occurred on STAKES HILL ROAD AT JUNCTION WITH ROCKVILLE DRIVE , WATERLOOVILLE, 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
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Male
Not hit and run Breath test Driver not contacted
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 49 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt 16 Cycle helmet:

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from NW to SE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Female
Not hit and run Breath test Driver not contacted
Left hand drive:

Accidents between dates **01/03/2007 and 29/02/2012** (60) months

Selection:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS
WATERLOOVILLE")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	8	44	52
2-wheeled motor vehicles	0	4	19	23
Pedal cycles	0	2	12	14
Horses & other	0	0	0	0
Total	0	14	75	89

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	5	40	45
Passenger	0	2	11	13
Motorcycle rider	0	4	19	23
Cyclist	0	2	12	14
Pedestrian	0	1	3	4
Other	0	0	0	0
Total	0	14	85	99

Appendix C PBA Tech Note 002 Rev A

TECHNICAL NOTES



Job Name: BAE Waterlooville
Job No.: 26365
Note No.: 003 Rev A
Date: 16th May 2012
Subject: TRICS Review
Prepared By: Elizabeth Keen / Paul Coote
Reviewed By: Nick Church

Peter Brett Associates LLP
10 Queen Square
Bristol
BS1 4NT

T: +44 (0)117 928 1560
F: +44 (0)117 928 1570
E: bristol@peterbrett.com
Website: www.peterbrett.com

Item	Subject															
1.	Introduction This Technical Note has been prepared by Peter Brett Associates LLP (PBA) to report on the work undertaken to identify suitable B1b and B1c trip rates for the existing land uses at the BAE site at Waterlooville. The Technical Note reports on how suitable donor site trip rates have been identified following a detailed review of the TRICS database. This Technical Note forms an appendix to the full Transport Assessment Report (June 2012) (TAR) prepared by PBA.															
2.	Background The original BAE site planning consent was granted in 1982 for c28,300m² of light industrial, and research and development and ancillary development at the site. These uses fall into B1b and B1c user classes as summarised in Table 1. Table 1: Existing uses on site <table><tr><th>Building</th><th>Gross External Floor area (sqm)</th><th>Use</th></tr><tr><td>Main (C Block)</td><td>19,498</td><td>Research, B1b</td></tr><tr><td>E Block</td><td>6,726</td><td>Light Industrial, B1c</td></tr><tr><td>Beam Plot</td><td>927</td><td>Light Industrial, B1c</td></tr><tr><td>Restaurant</td><td>973</td><td>(ancillary only)</td></tr></table> <i>Beam Plot</i> The nature of Beam Plot activities is operationally sensitive and difficult to define in standard land-use class terms. It does not represent a typical B1c use and the TRICS database does not include a comparable donor site. Accordingly, the TRICS review reported in this Technical Note has focussed on the E Block comparison to determine a donor B1c trip rate, which will then also be applied to the Beam Plot land use. Further explanation is set out within the TAR. <i>Restaurant</i> The restaurant is an ancillary use to the primary site activities, catering for the site based employees and is not considered to have generated additional trips. According a donor site and trip rate is not required.	Building	Gross External Floor area (sqm)	Use	Main (C Block)	19,498	Research, B1b	E Block	6,726	Light Industrial, B1c	Beam Plot	927	Light Industrial, B1c	Restaurant	973	(ancillary only)
Building	Gross External Floor area (sqm)	Use														
Main (C Block)	19,498	Research, B1b														
E Block	6,726	Light Industrial, B1c														
Beam Plot	927	Light Industrial, B1c														
Restaurant	973	(ancillary only)														

3.

B1b / B1c TRICS Sites for Existing BAE Site

A search was undertaken of the TRICS Database 2012(a) v6.9.2 for sites recorded as 100% B1b, 100% B1c or a mixture of the two uses. Greater London was excluded from this search (and all subsequent searches detailed in this note) due to the significantly different travel patterns displayed in the region.

Five TRICS sites were found to be either 100% B1b or 100% B1c as shown in **Table 2** below:

Table 2: B1b and B1c sites in TRICS

TRICS Reference	Description	Gross Floor Area (sqm)	Land Use
CF-02-B-02	BUSINESS/TECH. UNITS, CARDIFF	2,587	100% B1b
CF-02-C-01	PLASTICS COMPANY, CARDIFF	1,068	100% B1c
CW-02-C-01	FOOD DISTRIBUTION, CAMBORNE	10,200	100% B1c
EB-02-C-01	BREWERY, EDINBURGH	1,200	100% B1c
WM-02-C-02	ARDONPRINT, BIRMINGHAM	300	100% B1c

Table 2 shows that there are a limited number of B1b and B1c sites in TRICS.

There is only one B1b site which has a Gross Floor Area of 2,587sqm. This was not considered to be a suitable donor site for the existing BAE site Main Building which has a significantly larger floor area (7.5 times greater). Additionally, the location of the B1b site is not comparable to that of the BAE Main Building which sits within a wider industrial estate/business park.

There are four B1c sites in TRICS, none of which are comparable in size to E-Block.

From this initial review, no suitable sites defined in TRICS as B1b and B1c land use have been identified; therefore a further review of potential donor sites from the broader TRICS land use classification has been undertaken as considered further below.

4.

Further review of B1b sites (representative of the Existing BAE Main Building)

The definition of B1b land use from 'The Town and Country Planning (Use Classes) Order 1987' is;

'for research and development of products or processes',

'being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit'.

The TRICS database of land uses is not always well aligned with The Town and Country Planning (Use Classes) Order 1987; accordingly a search of the TRICS database B1 Research/Science Park land use classification has been undertaken to identify further sites that may be comparable to the existing BAE Main Building. Our search concentrated on sites situated close to residential areas.

Three further sites were identified as shown in **Table 3** below. Detailed inspection of the occupiers of these sites suggests that these include research & development uses:

Table 3: Additional B1b donor sites (from TRICS B1 Research/Science Park database)

TRICS Reference	Description
CA-02-B-01	SCIENCE PARK, CAMBRIDGE
NF-02-B-01	UNI. RESEARCH EST,NR NORWICH
BG-02-B-01	SCIENCE PARK, BRIDGEND

Detailed assessment of Science Park, Bridgend (BG-02-B-01) was not possible as the floor area data is not recorded in TRICS. The remaining two sites were assessed for size, proximity to a residential area, location and accessibility in terms of proximity to motorway the network and rail services. Assessment using public transport and walking and cycling accessibility was not possible due to a lack of information for these sites in the TRICS database.

Table 4 sets out the criteria used to assess the possible B1b sites relative to the BAE Main Building:

Table 4: B1b Assessment Criteria

Criteria	Good comparison	Average comparison	Poor comparison
Size (sqm)	15,000 ≤ sqm ≤ 25,000	10,000 ≤ sqm < 15,000 & 25,000 < sqm ≤ 30,000	< 10,000 & > 30,000
Distance from Motorway (km)	0 ≤ km ≤ 4	4 < km ≤ 6	> 6
Distance from rail station (km)	3 ≤ km ≤ 6	< 3 or 6 < km ≤ 7	> 7
Proximity to Residential Area (meters)	m ≤ 400	400 < m ≤ 800	> 800

Table 5 provides an indication of the extent to which the two selected sites are considered to be representative of the existing BAE Main Building.

Table 5: Assessment of additional B1b donor sites

Site name	Gross Floor Area (sqm)	Proximity to Residential Area	Location (Industrial Estate/Business Park Park)	Distance from Motorway	Distance from rail station
SCIENCE PARK, CAMBRIDGE	118448*				
UNI. RESEARCH EST, NR NORWICH	43622				

* this is the total GFA for the business park which comprises of 55 separate units of various sizes.

Given the nature of the BAE site, the main comparison characteristics are considered to be size, distance from residential area and access to motorway networks. Both sites are good comparisons in terms distance from train services but the 'UNI. RESEARCH EST, NR NORWICH' is an average-poor comparison in every other respect. Conversely, 'SCIENCE PARK, CAMBRIDGE' is, in general, a good comparison with the Main Building of the existing BAE site.

From a detailed review of the TRICS database, the 'Science Park, Cambridge' site is considered to be the most comparable donor site for the B1b land use at the BAE site.

Table 6 shows the peak hour trip rates for Science Park Cambridge which will be adopted as the B1b rates for the existing BAE Main site.

Table 6: Science Park Cambridge Trip Rates, TRICS

AM Peak			PM Peak		
Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
1.191	0.078	1.269	0.086	0.914	1.0

TRICS Outputs for Science Park Cambridge are found in **Appendix A**.

5. **Further review of B1c sites (representative of the Existing BAE E-Block)**

The definition of B1c land use from 'The Town and Country Planning (Use Classes) Order 1987' is;

'for any industrial process',

'being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit'.

The TRICS database of land uses is not always well aligned with The Town and Country Planning (Use Classes) Order 1987; accordingly a search of the TRICS database B2 Industrial classification has been undertaken to identify further sites that may be comparable to the existing BAE E-Block. Our search concentrated on sites situated close to residential areas.

Twelve further sites were identified on the basis of proximity to residential area and size. These are shown in **Table 7**:

Table 7: Additional B1c donor sites (from TRICS B2 Industrial database)

TRICS Reference	Description
DV-02-D-05	INDUSTRIAL ESTATE, TIVERTON
GM-02-D-01	INDUSTRIAL ESTATE, OLDHAM
SC-02-C-02	FURNITURE MANUF., WEYBRIDGE
TW-02-D-04	INDUSTRIAL ESTATE, S. SHIELDS
LC-02-D-04	INDUSTRIAL ESTATE, GARSTANG
MS-02-D-01	INDUSTRIAL EST., BIRKENHEAD
BR-02-D-03	INDUSTRIAL ESTATE, BRISTOL
KH-02-D-01	INDUSTRIAL ESTATE, HULL
TW-02-D-05	INDUSTRIAL EST., SEDGELETH
HC-02-D-02	INDUSTRIAL EST., NEAR FAREHAM
FS-02-D-02	INDUSTRIAL EST., MANOR FLINT
MS-02-D-03	INDUSTRIAL EST., LAMBERHEAD

The 12 sites were assessed under the criteria; size, proximity to a residential area, location and accessibility in terms of proximity to motorway the network and rail services. As with the B1b assessment, data on public transport and walking and cycling accessibility was not provided uniformly across the sites precluding assessment on these terms.

Table 8 sets out the assessment criteria used for B1c use class.

Table 8: B1c Assessment Criteria

Criteria	Good comparison	Average comparison	Poor comparison
Size (sqm)	$6000 \leq \text{sqm} \leq 8000$	$4,000 \leq \text{sqm} < 6,000$ & $8,000 < \text{sqm} \leq 10,000$	< 4000 & $> 10,000$
Distance from Motorway (km)	$0 \leq \text{km} \leq 4$	$4 < \text{km} \leq 6$	> 6
Distance from rail station (km)	$3 \leq \text{km} \leq 6$	< 3 or $6 < \text{km} \leq 7$	> 7
Proximity to Residential Area (meters)	$m \leq 400$	$400 < m \leq 800$	> 800

Table 9 provides an indication of the extent to which the 12 selected sites are considered to be representative of the existing BAE E-Block.

Table 9: Assessment of additional B1c donor sites

Site name	Gross Floor Area (sqm)	Proximity to Residential Area	Location (Industrial Estate/Business Park)	Distance from Motorway	Distance from rail station
INDUSTRIAL ESTATE, TIVERTON	7500				
INDUSTRIAL ESTATE, OLDHAM	8285				
FURNITURE MANUF., WEYBRIDGE	8864				
INDUSTRIAL ESTATE, S. SHIELDS	4102				
INDUSTRIAL ESTATE, GARSTANG	4555				
INDUSTRIAL EST., BIRKENHEAD	4965				
INDUSTRIAL ESTATE, BRISTOL	6000				
INDUSTRIAL ESTATE, HULL	6167				
INDUSTRIAL EST., SEDGELETCHE	6842				
INDUSTRIAL EST., NEAR FAREHAM	9691				
INDUSTRIAL EST., MANOR FLINT	9755				
INDUSTRIAL EST., LAMBERHEAD	9835				

All of the 12 sites are good comparisons with BAE E-Block in terms of the proximity to residential areas. Four sites, Industrial Estates in Tiverton, Bristol, Hull and Sedgelych also over good comparisons in terms of size. However many sites compare poorly with regards to accessibility. Overall, the Industrial Estate in Bristol has the best comparability with the BAE site. This site scores 'good' for four of the five comparison criteria and 'average' in the fifth.

It is therefore concluded that the Industrial Estate, Bristol, (BR-02-D-03) site is a suitable comparison site for B1c use at the BAE site. The trip rates of this site have been used as donor rates for the B1c use at the BAE site.

From a detailed review of the TRICS database, the Industrial Estate, Bristol, (BR-02-D-03) site is considered to be the most comparable donor site for the B1c land use at the BAE site.

Table 10 shows the peak hour trip rates for the Industrial Estate, Bristol, (BR-02-D-03) which will be adopted as the B1c rates for the existing BAE E-Block (and Beam Plot).

Table 10: Industrial Estate Bristol, TRICS

AM Peak			PM Peak		
Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
1.3	0.35	1.65	0.2	0.983	1.183

TRICS Outputs for Industrial Estate, Bristol site are found in **Appendix B**.

Appendix A

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : B - BUSINESS PARK
MULTI-MODAL VEHICLES

Selected regions and areas:

Filtering Stage 2 selection:

Parameter: Gross floor area
Actual Range: 118448 to 118448 (units: sqm)
Range Selected by User: 118448 to 118448 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 27/11/00 to 27/11/00

Selected survey days:

Monday 1 days

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

Selected Locations:

Edge of Town 1

Selected Location Sub Categories:

Industrial Zone 1

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL 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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	1	118448	0.122	1	118448	0.024	1	118448	0.146
07:30 - 08:00	1	118448	0.374	1	118448	0.035	1	118448	0.409
08:00 - 08:30	1	118448	0.582	1	118448	0.036	1	118448	0.618
08:30 - 09:00	1	118448	0.609	1	118448	0.042	1	118448	0.651
09:00 - 09:30	1	118448	0.528	1	118448	0.041	1	118448	0.569
09:30 - 10:00	1	118448	0.342	1	118448	0.054	1	118448	0.396
10:00 - 10:30	1	118448	0.151	1	118448	0.063	1	118448	0.214
10:30 - 11:00	1	118448	0.120	1	118448	0.065	1	118448	0.185
11:00 - 11:30	1	118448	0.120	1	118448	0.076	1	118448	0.196
11:30 - 12:00	1	118448	0.077	1	118448	0.099	1	118448	0.176
12:00 - 12:30	1	118448	0.097	1	118448	0.238	1	118448	0.335
12:30 - 13:00	1	118448	0.185	1	118448	0.233	1	118448	0.418
13:00 - 13:30	1	118448	0.201	1	118448	0.164	1	118448	0.365
13:30 - 14:00	1	118448	0.234	1	118448	0.123	1	118448	0.357
14:00 - 14:30	1	118448	0.144	1	118448	0.144	1	118448	0.288
14:30 - 15:00	1	118448	0.105	1	118448	0.111	1	118448	0.216
15:00 - 15:30	1	118448	0.069	1	118448	0.117	1	118448	0.186
15:30 - 16:00	1	118448	0.068	1	118448	0.198	1	118448	0.266
16:00 - 16:30	1	118448	0.065	1	118448	0.277	1	118448	0.342
16:30 - 17:00	1	118448	0.037	1	118448	0.442	1	118448	0.479
17:00 - 17:30	1	118448	0.043	1	118448	0.429	1	118448	0.472
17:30 - 18:00	1	118448	0.043	1	118448	0.485	1	118448	0.528
18:00 - 18:30	1	118448	0.027	1	118448	0.325	1	118448	0.352
18:30 - 19:00	1	118448	0.026	1	118448	0.192	1	118448	0.218
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			4.369			4.013			8.382

Parameter summary

Trip rate parameter range selected:	118448 - 118448 (units: sqm)
Survey date date range:	27/11/00 - 27/11/00
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL 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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	1	118448	0.000	1	118448	0.000	1	118448	0.000
07:30 - 08:00	1	118448	0.004	1	118448	0.004	1	118448	0.008
08:00 - 08:30	1	118448	0.005	1	118448	0.002	1	118448	0.007
08:30 - 09:00	1	118448	0.004	1	118448	0.003	1	118448	0.007
09:00 - 09:30	1	118448	0.004	1	118448	0.003	1	118448	0.007
09:30 - 10:00	1	118448	0.004	1	118448	0.003	1	118448	0.007
10:00 - 10:30	1	118448	0.003	1	118448	0.003	1	118448	0.006
10:30 - 11:00	1	118448	0.003	1	118448	0.003	1	118448	0.006
11:00 - 11:30	1	118448	0.008	1	118448	0.010	1	118448	0.018
11:30 - 12:00	1	118448	0.009	1	118448	0.011	1	118448	0.020
12:00 - 12:30	1	118448	0.003	1	118448	0.007	1	118448	0.010
12:30 - 13:00	1	118448	0.004	1	118448	0.005	1	118448	0.009
13:00 - 13:30	1	118448	0.003	1	118448	0.003	1	118448	0.006
13:30 - 14:00	1	118448	0.003	1	118448	0.003	1	118448	0.006
14:00 - 14:30	1	118448	0.009	1	118448	0.003	1	118448	0.012
14:30 - 15:00	1	118448	0.005	1	118448	0.007	1	118448	0.012
15:00 - 15:30	1	118448	0.003	1	118448	0.002	1	118448	0.005
15:30 - 16:00	1	118448	0.003	1	118448	0.005	1	118448	0.008
16:00 - 16:30	1	118448	0.003	1	118448	0.008	1	118448	0.011
16:30 - 17:00	1	118448	0.002	1	118448	0.002	1	118448	0.004
17:00 - 17:30	1	118448	0.000	1	118448	0.003	1	118448	0.003
17:30 - 18:00	1	118448	0.000	1	118448	0.000	1	118448	0.000
18:00 - 18:30	1	118448	0.000	1	118448	0.000	1	118448	0.000
18:30 - 19:00	1	118448	0.000	1	118448	0.001	1	118448	0.001
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.082			0.091			0.173

Parameter summary

Trip rate parameter range selected:	118448 - 118448 (units: sqm)
Survey date date range:	27/11/00 - 27/11/00
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL CYCLISTS

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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	1	118448	0.006	1	118448	0.002	1	118448	0.008
07:30 - 08:00	1	118448	0.003	1	118448	0.000	1	118448	0.003
08:00 - 08:30	1	118448	0.019	1	118448	0.002	1	118448	0.021
08:30 - 09:00	1	118448	0.020	1	118448	0.000	1	118448	0.020
09:00 - 09:30	1	118448	0.024	1	118448	0.002	1	118448	0.026
09:30 - 10:00	1	118448	0.014	1	118448	0.002	1	118448	0.016
10:00 - 10:30	1	118448	0.005	1	118448	0.001	1	118448	0.006
10:30 - 11:00	1	118448	0.003	1	118448	0.001	1	118448	0.004
11:00 - 11:30	1	118448	0.000	1	118448	0.000	1	118448	0.000
11:30 - 12:00	1	118448	0.001	1	118448	0.001	1	118448	0.002
12:00 - 12:30	1	118448	0.001	1	118448	0.002	1	118448	0.003
12:30 - 13:00	1	118448	0.005	1	118448	0.004	1	118448	0.009
13:00 - 13:30	1	118448	0.002	1	118448	0.003	1	118448	0.005
13:30 - 14:00	1	118448	0.001	1	118448	0.004	1	118448	0.005
14:00 - 14:30	1	118448	0.004	1	118448	0.004	1	118448	0.008
14:30 - 15:00	1	118448	0.000	1	118448	0.001	1	118448	0.001
15:00 - 15:30	1	118448	0.000	1	118448	0.003	1	118448	0.003
15:30 - 16:00	1	118448	0.001	1	118448	0.003	1	118448	0.004
16:00 - 16:30	1	118448	0.001	1	118448	0.004	1	118448	0.005
16:30 - 17:00	1	118448	0.001	1	118448	0.016	1	118448	0.017
17:00 - 17:30	1	118448	0.002	1	118448	0.018	1	118448	0.020
17:30 - 18:00	1	118448	0.003	1	118448	0.026	1	118448	0.029
18:00 - 18:30	1	118448	0.001	1	118448	0.024	1	118448	0.025
18:30 - 19:00	1	118448	0.004	1	118448	0.013	1	118448	0.017
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.121			0.136			0.257

Parameter summary

Trip rate parameter range selected:	118448 - 118448 (units: sqm)
Survey date date range:	27/11/00 - 27/11/00
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL VEHICLE OCCUPANTS

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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	1	118448	0.143	1	118448	0.027	1	118448	0.170
07:30 - 08:00	1	118448	0.422	1	118448	0.041	1	118448	0.463
08:00 - 08:30	1	118448	0.659	1	118448	0.036	1	118448	0.695
08:30 - 09:00	1	118448	0.662	1	118448	0.046	1	118448	0.708
09:00 - 09:30	1	118448	0.579	1	118448	0.045	1	118448	0.624
09:30 - 10:00	1	118448	0.380	1	118448	0.060	1	118448	0.440
10:00 - 10:30	1	118448	0.170	1	118448	0.068	1	118448	0.238
10:30 - 11:00	1	118448	0.140	1	118448	0.075	1	118448	0.215
11:00 - 11:30	1	118448	0.138	1	118448	0.083	1	118448	0.221
11:30 - 12:00	1	118448	0.092	1	118448	0.118	1	118448	0.210
12:00 - 12:30	1	118448	0.111	1	118448	0.313	1	118448	0.424
12:30 - 13:00	1	118448	0.227	1	118448	0.256	1	118448	0.483
13:00 - 13:30	1	118448	0.269	1	118448	0.211	1	118448	0.480
13:30 - 14:00	1	118448	0.280	1	118448	0.142	1	118448	0.422
14:00 - 14:30	1	118448	0.188	1	118448	0.160	1	118448	0.348
14:30 - 15:00	1	118448	0.122	1	118448	0.121	1	118448	0.243
15:00 - 15:30	1	118448	0.076	1	118448	0.139	1	118448	0.215
15:30 - 16:00	1	118448	0.074	1	118448	0.230	1	118448	0.304
16:00 - 16:30	1	118448	0.072	1	118448	0.316	1	118448	0.388
16:30 - 17:00	1	118448	0.040	1	118448	0.493	1	118448	0.533
17:00 - 17:30	1	118448	0.046	1	118448	0.467	1	118448	0.513
17:30 - 18:00	1	118448	0.046	1	118448	0.525	1	118448	0.571
18:00 - 18:30	1	118448	0.030	1	118448	0.346	1	118448	0.376
18:30 - 19:00	1	118448	0.030	1	118448	0.216	1	118448	0.246
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			4.996			4.534			9.530

Parameter summary

Trip rate parameter range selected:	118448 - 118448 (units: sqm)
Survey date date range:	27/11/00 - 27/11/00
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL PEDESTRIANS

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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	1	118448	0.001	1	118448	0.000	1	118448	0.001
07:30 - 08:00	1	118448	0.003	1	118448	0.003	1	118448	0.006
08:00 - 08:30	1	118448	0.010	1	118448	0.008	1	118448	0.018
08:30 - 09:00	1	118448	0.021	1	118448	0.003	1	118448	0.024
09:00 - 09:30	1	118448	0.013	1	118448	0.004	1	118448	0.017
09:30 - 10:00	1	118448	0.008	1	118448	0.003	1	118448	0.011
10:00 - 10:30	1	118448	0.004	1	118448	0.002	1	118448	0.006
10:30 - 11:00	1	118448	0.000	1	118448	0.003	1	118448	0.003
11:00 - 11:30	1	118448	0.002	1	118448	0.000	1	118448	0.002
11:30 - 12:00	1	118448	0.001	1	118448	0.000	1	118448	0.001
12:00 - 12:30	1	118448	0.000	1	118448	0.006	1	118448	0.006
12:30 - 13:00	1	118448	0.003	1	118448	0.005	1	118448	0.008
13:00 - 13:30	1	118448	0.023	1	118448	0.020	1	118448	0.043
13:30 - 14:00	1	118448	0.011	1	118448	0.006	1	118448	0.017
14:00 - 14:30	1	118448	0.004	1	118448	0.002	1	118448	0.006
14:30 - 15:00	1	118448	0.001	1	118448	0.004	1	118448	0.005
15:00 - 15:30	1	118448	0.000	1	118448	0.001	1	118448	0.001
15:30 - 16:00	1	118448	0.002	1	118448	0.003	1	118448	0.005
16:00 - 16:30	1	118448	0.002	1	118448	0.004	1	118448	0.006
16:30 - 17:00	1	118448	0.003	1	118448	0.003	1	118448	0.006
17:00 - 17:30	1	118448	0.003	1	118448	0.015	1	118448	0.018
17:30 - 18:00	1	118448	0.005	1	118448	0.014	1	118448	0.019
18:00 - 18:30	1	118448	0.000	1	118448	0.007	1	118448	0.007
18:30 - 19:00	1	118448	0.002	1	118448	0.008	1	118448	0.010
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.122			0.124			0.246

Parameter summary

Trip rate parameter range selected:	118448 - 118448 (units: sqm)
Survey date date range:	27/11/00 - 27/11/00
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL PUBLIC TRANSPORT USERS

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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	1	118448	0.000	1	118448	0.000	1	118448	0.000
07:30 - 08:00	1	118448	0.006	1	118448	0.000	1	118448	0.006
08:00 - 08:30	1	118448	0.003	1	118448	0.000	1	118448	0.003
08:30 - 09:00	1	118448	0.033	1	118448	0.000	1	118448	0.033
09:00 - 09:30	1	118448	0.001	1	118448	0.000	1	118448	0.001
09:30 - 10:00	1	118448	0.001	1	118448	0.001	1	118448	0.002
10:00 - 10:30	1	118448	0.001	1	118448	0.001	1	118448	0.002
10:30 - 11:00	1	118448	0.002	1	118448	0.000	1	118448	0.002
11:00 - 11:30	1	118448	0.000	1	118448	0.000	1	118448	0.000
11:30 - 12:00	1	118448	0.000	1	118448	0.000	1	118448	0.000
12:00 - 12:30	1	118448	0.000	1	118448	0.001	1	118448	0.001
12:30 - 13:00	1	118448	0.000	1	118448	0.000	1	118448	0.000
13:00 - 13:30	1	118448	0.000	1	118448	0.000	1	118448	0.000
13:30 - 14:00	1	118448	0.003	1	118448	0.001	1	118448	0.004
14:00 - 14:30	1	118448	0.000	1	118448	0.000	1	118448	0.000
14:30 - 15:00	1	118448	0.000	1	118448	0.003	1	118448	0.003
15:00 - 15:30	1	118448	0.000	1	118448	0.001	1	118448	0.001
15:30 - 16:00	1	118448	0.000	1	118448	0.003	1	118448	0.003
16:00 - 16:30	1	118448	0.000	1	118448	0.004	1	118448	0.004
16:30 - 17:00	1	118448	0.002	1	118448	0.008	1	118448	0.010
17:00 - 17:30	1	118448	0.000	1	118448	0.012	1	118448	0.012
17:30 - 18:00	1	118448	0.001	1	118448	0.019	1	118448	0.020
18:00 - 18:30	1	118448	0.000	1	118448	0.008	1	118448	0.008
18:30 - 19:00	1	118448	0.000	1	118448	0.002	1	118448	0.002
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.053			0.064			0.117

Parameter summary

Trip rate parameter range selected:	118448 - 118448 (units: sqm)
Survey date date range:	27/11/00 - 27/11/00
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL TOTAL PEOPLE

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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	1	118448	0.149	1	118448	0.029	1	118448	0.178
07:30 - 08:00	1	118448	0.433	1	118448	0.045	1	118448	0.478
08:00 - 08:30	1	118448	0.690	1	118448	0.046	1	118448	0.736
08:30 - 09:00	1	118448	0.736	1	118448	0.049	1	118448	0.785
09:00 - 09:30	1	118448	0.616	1	118448	0.051	1	118448	0.667
09:30 - 10:00	1	118448	0.404	1	118448	0.066	1	118448	0.470
10:00 - 10:30	1	118448	0.180	1	118448	0.071	1	118448	0.251
10:30 - 11:00	1	118448	0.144	1	118448	0.079	1	118448	0.223
11:00 - 11:30	1	118448	0.140	1	118448	0.083	1	118448	0.223
11:30 - 12:00	1	118448	0.094	1	118448	0.119	1	118448	0.213
12:00 - 12:30	1	118448	0.112	1	118448	0.322	1	118448	0.434
12:30 - 13:00	1	118448	0.236	1	118448	0.265	1	118448	0.501
13:00 - 13:30	1	118448	0.294	1	118448	0.234	1	118448	0.528
13:30 - 14:00	1	118448	0.295	1	118448	0.153	1	118448	0.448
14:00 - 14:30	1	118448	0.197	1	118448	0.165	1	118448	0.362
14:30 - 15:00	1	118448	0.123	1	118448	0.128	1	118448	0.251
15:00 - 15:30	1	118448	0.076	1	118448	0.144	1	118448	0.220
15:30 - 16:00	1	118448	0.077	1	118448	0.239	1	118448	0.316
16:00 - 16:30	1	118448	0.074	1	118448	0.328	1	118448	0.402
16:30 - 17:00	1	118448	0.046	1	118448	0.519	1	118448	0.565
17:00 - 17:30	1	118448	0.050	1	118448	0.512	1	118448	0.562
17:30 - 18:00	1	118448	0.055	1	118448	0.584	1	118448	0.639
18:00 - 18:30	1	118448	0.030	1	118448	0.385	1	118448	0.415
18:30 - 19:00	1	118448	0.035	1	118448	0.239	1	118448	0.274
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			5.286			4.855			10.141

Parameter summary

Trip rate parameter range selected:	118448 - 118448 (units: sqm)
Survey date date range:	27/11/00 - 27/11/00
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Appendix B

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
MULTI-MODAL VEHICLES

Selected regions and areas:

Filtering Stage 2 selection:

Parameter: Gross floor area
Actual Range: 6000 to 6000 (units: sqm)
Range Selected by User: 6000 to 6000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 20/10/09 to 20/10/09

Selected survey days:

Tuesday 1 days

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

Selected Location Sub Categories:

Industrial Zone 1

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL 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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	1	6000	0.183	1	6000	0.083	1	6000	0.266
07:30 - 08:00	1	6000	0.433	1	6000	0.067	1	6000	0.500
08:00 - 08:30	1	6000	0.633	1	6000	0.100	1	6000	0.733
08:30 - 09:00	1	6000	0.667	1	6000	0.250	1	6000	0.917
09:00 - 09:30	1	6000	0.483	1	6000	0.183	1	6000	0.666
09:30 - 10:00	1	6000	0.250	1	6000	0.250	1	6000	0.500
10:00 - 10:30	1	6000	0.400	1	6000	0.250	1	6000	0.650
10:30 - 11:00	1	6000	0.233	1	6000	0.183	1	6000	0.416
11:00 - 11:30	1	6000	0.250	1	6000	0.300	1	6000	0.550
11:30 - 12:00	1	6000	0.183	1	6000	0.233	1	6000	0.416
12:00 - 12:30	1	6000	0.250	1	6000	0.350	1	6000	0.600
12:30 - 13:00	1	6000	0.300	1	6000	0.233	1	6000	0.533
13:00 - 13:30	1	6000	0.283	1	6000	0.317	1	6000	0.600
13:30 - 14:00	1	6000	0.367	1	6000	0.250	1	6000	0.617
14:00 - 14:30	1	6000	0.183	1	6000	0.417	1	6000	0.600
14:30 - 15:00	1	6000	0.217	1	6000	0.200	1	6000	0.417
15:00 - 15:30	1	6000	0.117	1	6000	0.250	1	6000	0.367
15:30 - 16:00	1	6000	0.200	1	6000	0.117	1	6000	0.317
16:00 - 16:30	1	6000	0.183	1	6000	0.400	1	6000	0.583
16:30 - 17:00	1	6000	0.133	1	6000	0.417	1	6000	0.550
17:00 - 17:30	1	6000	0.067	1	6000	0.450	1	6000	0.517
17:30 - 18:00	1	6000	0.133	1	6000	0.533	1	6000	0.666
18:00 - 18:30	1	6000	0.017	1	6000	0.183	1	6000	0.200
18:30 - 19:00	1	6000	0.000	1	6000	0.017	1	6000	0.017
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			6.165			6.033			12.198

Parameter summary

Trip rate parameter range selected:	6000 - 6000 (units: sqm)
Survey date date range:	20/10/09 - 20/10/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL 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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	1	6000	0.000	1	6000	0.000	1	6000	0.000
07:30 - 08:00	1	6000	0.033	1	6000	0.033	1	6000	0.066
08:00 - 08:30	1	6000	0.000	1	6000	0.000	1	6000	0.000
08:30 - 09:00	1	6000	0.050	1	6000	0.000	1	6000	0.050
09:00 - 09:30	1	6000	0.067	1	6000	0.050	1	6000	0.117
09:30 - 10:00	1	6000	0.000	1	6000	0.017	1	6000	0.017
10:00 - 10:30	1	6000	0.033	1	6000	0.050	1	6000	0.083
10:30 - 11:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
11:00 - 11:30	1	6000	0.017	1	6000	0.000	1	6000	0.017
11:30 - 12:00	1	6000	0.000	1	6000	0.033	1	6000	0.033
12:00 - 12:30	1	6000	0.017	1	6000	0.017	1	6000	0.034
12:30 - 13:00	1	6000	0.033	1	6000	0.017	1	6000	0.050
13:00 - 13:30	1	6000	0.000	1	6000	0.017	1	6000	0.017
13:30 - 14:00	1	6000	0.017	1	6000	0.017	1	6000	0.034
14:00 - 14:30	1	6000	0.017	1	6000	0.017	1	6000	0.034
14:30 - 15:00	1	6000	0.000	1	6000	0.017	1	6000	0.017
15:00 - 15:30	1	6000	0.000	1	6000	0.000	1	6000	0.000
15:30 - 16:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
16:00 - 16:30	1	6000	0.033	1	6000	0.017	1	6000	0.050
16:30 - 17:00	1	6000	0.000	1	6000	0.017	1	6000	0.017
17:00 - 17:30	1	6000	0.000	1	6000	0.000	1	6000	0.000
17:30 - 18:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
18:00 - 18:30	1	6000	0.000	1	6000	0.000	1	6000	0.000
18:30 - 19:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.317			0.319			0.636

Parameter summary

Trip rate parameter range selected:	6000 - 6000 (units: sqm)
Survey date date range:	20/10/09 - 20/10/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL CYCLISTS

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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	1	6000	0.000	1	6000	0.000	1	6000	0.000
07:30 - 08:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
08:00 - 08:30	1	6000	0.033	1	6000	0.000	1	6000	0.033
08:30 - 09:00	1	6000	0.017	1	6000	0.000	1	6000	0.017
09:00 - 09:30	1	6000	0.017	1	6000	0.000	1	6000	0.017
09:30 - 10:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
10:00 - 10:30	1	6000	0.000	1	6000	0.000	1	6000	0.000
10:30 - 11:00	1	6000	0.017	1	6000	0.000	1	6000	0.017
11:00 - 11:30	1	6000	0.000	1	6000	0.000	1	6000	0.000
11:30 - 12:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
12:00 - 12:30	1	6000	0.000	1	6000	0.000	1	6000	0.000
12:30 - 13:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
13:00 - 13:30	1	6000	0.000	1	6000	0.000	1	6000	0.000
13:30 - 14:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
14:00 - 14:30	1	6000	0.000	1	6000	0.000	1	6000	0.000
14:30 - 15:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
15:00 - 15:30	1	6000	0.000	1	6000	0.000	1	6000	0.000
15:30 - 16:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
16:00 - 16:30	1	6000	0.000	1	6000	0.000	1	6000	0.000
16:30 - 17:00	1	6000	0.000	1	6000	0.017	1	6000	0.017
17:00 - 17:30	1	6000	0.000	1	6000	0.017	1	6000	0.017
17:30 - 18:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
18:00 - 18:30	1	6000	0.000	1	6000	0.017	1	6000	0.017
18:30 - 19:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.084	0.051			0.135		

Parameter summary

Trip rate parameter range selected:	6000 - 6000 (units: sqm)
Survey date date range:	20/10/09 - 20/10/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL VEHICLE OCCUPANTS

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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	1	6000	0.183	1	6000	0.083	1	6000	0.266
07:30 - 08:00	1	6000	0.433	1	6000	0.067	1	6000	0.500
08:00 - 08:30	1	6000	0.633	1	6000	0.100	1	6000	0.733
08:30 - 09:00	1	6000	0.667	1	6000	0.250	1	6000	0.917
09:00 - 09:30	1	6000	0.533	1	6000	0.183	1	6000	0.716
09:30 - 10:00	1	6000	0.250	1	6000	0.300	1	6000	0.550
10:00 - 10:30	1	6000	0.467	1	6000	0.267	1	6000	0.734
10:30 - 11:00	1	6000	0.283	1	6000	0.217	1	6000	0.500
11:00 - 11:30	1	6000	0.333	1	6000	0.300	1	6000	0.633
11:30 - 12:00	1	6000	0.200	1	6000	0.283	1	6000	0.483
12:00 - 12:30	1	6000	0.267	1	6000	0.367	1	6000	0.634
12:30 - 13:00	1	6000	0.333	1	6000	0.250	1	6000	0.583
13:00 - 13:30	1	6000	0.317	1	6000	0.350	1	6000	0.667
13:30 - 14:00	1	6000	0.400	1	6000	0.267	1	6000	0.667
14:00 - 14:30	1	6000	0.183	1	6000	0.433	1	6000	0.616
14:30 - 15:00	1	6000	0.217	1	6000	0.200	1	6000	0.417
15:00 - 15:30	1	6000	0.117	1	6000	0.250	1	6000	0.367
15:30 - 16:00	1	6000	0.200	1	6000	0.117	1	6000	0.317
16:00 - 16:30	1	6000	0.183	1	6000	0.467	1	6000	0.650
16:30 - 17:00	1	6000	0.167	1	6000	0.433	1	6000	0.600
17:00 - 17:30	1	6000	0.067	1	6000	0.467	1	6000	0.534
17:30 - 18:00	1	6000	0.133	1	6000	0.567	1	6000	0.700
18:00 - 18:30	1	6000	0.017	1	6000	0.217	1	6000	0.234
18:30 - 19:00	1	6000	0.000	1	6000	0.033	1	6000	0.033
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			6.583			6.468			13.051

Parameter summary

Trip rate parameter range selected:	6000 - 6000 (units: sqm)
Survey date date range:	20/10/09 - 20/10/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL PEDESTRIANS

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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	1	6000	0.033	1	6000	0.000	1	6000	0.033
07:30 - 08:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
08:00 - 08:30	1	6000	0.067	1	6000	0.017	1	6000	0.084
08:30 - 09:00	1	6000	0.050	1	6000	0.017	1	6000	0.067
09:00 - 09:30	1	6000	0.017	1	6000	0.000	1	6000	0.017
09:30 - 10:00	1	6000	0.000	1	6000	0.017	1	6000	0.017
10:00 - 10:30	1	6000	0.000	1	6000	0.000	1	6000	0.000
10:30 - 11:00	1	6000	0.067	1	6000	0.050	1	6000	0.117
11:00 - 11:30	1	6000	0.033	1	6000	0.000	1	6000	0.033
11:30 - 12:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
12:00 - 12:30	1	6000	0.000	1	6000	0.050	1	6000	0.050
12:30 - 13:00	1	6000	0.033	1	6000	0.000	1	6000	0.033
13:00 - 13:30	1	6000	0.017	1	6000	0.067	1	6000	0.084
13:30 - 14:00	1	6000	0.017	1	6000	0.000	1	6000	0.017
14:00 - 14:30	1	6000	0.017	1	6000	0.000	1	6000	0.017
14:30 - 15:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
15:00 - 15:30	1	6000	0.000	1	6000	0.000	1	6000	0.000
15:30 - 16:00	1	6000	0.017	1	6000	0.000	1	6000	0.017
16:00 - 16:30	1	6000	0.000	1	6000	0.000	1	6000	0.000
16:30 - 17:00	1	6000	0.000	1	6000	0.017	1	6000	0.017
17:00 - 17:30	1	6000	0.000	1	6000	0.033	1	6000	0.033
17:30 - 18:00	1	6000	0.000	1	6000	0.017	1	6000	0.017
18:00 - 18:30	1	6000	0.000	1	6000	0.033	1	6000	0.033
18:30 - 19:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.368			0.318			0.686

Parameter summary

Trip rate parameter range selected:	6000 - 6000 (units: sqm)
Survey date date range:	20/10/09 - 20/10/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL PUBLIC TRANSPORT USERS

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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	1	6000	0.000	1	6000	0.000	1	6000	0.000
07:30 - 08:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
08:00 - 08:30	1	6000	0.033	1	6000	0.000	1	6000	0.033
08:30 - 09:00	1	6000	0.033	1	6000	0.000	1	6000	0.033
09:00 - 09:30	1	6000	0.017	1	6000	0.000	1	6000	0.017
09:30 - 10:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
10:00 - 10:30	1	6000	0.000	1	6000	0.000	1	6000	0.000
10:30 - 11:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
11:00 - 11:30	1	6000	0.017	1	6000	0.000	1	6000	0.017
11:30 - 12:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
12:00 - 12:30	1	6000	0.000	1	6000	0.000	1	6000	0.000
12:30 - 13:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
13:00 - 13:30	1	6000	0.017	1	6000	0.000	1	6000	0.017
13:30 - 14:00	1	6000	0.000	1	6000	0.017	1	6000	0.017
14:00 - 14:30	1	6000	0.017	1	6000	0.000	1	6000	0.017
14:30 - 15:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
15:00 - 15:30	1	6000	0.000	1	6000	0.017	1	6000	0.017
15:30 - 16:00	1	6000	0.000	1	6000	0.017	1	6000	0.017
16:00 - 16:30	1	6000	0.000	1	6000	0.000	1	6000	0.000
16:30 - 17:00	1	6000	0.017	1	6000	0.000	1	6000	0.017
17:00 - 17:30	1	6000	0.000	1	6000	0.017	1	6000	0.017
17:30 - 18:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
18:00 - 18:30	1	6000	0.000	1	6000	0.033	1	6000	0.033
18:30 - 19:00	1	6000	0.000	1	6000	0.000	1	6000	0.000
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.151			0.101			0.252

Parameter summary

Trip rate parameter range selected:	6000 - 6000 (units: sqm)
Survey date date range:	20/10/09 - 20/10/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

MULTI-MODAL TOTAL PEOPLE

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 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	1	6000	0.217	1	6000	0.083	1	6000	0.300
07:30 - 08:00	1	6000	0.433	1	6000	0.067	1	6000	0.500
08:00 - 08:30	1	6000	0.767	1	6000	0.117	1	6000	0.884
08:30 - 09:00	1	6000	0.767	1	6000	0.267	1	6000	1.034
09:00 - 09:30	1	6000	0.583	1	6000	0.183	1	6000	0.766
09:30 - 10:00	1	6000	0.250	1	6000	0.317	1	6000	0.567
10:00 - 10:30	1	6000	0.467	1	6000	0.267	1	6000	0.734
10:30 - 11:00	1	6000	0.367	1	6000	0.267	1	6000	0.634
11:00 - 11:30	1	6000	0.383	1	6000	0.300	1	6000	0.683
11:30 - 12:00	1	6000	0.200	1	6000	0.283	1	6000	0.483
12:00 - 12:30	1	6000	0.267	1	6000	0.417	1	6000	0.684
12:30 - 13:00	1	6000	0.367	1	6000	0.250	1	6000	0.617
13:00 - 13:30	1	6000	0.350	1	6000	0.417	1	6000	0.767
13:30 - 14:00	1	6000	0.417	1	6000	0.283	1	6000	0.700
14:00 - 14:30	1	6000	0.217	1	6000	0.433	1	6000	0.650
14:30 - 15:00	1	6000	0.217	1	6000	0.200	1	6000	0.417
15:00 - 15:30	1	6000	0.117	1	6000	0.267	1	6000	0.384
15:30 - 16:00	1	6000	0.217	1	6000	0.133	1	6000	0.350
16:00 - 16:30	1	6000	0.183	1	6000	0.467	1	6000	0.650
16:30 - 17:00	1	6000	0.183	1	6000	0.467	1	6000	0.650
17:00 - 17:30	1	6000	0.067	1	6000	0.533	1	6000	0.600
17:30 - 18:00	1	6000	0.133	1	6000	0.583	1	6000	0.716
18:00 - 18:30	1	6000	0.017	1	6000	0.300	1	6000	0.317
18:30 - 19:00	1	6000	0.000	1	6000	0.033	1	6000	0.033
19:00 - 19:30	0	0	0.000	0	0	0.000	0	0	0.000
19:30 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 20:30	0	0	0.000	0	0	0.000	0	0	0.000
20:30 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 21:30	0	0	0.000	0	0	0.000	0	0	0.000
21:30 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 22:30	0	0	0.000	0	0	0.000	0	0	0.000
22:30 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			7.186			6.934			14.120

Parameter summary

Trip rate parameter range selected:	6000 - 6000 (units: sqm)
Survey date date range:	20/10/09 - 20/10/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Appendix D Proposed Development TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : B - BOWLING ALLEYS
MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
09	NORTH	
	DH DURHAM	1 days

Filtering Stage 2 selection:

Parameter:	Gross floor area
Actual Range:	1700 to 1809 (units: sqm)
Range Selected by User:	913 to 5060 (units: sqm)

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range: 01/01/05 to 15/10/11

Selected survey days:

Friday	2 days
--------	--------

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1

Selected Location Sub Categories:

Development Zone	1
Built-Up Zone	1

LIST OF SITES relevant to selection parameters

1	DC-07-B-01	BOWLPLEX		DORSET
	POOLE ROAD			
	POOLE			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Gross floor area:	1700 sqm		
	Survey date: FRIDAY	18/07/08		Survey Type: MANUAL
2	DH-07-B-01	BOWLING		DURHAM
	FREEMANS PLACE			
	DURHAM			
	Edge of Town Centre			
	Development Zone			
	Total Gross floor area:	1809 sqm		
	Survey date: FRIDAY	05/12/08		Survey Type: MANUAL

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS

MULTI-MODAL 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									
08:00 - 09:00									
09:00 - 10:00	1	1809	0.055	1	1809	0.000	1	1809	0.055
10:00 - 11:00	2	1755	0.456	2	1755	0.114	2	1755	0.570
11:00 - 12:00	2	1755	0.541	2	1755	0.513	2	1755	1.054
12:00 - 13:00	2	1755	0.541	2	1755	0.541	2	1755	1.082
13:00 - 14:00	2	1755	0.598	2	1755	0.741	2	1755	1.339
14:00 - 15:00	2	1755	0.570	2	1755	0.427	2	1755	0.997
15:00 - 16:00	2	1755	0.427	2	1755	0.684	2	1755	1.111
16:00 - 17:00	2	1755	0.627	2	1755	0.541	2	1755	1.168
17:00 - 18:00	2	1755	0.997	2	1755	1.026	2	1755	2.023
18:00 - 19:00	2	1755	0.969	2	1755	1.111	2	1755	2.080
19:00 - 20:00	2	1755	1.596	2	1755	1.567	2	1755	3.163
20:00 - 21:00	2	1755	0.997	2	1755	1.510	2	1755	2.507
21:00 - 22:00	2	1755	0.541	2	1755	0.627	2	1755	1.168
22:00 - 23:00	1	1700	0.118	1	1700	0.824	1	1700	0.942
23:00 - 24:00	1	1700	0.235	1	1700	0.471	1	1700	0.706
Total Rates:			9.268			10.697			19.965

Parameter summary

Trip rate parameter range selected: 1700 - 1809 (units: sqm)
Survey date range: 01/01/05 - 15/10/11
Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS

MULTI-MODAL TAXIS

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									
08:00 - 09:00									
09:00 - 10:00	1	1809	0.000	1	1809	0.000	1	1809	0.000
10:00 - 11:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
11:00 - 12:00	2	1755	0.028	2	1755	0.000	2	1755	0.028
12:00 - 13:00	2	1755	0.000	2	1755	0.028	2	1755	0.028
13:00 - 14:00	2	1755	0.028	2	1755	0.028	2	1755	0.056
14:00 - 15:00	2	1755	0.028	2	1755	0.028	2	1755	0.056
15:00 - 16:00	2	1755	0.028	2	1755	0.000	2	1755	0.028
16:00 - 17:00	2	1755	0.114	2	1755	0.142	2	1755	0.256
17:00 - 18:00	2	1755	0.171	2	1755	0.171	2	1755	0.342
18:00 - 19:00	2	1755	0.256	2	1755	0.171	2	1755	0.427
19:00 - 20:00	2	1755	0.114	2	1755	0.171	2	1755	0.285
20:00 - 21:00	2	1755	0.142	2	1755	0.114	2	1755	0.256
21:00 - 22:00	2	1755	0.057	2	1755	0.114	2	1755	0.171
22:00 - 23:00	1	1700	0.059	1	1700	0.059	1	1700	0.118
23:00 - 24:00	1	1700	0.118	1	1700	0.118	1	1700	0.236
Total Rates:			1.143			1.144			2.287

Parameter summary

Trip rate parameter range selected: 1700 - 1809 (units: sqm)
Survey date range: 01/01/05 - 15/10/11
Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS

MULTI-MODAL 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									
08:00 - 09:00									
09:00 - 10:00	1	1809	0.000	1	1809	0.000	1	1809	0.000
10:00 - 11:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
11:00 - 12:00	2	1755	0.028	2	1755	0.028	2	1755	0.056
12:00 - 13:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
13:00 - 14:00	2	1755	0.057	2	1755	0.057	2	1755	0.114
14:00 - 15:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
15:00 - 16:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
16:00 - 17:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
17:00 - 18:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
18:00 - 19:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
19:00 - 20:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
20:00 - 21:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
21:00 - 22:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
22:00 - 23:00	1	1700	0.000	1	1700	0.000	1	1700	0.000
23:00 - 24:00	1	1700	0.000	1	1700	0.000	1	1700	0.000
Total Rates:			0.085	0.085			0.170		

Parameter summary

Trip rate parameter range selected: 1700 - 1809 (units: sqm)
 Survey date range: 01/01/05 - 15/10/11
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS

MULTI-MODAL PSVS

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									
08:00 - 09:00									
09:00 - 10:00	1	1809	0.000	1	1809	0.000	1	1809	0.000
10:00 - 11:00	2	1755	0.114	2	1755	0.000	2	1755	0.114
11:00 - 12:00	2	1755	0.000	2	1755	0.028	2	1755	0.028
12:00 - 13:00	2	1755	0.000	2	1755	0.114	2	1755	0.114
13:00 - 14:00	2	1755	0.085	2	1755	0.028	2	1755	0.113
14:00 - 15:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
15:00 - 16:00	2	1755	0.000	2	1755	0.085	2	1755	0.085
16:00 - 17:00	2	1755	0.000	2	1755	0.028	2	1755	0.028
17:00 - 18:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
18:00 - 19:00	2	1755	0.000	2	1755	0.028	2	1755	0.028
19:00 - 20:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
20:00 - 21:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
21:00 - 22:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
22:00 - 23:00	1	1700	0.059	1	1700	0.000	1	1700	0.059
23:00 - 24:00	1	1700	0.000	1	1700	0.000	1	1700	0.000
Total Rates:			0.258				0.311		

Parameter summary

Trip rate parameter range selected: 1700 - 1809 (units: sqm)
Survey date range: 01/01/05 - 15/10/11
Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS

MULTI-MODAL CYCLISTS

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									
08:00 - 09:00									
09:00 - 10:00	1	1809	0.000	1	1809	0.000	1	1809	0.000
10:00 - 11:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
11:00 - 12:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
12:00 - 13:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
13:00 - 14:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
14:00 - 15:00	2	1755	0.028	2	1755	0.000	2	1755	0.028
15:00 - 16:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
16:00 - 17:00	2	1755	0.028	2	1755	0.000	2	1755	0.028
17:00 - 18:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
18:00 - 19:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
19:00 - 20:00	2	1755	0.114	2	1755	0.000	2	1755	0.114
20:00 - 21:00	2	1755	0.000	2	1755	0.057	2	1755	0.057
21:00 - 22:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
22:00 - 23:00	1	1700	0.000	1	1700	0.059	1	1700	0.059
23:00 - 24:00	1	1700	0.000	1	1700	0.000	1	1700	0.000
Total Rates:			0.170						0.286

Parameter summary

Trip rate parameter range selected: 1700 - 1809 (units: sqm)
Survey date range: 01/01/05 - 15/10/11
Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS
MULTI-MODAL VEHICLE OCCUPANTS
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									
08:00 - 09:00									
09:00 - 10:00	1	1809	0.111	1	1809	0.000	1	1809	0.111
10:00 - 11:00	2	1755	0.627	2	1755	0.256	2	1755	0.883
11:00 - 12:00	2	1755	0.969	2	1755	0.655	2	1755	1.624
12:00 - 13:00	2	1755	1.197	2	1755	0.798	2	1755	1.995
13:00 - 14:00	2	1755	1.225	2	1755	1.140	2	1755	2.365
14:00 - 15:00	2	1755	0.826	2	1755	0.769	2	1755	1.595
15:00 - 16:00	2	1755	1.111	2	1755	0.969	2	1755	2.080
16:00 - 17:00	2	1755	1.054	2	1755	0.969	2	1755	2.023
17:00 - 18:00	2	1755	2.080	2	1755	1.425	2	1755	3.505
18:00 - 19:00	2	1755	1.567	2	1755	2.080	2	1755	3.647
19:00 - 20:00	2	1755	3.163	2	1755	2.166	2	1755	5.329
20:00 - 21:00	2	1755	1.824	2	1755	3.078	2	1755	4.902
21:00 - 22:00	2	1755	1.197	2	1755	1.254	2	1755	2.451
22:00 - 23:00	1	1700	0.118	1	1700	2.235	1	1700	2.353
23:00 - 24:00	1	1700	1.059	1	1700	1.529	1	1700	2.588
Total Rates:			18.128			19.323			37.451

Parameter summary

Trip rate parameter range selected: 1700 - 1809 (units: sqm)
Survey date range: 01/01/05 - 15/10/11
Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS

MULTI-MODAL PEDESTRIANS

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									
08:00 - 09:00									
09:00 - 10:00	1	1809	0.000	1	1809	0.000	1	1809	0.000
10:00 - 11:00	2	1755	0.057	2	1755	0.028	2	1755	0.085
11:00 - 12:00	2	1755	0.171	2	1755	0.085	2	1755	0.256
12:00 - 13:00	2	1755	1.225	2	1755	0.057	2	1755	1.282
13:00 - 14:00	2	1755	2.679	2	1755	0.313	2	1755	2.992
14:00 - 15:00	2	1755	0.655	2	1755	1.197	2	1755	1.852
15:00 - 16:00	2	1755	0.171	2	1755	0.798	2	1755	0.969
16:00 - 17:00	2	1755	0.142	2	1755	0.057	2	1755	0.199
17:00 - 18:00	2	1755	2.137	2	1755	1.738	2	1755	3.875
18:00 - 19:00	2	1755	0.342	2	1755	0.399	2	1755	0.741
19:00 - 20:00	2	1755	0.057	2	1755	0.427	2	1755	0.484
20:00 - 21:00	2	1755	0.399	2	1755	0.228	2	1755	0.627
21:00 - 22:00	2	1755	0.228	2	1755	0.000	2	1755	0.228
22:00 - 23:00	1	1700	0.176	1	1700	0.353	1	1700	0.529
23:00 - 24:00	1	1700	0.059	1	1700	0.118	1	1700	0.177
Total Rates:			8.498			5.798			14.296

Parameter summary

Trip rate parameter range selected: 1700 - 1809 (units: sqm)
Survey date range: 01/01/05 - 15/10/11
Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS
MULTI-MODAL BUS/TRAM PASSENGERS
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									
08:00 - 09:00									
09:00 - 10:00	1	1809	0.000	1	1809	0.000	1	1809	0.000
10:00 - 11:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
11:00 - 12:00	2	1755	0.000	2	1755	0.285	2	1755	0.285
12:00 - 13:00	2	1755	0.028	2	1755	0.000	2	1755	0.028
13:00 - 14:00	2	1755	0.484	2	1755	1.111	2	1755	1.595
14:00 - 15:00	2	1755	0.598	2	1755	0.228	2	1755	0.826
15:00 - 16:00	2	1755	0.057	2	1755	0.940	2	1755	0.997
16:00 - 17:00	2	1755	0.000	2	1755	0.513	2	1755	0.513
17:00 - 18:00	2	1755	0.085	2	1755	0.598	2	1755	0.683
18:00 - 19:00	2	1755	0.085	2	1755	0.484	2	1755	0.569
19:00 - 20:00	2	1755	0.114	2	1755	0.285	2	1755	0.399
20:00 - 21:00	2	1755	0.228	2	1755	0.399	2	1755	0.627
21:00 - 22:00	2	1755	0.114	2	1755	0.171	2	1755	0.285
22:00 - 23:00	1	1700	0.000	1	1700	0.471	1	1700	0.471
23:00 - 24:00	1	1700	0.000	1	1700	0.000	1	1700	0.000
Total Rates:			1.793			5.485			7.278

Parameter summary

Trip rate parameter range selected: 1700 - 1809 (units: sqm)
Survey date range: 01/01/05 - 15/10/11
Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS
MULTI-MODAL TRAIN PASSENGERS
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									
08:00 - 09:00									
09:00 - 10:00	1	1809	0.000	1	1809	0.000	1	1809	0.000
10:00 - 11:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
11:00 - 12:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
12:00 - 13:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
13:00 - 14:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
14:00 - 15:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
15:00 - 16:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
16:00 - 17:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
17:00 - 18:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
18:00 - 19:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
19:00 - 20:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
20:00 - 21:00	2	1755	0.028	2	1755	0.057	2	1755	0.085
21:00 - 22:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
22:00 - 23:00	1	1700	0.000	1	1700	0.000	1	1700	0.000
23:00 - 24:00	1	1700	0.000	1	1700	0.000	1	1700	0.000
Total Rates:			0.028	0.057			0.085		

Parameter summary

Trip rate parameter range selected: 1700 - 1809 (units: sqm)
Survey date range: 01/01/05 - 15/10/11
Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS
MULTI-MODAL COACH PASSENGERS
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									
08:00 - 09:00									
09:00 - 10:00	1	1809	0.000	1	1809	0.000	1	1809	0.000
10:00 - 11:00	2	1755	5.700	2	1755	0.000	2	1755	5.700
11:00 - 12:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
12:00 - 13:00	2	1755	0.000	2	1755	5.700	2	1755	5.700
13:00 - 14:00	2	1755	0.912	2	1755	0.000	2	1755	0.912
14:00 - 15:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
15:00 - 16:00	2	1755	0.000	2	1755	1.539	2	1755	1.539
16:00 - 17:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
17:00 - 18:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
18:00 - 19:00	2	1755	0.000	2	1755	0.684	2	1755	0.684
19:00 - 20:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
20:00 - 21:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
21:00 - 22:00	2	1755	0.000	2	1755	0.000	2	1755	0.000
22:00 - 23:00	1	1700	1.235	1	1700	0.000	1	1700	1.235
23:00 - 24:00	1	1700	0.000	1	1700	0.000	1	1700	0.000
Total Rates:			7.847				7.923	15.770	

Parameter summary

Trip rate parameter range selected: 1700 - 1809 (units: sqm)
Survey date range: 01/01/05 - 15/10/11
Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS
MULTI-MODAL PUBLIC TRANSPORT USERS
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									
08:00 - 09:00									
09:00 - 10:00	1	1809	0.000	1	1809	0.000	1	1809	0.000
10:00 - 11:00	2	1755	5.700	2	1755	0.000	2	1755	5.700
11:00 - 12:00	2	1755	0.000	2	1755	0.285	2	1755	0.285
12:00 - 13:00	2	1755	0.028	2	1755	5.700	2	1755	5.728
13:00 - 14:00	2	1755	1.396	2	1755	1.111	2	1755	2.507
14:00 - 15:00	2	1755	0.598	2	1755	0.228	2	1755	0.826
15:00 - 16:00	2	1755	0.057	2	1755	2.479	2	1755	2.536
16:00 - 17:00	2	1755	0.000	2	1755	0.513	2	1755	0.513
17:00 - 18:00	2	1755	0.085	2	1755	0.598	2	1755	0.683
18:00 - 19:00	2	1755	0.085	2	1755	1.168	2	1755	1.253
19:00 - 20:00	2	1755	0.114	2	1755	0.285	2	1755	0.399
20:00 - 21:00	2	1755	0.256	2	1755	0.456	2	1755	0.712
21:00 - 22:00	2	1755	0.114	2	1755	0.171	2	1755	0.285
22:00 - 23:00	1	1700	1.235	1	1700	0.471	1	1700	1.706
23:00 - 24:00	1	1700	0.000	1	1700	0.000	1	1700	0.000
Total Rates:			9.668			13.465			23.133

Parameter summary

Trip rate parameter range selected: 1700 - 1809 (units: sqm)
Survey date range: 01/01/05 - 15/10/11
Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/B - BOWLING ALLEYS

MULTI-MODAL TOTAL PEOPLE

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									
08:00 - 09:00									
09:00 - 10:00	1	1809	0.111	1	1809	0.000	1	1809	0.111
10:00 - 11:00	2	1755	6.384	2	1755	0.285	2	1755	6.669
11:00 - 12:00	2	1755	1.140	2	1755	1.026	2	1755	2.166
12:00 - 13:00	2	1755	2.451	2	1755	6.555	2	1755	9.006
13:00 - 14:00	2	1755	5.301	2	1755	2.565	2	1755	7.866
14:00 - 15:00	2	1755	2.109	2	1755	2.194	2	1755	4.303
15:00 - 16:00	2	1755	1.339	2	1755	4.246	2	1755	5.585
16:00 - 17:00	2	1755	1.225	2	1755	1.539	2	1755	2.764
17:00 - 18:00	2	1755	4.303	2	1755	3.762	2	1755	8.065
18:00 - 19:00	2	1755	1.995	2	1755	3.648	2	1755	5.643
19:00 - 20:00	2	1755	3.448	2	1755	2.878	2	1755	6.326
20:00 - 21:00	2	1755	2.479	2	1755	3.819	2	1755	6.298
21:00 - 22:00	2	1755	1.539	2	1755	1.425	2	1755	2.964
22:00 - 23:00	1	1700	1.529	1	1700	3.118	1	1700	4.647
23:00 - 24:00	1	1700	1.118	1	1700	1.647	1	1700	2.765
Total Rates:			36.471			38.707			75.178

Parameter summary

Trip rate parameter range selected: 1700 - 1809 (units: sqm)
Survey date range: 01/01/05 - 15/10/11
Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : A - MULTIPLEX CINEMAS
 MULTI-MODAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
11	SCOTLAND	
	FA FALKIRK	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Actual Range: 2400 to 4500 (units: sqm)
 Range Selected by User: 2323 to 4500 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 18/09/09

Selected survey days:

Friday 3 days

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

Selected Locations:

Edge of Town Centre 2
 Edge of Town 1

Selected Location Sub Categories:

Retail Zone 1
 Built-Up Zone 2

LIST OF SITES relevant to selection parameters

1	FA-07-A-01	CINEWORLD	FALKIRK
	STIRLING ROAD		
	FALKIRK		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	4100 sqm	
	Survey date: FRIDAY	27/04/07	Survey Type: MANUAL
2	NY-07-A-02	VUE	NORTH YORKSHIRE
	STIRLING ROAD		
	CLIFTON MOOR		
	YORK		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	4500 sqm	
	Survey date: FRIDAY	18/09/09	Survey Type: MANUAL
3	SH-07-A-02	CINEWORLD	SHROPSHIRE
	OLD POTTS WAY		
	SHREWSBURY		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2400 sqm	
	Survey date: FRIDAY	19/06/09	Survey Type: MANUAL

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

MULTI-MODAL 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	3	3667	0.082	3	3667	0.491	3	3667	0.573
01:00 - 02:00	2	3450	0.000	2	3450	0.493	2	3450	0.493
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2400	0.000	1	2400	0.000	1	2400	0.000
11:00 - 12:00	2	3250	0.015	2	3250	0.015	2	3250	0.030
12:00 - 13:00	3	3667	0.436	3	3667	0.118	3	3667	0.554
13:00 - 14:00	3	3667	0.791	3	3667	0.336	3	3667	1.127
14:00 - 15:00	3	3667	0.700	3	3667	0.291	3	3667	0.991
15:00 - 16:00	3	3667	0.782	3	3667	0.918	3	3667	1.700
16:00 - 17:00	3	3667	1.264	3	3667	0.927	3	3667	2.191
17:00 - 18:00	3	3667	1.373	3	3667	0.918	3	3667	2.291
18:00 - 19:00	3	3667	2.609	3	3667	1.282	3	3667	3.891
19:00 - 20:00	3	3667	3.309	3	3667	1.836	3	3667	5.145
20:00 - 21:00	3	3667	3.118	3	3667	2.655	3	3667	5.773
21:00 - 22:00	3	3667	2.564	3	3667	2.418	3	3667	4.982
22:00 - 23:00	3	3667	0.891	3	3667	3.300	3	3667	4.191
23:00 - 24:00	3	3667	0.118	3	3667	2.155	3	3667	2.273
Total Rates:			18.052			18.153			36.205

Parameter summary

Trip rate parameter range selected: 2400 - 4500 (units: sqm)
Survey date range: 01/01/05 - 18/09/09
Number of weekdays (Monday-Friday): 3
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

MULTI-MODAL TAXIS

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	3	3667	0.073	3	3667	0.073	3	3667	0.146
01:00 - 02:00	2	3450	0.000	2	3450	0.000	2	3450	0.000
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2400	0.000	1	2400	0.000	1	2400	0.000
11:00 - 12:00	2	3250	0.000	2	3250	0.000	2	3250	0.000
12:00 - 13:00	3	3667	0.009	3	3667	0.000	3	3667	0.009
13:00 - 14:00	3	3667	0.009	3	3667	0.018	3	3667	0.027
14:00 - 15:00	3	3667	0.027	3	3667	0.018	3	3667	0.045
15:00 - 16:00	3	3667	0.018	3	3667	0.027	3	3667	0.045
16:00 - 17:00	3	3667	0.027	3	3667	0.027	3	3667	0.054
17:00 - 18:00	3	3667	0.036	3	3667	0.027	3	3667	0.063
18:00 - 19:00	3	3667	0.091	3	3667	0.100	3	3667	0.191
19:00 - 20:00	3	3667	0.055	3	3667	0.045	3	3667	0.100
20:00 - 21:00	3	3667	0.155	3	3667	0.164	3	3667	0.319
21:00 - 22:00	3	3667	0.182	3	3667	0.173	3	3667	0.355
22:00 - 23:00	3	3667	0.109	3	3667	0.118	3	3667	0.227
23:00 - 24:00	3	3667	0.027	3	3667	0.027	3	3667	0.054
Total Rates:			0.818			0.817			1.635

Parameter summary

Trip rate parameter range selected: 2400 - 4500 (units: sqm)
Survey date range: 01/01/05 - 18/09/09
Number of weekdays (Monday-Friday): 3
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

MULTI-MODAL 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	3	3667	0.000	3	3667	0.000	3	3667	0.000
01:00 - 02:00	2	3450	0.000	2	3450	0.000	2	3450	0.000
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2400	0.000	1	2400	0.000	1	2400	0.000
11:00 - 12:00	2	3250	0.000	2	3250	0.000	2	3250	0.000
12:00 - 13:00	3	3667	0.009	3	3667	0.000	3	3667	0.009
13:00 - 14:00	3	3667	0.009	3	3667	0.009	3	3667	0.018
14:00 - 15:00	3	3667	0.000	3	3667	0.009	3	3667	0.009
15:00 - 16:00	3	3667	0.018	3	3667	0.009	3	3667	0.027
16:00 - 17:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
17:00 - 18:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
18:00 - 19:00	3	3667	0.000	3	3667	0.009	3	3667	0.009
19:00 - 20:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
20:00 - 21:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
21:00 - 22:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
22:00 - 23:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
23:00 - 24:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
Total Rates:			0.036	0.036			0.072		

Parameter summary

Trip rate parameter range selected: 2400 - 4500 (units: sqm)
 Survey date range: 01/01/05 - 18/09/09
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

MULTI-MODAL PSVS

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	3	3667	0.000	3	3667	0.000	3	3667	0.000
01:00 - 02:00	2	3450	0.000	2	3450	0.000	2	3450	0.000
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2400	0.000	1	2400	0.000	1	2400	0.000
11:00 - 12:00	2	3250	0.000	2	3250	0.000	2	3250	0.000
12:00 - 13:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
13:00 - 14:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
14:00 - 15:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
15:00 - 16:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
16:00 - 17:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
17:00 - 18:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
18:00 - 19:00	3	3667	0.009	3	3667	0.000	3	3667	0.009
19:00 - 20:00	3	3667	0.009	3	3667	0.000	3	3667	0.009
20:00 - 21:00	3	3667	0.000	3	3667	0.009	3	3667	0.009
21:00 - 22:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
22:00 - 23:00	3	3667	0.000	3	3667	0.009	3	3667	0.009
23:00 - 24:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
Total Rates:			0.018				0.018	0.036	

Parameter summary

Trip rate parameter range selected: 2400 - 4500 (units: sqm)
 Survey date range: 01/01/05 - 18/09/09
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

MULTI-MODAL CYCLISTS

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	3	3667	0.000	3	3667	0.009	3	3667	0.009
01:00 - 02:00	2	3450	0.000	2	3450	0.000	2	3450	0.000
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2400	0.000	1	2400	0.000	1	2400	0.000
11:00 - 12:00	2	3250	0.000	2	3250	0.000	2	3250	0.000
12:00 - 13:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
13:00 - 14:00	3	3667	0.009	3	3667	0.009	3	3667	0.018
14:00 - 15:00	3	3667	0.009	3	3667	0.000	3	3667	0.009
15:00 - 16:00	3	3667	0.009	3	3667	0.009	3	3667	0.018
16:00 - 17:00	3	3667	0.027	3	3667	0.018	3	3667	0.045
17:00 - 18:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
18:00 - 19:00	3	3667	0.045	3	3667	0.009	3	3667	0.054
19:00 - 20:00	3	3667	0.064	3	3667	0.027	3	3667	0.091
20:00 - 21:00	3	3667	0.018	3	3667	0.027	3	3667	0.045
21:00 - 22:00	3	3667	0.018	3	3667	0.018	3	3667	0.036
22:00 - 23:00	3	3667	0.009	3	3667	0.018	3	3667	0.027
23:00 - 24:00	3	3667	0.000	3	3667	0.018	3	3667	0.018
Total Rates:			0.208			0.162			0.370

Parameter summary

Trip rate parameter range selected: 2400 - 4500 (units: sqm)
 Survey date range: 01/01/05 - 18/09/09
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

MULTI-MODAL VEHICLE OCCUPANTS

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	3	3667	0.073	3	3667	0.991	3	3667	1.064
01:00 - 02:00	2	3450	0.000	2	3450	1.217	2	3450	1.217
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2400	0.000	1	2400	0.000	1	2400	0.000
11:00 - 12:00	2	3250	0.015	2	3250	0.015	2	3250	0.030
12:00 - 13:00	3	3667	0.773	3	3667	0.173	3	3667	0.946
13:00 - 14:00	3	3667	1.309	3	3667	0.600	3	3667	1.909
14:00 - 15:00	3	3667	1.191	3	3667	0.427	3	3667	1.618
15:00 - 16:00	3	3667	1.355	3	3667	1.445	3	3667	2.800
16:00 - 17:00	3	3667	2.518	3	3667	1.727	3	3667	4.245
17:00 - 18:00	3	3667	2.809	3	3667	1.591	3	3667	4.400
18:00 - 19:00	3	3667	5.700	3	3667	2.218	3	3667	7.918
19:00 - 20:00	3	3667	7.182	3	3667	3.773	3	3667	10.955
20:00 - 21:00	3	3667	6.573	3	3667	5.955	3	3667	12.528
21:00 - 22:00	3	3667	5.427	3	3667	4.927	3	3667	10.354
22:00 - 23:00	3	3667	1.773	3	3667	7.418	3	3667	9.191
23:00 - 24:00	3	3667	0.200	3	3667	4.645	3	3667	4.845
Total Rates:			36.898			37.122			74.020

Parameter summary

Trip rate parameter range selected: 2400 - 4500 (units: sqm)
 Survey date range: 01/01/05 - 18/09/09
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
MULTI-MODAL PEDESTRIANS
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	3	3667	0.000	3	3667	0.145	3	3667	0.145
01:00 - 02:00	2	3450	0.000	2	3450	0.116	2	3450	0.116
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2400	0.000	1	2400	0.000	1	2400	0.000
11:00 - 12:00	2	3250	0.000	2	3250	0.000	2	3250	0.000
12:00 - 13:00	3	3667	0.182	3	3667	0.055	3	3667	0.237
13:00 - 14:00	3	3667	0.373	3	3667	0.091	3	3667	0.464
14:00 - 15:00	3	3667	0.200	3	3667	0.055	3	3667	0.255
15:00 - 16:00	3	3667	0.209	3	3667	0.245	3	3667	0.454
16:00 - 17:00	3	3667	0.300	3	3667	0.145	3	3667	0.445
17:00 - 18:00	3	3667	0.455	3	3667	0.518	3	3667	0.973
18:00 - 19:00	3	3667	0.309	3	3667	0.455	3	3667	0.764
19:00 - 20:00	3	3667	0.564	3	3667	0.455	3	3667	1.019
20:00 - 21:00	3	3667	0.845	3	3667	0.673	3	3667	1.518
21:00 - 22:00	3	3667	0.600	3	3667	0.582	3	3667	1.182
22:00 - 23:00	3	3667	0.309	3	3667	0.764	3	3667	1.073
23:00 - 24:00	3	3667	0.073	3	3667	0.191	3	3667	0.264
Total Rates:			4.419			4.490			8.909

Parameter summary

Trip rate parameter range selected: 2400 - 4500 (units: sqm)
Survey date range: 01/01/05 - 18/09/09
Number of weekdays (Monday-Friday): 3
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
MULTI-MODAL BUS/TRAM PASSENGERS
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	3	3667	0.000	3	3667	0.000	3	3667	0.000
01:00 - 02:00	2	3450	0.000	2	3450	0.000	2	3450	0.000
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2400	0.000	1	2400	0.000	1	2400	0.000
11:00 - 12:00	2	3250	0.015	2	3250	0.000	2	3250	0.015
12:00 - 13:00	3	3667	0.091	3	3667	0.064	3	3667	0.155
13:00 - 14:00	3	3667	0.045	3	3667	0.027	3	3667	0.072
14:00 - 15:00	3	3667	0.082	3	3667	0.018	3	3667	0.100
15:00 - 16:00	3	3667	0.073	3	3667	0.073	3	3667	0.146
16:00 - 17:00	3	3667	0.064	3	3667	0.164	3	3667	0.228
17:00 - 18:00	3	3667	0.209	3	3667	0.045	3	3667	0.254
18:00 - 19:00	3	3667	0.364	3	3667	0.164	3	3667	0.528
19:00 - 20:00	3	3667	0.427	3	3667	0.227	3	3667	0.654
20:00 - 21:00	3	3667	0.273	3	3667	0.473	3	3667	0.746
21:00 - 22:00	3	3667	0.182	3	3667	0.364	3	3667	0.546
22:00 - 23:00	3	3667	0.064	3	3667	0.282	3	3667	0.346
23:00 - 24:00	3	3667	0.018	3	3667	0.127	3	3667	0.145
Total Rates:			1.907			2.028			3.935

Parameter summary

Trip rate parameter range selected: 2400 - 4500 (units: sqm)
Survey date range: 01/01/05 - 18/09/09
Number of weekdays (Monday-Friday): 3
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

MULTI-MODAL TRAIN PASSENGERS

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	3	3667	0.000	3	3667	0.000	3	3667	0.000
01:00 - 02:00	2	3450	0.000	2	3450	0.000	2	3450	0.000
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2400	0.000	1	2400	0.000	1	2400	0.000
11:00 - 12:00	2	3250	0.000	2	3250	0.000	2	3250	0.000
12:00 - 13:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
13:00 - 14:00	3	3667	0.073	3	3667	0.000	3	3667	0.073
14:00 - 15:00	3	3667	0.064	3	3667	0.009	3	3667	0.073
15:00 - 16:00	3	3667	0.018	3	3667	0.055	3	3667	0.073
16:00 - 17:00	3	3667	0.036	3	3667	0.027	3	3667	0.063
17:00 - 18:00	3	3667	0.082	3	3667	0.055	3	3667	0.137
18:00 - 19:00	3	3667	0.082	3	3667	0.000	3	3667	0.082
19:00 - 20:00	3	3667	0.073	3	3667	0.036	3	3667	0.109
20:00 - 21:00	3	3667	0.245	3	3667	0.082	3	3667	0.327
21:00 - 22:00	3	3667	0.000	3	3667	0.064	3	3667	0.064
22:00 - 23:00	3	3667	0.000	3	3667	0.118	3	3667	0.118
23:00 - 24:00	3	3667	0.000	3	3667	0.109	3	3667	0.109
Total Rates:			0.673			0.555			1.228

Parameter summary

Trip rate parameter range selected: 2400 - 4500 (units: sqm)
 Survey date range: 01/01/05 - 18/09/09
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
MULTI-MODAL COACH PASSENGERS
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	3	3667	0.000	3	3667	0.000	3	3667	0.000
01:00 - 02:00	2	3450	0.000	2	3450	0.000	2	3450	0.000
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2400	0.000	1	2400	0.000	1	2400	0.000
11:00 - 12:00	2	3250	0.000	2	3250	0.000	2	3250	0.000
12:00 - 13:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
13:00 - 14:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
14:00 - 15:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
15:00 - 16:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
16:00 - 17:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
17:00 - 18:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
18:00 - 19:00	3	3667	0.064	3	3667	0.000	3	3667	0.064
19:00 - 20:00	3	3667	0.500	3	3667	0.000	3	3667	0.500
20:00 - 21:00	3	3667	0.000	3	3667	0.064	3	3667	0.064
21:00 - 22:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
22:00 - 23:00	3	3667	0.000	3	3667	0.500	3	3667	0.500
23:00 - 24:00	3	3667	0.000	3	3667	0.000	3	3667	0.000
Total Rates:			0.564				0.564	1.128	

Parameter summary

Trip rate parameter range selected: 2400 - 4500 (units: sqm)
Survey date range: 01/01/05 - 18/09/09
Number of weekdays (Monday-Friday): 3
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS
MULTI-MODAL PUBLIC TRANSPORT USERS
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	3	3667	0.000	3	3667	0.000	3	3667	0.000
01:00 - 02:00	2	3450	0.000	2	3450	0.000	2	3450	0.000
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2400	0.000	1	2400	0.000	1	2400	0.000
11:00 - 12:00	2	3250	0.015	2	3250	0.000	2	3250	0.015
12:00 - 13:00	3	3667	0.091	3	3667	0.064	3	3667	0.155
13:00 - 14:00	3	3667	0.118	3	3667	0.027	3	3667	0.145
14:00 - 15:00	3	3667	0.145	3	3667	0.027	3	3667	0.172
15:00 - 16:00	3	3667	0.091	3	3667	0.127	3	3667	0.218
16:00 - 17:00	3	3667	0.100	3	3667	0.191	3	3667	0.291
17:00 - 18:00	3	3667	0.291	3	3667	0.100	3	3667	0.391
18:00 - 19:00	3	3667	0.509	3	3667	0.164	3	3667	0.673
19:00 - 20:00	3	3667	1.000	3	3667	0.264	3	3667	1.264
20:00 - 21:00	3	3667	0.518	3	3667	0.618	3	3667	1.136
21:00 - 22:00	3	3667	0.182	3	3667	0.427	3	3667	0.609
22:00 - 23:00	3	3667	0.064	3	3667	0.900	3	3667	0.964
23:00 - 24:00	3	3667	0.018	3	3667	0.236	3	3667	0.254
Total Rates:			3.142			3.145			6.287

Parameter summary

Trip rate parameter range selected: 2400 - 4500 (units: sqm)
Survey date range: 01/01/05 - 18/09/09
Number of weekdays (Monday-Friday): 3
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

MULTI-MODAL TOTAL PEOPLE

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	3	3667	0.073	3	3667	1.145	3	3667	1.218
01:00 - 02:00	2	3450	0.000	2	3450	1.333	2	3450	1.333
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	2400	0.000	1	2400	0.000	1	2400	0.000
11:00 - 12:00	2	3250	0.031	2	3250	0.015	2	3250	0.046
12:00 - 13:00	3	3667	1.045	3	3667	0.291	3	3667	1.336
13:00 - 14:00	3	3667	1.809	3	3667	0.727	3	3667	2.536
14:00 - 15:00	3	3667	1.545	3	3667	0.509	3	3667	2.054
15:00 - 16:00	3	3667	1.664	3	3667	1.827	3	3667	3.491
16:00 - 17:00	3	3667	2.945	3	3667	2.082	3	3667	5.027
17:00 - 18:00	3	3667	3.555	3	3667	2.209	3	3667	5.764
18:00 - 19:00	3	3667	6.564	3	3667	2.845	3	3667	9.409
19:00 - 20:00	3	3667	8.809	3	3667	4.518	3	3667	13.327
20:00 - 21:00	3	3667	7.955	3	3667	7.273	3	3667	15.228
21:00 - 22:00	3	3667	6.227	3	3667	5.955	3	3667	12.182
22:00 - 23:00	3	3667	2.155	3	3667	9.100	3	3667	11.255
23:00 - 24:00	3	3667	0.291	3	3667	5.091	3	3667	5.382
Total Rates:			44.668			44.920			89.588

Parameter summary

Trip rate parameter range selected: 2400 - 4500 (units: sqm)
Survey date range: 01/01/05 - 18/09/09
Number of weekdays (Monday-Friday): 3
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : C - DISCOUNT FOOD STORES
 MULTI-MODAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
10	WALES	
	GW GWYNEDD	1 days
	PS POWYS	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Actual Range: 1150 to 1527 (units: sqm)
 Range Selected by User: 900 to 1900 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 27/11/12

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	2 days
Friday	1 days

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	5
Edge of Town	1

Selected Location Sub Categories:

Industrial Zone	1
Retail Zone	2
No Sub Category	3

Filtering Stage 3 selection:

Use Class:

Not Known	1 days
A1	5 days

Population within 1 mile:

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

Filtering Stage 3 selection (Cont.):

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days

Car ownership within 5 miles:

1.1 to 1.5	6 days
------------	--------

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	6 days

Travel Plan:

No	6 days
----	--------

LIST OF SITES relevant to selection parameters

1	GW-01-C-01	LIDL		GWYNEDD
	HIGH STREET			
	BANGOR			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1310 sqm		
	Survey date: FRIDAY	10/07/09		Survey Type: MANUAL
2	HI-01-C-01	LIDL		HIGHLAND
	CAMANACHD CRESCENT			
	FORT WILLIAM			
	Edge of Town Centre			
	Retail Zone			
	Total Gross floor area:	1285 sqm		
	Survey date: TUESDAY	19/05/09		Survey Type: MANUAL
3	NR-01-C-01	ALDI		NORTHAMPTONSHIRE
	DALTON ROAD			
	CORBY			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	1345 sqm		
	Survey date: WEDNESDAY	19/11/08		Survey Type: MANUAL
4	NY-01-C-02	LIDL		NORTH YORKSHIRE
	STATION ROAD			
	THIRSK			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1527 sqm		
	Survey date: TUESDAY	11/10/11		Survey Type: MANUAL
5	PK-01-C-01	ALDI		PERTH & KINROSS
	GLASGOW ROAD			
	PERTH			
	Edge of Town Centre			
	Retail Zone			
	Total Gross floor area:	1400 sqm		
	Survey date: WEDNESDAY	11/05/11		Survey Type: MANUAL
6	PS-01-C-01	ALDI		POWYS
	RICH WAY			
	BRECON			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1150 sqm		
	Survey date: MONDAY	15/09/08		Survey Type: MANUAL

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL 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	3	1332	0.375	3	1332	0.125	3	1332	0.500
08:00 - 09:00	6	1336	1.060	6	1336	0.674	6	1336	1.734
09:00 - 10:00	6	1336	2.495	6	1336	1.796	6	1336	4.291
10:00 - 11:00	6	1336	3.854	6	1336	3.305	6	1336	7.159
11:00 - 12:00	6	1336	3.667	6	1336	3.468	6	1336	7.135
12:00 - 13:00	6	1336	3.405	6	1336	3.518	6	1336	6.923
13:00 - 14:00	6	1336	3.181	6	1336	3.268	6	1336	6.449
14:00 - 15:00	6	1336	4.441	6	1336	4.154	6	1336	8.595
15:00 - 16:00	6	1336	3.705	6	1336	4.029	6	1336	7.734
16:00 - 17:00	6	1336	3.281	6	1336	3.430	6	1336	6.711
17:00 - 18:00	6	1336	3.355	6	1336	4.041	6	1336	7.396
18:00 - 19:00	6	1336	2.333	6	1336	2.719	6	1336	5.052
19:00 - 20:00	6	1336	1.073	6	1336	1.509	6	1336	2.582
20:00 - 21:00	3	1412	0.189	3	1412	0.283	3	1412	0.472
21:00 - 22:00	1	1400	0.143	1	1400	0.286	1	1400	0.429
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			36.557			36.605			73.162

Parameter summary

Trip rate parameter range selected: 1150 - 1527 (units: sqm)
Survey date range: 01/01/05 - 27/11/12
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL TAXIS

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	3	1332	0.000	3	1332	0.000	3	1332	0.000
08:00 - 09:00	6	1336	0.000	6	1336	0.000	6	1336	0.000
09:00 - 10:00	6	1336	0.012	6	1336	0.012	6	1336	0.024
10:00 - 11:00	6	1336	0.037	6	1336	0.025	6	1336	0.062
11:00 - 12:00	6	1336	0.012	6	1336	0.012	6	1336	0.024
12:00 - 13:00	6	1336	0.012	6	1336	0.025	6	1336	0.037
13:00 - 14:00	6	1336	0.012	6	1336	0.012	6	1336	0.024
14:00 - 15:00	6	1336	0.050	6	1336	0.037	6	1336	0.087
15:00 - 16:00	6	1336	0.025	6	1336	0.037	6	1336	0.062
16:00 - 17:00	6	1336	0.012	6	1336	0.012	6	1336	0.024
17:00 - 18:00	6	1336	0.037	6	1336	0.025	6	1336	0.062
18:00 - 19:00	6	1336	0.000	6	1336	0.012	6	1336	0.012
19:00 - 20:00	6	1336	0.012	6	1336	0.012	6	1336	0.024
20:00 - 21:00	3	1412	0.000	3	1412	0.000	3	1412	0.000
21:00 - 22:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.221			0.221			0.442

Parameter summary

Trip rate parameter range selected: 1150 - 1527 (units: sqm)
Survey date range: 01/01/05 - 27/11/12
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL 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	3	1332	0.000	3	1332	0.000	3	1332	0.000
08:00 - 09:00	6	1336	0.037	6	1336	0.050	6	1336	0.087
09:00 - 10:00	6	1336	0.012	6	1336	0.000	6	1336	0.012
10:00 - 11:00	6	1336	0.012	6	1336	0.025	6	1336	0.037
11:00 - 12:00	6	1336	0.025	6	1336	0.025	6	1336	0.050
12:00 - 13:00	6	1336	0.012	6	1336	0.012	6	1336	0.024
13:00 - 14:00	6	1336	0.037	6	1336	0.037	6	1336	0.074
14:00 - 15:00	6	1336	0.012	6	1336	0.012	6	1336	0.024
15:00 - 16:00	6	1336	0.025	6	1336	0.012	6	1336	0.037
16:00 - 17:00	6	1336	0.000	6	1336	0.012	6	1336	0.012
17:00 - 18:00	6	1336	0.000	6	1336	0.000	6	1336	0.000
18:00 - 19:00	6	1336	0.012	6	1336	0.012	6	1336	0.024
19:00 - 20:00	6	1336	0.000	6	1336	0.000	6	1336	0.000
20:00 - 21:00	3	1412	0.000	3	1412	0.000	3	1412	0.000
21:00 - 22:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.184			0.197			0.381

Parameter summary

Trip rate parameter range selected: 1150 - 1527 (units: sqm)
Survey date range: 01/01/05 - 27/11/12
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL PSVS

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	3	1332	0.000	3	1332	0.000	3	1332	0.000
08:00 - 09:00	6	1336	0.000	6	1336	0.000	6	1336	0.000
09:00 - 10:00	6	1336	0.000	6	1336	0.000	6	1336	0.000
10:00 - 11:00	6	1336	0.000	6	1336	0.000	6	1336	0.000
11:00 - 12:00	6	1336	0.000	6	1336	0.000	6	1336	0.000
12:00 - 13:00	6	1336	0.000	6	1336	0.000	6	1336	0.000
13:00 - 14:00	6	1336	0.000	6	1336	0.000	6	1336	0.000
14:00 - 15:00	6	1336	0.000	6	1336	0.000	6	1336	0.000
15:00 - 16:00	6	1336	0.012	6	1336	0.000	6	1336	0.012
16:00 - 17:00	6	1336	0.000	6	1336	0.012	6	1336	0.012
17:00 - 18:00	6	1336	0.012	6	1336	0.012	6	1336	0.024
18:00 - 19:00	6	1336	0.000	6	1336	0.000	6	1336	0.000
19:00 - 20:00	6	1336	0.000	6	1336	0.000	6	1336	0.000
20:00 - 21:00	3	1412	0.000	3	1412	0.000	3	1412	0.000
21:00 - 22:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

Parameter summary

Trip rate parameter range selected: 1150 - 1527 (units: sqm)
Survey date range: 01/01/05 - 27/11/12
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL CYCLISTS
 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	3	1332	0.000	3	1332	0.000	3	1332	0.000
08:00 - 09:00	6	1336	0.012	6	1336	0.037	6	1336	0.049
09:00 - 10:00	6	1336	0.075	6	1336	0.075	6	1336	0.150
10:00 - 11:00	6	1336	0.025	6	1336	0.025	6	1336	0.050
11:00 - 12:00	6	1336	0.025	6	1336	0.012	6	1336	0.037
12:00 - 13:00	6	1336	0.050	6	1336	0.037	6	1336	0.087
13:00 - 14:00	6	1336	0.050	6	1336	0.037	6	1336	0.087
14:00 - 15:00	6	1336	0.075	6	1336	0.075	6	1336	0.150
15:00 - 16:00	6	1336	0.025	6	1336	0.050	6	1336	0.075
16:00 - 17:00	6	1336	0.050	6	1336	0.037	6	1336	0.087
17:00 - 18:00	6	1336	0.087	6	1336	0.087	6	1336	0.174
18:00 - 19:00	6	1336	0.012	6	1336	0.000	6	1336	0.012
19:00 - 20:00	6	1336	0.025	6	1336	0.025	6	1336	0.050
20:00 - 21:00	3	1412	0.000	3	1412	0.024	3	1412	0.024
21:00 - 22:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.511			0.521			1.032

Parameter summary

Trip rate parameter range selected:
 1150 - 1527 (units: sqm)

Survey date date range:
 01/01/05 - 27/11/12

Number of weekdays (Monday-Friday):
 6

Number of Saturdays:
 0

Number of Sundays:
 0

Surveys manually removed from selection:
 0

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL VEHICLE OCCUPANTS
 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	3	1332	0.426	3	1332	0.175	3	1332	0.601
08:00 - 09:00	6	1336	1.247	6	1336	0.786	6	1336	2.033
09:00 - 10:00	6	1336	3.143	6	1336	2.158	6	1336	5.301
10:00 - 11:00	6	1336	5.089	6	1336	4.229	6	1336	9.318
11:00 - 12:00	6	1336	5.002	6	1336	4.752	6	1336	9.754
12:00 - 13:00	6	1336	4.715	6	1336	5.002	6	1336	9.717
13:00 - 14:00	6	1336	4.428	6	1336	4.503	6	1336	8.931
14:00 - 15:00	6	1336	6.324	6	1336	6.137	6	1336	12.461
15:00 - 16:00	6	1336	5.925	6	1336	6.000	6	1336	11.925
16:00 - 17:00	6	1336	4.765	6	1336	5.027	6	1336	9.792
17:00 - 18:00	6	1336	5.127	6	1336	5.863	6	1336	10.990
18:00 - 19:00	6	1336	3.742	6	1336	4.216	6	1336	7.958
19:00 - 20:00	6	1336	1.634	6	1336	2.345	6	1336	3.979
20:00 - 21:00	3	1412	0.260	3	1412	0.448	3	1412	0.708
21:00 - 22:00	1	1400	0.143	1	1400	0.286	1	1400	0.429
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			51.970			51.927			103.897

Parameter summary

Trip rate parameter range selected:
 1150 - 1527 (units: sqm)

Survey date date range:
 01/01/05 - 27/11/12

Number of weekdays (Monday-Friday):
 6

Number of Saturdays:
 0

Number of Sundays:
 0

Surveys manually removed from selection:
 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL PEDESTRIANS

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	3	1332	0.100	3	1332	0.025	3	1332	0.125
08:00 - 09:00	6	1336	0.324	6	1336	0.225	6	1336	0.549
09:00 - 10:00	6	1336	0.723	6	1336	0.624	6	1336	1.347
10:00 - 11:00	6	1336	1.197	6	1336	0.936	6	1336	2.133
11:00 - 12:00	6	1336	1.222	6	1336	1.073	6	1336	2.295
12:00 - 13:00	6	1336	1.247	6	1336	1.385	6	1336	2.632
13:00 - 14:00	6	1336	1.010	6	1336	0.960	6	1336	1.970
14:00 - 15:00	6	1336	1.048	6	1336	0.985	6	1336	2.033
15:00 - 16:00	6	1336	1.023	6	1336	1.048	6	1336	2.071
16:00 - 17:00	6	1336	0.873	6	1336	1.048	6	1336	1.921
17:00 - 18:00	6	1336	1.035	6	1336	1.135	6	1336	2.170
18:00 - 19:00	6	1336	0.861	6	1336	0.911	6	1336	1.772
19:00 - 20:00	6	1336	0.586	6	1336	0.611	6	1336	1.197
20:00 - 21:00	3	1412	0.000	3	1412	0.047	3	1412	0.047
21:00 - 22:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.249			11.013			22.262

Parameter summary

Trip rate parameter range selected:	1150 - 1527 (units: sqm)
Survey date range:	01/01/05 - 27/11/12
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL PUBLIC TRANSPORT USERS
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	3	1332	0.050	3	1332	0.000	3	1332	0.050
08:00 - 09:00	6	1336	0.162	6	1336	0.150	6	1336	0.312
09:00 - 10:00	6	1336	0.112	6	1336	0.087	6	1336	0.199
10:00 - 11:00	6	1336	0.212	6	1336	0.200	6	1336	0.412
11:00 - 12:00	6	1336	0.150	6	1336	0.125	6	1336	0.275
12:00 - 13:00	6	1336	0.225	6	1336	0.287	6	1336	0.512
13:00 - 14:00	6	1336	0.162	6	1336	0.150	6	1336	0.312
14:00 - 15:00	6	1336	0.075	6	1336	0.100	6	1336	0.175
15:00 - 16:00	6	1336	0.274	6	1336	0.200	6	1336	0.474
16:00 - 17:00	6	1336	0.100	6	1336	0.237	6	1336	0.337
17:00 - 18:00	6	1336	0.125	6	1336	0.125	6	1336	0.250
18:00 - 19:00	6	1336	0.037	6	1336	0.037	6	1336	0.074
19:00 - 20:00	6	1336	0.000	6	1336	0.012	6	1336	0.012
20:00 - 21:00	3	1412	0.000	3	1412	0.000	3	1412	0.000
21:00 - 22:00	1	1400	0.000	1	1400	0.000	1	1400	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.684			1.710			3.394

Parameter summary

Trip rate parameter range selected: 1150 - 1527 (units: sqm)
Survey date range: 01/01/05 - 27/11/12
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL TOTAL PEOPLE
 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	3	1332	0.576	3	1332	0.200	3	1332	0.776
08:00 - 09:00	6	1336	1.746	6	1336	1.197	6	1336	2.943
09:00 - 10:00	6	1336	4.054	6	1336	2.944	6	1336	6.998
10:00 - 11:00	6	1336	6.524	6	1336	5.389	6	1336	11.913
11:00 - 12:00	6	1336	6.399	6	1336	5.962	6	1336	12.361
12:00 - 13:00	6	1336	6.237	6	1336	6.711	6	1336	12.948
13:00 - 14:00	6	1336	5.650	6	1336	5.650	6	1336	11.300
14:00 - 15:00	6	1336	7.522	6	1336	7.297	6	1336	14.819
15:00 - 16:00	6	1336	7.247	6	1336	7.297	6	1336	14.544
16:00 - 17:00	6	1336	5.788	6	1336	6.349	6	1336	12.137
17:00 - 18:00	6	1336	6.374	6	1336	7.210	6	1336	13.584
18:00 - 19:00	6	1336	4.653	6	1336	5.164	6	1336	9.817
19:00 - 20:00	6	1336	2.245	6	1336	2.994	6	1336	5.239
20:00 - 21:00	3	1412	0.260	3	1412	0.519	3	1412	0.779
21:00 - 22:00	1	1400	0.143	1	1400	0.286	1	1400	0.429
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		65.418			65.169				130.587

Parameter summary

Trip rate parameter range selected:	1150 - 1527 (units: sqm)
Survey date date range:	01/01/05 - 27/11/12
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : D - FAST FOOD - DRIVE THROUGH
MULTI-MODAL VEHICLES

Selected regions and areas:

06 WEST MIDLANDS
WM WEST MIDLANDS 1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 250 to 250 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 25/11/08

Selected survey days:

Tuesday 1 days

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

Selected Location Sub Categories:

No Sub Category 1

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
MULTI-MODAL 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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	1	250	0.400	1	250	0.400	1	250	0.800
10:00 - 11:00	1	250	2.800	1	250	2.400	1	250	5.200
11:00 - 12:00	1	250	4.400	1	250	2.000	1	250	6.400
12:00 - 13:00	1	250	8.800	1	250	11.200	1	250	20.000
13:00 - 14:00	1	250	11.200	1	250	8.800	1	250	20.000
14:00 - 15:00	1	250	3.200	1	250	4.800	1	250	8.000
15:00 - 16:00	1	250	2.800	1	250	3.200	1	250	6.000
16:00 - 17:00	1	250	2.400	1	250	2.000	1	250	4.400
17:00 - 18:00	1	250	1.600	1	250	2.000	1	250	3.600
18:00 - 19:00	1	250	3.600	1	250	2.800	1	250	6.400
19:00 - 20:00	1	250	5.600	1	250	5.600	1	250	11.200
20:00 - 21:00	1	250	2.000	1	250	2.800	1	250	4.800
21:00 - 22:00	1	250	0.000	1	250	1.200	1	250	1.200
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			48.800			49.200			98.000

Parameter summary

Trip rate parameter range selected: 250 - 250 (units: sqm)
Survey date range: 01/01/03 - 25/11/08
Number of weekdays (Monday-Friday): 1
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
MULTI-MODAL CYCLISTS
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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	1	250	0.000	1	250	0.000	1	250	0.000
10:00 - 11:00	1	250	0.000	1	250	0.000	1	250	0.000
11:00 - 12:00	1	250	0.000	1	250	0.000	1	250	0.000
12:00 - 13:00	1	250	0.000	1	250	0.000	1	250	0.000
13:00 - 14:00	1	250	0.000	1	250	0.000	1	250	0.000
14:00 - 15:00	1	250	0.000	1	250	0.000	1	250	0.000
15:00 - 16:00	1	250	0.000	1	250	0.000	1	250	0.000
16:00 - 17:00	1	250	0.000	1	250	0.000	1	250	0.000
17:00 - 18:00	1	250	0.000	1	250	0.000	1	250	0.000
18:00 - 19:00	1	250	0.000	1	250	0.000	1	250	0.000
19:00 - 20:00	1	250	0.000	1	250	0.000	1	250	0.000
20:00 - 21:00	1	250	0.000	1	250	0.000	1	250	0.000
21:00 - 22:00	1	250	0.000	1	250	0.000	1	250	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected: 250 - 250 (units: sqm)
Survey date range: 01/01/03 - 25/11/08
Number of weekdays (Monday-Friday): 1
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
MULTI-MODAL VEHICLE OCCUPANTS
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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	1	250	0.400	1	250	0.400	1	250	0.800
10:00 - 11:00	1	250	4.400	1	250	3.600	1	250	8.000
11:00 - 12:00	1	250	4.800	1	250	2.800	1	250	7.600
12:00 - 13:00	1	250	11.600	1	250	12.800	1	250	24.400
13:00 - 14:00	1	250	17.200	1	250	13.200	1	250	30.400
14:00 - 15:00	1	250	4.000	1	250	7.200	1	250	11.200
15:00 - 16:00	1	250	4.000	1	250	3.600	1	250	7.600
16:00 - 17:00	1	250	3.200	1	250	3.200	1	250	6.400
17:00 - 18:00	1	250	2.800	1	250	3.200	1	250	6.000
18:00 - 19:00	1	250	5.600	1	250	4.000	1	250	9.600
19:00 - 20:00	1	250	8.000	1	250	8.000	1	250	16.000
20:00 - 21:00	1	250	3.200	1	250	4.800	1	250	8.000
21:00 - 22:00	1	250	0.000	1	250	2.800	1	250	2.800
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			69.200			69.600			138.800

Parameter summary

Trip rate parameter range selected: 250 - 250 (units: sqm)
Survey date range: 01/01/03 - 25/11/08
Number of weekdays (Monday-Friday): 1
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
MULTI-MODAL PEDESTRIANS
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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	1	250	0.400	1	250	0.400	1	250	0.800
10:00 - 11:00	1	250	0.000	1	250	0.000	1	250	0.000
11:00 - 12:00	1	250	0.400	1	250	0.000	1	250	0.400
12:00 - 13:00	1	250	0.000	1	250	0.400	1	250	0.400
13:00 - 14:00	1	250	1.600	1	250	1.600	1	250	3.200
14:00 - 15:00	1	250	0.000	1	250	0.000	1	250	0.000
15:00 - 16:00	1	250	0.800	1	250	0.000	1	250	0.800
16:00 - 17:00	1	250	0.400	1	250	0.800	1	250	1.200
17:00 - 18:00	1	250	0.000	1	250	0.400	1	250	0.400
18:00 - 19:00	1	250	0.400	1	250	0.400	1	250	0.800
19:00 - 20:00	1	250	0.000	1	250	0.000	1	250	0.000
20:00 - 21:00	1	250	0.000	1	250	0.000	1	250	0.000
21:00 - 22:00	1	250	0.000	1	250	0.000	1	250	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			4.000			4.000			8.000

Parameter summary

Trip rate parameter range selected: 250 - 250 (units: sqm)
Survey date range: 01/01/03 - 25/11/08
Number of weekdays (Monday-Friday): 1
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
MULTI-MODAL PUBLIC TRANSPORT USERS
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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	1	250	0.000	1	250	0.000	1	250	0.000
10:00 - 11:00	1	250	0.000	1	250	0.000	1	250	0.000
11:00 - 12:00	1	250	0.000	1	250	0.000	1	250	0.000
12:00 - 13:00	1	250	0.000	1	250	0.000	1	250	0.000
13:00 - 14:00	1	250	0.000	1	250	0.000	1	250	0.000
14:00 - 15:00	1	250	0.000	1	250	0.000	1	250	0.000
15:00 - 16:00	1	250	0.000	1	250	0.000	1	250	0.000
16:00 - 17:00	1	250	0.000	1	250	0.000	1	250	0.000
17:00 - 18:00	1	250	0.000	1	250	0.000	1	250	0.000
18:00 - 19:00	1	250	0.000	1	250	0.000	1	250	0.000
19:00 - 20:00	1	250	0.000	1	250	0.000	1	250	0.000
20:00 - 21:00	1	250	0.000	1	250	0.000	1	250	0.000
21:00 - 22:00	1	250	0.000	1	250	0.000	1	250	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected: 250 - 250 (units: sqm)
Survey date range: 01/01/03 - 25/11/08
Number of weekdays (Monday-Friday): 1
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
MULTI-MODAL TOTAL PEOPLE
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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	1	250	0.800	1	250	0.800	1	250	1.600
10:00 - 11:00	1	250	4.400	1	250	3.600	1	250	8.000
11:00 - 12:00	1	250	5.200	1	250	2.800	1	250	8.000
12:00 - 13:00	1	250	11.600	1	250	13.200	1	250	24.800
13:00 - 14:00	1	250	18.800	1	250	14.800	1	250	33.600
14:00 - 15:00	1	250	4.000	1	250	7.200	1	250	11.200
15:00 - 16:00	1	250	4.800	1	250	3.600	1	250	8.400
16:00 - 17:00	1	250	3.600	1	250	4.000	1	250	7.600
17:00 - 18:00	1	250	2.800	1	250	3.600	1	250	6.400
18:00 - 19:00	1	250	6.000	1	250	4.400	1	250	10.400
19:00 - 20:00	1	250	8.000	1	250	8.000	1	250	16.000
20:00 - 21:00	1	250	3.200	1	250	4.800	1	250	8.000
21:00 - 22:00	1	250	0.000	1	250	2.800	1	250	2.800
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			73.200				73.600	146.800	

Parameter summary

Trip rate parameter range selected: 250 - 250 (units: sqm)
Survey date range: 01/01/03 - 25/11/08
Number of weekdays (Monday-Friday): 1
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : K - FITNESS CLUB (PRIVATE)
 MULTI-MODAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Actual Range: 1450 to 1570 (units: sqm)
 Range Selected by User: 1450 to 2000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 11/06/10

Selected survey days:

Monday	1 days
Friday	1 days

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Free Standing (PPS6 Out of Town)	1

Selected Location Sub Categories:

Built-Up Zone	1
Out of Town	1

Filtering Stage 3 selection:

Use Class:

A1	1 days
D2	1 days

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	1 days

Population within 5 miles:

100,001 to 125,000	1 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

Travel Plan:

Yes	1 days
No	1 days

LIST OF SITES relevant to selection parameters

- | | | | |
|---|------------------------------------|-----------------------|---------------------|
| 1 | LN-07-K-01 | FITNESS FIRST EXPRESS | LINCOLNSHIRE |
| | TRITTON ROAD | | |
| | LINCOLN | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Built-Up Zone | | |
| | Total Gross floor area: | 1450 sqm | |
| | Survey date: MONDAY | 14/05/07 | Survey Type: MANUAL |
| 2 | WY-07-K-01 | FITNESS FIRST | WEST YORKSHIRE |
| | REDCOTE LANE | | |
| | BURLEY | | |
| | LEEDS | | |
| | Free Standing (PPS6 Out of Town) | | |
| | Out of Town | | |
| | Total Gross floor area: | 1570 sqm | |
| | Survey date: FRIDAY | 11/06/10 | Survey Type: MANUAL |

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL 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	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	2	1510	1.722	2	1510	0.265	2	1510	1.987
07:00 - 08:00	2	1510	0.662	2	1510	0.596	2	1510	1.258
08:00 - 09:00	2	1510	0.397	2	1510	1.126	2	1510	1.523
09:00 - 10:00	2	1510	1.887	2	1510	0.662	2	1510	2.549
10:00 - 11:00	2	1510	1.490	2	1510	1.093	2	1510	2.583
11:00 - 12:00	2	1510	1.656	2	1510	1.854	2	1510	3.510
12:00 - 13:00	2	1510	1.457	2	1510	1.424	2	1510	2.881
13:00 - 14:00	2	1510	1.060	2	1510	1.457	2	1510	2.517
14:00 - 15:00	2	1510	1.358	2	1510	1.225	2	1510	2.583
15:00 - 16:00	2	1510	1.424	2	1510	0.927	2	1510	2.351
16:00 - 17:00	2	1510	3.146	2	1510	1.490	2	1510	4.636
17:00 - 18:00	2	1510	3.477	2	1510	2.649	2	1510	6.126
18:00 - 19:00	2	1510	2.219	2	1510	3.576	2	1510	5.795
19:00 - 20:00	2	1510	2.616	2	1510	2.715	2	1510	5.331
20:00 - 21:00	2	1510	0.728	2	1510	3.079	2	1510	3.807
21:00 - 22:00	2	1510	0.199	2	1510	0.960	2	1510	1.159
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			25.498			25.098			50.596

Parameter summary

Trip rate parameter range selected:	1450 - 1570 (units: sqm)
Survey date range:	01/01/05 - 11/06/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL TAXIS

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	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
07:00 - 08:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
08:00 - 09:00	2	1510	0.033	2	1510	0.033	2	1510	0.066
09:00 - 10:00	2	1510	0.132	2	1510	0.066	2	1510	0.198
10:00 - 11:00	2	1510	0.033	2	1510	0.099	2	1510	0.132
11:00 - 12:00	2	1510	0.033	2	1510	0.033	2	1510	0.066
12:00 - 13:00	2	1510	0.033	2	1510	0.000	2	1510	0.033
13:00 - 14:00	2	1510	0.000	2	1510	0.033	2	1510	0.033
14:00 - 15:00	2	1510	0.033	2	1510	0.000	2	1510	0.033
15:00 - 16:00	2	1510	0.000	2	1510	0.033	2	1510	0.033
16:00 - 17:00	2	1510	0.033	2	1510	0.033	2	1510	0.066
17:00 - 18:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
18:00 - 19:00	2	1510	0.099	2	1510	0.066	2	1510	0.165
19:00 - 20:00	2	1510	0.033	2	1510	0.033	2	1510	0.066
20:00 - 21:00	2	1510	0.000	2	1510	0.033	2	1510	0.033
21:00 - 22:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.462			0.462			0.924

Parameter summary

Trip rate parameter range selected: 1450 - 1570 (units: sqm)
Survey date range: 01/01/05 - 11/06/10
Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL 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	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
07:00 - 08:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
08:00 - 09:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
09:00 - 10:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
10:00 - 11:00	2	1510	0.066	2	1510	0.033	2	1510	0.099
11:00 - 12:00	2	1510	0.033	2	1510	0.066	2	1510	0.099
12:00 - 13:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
13:00 - 14:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
14:00 - 15:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
15:00 - 16:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
16:00 - 17:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
17:00 - 18:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
18:00 - 19:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
19:00 - 20:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
20:00 - 21:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
21:00 - 22:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.099			0.099			0.198

Parameter summary

Trip rate parameter range selected: 1450 - 1570 (units: sqm)
Survey date range: 01/01/05 - 11/06/10
Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL PSVS

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	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
07:00 - 08:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
08:00 - 09:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
09:00 - 10:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
10:00 - 11:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
11:00 - 12:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
12:00 - 13:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
13:00 - 14:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
14:00 - 15:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
15:00 - 16:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
16:00 - 17:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
17:00 - 18:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
18:00 - 19:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
19:00 - 20:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
20:00 - 21:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
21:00 - 22:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected: 1450 - 1570 (units: sqm)
Survey date range: 01/01/05 - 11/06/10
Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL CYCLISTS

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	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
07:00 - 08:00	2	1510	0.099	2	1510	0.000	2	1510	0.099
08:00 - 09:00	2	1510	0.000	2	1510	0.033	2	1510	0.033
09:00 - 10:00	2	1510	0.033	2	1510	0.033	2	1510	0.066
10:00 - 11:00	2	1510	0.066	2	1510	0.000	2	1510	0.066
11:00 - 12:00	2	1510	0.166	2	1510	0.033	2	1510	0.199
12:00 - 13:00	2	1510	0.000	2	1510	0.099	2	1510	0.099
13:00 - 14:00	2	1510	0.033	2	1510	0.132	2	1510	0.165
14:00 - 15:00	2	1510	0.033	2	1510	0.033	2	1510	0.066
15:00 - 16:00	2	1510	0.166	2	1510	0.000	2	1510	0.166
16:00 - 17:00	2	1510	0.232	2	1510	0.099	2	1510	0.331
17:00 - 18:00	2	1510	0.199	2	1510	0.166	2	1510	0.365
18:00 - 19:00	2	1510	0.066	2	1510	0.265	2	1510	0.331
19:00 - 20:00	2	1510	0.232	2	1510	0.166	2	1510	0.398
20:00 - 21:00	2	1510	0.000	2	1510	0.199	2	1510	0.199
21:00 - 22:00	2	1510	0.000	2	1510	0.033	2	1510	0.033
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.325			1.291			2.616

Parameter summary

Trip rate parameter range selected: 1450 - 1570 (units: sqm)
Survey date range: 01/01/05 - 11/06/10
Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL VEHICLE OCCUPANTS

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	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	2	1510	1.821	2	1510	0.199	2	1510	2.020
07:00 - 08:00	2	1510	0.662	2	1510	0.596	2	1510	1.258
08:00 - 09:00	2	1510	0.430	2	1510	1.159	2	1510	1.589
09:00 - 10:00	2	1510	1.987	2	1510	0.695	2	1510	2.682
10:00 - 11:00	2	1510	1.656	2	1510	1.126	2	1510	2.782
11:00 - 12:00	2	1510	1.722	2	1510	2.020	2	1510	3.742
12:00 - 13:00	2	1510	1.722	2	1510	1.656	2	1510	3.378
13:00 - 14:00	2	1510	1.192	2	1510	1.623	2	1510	2.815
14:00 - 15:00	2	1510	1.589	2	1510	1.424	2	1510	3.013
15:00 - 16:00	2	1510	1.457	2	1510	1.026	2	1510	2.483
16:00 - 17:00	2	1510	3.974	2	1510	1.921	2	1510	5.895
17:00 - 18:00	2	1510	3.675	2	1510	2.848	2	1510	6.523
18:00 - 19:00	2	1510	2.384	2	1510	4.073	2	1510	6.457
19:00 - 20:00	2	1510	3.576	2	1510	3.510	2	1510	7.086
20:00 - 21:00	2	1510	0.960	2	1510	4.007	2	1510	4.967
21:00 - 22:00	2	1510	0.166	2	1510	1.093	2	1510	1.259
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			28.973			28.976			57.949

Parameter summary

Trip rate parameter range selected:	1450 - 1570 (units: sqm)
Survey date range:	01/01/05 - 11/06/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL PEDESTRIANS
 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	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	2	1510	0.132	2	1510	0.000	2	1510	0.132
07:00 - 08:00	2	1510	0.166	2	1510	0.099	2	1510	0.265
08:00 - 09:00	2	1510	0.199	2	1510	0.265	2	1510	0.464
09:00 - 10:00	2	1510	0.232	2	1510	0.099	2	1510	0.331
10:00 - 11:00	2	1510	0.166	2	1510	0.099	2	1510	0.265
11:00 - 12:00	2	1510	0.298	2	1510	0.265	2	1510	0.563
12:00 - 13:00	2	1510	0.331	2	1510	0.298	2	1510	0.629
13:00 - 14:00	2	1510	0.166	2	1510	0.199	2	1510	0.365
14:00 - 15:00	2	1510	0.232	2	1510	0.033	2	1510	0.265
15:00 - 16:00	2	1510	0.364	2	1510	0.265	2	1510	0.629
16:00 - 17:00	2	1510	0.563	2	1510	0.397	2	1510	0.960
17:00 - 18:00	2	1510	0.728	2	1510	0.199	2	1510	0.927
18:00 - 19:00	2	1510	0.563	2	1510	0.530	2	1510	1.093
19:00 - 20:00	2	1510	0.364	2	1510	0.662	2	1510	1.026
20:00 - 21:00	2	1510	0.099	2	1510	0.563	2	1510	0.662
21:00 - 22:00	2	1510	0.066	2	1510	0.364	2	1510	0.430
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.669			4.337			9.006

Parameter summary

Trip rate parameter range selected:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys manually removed from selection:

1450 - 1570 (units: sqm)
 01/01/05 - 11/06/10
 2
 0
 0
 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL PUBLIC TRANSPORT USERS

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	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
07:00 - 08:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
08:00 - 09:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
09:00 - 10:00	2	1510	0.066	2	1510	0.000	2	1510	0.066
10:00 - 11:00	2	1510	0.033	2	1510	0.000	2	1510	0.033
11:00 - 12:00	2	1510	0.000	2	1510	0.033	2	1510	0.033
12:00 - 13:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
13:00 - 14:00	2	1510	0.000	2	1510	0.066	2	1510	0.066
14:00 - 15:00	2	1510	0.033	2	1510	0.099	2	1510	0.132
15:00 - 16:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
16:00 - 17:00	2	1510	0.066	2	1510	0.033	2	1510	0.099
17:00 - 18:00	2	1510	0.066	2	1510	0.033	2	1510	0.099
18:00 - 19:00	2	1510	0.000	2	1510	0.066	2	1510	0.066
19:00 - 20:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
20:00 - 21:00	2	1510	0.000	2	1510	0.000	2	1510	0.000
21:00 - 22:00	2	1510	0.000	2	1510	0.033	2	1510	0.033
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.264			0.363			0.627

Parameter summary

Trip rate parameter range selected: 1450 - 1570 (units: sqm)
Survey date range: 01/01/05 - 11/06/10
Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL TOTAL PEOPLE
 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	1	1570	0.000	1	1570	0.000	1	1570	0.000
06:00 - 07:00	2	1510	1.954	2	1510	0.199	2	1510	2.153
07:00 - 08:00	2	1510	0.927	2	1510	0.695	2	1510	1.622
08:00 - 09:00	2	1510	0.629	2	1510	1.457	2	1510	2.086
09:00 - 10:00	2	1510	2.318	2	1510	0.828	2	1510	3.146
10:00 - 11:00	2	1510	1.921	2	1510	1.225	2	1510	3.146
11:00 - 12:00	2	1510	2.185	2	1510	2.351	2	1510	4.536
12:00 - 13:00	2	1510	2.053	2	1510	2.053	2	1510	4.106
13:00 - 14:00	2	1510	1.391	2	1510	2.020	2	1510	3.411
14:00 - 15:00	2	1510	1.887	2	1510	1.589	2	1510	3.476
15:00 - 16:00	2	1510	1.987	2	1510	1.291	2	1510	3.278
16:00 - 17:00	2	1510	4.834	2	1510	2.450	2	1510	7.284
17:00 - 18:00	2	1510	4.669	2	1510	3.245	2	1510	7.914
18:00 - 19:00	2	1510	3.013	2	1510	4.934	2	1510	7.947
19:00 - 20:00	2	1510	4.172	2	1510	4.338	2	1510	8.510
20:00 - 21:00	2	1510	1.060	2	1510	4.768	2	1510	5.828
21:00 - 22:00	2	1510	0.232	2	1510	1.523	2	1510	1.755
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			35.232			34.966			70.198

Parameter summary

Trip rate parameter range selected:	1450 - 1570 (units: sqm)
Survey date date range:	01/01/05 - 11/06/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
	GC GLASGOW CITY	1 days

Filtering Stage 2 selection:

Parameter: Number of bedrooms
Actual Range: 40 to 78 (units:)
Range Selected by User: 40 to 78 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 14/10/10

Selected survey days:

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	5

Selected Location Sub Categories:

Residential Zone	2
No Sub Category	5

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	7	66	0.054	7	66	0.109	7	66	0.163
08:00 - 09:00	7	66	0.080	7	66	0.202	7	66	0.282
09:00 - 10:00	7	66	0.076	7	66	0.109	7	66	0.185
10:00 - 11:00	7	66	0.070	7	66	0.085	7	66	0.155
11:00 - 12:00	7	66	0.087	7	66	0.100	7	66	0.187
12:00 - 13:00	7	66	0.107	7	66	0.070	7	66	0.177
13:00 - 14:00	7	66	0.070	7	66	0.072	7	66	0.142
14:00 - 15:00	7	66	0.054	7	66	0.083	7	66	0.137
15:00 - 16:00	7	66	0.072	7	66	0.072	7	66	0.144
16:00 - 17:00	7	66	0.078	7	66	0.061	7	66	0.139
17:00 - 18:00	7	66	0.150	7	66	0.046	7	66	0.196
18:00 - 19:00	7	66	0.157	7	66	0.076	7	66	0.233
19:00 - 20:00	6	64	0.128	6	64	0.063	6	64	0.191
20:00 - 21:00	6	64	0.092	6	64	0.047	6	64	0.139
21:00 - 22:00	6	64	0.081	6	64	0.068	6	64	0.149
22:00 - 23:00	2	57	0.079	2	57	0.088	2	57	0.167
23:00 - 24:00	2	57	0.018	2	57	0.000	2	57	0.018
Total Rates:			1.453				1.351	2.804	

Parameter summary

Trip rate parameter range selected: 40 - 78 (units:)
 Survey date range: 01/01/03 - 14/10/10
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL CYCLISTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	7	66	0.000	7	66	0.002	7	66	0.002
08:00 - 09:00	7	66	0.007	7	66	0.000	7	66	0.007
09:00 - 10:00	7	66	0.004	7	66	0.002	7	66	0.006
10:00 - 11:00	7	66	0.000	7	66	0.000	7	66	0.000
11:00 - 12:00	7	66	0.000	7	66	0.000	7	66	0.000
12:00 - 13:00	7	66	0.000	7	66	0.000	7	66	0.000
13:00 - 14:00	7	66	0.000	7	66	0.002	7	66	0.002
14:00 - 15:00	7	66	0.004	7	66	0.004	7	66	0.008
15:00 - 16:00	7	66	0.002	7	66	0.002	7	66	0.004
16:00 - 17:00	7	66	0.000	7	66	0.000	7	66	0.000
17:00 - 18:00	7	66	0.000	7	66	0.004	7	66	0.004
18:00 - 19:00	7	66	0.000	7	66	0.000	7	66	0.000
19:00 - 20:00	6	64	0.000	6	64	0.000	6	64	0.000
20:00 - 21:00	6	64	0.000	6	64	0.000	6	64	0.000
21:00 - 22:00	6	64	0.000	6	64	0.000	6	64	0.000
22:00 - 23:00	2	57	0.000	2	57	0.000	2	57	0.000
23:00 - 24:00	2	57	0.000	2	57	0.000	2	57	0.000
Total Rates:			0.017	0.016			0.033		

Parameter summary

Trip rate parameter range selected: 40 - 78 (units:)
 Survey date range: 01/01/03 - 14/10/10
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS			
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000	
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000	
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000	
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000	
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000	
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000	
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000	
07:00 - 08:00	7	66	0.052	7	66	0.126	7	66	0.178	
08:00 - 09:00	7	66	0.072	7	66	0.254	7	66	0.326	
09:00 - 10:00	7	66	0.091	7	66	0.157	7	66	0.248	
10:00 - 11:00	7	66	0.083	7	66	0.126	7	66	0.209	
11:00 - 12:00	7	66	0.102	7	66	0.135	7	66	0.237	
12:00 - 13:00	7	66	0.172	7	66	0.087	7	66	0.259	
13:00 - 14:00	7	66	0.087	7	66	0.093	7	66	0.180	
14:00 - 15:00	7	66	0.072	7	66	0.124	7	66	0.196	
15:00 - 16:00	7	66	0.115	7	66	0.102	7	66	0.217	
16:00 - 17:00	7	66	0.126	7	66	0.078	7	66	0.204	
17:00 - 18:00	7	66	0.237	7	66	0.063	7	66	0.300	
18:00 - 19:00	7	66	0.224	7	66	0.109	7	66	0.333	
19:00 - 20:00	6	64	0.196	6	64	0.110	6	64	0.306	
20:00 - 21:00	6	64	0.134	6	64	0.076	6	64	0.210	
21:00 - 22:00	6	64	0.113	6	64	0.113	6	64	0.226	
22:00 - 23:00	2	57	0.105	2	57	0.105	2	57	0.210	
23:00 - 24:00	2	57	0.018	2	57	0.000	2	57	0.018	
Total Rates:			1.999				1.858			3.857

Parameter summary

Trip rate parameter range selected: 40 - 78 (units:)
 Survey date range: 01/01/03 - 14/10/10
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	7	66	0.009	7	66	0.037	7	66	0.046
08:00 - 09:00	7	66	0.059	7	66	0.076	7	66	0.135
09:00 - 10:00	7	66	0.091	7	66	0.050	7	66	0.141
10:00 - 11:00	7	66	0.020	7	66	0.020	7	66	0.040
11:00 - 12:00	7	66	0.026	7	66	0.020	7	66	0.046
12:00 - 13:00	7	66	0.015	7	66	0.067	7	66	0.082
13:00 - 14:00	7	66	0.046	7	66	0.035	7	66	0.081
14:00 - 15:00	7	66	0.070	7	66	0.041	7	66	0.111
15:00 - 16:00	7	66	0.039	7	66	0.052	7	66	0.091
16:00 - 17:00	7	66	0.030	7	66	0.050	7	66	0.080
17:00 - 18:00	7	66	0.050	7	66	0.035	7	66	0.085
18:00 - 19:00	7	66	0.057	7	66	0.052	7	66	0.109
19:00 - 20:00	6	64	0.086	6	64	0.102	6	64	0.188
20:00 - 21:00	6	64	0.081	6	64	0.068	6	64	0.149
21:00 - 22:00	6	64	0.099	6	64	0.034	6	64	0.133
22:00 - 23:00	2	57	0.053	2	57	0.009	2	57	0.062
23:00 - 24:00	2	57	0.000	2	57	0.000	2	57	0.000
Total Rates:			0.831			0.748			1.579

Parameter summary

Trip rate parameter range selected: 40 - 78 (units:)
Survey date range: 01/01/03 - 14/10/10
Number of weekdays (Monday-Friday): 7
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	7	66	0.007	7	66	0.015	7	66	0.022
08:00 - 09:00	7	66	0.007	7	66	0.024	7	66	0.031
09:00 - 10:00	7	66	0.015	7	66	0.009	7	66	0.024
10:00 - 11:00	7	66	0.002	7	66	0.015	7	66	0.017
11:00 - 12:00	7	66	0.020	7	66	0.002	7	66	0.022
12:00 - 13:00	7	66	0.000	7	66	0.004	7	66	0.004
13:00 - 14:00	7	66	0.024	7	66	0.028	7	66	0.052
14:00 - 15:00	7	66	0.033	7	66	0.004	7	66	0.037
15:00 - 16:00	7	66	0.002	7	66	0.000	7	66	0.002
16:00 - 17:00	7	66	0.011	7	66	0.004	7	66	0.015
17:00 - 18:00	7	66	0.013	7	66	0.000	7	66	0.013
18:00 - 19:00	7	66	0.013	7	66	0.000	7	66	0.013
19:00 - 20:00	6	64	0.000	6	64	0.005	6	64	0.005
20:00 - 21:00	6	64	0.005	6	64	0.003	6	64	0.008
21:00 - 22:00	6	64	0.000	6	64	0.000	6	64	0.000
22:00 - 23:00	2	57	0.000	2	57	0.000	2	57	0.000
23:00 - 24:00	2	57	0.000	2	57	0.000	2	57	0.000
Total Rates:			0.152	0.113			0.265		

Parameter summary

Trip rate parameter range selected: 40 - 78 (units:)
 Survey date range: 01/01/03 - 14/10/10
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	7	66	0.067	7	66	0.180	7	66	0.247
08:00 - 09:00	7	66	0.143	7	66	0.354	7	66	0.497
09:00 - 10:00	7	66	0.202	7	66	0.217	7	66	0.419
10:00 - 11:00	7	66	0.104	7	66	0.161	7	66	0.265
11:00 - 12:00	7	66	0.148	7	66	0.157	7	66	0.305
12:00 - 13:00	7	66	0.187	7	66	0.159	7	66	0.346
13:00 - 14:00	7	66	0.157	7	66	0.159	7	66	0.316
14:00 - 15:00	7	66	0.178	7	66	0.174	7	66	0.352
15:00 - 16:00	7	66	0.159	7	66	0.157	7	66	0.316
16:00 - 17:00	7	66	0.167	7	66	0.133	7	66	0.300
17:00 - 18:00	7	66	0.300	7	66	0.102	7	66	0.402
18:00 - 19:00	7	66	0.293	7	66	0.161	7	66	0.454
19:00 - 20:00	6	64	0.283	6	64	0.217	6	64	0.500
20:00 - 21:00	6	64	0.220	6	64	0.147	6	64	0.367
21:00 - 22:00	6	64	0.212	6	64	0.147	6	64	0.359
22:00 - 23:00	2	57	0.158	2	57	0.114	2	57	0.272
23:00 - 24:00	2	57	0.018	2	57	0.000	2	57	0.018
Total Rates:			2.996				2.739	5.735	

Parameter summary

Trip rate parameter range selected: 40 - 78 (units:)
 Survey date range: 01/01/03 - 14/10/10
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : I - PUBLIC HOUSE (WITHOUT RESTAURANT)
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Actual Range: 550 to 600 (units: sqm)
 Range Selected by User: 400 to 750 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 19/09/09

Selected survey days:

Friday 3 days

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
 Neighbourhood Centre (PPS6 Local Centre) 1

Selected Location Sub Categories:

Residential Zone 2
 High Street 1

Filtering Stage 3 selection:

Use Class:

A4 3 days

Population within 1 mile:

10,001 to 15,000 1 days
 25,001 to 50,000 2 days

Population within 5 miles:

25,001 to 50,000 1 days
 250,001 to 500,000 2 days

Car ownership within 5 miles:

0.6 to 1.0 1 days
 1.1 to 1.5 2 days

Travel Plan:

No 3 days

LIST OF SITES relevant to selection parameters

- | | | | |
|---|--|--------------|---------------------|
| 1 | HC-06-I-01 | PUBLIC HOUSE | HAMPSHIRE |
| | PORTSWOOD ROAD | | |
| | WESTWOOD PARK | | |
| | SOUTHAMPTON | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | |
| | High Street | | |
| | Total Gross floor area: | 550 sqm | |
| | Survey date: FRIDAY | 16/11/07 | Survey Type: MANUAL |
| 2 | NF-06-I-01 | PUBLIC HOUSE | NORFOLK |
| | GAYTON ROAD | | |
| | KINGS LYNN | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Residential Zone | | |
| | Total Gross floor area: | 565 sqm | |
| | Survey date: FRIDAY | 23/09/05 | Survey Type: MANUAL |
| 3 | WM-06-I-01 | PUBLIC HOUSE | WEST MIDLANDS |
| | HOLYHEAD ROAD | | |
| | SPON END | | |
| | COVENTRY | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Residential Zone | | |
| | Total Gross floor area: | 600 sqm | |
| | Survey date: FRIDAY | 28/09/07 | Survey Type: MANUAL |

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WO-06-I-01	Edge of Town

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

MULTI-MODAL 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	572	1.108	3	572	0.875	3	572	1.983
11:00 - 12:00	3	572	1.108	3	572	0.700	3	572	1.808
12:00 - 13:00	3	572	1.691	3	572	1.166	3	572	2.857
13:00 - 14:00	3	572	2.566	3	572	1.866	3	572	4.432
14:00 - 15:00	3	572	1.399	3	572	1.574	3	572	2.973
15:00 - 16:00	3	572	1.341	3	572	1.283	3	572	2.624
16:00 - 17:00	3	572	1.983	3	572	1.224	3	572	3.207
17:00 - 18:00	3	572	3.732	3	572	2.449	3	572	6.181
18:00 - 19:00	3	572	4.373	3	572	4.023	3	572	8.396
19:00 - 20:00	3	572	4.723	3	572	4.781	3	572	9.504
20:00 - 21:00	3	572	7.172	3	572	6.880	3	572	14.052
21:00 - 22:00	3	572	5.423	3	572	6.472	3	572	11.895
22:00 - 23:00	3	572	2.332	3	572	3.499	3	572	5.831
23:00 - 24:00	3	572	1.224	3	572	2.449	3	572	3.673
Total Rates:			40.175			39.241			79.416

Parameter summary

Trip rate parameter range selected:	550 - 600 (units: sqm)
Survey date range:	01/01/05 - 19/09/09
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
 MULTI-MODAL 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	572	0.233	3	572	0.175	3	572	0.408
11:00 - 12:00	3	572	0.058	3	572	0.117	3	572	0.175
12:00 - 13:00	3	572	0.000	3	572	0.000	3	572	0.000
13:00 - 14:00	3	572	0.058	3	572	0.058	3	572	0.116
14:00 - 15:00	3	572	0.000	3	572	0.000	3	572	0.000
15:00 - 16:00	3	572	0.058	3	572	0.058	3	572	0.116
16:00 - 17:00	3	572	0.000	3	572	0.000	3	572	0.000
17:00 - 18:00	3	572	0.000	3	572	0.000	3	572	0.000
18:00 - 19:00	3	572	0.000	3	572	0.000	3	572	0.000
19:00 - 20:00	3	572	0.000	3	572	0.000	3	572	0.000
20:00 - 21:00	3	572	0.058	3	572	0.058	3	572	0.116
21:00 - 22:00	3	572	0.000	3	572	0.000	3	572	0.000
22:00 - 23:00	3	572	0.000	3	572	0.000	3	572	0.000
23:00 - 24:00	3	572	0.000	3	572	0.000	3	572	0.000
Total Rates:			0.465			0.466			0.931

Parameter summary

Trip rate parameter range selected:
 550 - 600 (units: sqm)

Survey date date range:
 01/01/05 - 19/09/09

Number of weekdays (Monday-Friday):
 3

Number of Saturdays:
 0

Number of Sundays:
 0

Surveys manually removed from selection:
 1

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
MULTI-MODAL PSVS
 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	572	0.000	3	572	0.000	3	572	0.000
11:00 - 12:00	3	572	0.000	3	572	0.000	3	572	0.000
12:00 - 13:00	3	572	0.000	3	572	0.000	3	572	0.000
13:00 - 14:00	3	572	0.000	3	572	0.000	3	572	0.000
14:00 - 15:00	3	572	0.000	3	572	0.000	3	572	0.000
15:00 - 16:00	3	572	0.000	3	572	0.000	3	572	0.000
16:00 - 17:00	3	572	0.000	3	572	0.000	3	572	0.000
17:00 - 18:00	3	572	0.000	3	572	0.000	3	572	0.000
18:00 - 19:00	3	572	0.000	3	572	0.000	3	572	0.000
19:00 - 20:00	3	572	0.000	3	572	0.000	3	572	0.000
20:00 - 21:00	3	572	0.000	3	572	0.000	3	572	0.000
21:00 - 22:00	3	572	0.000	3	572	0.000	3	572	0.000
22:00 - 23:00	3	572	0.000	3	572	0.000	3	572	0.000
23:00 - 24:00	3	572	0.000	3	572	0.000	3	572	0.000
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected:	550 - 600 (units: sqm)
Survey date date range:	01/01/05 - 19/09/09
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
MULTI-MODAL CYCLISTS
 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	572	0.058	3	572	0.058	3	572	0.116
11:00 - 12:00	3	572	0.058	3	572	0.000	3	572	0.058
12:00 - 13:00	3	572	0.350	3	572	0.350	3	572	0.700
13:00 - 14:00	3	572	0.117	3	572	0.058	3	572	0.175
14:00 - 15:00	3	572	0.000	3	572	0.058	3	572	0.058
15:00 - 16:00	3	572	0.000	3	572	0.000	3	572	0.000
16:00 - 17:00	3	572	0.058	3	572	0.058	3	572	0.116
17:00 - 18:00	3	572	0.000	3	572	0.000	3	572	0.000
18:00 - 19:00	3	572	0.117	3	572	0.117	3	572	0.234
19:00 - 20:00	3	572	0.117	3	572	0.058	3	572	0.175
20:00 - 21:00	3	572	0.000	3	572	0.000	3	572	0.000
21:00 - 22:00	3	572	0.117	3	572	0.175	3	572	0.292
22:00 - 23:00	3	572	0.000	3	572	0.058	3	572	0.058
23:00 - 24:00	3	572	0.000	3	572	0.000	3	572	0.000
Total Rates:			0.992			0.990			1.982

Parameter summary

Trip rate parameter range selected:	550 - 600 (units: sqm)
Survey date range:	01/01/05 - 19/09/09
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)

MULTI-MODAL VEHICLE OCCUPANTS

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	572	1.808	3	572	1.283	3	572	3.091
11:00 - 12:00	3	572	1.808	3	572	1.050	3	572	2.858
12:00 - 13:00	3	572	3.032	3	572	1.924	3	572	4.956
13:00 - 14:00	3	572	4.315	3	572	2.857	3	572	7.172
14:00 - 15:00	3	572	2.391	3	572	2.799	3	572	5.190
15:00 - 16:00	3	572	2.566	3	572	2.157	3	572	4.723
16:00 - 17:00	3	572	2.857	3	572	2.041	3	572	4.898
17:00 - 18:00	3	572	7.872	3	572	3.907	3	572	11.779
18:00 - 19:00	3	572	7.638	3	572	7.055	3	572	14.693
19:00 - 20:00	3	572	9.271	3	572	8.397	3	572	17.668
20:00 - 21:00	3	572	13.236	3	572	13.644	3	572	26.880
21:00 - 22:00	3	572	11.720	3	572	14.694	3	572	26.414
22:00 - 23:00	3	572	4.198	3	572	8.163	3	572	12.361
23:00 - 24:00	3	572	1.691	3	572	4.548	3	572	6.239
Total Rates:			74.403			74.519			148.922

Parameter summary

Trip rate parameter range selected:	550 - 600 (units: sqm)
Survey date range:	01/01/05 - 19/09/09
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
MULTI-MODAL PEDESTRIANS
 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	572	0.117	3	572	0.175	3	572	0.292
11:00 - 12:00	3	572	0.466	3	572	0.292	3	572	0.758
12:00 - 13:00	3	572	1.458	3	572	0.641	3	572	2.099
13:00 - 14:00	3	572	0.816	3	572	1.516	3	572	2.332
14:00 - 15:00	3	572	1.283	3	572	1.283	3	572	2.566
15:00 - 16:00	3	572	1.633	3	572	1.283	3	572	2.916
16:00 - 17:00	3	572	0.758	3	572	1.050	3	572	1.808
17:00 - 18:00	3	572	2.566	3	572	1.224	3	572	3.790
18:00 - 19:00	3	572	2.915	3	572	1.574	3	572	4.489
19:00 - 20:00	3	572	4.373	3	572	2.974	3	572	7.347
20:00 - 21:00	3	572	8.222	3	572	4.840	3	572	13.062
21:00 - 22:00	3	572	6.706	3	572	10.146	3	572	16.852
22:00 - 23:00	3	572	3.673	3	572	7.697	3	572	11.370
23:00 - 24:00	3	572	0.233	3	572	2.332	3	572	2.565
Total Rates:			35.219			37.027			72.246

Parameter summary

Trip rate parameter range selected:	550 - 600 (units: sqm)
Survey date date range:	01/01/05 - 19/09/09
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
MULTI-MODAL PUBLIC TRANSPORT USERS
 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	572	0.350	3	572	0.058	3	572	0.408
11:00 - 12:00	3	572	0.233	3	572	0.000	3	572	0.233
12:00 - 13:00	3	572	0.758	3	572	0.408	3	572	1.166
13:00 - 14:00	3	572	0.000	3	572	0.117	3	572	0.117
14:00 - 15:00	3	572	0.000	3	572	0.000	3	572	0.000
15:00 - 16:00	3	572	0.000	3	572	0.000	3	572	0.000
16:00 - 17:00	3	572	0.000	3	572	0.000	3	572	0.000
17:00 - 18:00	3	572	0.117	3	572	0.000	3	572	0.117
18:00 - 19:00	3	572	0.816	3	572	0.000	3	572	0.816
19:00 - 20:00	3	572	1.108	3	572	0.350	3	572	1.458
20:00 - 21:00	3	572	0.875	3	572	0.525	3	572	1.400
21:00 - 22:00	3	572	0.583	3	572	0.525	3	572	1.108
22:00 - 23:00	3	572	0.175	3	572	0.408	3	572	0.583
23:00 - 24:00	3	572	0.000	3	572	0.000	3	572	0.000
Total Rates:			5.015				2.391		
							7.406		

Parameter summary

Trip rate parameter range selected:	550 - 600 (units: sqm)
Survey date range:	01/01/05 - 19/09/09
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/I - PUBLIC HOUSE (WITHOUT RESTAURANT)
MULTI-MODAL TOTAL PEOPLE
 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	572	2.332	3	572	1.574	3	572	3.906
11:00 - 12:00	3	572	2.566	3	572	1.341	3	572	3.907
12:00 - 13:00	3	572	5.598	3	572	3.324	3	572	8.922
13:00 - 14:00	3	572	5.248	3	572	4.548	3	572	9.796
14:00 - 15:00	3	572	3.673	3	572	4.140	3	572	7.813
15:00 - 16:00	3	572	4.198	3	572	3.440	3	572	7.638
16:00 - 17:00	3	572	3.673	3	572	3.149	3	572	6.822
17:00 - 18:00	3	572	10.554	3	572	5.131	3	572	15.685
18:00 - 19:00	3	572	11.487	3	572	8.746	3	572	20.233
19:00 - 20:00	3	572	14.869	3	572	11.778	3	572	26.647
20:00 - 21:00	3	572	22.332	3	572	19.009	3	572	41.341
21:00 - 22:00	3	572	19.125	3	572	25.539	3	572	44.664
22:00 - 23:00	3	572	8.047	3	572	16.327	3	572	24.374
23:00 - 24:00	3	572	1.924	3	572	6.880	3	572	8.804
Total Rates:			115.626			114.926			230.552

Parameter summary

Trip rate parameter range selected:	550 - 600 (units: sqm)
Survey date date range:	01/01/05 - 19/09/09
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : B - RESTAURANTS

MULTI-MODAL VEHICLES

Selected regions and areas:

08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	1 days
11	SCOTLAND	
	EA EAST AYRSHIRE	1 days
	FA FALKIRK	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
 Range: 350 to 900 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/03 to 23/11/09

Selected survey days:

Monday	1 days
Thursday	1 days
Friday	3 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	1

Selected Location Sub Categories:

Development Zone	2
Retail Zone	1
Built-Up Zone	1
No Sub Category	1

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL 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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	3	458	0.436	3	458	0.145	3	458	0.581
11:00 - 12:00	4	569	0.571	4	569	0.352	4	569	0.923
12:00 - 13:00	5	555	1.369	5	555	0.432	5	555	1.801
13:00 - 14:00	5	555	1.910	5	555	1.333	5	555	3.243
14:00 - 15:00	5	555	1.946	5	555	2.270	5	555	4.216
15:00 - 16:00	5	555	2.378	5	555	2.306	5	555	4.684
16:00 - 17:00	5	555	2.162	5	555	1.946	5	555	4.108
17:00 - 18:00	5	555	2.919	5	555	2.342	5	555	5.261
18:00 - 19:00	5	555	3.207	5	555	2.631	5	555	5.838
19:00 - 20:00	5	555	3.964	5	555	4.108	5	555	8.072
20:00 - 21:00	5	555	2.919	5	555	3.495	5	555	6.414
21:00 - 22:00	5	555	1.694	5	555	2.703	5	555	4.397
22:00 - 23:00	5	555	0.901	5	555	1.910	5	555	2.811
23:00 - 24:00	4	469	0.000	4	469	0.427	4	469	0.427
Total Rates:			26.376			26.400			52.776

Parameter summary

Trip rate parameter range selected: 350 - 900 (units: sqm)
 Survey date range: 01/01/03 - 23/11/09
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL CYCLISTS

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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	3	458	0.000	3	458	0.000	3	458	0.000
11:00 - 12:00	4	569	0.000	4	569	0.000	4	569	0.000
12:00 - 13:00	5	555	0.000	5	555	0.000	5	555	0.000
13:00 - 14:00	5	555	0.000	5	555	0.000	5	555	0.000
14:00 - 15:00	5	555	0.000	5	555	0.000	5	555	0.000
15:00 - 16:00	5	555	0.000	5	555	0.000	5	555	0.000
16:00 - 17:00	5	555	0.000	5	555	0.000	5	555	0.000
17:00 - 18:00	5	555	0.000	5	555	0.000	5	555	0.000
18:00 - 19:00	5	555	0.000	5	555	0.000	5	555	0.000
19:00 - 20:00	5	555	0.000	5	555	0.000	5	555	0.000
20:00 - 21:00	5	555	0.000	5	555	0.000	5	555	0.000
21:00 - 22:00	5	555	0.000	5	555	0.000	5	555	0.000
22:00 - 23:00	5	555	0.000	5	555	0.000	5	555	0.000
23:00 - 24:00	4	469	0.000	4	469	0.000	4	469	0.000
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected: 350 - 900 (units: sqm)
 Survey date range: 01/01/03 - 23/11/09
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

Peter Brett Associates Queen Square Bristol

Licence No: 706710

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL VEHICLE OCCUPANTS

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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	3	458	0.436	3	458	0.145	3	458	0.581
11:00 - 12:00	4	569	1.099	4	569	0.484	4	569	1.583
12:00 - 13:00	5	555	2.306	5	555	0.865	5	555	3.171
13:00 - 14:00	5	555	3.568	5	555	2.486	5	555	6.054
14:00 - 15:00	5	555	3.279	5	555	3.964	5	555	7.243
15:00 - 16:00	5	555	4.036	5	555	3.784	5	555	7.820
16:00 - 17:00	5	555	4.000	5	555	3.315	5	555	7.315
17:00 - 18:00	5	555	5.802	5	555	3.964	5	555	9.766
18:00 - 19:00	5	555	6.450	5	555	5.045	5	555	11.495
19:00 - 20:00	5	555	6.811	5	555	7.099	5	555	13.910
20:00 - 21:00	5	555	4.829	5	555	6.270	5	555	11.099
21:00 - 22:00	5	555	2.595	5	555	4.793	5	555	7.388
22:00 - 23:00	5	555	1.333	5	555	3.243	5	555	4.576
23:00 - 24:00	4	469	0.000	4	469	0.800	4	469	0.800
Total Rates:			46.544			46.257			92.801

Parameter summary

Trip rate parameter range selected: 350 - 900 (units: sqm)
 Survey date range: 01/01/03 - 23/11/09
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL PEDESTRIANS

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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	3	458	0.145	3	458	0.145	3	458	0.290
11:00 - 12:00	4	569	0.088	4	569	0.000	4	569	0.088
12:00 - 13:00	5	555	0.541	5	555	0.252	5	555	0.793
13:00 - 14:00	5	555	0.396	5	555	0.216	5	555	0.612
14:00 - 15:00	5	555	0.180	5	555	0.396	5	555	0.576
15:00 - 16:00	5	555	0.216	5	555	0.324	5	555	0.540
16:00 - 17:00	5	555	0.432	5	555	0.324	5	555	0.756
17:00 - 18:00	5	555	0.613	5	555	0.180	5	555	0.793
18:00 - 19:00	5	555	0.505	5	555	0.432	5	555	0.937
19:00 - 20:00	5	555	0.468	5	555	0.541	5	555	1.009
20:00 - 21:00	5	555	0.144	5	555	0.180	5	555	0.324
21:00 - 22:00	5	555	0.000	5	555	0.468	5	555	0.468
22:00 - 23:00	5	555	0.000	5	555	0.072	5	555	0.072
23:00 - 24:00	4	469	0.000	4	469	0.320	4	469	0.320
Total Rates:			3.728			3.850			7.578

Parameter summary

Trip rate parameter range selected: 350 - 900 (units: sqm)
 Survey date range: 01/01/03 - 23/11/09
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL PUBLIC TRANSPORT USERS

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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	3	458	0.073	3	458	0.073	3	458	0.146
11:00 - 12:00	4	569	0.088	4	569	0.044	4	569	0.132
12:00 - 13:00	5	555	0.072	5	555	0.036	5	555	0.108
13:00 - 14:00	5	555	0.288	5	555	0.180	5	555	0.468
14:00 - 15:00	5	555	0.072	5	555	0.072	5	555	0.144
15:00 - 16:00	5	555	0.072	5	555	0.180	5	555	0.252
16:00 - 17:00	5	555	0.432	5	555	0.288	5	555	0.720
17:00 - 18:00	5	555	0.252	5	555	0.216	5	555	0.468
18:00 - 19:00	5	555	0.216	5	555	0.324	5	555	0.540
19:00 - 20:00	5	555	0.000	5	555	0.000	5	555	0.000
20:00 - 21:00	5	555	0.180	5	555	0.180	5	555	0.360
21:00 - 22:00	5	555	0.000	5	555	0.072	5	555	0.072
22:00 - 23:00	5	555	0.000	5	555	0.000	5	555	0.000
23:00 - 24:00	4	469	0.000	4	469	0.000	4	469	0.000
Total Rates:			1.745			1.665			3.410

Parameter summary

Trip rate parameter range selected: 350 - 900 (units: sqm)
 Survey date range: 01/01/03 - 23/11/09
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL TOTAL PEOPLE

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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	0	0	0.000	0	0	0.000	0	0	0.000
09:00 - 10:00	0	0	0.000	0	0	0.000	0	0	0.000
10:00 - 11:00	3	458	0.655	3	458	0.364	3	458	1.019
11:00 - 12:00	4	569	1.275	4	569	0.527	4	569	1.802
12:00 - 13:00	5	555	2.919	5	555	1.153	5	555	4.072
13:00 - 14:00	5	555	4.252	5	555	2.883	5	555	7.135
14:00 - 15:00	5	555	3.532	5	555	4.432	5	555	7.964
15:00 - 16:00	5	555	4.324	5	555	4.288	5	555	8.612
16:00 - 17:00	5	555	4.865	5	555	3.928	5	555	8.793
17:00 - 18:00	5	555	6.667	5	555	4.360	5	555	11.027
18:00 - 19:00	5	555	7.171	5	555	5.802	5	555	12.973
19:00 - 20:00	5	555	7.279	5	555	7.640	5	555	14.919
20:00 - 21:00	5	555	5.153	5	555	6.631	5	555	11.784
21:00 - 22:00	5	555	2.595	5	555	5.333	5	555	7.928
22:00 - 23:00	5	555	1.333	5	555	3.315	5	555	4.648
23:00 - 24:00	4	469	0.000	4	469	1.120	4	469	1.120
Total Rates:			52.020			51.776			103.796

Parameter summary

Trip rate parameter range selected: 350 - 900 (units: sqm)
 Survey date range: 01/01/03 - 23/11/09
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

Appendix E TRICS Report 05_1

Trip Attraction Rates of Developments with Multiple Retail and Leisure Uses

TRICS Research Report 05/1

Trip Attraction Rates of Developments with Multiple Retail and Leisure Uses

TRICS Research Report 05/1

JMP CONSULTING

AUDREY HOUSE, 16-20 ELY PLACE, LONDON EC1N 6SN

T 020 7405 2800 F 020 7430 9049 E london@jmp.co.uk W www.jmp.co.uk

Job no.	Prepared by	Verified	Approved by	Status	Issue no.	Date
J051007	SH/JMA	CSB	CSB	Final	3	05-12-05



Trip Attraction Rates of Developments with Multiple Retail and Leisure Uses

Research Report

Contents Amendment Record

This document has been issued and amended as follows:

Status/Revision	Issue Number	Date	Approved By
Draft	2	23-11-04	CSB
Final	3	11-04-05	CSB
Revised Final	4	30-09-05	CSB
Published Final	5	05-12-05	CSB

DISCLAIMER: This document does not necessarily represent the current views of the TRICS Consortium. This research report was commissioned by the TRICS Consortium, and while all data contained within it was correct at the time of the report's production, it should be noted that policies and methods change over time. Therefore the contents of this report should be used with regard to the time when the report was originally written.

Executive Summary

How do we define multi-use and how does it differ from mixed-use?

- The term “mixed-use” carries a number of expectations with respect to planning. Generally, the term is associated with a mix of housing and work-space at a location close to an urban centre or public transport interchange. It is a poorly defined term and for this reason it is necessary to be more specific for purposes of this study.
- The term “multi-use” has been adopted for this study as an appropriate term to describe a site that contains a number of different land use types. It is possible that these may all sit within one major land-use category.

What is the focus of this research and how will it help?

- This research study is focused on multi-use sites which do not necessarily meet the definition of mixed-use. The term ‘mixed-use’ is currently a loosely defined policy objective and is thus difficult to evaluate using existing quantitative data.
- The research into multi-use sites will help to inform the debate regarding the benefits of so-called mixed-use development. It will also highlight important factors that development control practitioners will need to consider when evaluating development proposals.

What are the issues relating to the task of forecasting trips to a multi-use site?

- During planning negotiations and at Inquiry it has been suggested that estimates of traffic generation for a multi-use site by aggregating the trip generation for each land-use are flawed. It is frequently argued that this approach over-estimates trip generation for the whole site. This is because trips between land-uses would be internal within the site boundaries. Therefore one trip into the site could include visits to a number of land-uses before exiting the site.
- It has also been suggested that the opposite is evident. Some practitioners argue that trip generation calculations for multi-use sites under-estimate the potential traffic volume. This is because neighbouring land-uses can create a ‘cluster’ effect, which makes the site more attractive to visit as a whole than the sum of the individual land uses.

How did the research explore these issues?

- The research is based upon extensive analysis using data from the TRICS database. The TRICS database contains data from thousands of surveys.
- Trip generation estimates were then undertaken for each of these multi-use sites in a consistent manner using data from other TRICS single-use sites and aggregating the data (as is typical practice at present).

- Statistical analysis was then undertaken to explore the variation between trip generations estimates undertaken by aggregating the data for each use on a multi-use site, compared with the actual trip generation data held on the TRICS system.

What conclusions did the research reach?

- The research found that the number of trips generated by a multi-use site is affected by the:
 - Number of development types on the site; and the
 - Amount and composition of shared parking provision.
- A number of sites provided more parking than what would have been expected necessary, even taking into account the historic use of the 85th percentile for planning for car parking requirements. This generous supply in car parking is likely to have been provided because parking quantities for these development sites were calculated by each land-use and insufficient consideration given to the benefits of shared parking space.
- The **generous supply of parking at multi-use developments was shown on average to generate an additional 25% more car trips** to the site. It is likely that additional parking provision encourages greater car-dependency which is manifest in the substantially higher trip rates for multi-use sites that have allocated parking, compared to those that manage shared parking for the development.
- The amount of trip linking is associated with the number of sites within the development that could potentially be visited. **Multi-use sites with 4 or more developments reduce on average the total number of external trips by about 20% through trip linking.**
- However, **for comparable sites with a generous supply of parking the trip reduction benefits of multi-use development were, on average, lost completely.**
- Planning approvals based on a simple assumption that multi-use development sites generate less traffic are fundamentally flawed. The quantity and control of parking provided has the potential to undermine any benefits that might otherwise be achieved through the design of a multi-use site.
- Significant relationships with other factors are likely to exist, but were not evident from the data. Further data collection and analysis would improve knowledge of trip generation significantly. Additional research into the TRICS data would help to better understand the relationship between multi-modal transport outcomes of single-use sites and the mix of land-uses surrounding them.
- Given the high remediation costs of traffic generation it is vital that the development control procedures are tightened and greater scrutiny is given to transport assessments and the strategies employed to manage travel demand associated with new development sites. In particular this research emphasises the importance of properly integrating parking management into travel plan strategies.

Contents

	Executive Summary	
	How do we define multi-use and how does it differ from mixed-use?	4
	What is the focus of this research and how will it help?	4
	What are the issues relating to the task of forecasting trips to a multi-use site?	4
	How did the research explore these issues?	4
	What conclusions did the research reach?	5
1	Introduction	1
	Estimates of trip attraction by multi-use sites	1
	Report Structure	3
	Glossary	4
2	Literature Review	6
	Definition and Application of the term "Mixed Use Development"	6
	Planning Guidance	6
	Parking Policy	8
	TRICS Research	8
	Conclusions	9
3	Data Review	10
	Site surveys commissioned for research	10
	JMP TRICS Database Review	10
4	Method Statement	14
	Introduction	14
	Estimating trip rates of multi-use sites by aggregation	14
	Using a Simulated Aggregation Process	14
	Comparing unadjusted aggregate estimates with observed data	16
5	Results	18
	General	18
	Data Sorting	18
	Preliminary Patterns Analysis	22
	Main Patterns Analysis	26
	Cross-Tabulation	29
6	Future Work	31
	TRICS Data Review	31
	Implications for TRICS database	32
7	Technical Conclusions	33

Appendices

Appendix A

Multi-Use Site Details

Appendix B

Matched TRICS Sites

Tables and Figures

T 2.1	National Guidance on Mixed-Use Development	7
T 3.1	Retail/Leisure Parks surveyed specifically for research purposes	10
T 3.2	Locations covered in dataset	11
T 3.3	Major Land Use categories covered in dataset (including mixes)	11
F 3.1	Map of Multi-Use Sites	12
T 3.4	TRICS Multi-Use Sites excluded from Analysis	13
T 5.1	Details of Multi-Use Sites and Saturday Trip Data	20
T 5.2	Results of Additive Model for Saturday	21
F.5.1	Observed Trips v GFA – all observations	23
F.5.2	Observed Trips v GFA –observations with trips < 6,000 and GFA <30,000	24
F.5.3	Parking Supply vs Total GFA –observations with GFA < 30,000	25
F.5.4	Observed Trips v Parking Supply –observations with trips < 6,000	26
F.5.5	Observed Trips v Parking Supply, relative to aggregated averages	27
F.5.6	Cross Visitation Factor vs Parking Factor	28
F.5.7	Cross Visitation Factor vs Number of Component Units per site	28
F.5.8	Cross Visitation Factor vs Cross Tabulations	29
T.5.1	Cross-tabulation of average Cross-Visitation Factor	29
T 6.1	Major Land Uses of TRICS Sites Included in Analysis	31
T 6.2	Surrounding Land-uses of Sites	32

1 Introduction

Estimates of trip attraction by multi-use sites

Context

- 1.1 In the past planning applications in England tended to be for one or other of the uses defined by the Use Classes Order and Permitted Changes of Use 1972 (amended in 2005). However, in recent years there have been increasing numbers of applications for a mixture of uses, each attracting different trip patterns. At first sight the difficulty of forecasting the trip attraction rates of such developments appears to be no greater than dealing with single use sites: if a multi-use application is unpacked into its component uses and the generation of each use estimated using normal TRICS methods and then summed, the final total may be said to be no different in principle to the similar calculation for a single-use site. This method of estimating trip generation of a multi-use site is known as *aggregation*. In the past this view seems to have been accepted but recently some doubts have been expressed.
- 1.2 It has been suggested, both in negotiations on possible Planning Obligations and at Inquiry, that estimating the traffic generation of a multi-use site by *aggregation* would actually be an over-estimate because calls to more than one use could be made during a single visit. This implies that one entry to the site and one parking movement could account for more than one trip. Therefore it has been argued that the estimate of total traffic generation of a site with multiple land uses should be reduced by a *Cross-Visitation* factor related to the propensity for visitors to use more than one of the on-site facilities.
- 1.3 On the other hand, the opposite has also been suggested with the resulting *aggregation* being an under-estimate, rather than an over-estimate. This suggestion is based upon the assumption that adjacent uses cause an intensification of use, more than compensating for any reductions due to multiple calls being made. In this case the estimate of total traffic generation should be compounded by an additional *Site-Attraction* factor.

Research Background

- 1.4 In 1999, the Transport Research Institute (TRI) at Napier University published a TRICS Working Paper that offered a methodology by which TRICS members could collect data capable of being used in estimating generations of multi-use sites. The working paper was not formally published, and is provided as a major supporting document to this report.
- 1.5 The major objective of TRI's study was to define some *empirical* (derived from experiment and observation rather than theory) research able to quantify the differences between estimates made by *aggregation* and the actual traffic generated. Analysis of these differences would then lead to the specification of validated *adjustment factors* (*Cross-Visitation* and *Site-Attraction* factors), which could be applied to the summation of component use trip generations to derive an estimate for the whole site.
- 1.6 The focus on methods of aggregation for assessing multi-use sites is substantiated by the working papers' user survey, which identified that 87% of users practiced this method - compared with 13% who selected sites in TRICS mixed-use category that required no aggregation of component uses.
- 1.7 The objective of this study is to implement the *empirical* research defined in TRI's working paper.

This Research

- 1.8 TRI's working paper was titled "Generations by mixed-use developments: The Definition of a Survey Methodology for Mixed Use Sites". The usage of the term "*mixed-use*" in the title and throughout the paper is not entirely helpful in the context of UK Planning Policy.

The term relates to a land-use planning concept that involves a different agenda to that addressed in the working papers' proposed methodology. The term "*mixed-use*" carries a number of expectations with respect to planning, including the expectation of a mix of housing and work-space component, and location in a town centre or public transport interchange. TRI's working paper is better suited to address questions relating to mixes of retail and leisure uses, at sites in various locations.

- 1.9 Within the working paper, the term "*multi-use*" is also used frequently, and can be easily understood as relating to a site containing a number of different component uses. It is possible that the extent of the different component uses of a multi-use site may be all within one major land-use category, such as Retail. Such a site could not be considered "*mixed-use*", but is certainly "*multi-use*", and most importantly would be accountable to the same questions over the most appropriate method of calculating overall traffic generation to the site as a whole.
- 1.10 In relation to this study, reference to "*multi-use*" will be made in relation to the study's sites that contain a number of uses covering a mix of both the retail and leisure categories. In this way the study does relate to mixed-use, while avoiding the explicit use of the term to avoid potential confusion amongst land-use planners.
- 1.11 Following TRI's working paper, a pilot survey was performed to hone data collection and analysis of a *multi-use* site. Subsequent to the pilot, TRICS commissioned the survey of seven mixed retail and leisure parks during 2003, based upon TRI's recommended survey methodology. These surveys were intended to provide sufficient data-sets to establish draft tables of adjustment factors, the beginning of an evidence base which could eventually provide validated values.
- 1.12 JMP's analysis of the seven sites confirmed that there was justification for the application of both *Cross-Visitation* and *Site-Attraction* factors. However, the existence of both caused complications in cases where the two processes were potentially interacting with each-other, cancelling the effects of each other in a way that made the determination of their scale of influence difficult. In hindsight, TRI's proposed survey methodology for *multi-use* sites failed in one important area – not providing the mechanism to quantify the average number of component sites visited by each site visitor. The survey forms only ask for primary and secondary component sites visited, not the total number. A conclusion was drawn that insufficient data had been collected to establish TRI's table of adjustment factors.
- 1.13 A major concern from TRICS users interviewed as part of TRI's working paper was over the limited resource available within TRICS to pursue expensive research into *multi-use* sites, expressing a preference to focus resource on the general problems of travel demand management by use of *multi-modal* surveys. In the light of the results from the analysis of the 7 survey sites, there was a risk that a conclusion would need to be drawn that this area of research was no longer financially viable. In response to these concerns, JMP statisticians performed a comprehensive review of the TRICS database, identifying an additional 34 existing surveyed sites that could be considered *multi-use* in relation to a mix of Retail and Leisure uses. These were added to the evidence base, taking the research potential into new territory, by analysis of 41 *multi-use* sites.
- 1.14 As with the seven surveys specifically commissioned for this research, the average number of component sites visited was unfortunately not a statistic historically held against each *multi-use* site in the TRICS database. If this statistic had been available it would have "fixed" one of the *adjustment factors* – the *Cross-Visitation* factor. An un-anticipated response from TRI's user interviews highlighted that TRICS users wish to see traffic generations per car parking space, since their view was that spaces are an increasingly influential factor on trip attraction. This response was taken on board, with car parking factors tested on their possible influence on the *Site-Attraction* factor.

Limitations / Future Opportunities

- 1.15 The TRI working paper noted that although *multi-modal* analysis of travel generation would be the ultimate aim of future research, the majority of data within TRICS covers vehicle trip generation only, although *multi-modal* counts now make up the majority of the annual data collection programme. For this reason initial stages of research would be limited to vehicle trip generations rather than persons.
- 1.16 This observation is carried through in this study, and provides the explanation for why results are focussed upon vehicle trip generation only. However, JMP have recently completed a scoping exercise that proposes how additional research on the rapidly growing TRICS database of *multi-modal* surveys could be used to contribute to our knowledge of the relationship between multiple uses and total travel demand. Further detail is supplied in the Conclusions chapter of this report.

Report Structure

Literature Review

- 1.17 TRI's working paper provided a review of literature that picked out the landmark developments in the theory of traffic generation and travel demand. This study began with a literature review, focussing upon previous TRICS research and the development of the concept of "*mixed-use*" in UK planning policy. The purpose of the review was to gain clarity over the term "*mixed-use*" and the term "*multi-use*" – the latter being the preferred term to relate to this research, in the light of the review.

Data Review

- 1.18 The study then proceeded with a full review of what data was available in TRICS to inform TRI's proposed methodology to identify "*adjustment factors*". This part of the study included a review of the seven mixed retail and leisure sites surveyed for the explicit purposes of this research and of the existing TRICS database. These reviews led to the identification of 34 additional *multi-use* mixed retail and leisure sites. The resulting set of 41 *multi-use* mixed retail and leisure survey sites formed the basis of subsequent analysis.

Method Statement

- 1.19 A major challenge of this study was to find a technical way to efficiently implement TRI's guidance on establishing *adjustment factors*, in the light of analysing the survey results from a dataset of 41 *multi-use* sites, between them containing around 200 component uses.
- 1.20 According to TRI's guidance, a trip generation estimation exercise for each site would be required (usually a major workload within a Traffic Impact Assessment), that was approached in a consistent and scientifically repeatable manner. TRICS own Good Practice guidelines warn users from over-simplifying the task of comparable site selection. Furthermore, TRI did not provide guidance on how *Cross-Visitation* factors may be separated from *Site-Attraction* factors. A method statement was subsequently produced that provided a framework for JMP's trip generation and analysis of *adjustment factors*.

Results

- 1.21 The Results section provides a summary of the results of the trip generation exercise and preliminary adjustment factor analysis of each *multi-use* site. Subsequent to initial calculations, more detailed statistical analysis was performed to identify any general relationships between *multi-use* site characteristics and adjustment factors – with the persisting difficulties of separating out the interacting *Cross-Visitation* and *Site-Attraction* factors.

Conclusions

- 1.22 The final section draws conclusions to the research, and also identifies the potential for further research into this field.
- 1.23 The conclusions do not present a full table of *adjustment factors* by land-use category, as suggested could be achievable by the TRI working paper. Rather, conclusions are drawn around what statistically valid relationships could be identified between site *adjustment factors* and *multi-use* mixed retail and leisure site characteristics. Only two such characteristics were identified as statistically significant:
- Comparative level of car parking provision
 - Number of Component Sites

Glossary

Actual On Site Parking Provision / Supply

The number of car parking spaces available at each site.

Adjustment Factors

Factors which affect trip rates in multi use calculations. They include *cross visitation* and *site attraction*.

Aggregation

A method of estimating trip generations for *multi-use* sites - by calculating each use separately and adding calculations together to produce a total trip rate.

This method has also been applied in the report to estimate the likely parking provision for a multi-use site. This estimate is useful for comparing against the actual parking provided (see *Parking relative to the aggregated average* and *Parking Ratio*).

Cross Visitation

Visitors to *multi-use* sites visit more than one of the on-site facilities.

Also known as trip linking when assessing the total number of trips attracted to a site. The higher the levels of cross-visitation / trip linking, the smaller the total number of trips to the site compared with the sum of trips to individual developments on the site.

Cross Visitation Factor

A measure used to assess whether the observed trips from the site survey of a multi-use site is lower or higher than what might have been expected. The measure can be calculated by dividing the actual observed trips by the aggregated average trips. Although called the Cross Visitation Factor, this measure is influenced by both *Cross Visitation* and *Site Attraction*.

GFA

Abbreviation for Gross Floor Area. A measure of the quantum of land-use present on a site. GFA is used as a means of quantitatively linking retail and leisure land-uses to the number of trips generated by the land-use.

Empirical

Originating in or based upon observation or experience.

Mixed Use

Multiple land uses in the same structure or same general area, covering different major land-use categories, such as Retail, Leisure, Residential and Commercial. According to policy there is an expectation that the structure or area should contain an element of residential or commercial use.

Multi-Modal

An assessment of all trips, categorised by the mode of transport used.

Multi-Use

Multiple land uses in the same structure or same general area, not necessarily covering different major land-use categories. There is also less expectation for the structure or area to contain elements of residential or commercial use.

Parking relative to the aggregated average

A measure used to assess whether the actual on site parking provision is lower or higher than what might have been expected. The measure can be calculated by subtracting the aggregated average parking supply off the actual on site parking supply. *An alternative measure is the Parking Ratio.*

Parking Ratio

A measure used to assess whether the actual on site parking supply from site survey of a multi-use site is lower or higher than what might have been expected. The measure is calculated by dividing the actual on site parking supply by the aggregated average parking supply.

Site Attraction

Adjacent uses cause an intensification of use as people are encouraged to visit *multi-use* sites as there is greater reason to visit. Other factors can also impact upon site attraction, such as a generous supply of parking.

Trip Rate

A ratio between trips and quantum of land-use. The trip rate is often expressed as trips per gfa and used as a basis of scaling up estimates of trips generated from a site.

Trips relative to the aggregated average

A measure used to assess whether the observed trips from the site survey of a multi-use site is lower or higher than what might have been expected. The measure can be calculated by subtracting aggregated average trips against the actual observed trips. *An alternative measure is the Cross Visitation Factor.*

2 Literature Review

Definition and Application of the term “Mixed Use Development”

- 2.1 The Office of the Deputy Prime Minister (ODPM) commissioned a study (1998-2001) led by the University of Westminster, called “Mixed Use Development, Practice and Potential” (MUDP&P). This comprehensive study provides the best guidance on the definition of mixed-use developments in the context of a mechanism for revitalising town centres, and review of national guidance.
- 2.2 Not only does MUDP&P focus on developments in and around town centres, but also makes it clear that the study analyses “development schemes with a significant housing component”.
- 2.3 The study recommends that future policy should distinguish between specific mixed-use development sites (MXDS) and mixed-use development zones (MXDZ). In defining mixed-use development zones, the aim is to ensure plans for discrete land-uses are assessed in their wider, mixed-use context. The study recommends a focus on development outcome - which can be viewed as the overall impact development led change will have on the environment of the surrounding area. The study suggests that the desired outcome of mixed-use is to underpin vibrant and attractive environments.
- 2.4 MUDP&P also discusses the distinction between “layered” mixed-uses within the same buildings and sites comprising of a mix of discrete single-use development elements. The study notes a tendency in the UK for the latter, due to the difficulty of harmonising differential lease terms.
- 2.5 The study also provides conclusions with respect to residents expectations of mixed-use:
- “The positive reaction of residents to mixed-use schemes in town centres is based on the proximity of facilities and activities offered by the town centre, rather than the qualities of mixed use per se”.*
- 2.6 It could be inferred that whether the mix of uses are layered or a mix of discrete development elements is not considered to be of too much importance to the attractiveness of the scheme, and therefore not important to differentiate schemes.
- 2.7 MUDP&P suggests that the area of study for MXDZ’s should be defined in terms of an area where mixes of land-uses can be accessed by walking. In the context of the UK’s new planning system, it could be reasonable to relate a MXDZ to an appropriate area for the attention of an Area Action Plan (AAP). An AAP provides a planning tool to bring about redevelopment of existing urban areas that will contain multiple land interests and existing tenants. Recognition of the complement of mix of uses in an area covered by an AAP comes quite naturally, allowing single-use proposals to come forward as a means of increasing the mix of uses in an area.
- 2.8 In conclusion to our review of MUDP&P we can offer a simple classification system that identifies 4 major types of mixed-use. The 4 types can be qualified by:
- the concept (MXDS / MXDZ)
 - the location (town centres / out of town centre)

Planning Guidance

- 2.9 A summary of national guidance papers that advocate mixed-use development is given in **Table 2.1**. Pre-2001 is sourced from MUDP&P, post-2001 JMP reviews are provided for papers up to mid-2004. The London Plan, although not national guidance, is also included due to its strong relevance.

T 2.1 National Guidance on Mixed-Use Development

Date	Title	Content
March 1994	PPG13 Transport	Encourages development where it can be well served by public transport and promotes higher density and mixed-use development as a means of making efficient use of urban land and reducing the need to travel.
June 1995	Our Future Homes, Opportunity, Choice, Responsibility(Cm 2901)	White Paper on housing need and the mechanisms on satisfying this housing need. Social housing is an important theme.
June 1996	PPG6: Town Centres and Retail Developments	Sets out the Government's commitment to revitalising town centres through a plan-led approach. Encourages mixed-use development and recognises its contribution to housing provision. Now updated to PPS6 (2005).
November 1996	Household Growth: Where Shall we Live?	Government discussion paper on meeting the demand of 4.4 million additional households 1991-2016
February 1997	PPG1: General Policy and Principles	Stresses significance of sustainable development and mixed-use development, especially in town centres. Emphasises plan-led system to give firm guidance on quality of development.
February 1998	Planning for the Communities of the Future	Emphasises the contribution of mixed-use/mixed-tenure development in meeting housing need, assisting urban regeneration and supporting public transport.
April 1998	Circular 6/98: Planning and Affordable Housing	Raises the issue of mixed-tenure housing developments in schemes with reference to both mixed use and mixed tenure.
October 1999	Draft PPG13: Transport; draft revision for public consultation	Encourages the integration of transport and planning policies and reducing the need to travel, through re-use of town/city centre land and mixed-use development.
January 2000	PPG12: Development Plans	Integration of sustainability into plans, relationship between plan and other documents such as local transport plans and new procedures for preparation, management, consultation.
March 2000	PPG3: Housing	Strategic overview stating commitment to mixed-use development, including housing, to bring new life into towns and cities and promote sustainability. Also discusses mixed communities, affordable housing, re-use of urban land and buildings, reallocating employment and other land to housing, optimising urban capacity, and CPO's.
March 2001	PPG13: Transport-final revision.	Concerned with the reduction of the need to travel and promote sustainable transport choices, through integrating planning and transport at national, regional, strategic and local level. PPG13 interprets the benefits of mixed-developments in terms of promoting vitality and walking as a primary mode of travel. It further indicates that such major mixed-use developments, as large trip attractors, should be focused in city/town/district centres and near major public transport interchanges.
December 2003	Draft PPS6: Planning for Town Centres; consultation paper	Set to replace PPG6. PPG6 made reference to multiple-use developments in terms of providing a mixture of small businesses, houses and offices or flats above shops -indicating them as desirable for the safety and vitality of an area. In PPS 6 an emphasis has been made on encouraging high-density and diversity. The use of the concept of diversity and mixed-use appear to overlap. Diversity is a term which encapsulates vitality and viability. A particular note is made on how inclusion of housing in out-of-centre retail developments should not be used to justify an otherwise unsustainable development.
February 2004	The London Plan	Mixed use development encourages a reduction in the need to travel long distances, by including a balance of housing, employment, commercial and other community facilities in the same area. Mixing uses can also help to achieve intensive development by using the same space for more than one development. It contributes to vitality and safety by preventing areas becoming deserted and hostile.

2.10 The literature review reveals that mixed-use development is seen as a tool for reducing the need to travel only when linked to its location - preferably in town centres and/or at

public transport interchanges (PPG13, PPS6, PPG3). Mixed-use is generally expected to increase the vitality of the area, such that in terms of trip attractions the outcome of mixed-use is to increase the total number of visitors. To support the sustainability agenda, the opportunity to reduce the number of car trips lies in achieving a better mode-split by locating the mixed-use in town centres and public transport interchanges.

- 2.11 The London Plan highlights the opportunity for mixed-use to reduce the need to travel by balancing facilities in the same area, that can reduce the need to travel long distances.
- 2.12 It is worthy to note that none of the papers reviewed indicate a benefit of mixed-use in terms of reducing the estimated number of trips attracted, due to a potential for *cross-visitation*.

Parking Policy

- 2.13 PPG13 guidance (2001) on parking indicates a desire to promote sustainable transport choices through restraining access by car. The rationale behind this guidance is based on studies identifying influencing factors on mode choice at locations with high levels of public transport provision. Reductions in parking provision are also noted to improve possible development densities and discourage car use.
- 2.14 The guidance on parking also suggests possible synergies from shared parking for land-uses whose peak-uses do not coincide. For example peak demand for employment parking space is between office-hours, while peak demand for residential parking space is outside office hours. A scheme delivering a mix of residential and employment uses could potentially provide shared parking arrangements that reduce the overall land-take for parking. The guidance does not explicitly identify efficiencies in parking as a benefit of mixed-use development, but nonetheless the opportunity is a very important one to consider in relation to the transport outcomes of mixed-use development.

TRICS Research

- 2.15 This report is an extension of previous TRICS research reports. The table below provides an overview of these reports.

T 2.2 Overview of previous TRICS research

TRICS Report	Overview
Report 95/2 Pass By and Diverted Traffic	This report reviews literature looking into the traffic implications of pass-by and diverted trips to retail developments. It was discovered that all trips can be divided into two classes; new trips and transferred trips. The trips can also be divided into primary and non-primary trips that are single purpose or linked trips. The non-primary element can then be divided into diverted or pass-by trips.
Report 97/1 Transport Characteristics of Non-Food Retail Parks	The purpose of this report was to identify the different total transport demand characteristics of retail parks in comparison with the sum of the transport demands of each store in isolation. The results indicate that the each store has its own shopping characteristics; therefore the mix of stores is important.
Report 99/1 Transport Characteristics of Foodstores at Retail Parks	The purpose of this report was to provide local data on the travel characteristics of food superstores. A key finding confirmed previous TRICS research on pass by and diverted traffic. At the stores in question 30% of trips were discovered to be non-primary <i>i.e. the customer decided to visit the store while they were out so the trip was not necessarily intended for that single purpose.</i>
TRICS Research Brief No.1 "Relationships between accessibility and parking for new developments" (July 2002 by Faber Maunsell)	Although not directly quantified, the research demonstrated a link between Car Park Occupancy and Modal Split. The results suggested that car mode split greatly increases at sites where spare parking capacity is available.

Conclusions

- 2.16 The role of mixed-use in planning policy is primarily linked to creating vibrant places in sustainable locations such as town centres and public transport interchanges. The latest ODPM study into mixed-use (MUDP&P) emphasises a need to focus attention on mixed use development zones – that allow discrete sites to be assessed as part its surrounding area, to understand mix of uses in a wider context. TRICS research has been focussed on examining the transport consequences of discrete development sites containing a number of different land-uses, concerned with estimating trip attractions.
- 2.17 The issues addressed by TRICS research overlap the issues arising in planning policy and latest ODPM advice, but can not be considered to encapsulate the subject. Therefore, it is recommended that this report makes a distinction between mixed-use and multi-use sites, the latter term being considered a more appropriate description of the subject previous TRICS research and of this report.

3 Data Review

Site surveys commissioned for research

- 3.1 Seven retail/leisure parks were surveyed between May and October 2003 to inform the research in this report. The leisure uses on the seven sites included restaurants, bars, bingo halls, night clubs, health & fitness clubs, cinemas and bowling alleys. The retail uses on the seven sites included DIY, food retail, furniture, household goods, clothing and car dealerships. One site included an employment component – the retail and business park in Belper, Derbyshire that included offices for Derbyshire Social Services, British Council of Disabled People, GDI Associates (Financial Advisors).
- 3.2 These sites did not contain any residential uses, and were all located out-of-town. The sites can be best described as *multi-use* sites.

T 3.1 Retail/Leisure Parks surveyed specifically for research purposes

Site Code	Survey Day	Description	Location	Major Land Uses	Number of component developments
DS-16-B-01	26-7-03	LEISURE/RETAIL, CHESTERFIELD	Edge of Town Centre	Food & Drink, Leisure, Retail	6
DS-16-B-02	31-5-03	RETAIL/BUSINESS, BELPER	Edge of Town Centre	Employment, Retail	7
KC-07-O-02	10-5-03	LEISURE PARK, STROOD	Edge of Town	Food & Drink, Leisure	8
KC-16-B-01	10-5-03	RETAIL/LEISURE, GRAVESEND	Edge of Town Centre	Leisure, Retail	9
LE-16-B-01	26-7-03	RETAIL/LEISURE, LEICESTER	Industrial Zone	Food & Drink, Leisure, Retail	6
NT-16-B-01	11-10-03	LEISURE/RETAIL, MANSFIELD	Edge of Town Centre	Food & Drink, Leisure, Retail	4
TW-16-B-02	21-6-03	RETAIL/LEISURE, NEWCASTLE	Commercial Zone	Food & Drink, Leisure, Retail	19

JMP TRICS Database Review

- 3.3 In order to complement the data collected from the commissioned sites above, the TRICS database was interrogated to identify all other sites that contained multiple component development details (*multi-use*). These sites were included and given equal importance to those sites surveyed for the specific purposes of the report.
- 3.4 The database review provided a total dataset of 41 *multi-use* sites for analysis. The tables below summarise the locations and land-uses covered by this dataset. The details of all sites in the dataset are provided in the **Appendix A**.

T 3.2 Locations covered in dataset

Location	Number of Sites
Commercial Zone	5
Development Zone	1
Edge of Town	12
Edge of Town Centre	5
Free Standing	2
Industrial Zone	3
Neighbourhood Centre	4
Suburban Area	3
Town Centre	6

T 3.3 Major Land Use categories covered in dataset (including mixes)

Land Use Categories	Number of Sites
Retail	21
Leisure, Retail *	1*
Food & Drink, Retail	10
Food & Drink, Leisure	3
Food & Drink, Leisure, Retail *	4*
Employment, Retail *	1*
Employment, Leisure, Retail	1

* The sites relating to these mixes of land-use are all from the set of seven multi-use sites specifically commissioned for this research. This demonstrates how the new sites have enriched the range of land-use mixes that the TRICS database now covers.

3.5 **Figure 3.1** is a map showing the location of the mixed development sites that were considered.

F 3.1 Map of Multi-Use Sites



3.1

It is important to note that some sites located in the TRICS Mixed-Use (16-B) land use category contained insufficient information relating to the component land-uses. Therefore, for the purposes of this research, the sites were not included. However, if the necessary site detail of the component sites were collected at a later date, then these

sites would be valid for analysis. For this reason, these sites are presented in **Table 3.4** below for future reference and research.

T 3.4 TRICS Multi-Use Sites excluded from Analysis

Site	Description	Location	Developments
ES-16-B-01	MCDONALDS/HALFORDS, UCKFIELD	Edge of Town Centre	MCDONALDS DRIVE-THROUGH HALFORDS
GM-16-B-01	RETAIL/LEISURE PARK, TRAFFORD	Free Standing	WHITE CITY RETAIL PARK
HI-16-B-01	RESIDENTIAL and SCHOOL, NAIRN	Town Centre	DUNCAN DRIVE/NAIRN ACADEMY
NY-16-B-01	INDUSTRIAL/BUSINESS AREA	Free Standing	BUSINESS/INDUSTRIAL AREA
ST-16-B-01	IND/RETAIL, NEWCASTLE U LYME	Edge of Town	PARKHOUSE INDUSTRIAL ESTATE (EAST)
SY-16-B-01	BUSINESS/RETAIL/LEISURE	Development Zone	ROTHER COURT
TW-16-B-01	NURSING HOME/DRUG REHAB.	Suburban Area	VICTORIA LODGE/TUNSTALL UNIT

N.B since analysis of sites it has been discovered that site ES-16-B-01 does in fact contain information of the GFA for the two separate sites; hence it could have been included. Since the site only contained a McDonalds and a Halfords, its exclusion is unlikely to have significantly changed the findings of the report on multi-use.

4 Method Statement

Introduction

- 4.1 Estimated trip rates – by method of aggregation – for *multi-use* sites have been compared against those actually observed and the differences then examined. Details on how estimates for all 41 *multi-use* sites were provided in a consistent and repeatable way are provided in this chapter.
- 4.2 The differences between estimated and observed trips were used to form a view on *Cross-Visitation* and *Site-Attraction* factors and how these affect the trip rates of multi-use sites. It should also be noted that all analyses in this report is based upon traffic-only data rather than multi-modal data.

Estimating trip rates of multi-use sites by aggregation

TRI Guidelines

- 4.3 The TRI working paper proposed a method of aggregation over TRICS land-use sub-categories. The aim was to eventually establish a set of *empirical factors* for each land-use sub-category, which could be compounded together to form an overall *adjustment factor* for the site.

Adopted JMP Guidelines

- 4.4 An aggregated estimate for a multi-use site can be obtained in the following way:
- For each component land-use, identify comparable single-use sites in TRICS and establish a trip generation estimate from these sites to estimate the trip generation for the component land-use. The estimate should make use of an average trip generation figure, rather than any percentile, to avoid any supply-bias at this stage.
 - Add together all the estimated trip generations of all component land-uses.
 - The aggregated estimate can either be used as it is, or an *adjustment factor* can be applied to it, to compensate, if seen appropriate for any characteristics of the multi-use development, which is not already accounted for in the trip generation of the individual component uses. The appropriate use and value of this *adjustment factor* is the subject of this research.
- 4.5 To distinguish between estimates derived by aggregation that have or have not been scaled by an adjustment factor, reference will be made to *adjusted aggregate estimates* and *un-adjusted aggregate estimates*.

Using a Simulated Aggregation Process

Data utilised

- 4.6 An export of the TRICS 2004(a) database was carried out; the data was stored in Excel spreadsheets. To help appreciate the power given to an analyst by having access to this analytical database, the specific datasets utilised are described.

4.7 A dataset of the 41 Multi-Use Sites was established that included the following data:

- Site grid reference
- Location
- Population (1 mile, 5 mile)
- Number of developments
- Car Ownership
- Bus
- Walking
- Area
- Off-Site Parking Details
- On-Site Parking Details
- Filling Station
- Parking Charges
- Component development Trade Name (Establishment)
- Component development Trip Parameters.

4.8 The component developments were assigned land-use categories, based upon their trade-names, and these were subsequently added to the dataset.

4.9 The analytical database enabled the calculation of 12 hour vehicle count trip rates (07:00-19:00), for Saturday, of all site surveys that contained appropriate data (12 hour counts for the appropriate day).

Using a simulated trip rate aggregation process

4.10 By using the analytical database, and application of a component matching macro, simulation of trip assessments of 33 (out of 41) multi-use sites for Saturday 12 hr vehicle count trip data was made possible.

4.11 The “simulated” assessments were based upon component development information, and comparable single-use sites on TRICS. The process resulted in Weekday and Saturday 12 hour forecasts of vehicle-based trips for these *multi-use* developments. The use of simulation enabled a consistent and repeatable way of performing the large number of trip rate aggregations required.

Component Development Matching Macro

4.12 For each multi-use development and each component development a set of comparable sites were required for the trip rate assessment.

4.13 The number of sets of comparable sites required to complete the analysis was substantial. There were 202 component developments from the 33 multi-use developments used for the Saturday trip assessment analysis.

4.14 In order to manage the task of creating 202 sets of comparable sites, a strict protocol was established in order to achieve a consistent approach to the trip assessments. The matching protocol used land-use, sub land-use, location, year and Ground Floor Area (GFA) to determine whether a site was comparable. In order to reduce the time taken in the matching process, further detailed assessment of the appropriateness of sites was not applied.

4.15 The matching process was applied to every component development, and followed an iterative hierarchy. The process starts with a strict criterion of matching (level 1). If no comparable sites could be located, then the matching process is repeated against a weaker criterion (level 2) and so on and so forth (level 3, level 4). The matching criteria hierarchy is described below:

4.16 Matching Criteria Hierarchy:

- Level 1 – match land use, sub land use, location, year and GFA within 50% - 200% of value
- Level 2 – match land use, sub land use, location, year and GFA within 20% - 400% of value
- Level 3 – match land use, sub land use, and GFA within 50% - 200% of value
- Level 4 – match land use, sub land use, and GFA within 20% - 400% of value

4.17 For each *multi-use* site component development, the population average trip rate of the set of matched comparable sites was calculated. These trip rates were multiplied by the component developments' trip rate parameter to provide an estimated trip count for the component development. For each *multi-use* site, the sum of each component developments' estimated trip count was calculated – as per the method of aggregation described above as JMP's adopted Guidelines.

4.18 The results of this matching process for Saturday trip generation is provided in **Appendix B**.

Comparing unadjusted aggregate estimates with observed data

Analysis to explore Cross-Visitation and Site-Attraction factors and their interaction

4.19 To determine a statistical justification for *adjustment factors*, a statistic called the *cross-visitation factor* has been defined for calculation on each multi-use site. This statistic is calculated by dividing the *un-adjusted aggregate estimate* of a multi-use site with the *observed* trip generation of the multi-use site.

4.20 Due to the interactions between trip linking and attraction that induce the overall cross-visitation factor it is important to take care over interpreting what information this statistic provides. For example, a cross-visitation factor of 100% does not infer there is no evidence for cross visitation or site attraction. Rather it simply provides no evidence for the processes, while still possibly being the result of a combination of the two.

Parking Effects

4.21 The estimate for the multi-use car mode-trips is based upon the addition of individual component development estimates. These estimates have not been based upon matching of car-parking provision, rather upon GFA. Matching upon car-parking provision would have been paramount to implicitly assuming that car-parking is an influential factor in site attraction, rather than allowing this research to identify if there is any empirical evidence for this belief.

4.22 It is more pertinent to understand the parking space availability that the additive model process has inferred. A useful measure in this respect is the sum of the estimated parking space provision of each individual component development ("component parking sum"). The estimated parking space provision for each individual component development can be calculated by the average parking space of the matched sites. This measure would be an accurate picture of parking provision for the multi-use development, if the parking provided was strictly enforced and allocated to the component developments.

4.23 One potential advantage of multi-use developments is the efficient shared use of car-parking capacity. Therefore, even if the total car parking provided for a multi-use development was less than the "component parking sum", this is not to say that this reflects suppression in car-parking supply.

4.24 A measure has been proposed for the purposes of understanding the relationship between shared car-parking space and individually allocated car-parking space. This

measure is the ratio between the multi-use site car-parking space provision and the “component parking sum” (Parking Ratio). The ratio is useful in the sense that the ratio relates with over-provision of parking space (when large) and under-provision of parking space (when small). However, the ratio can only be used relatively rather than absolutely. A ratio of 100% does not necessarily infer an appropriate provision of parking space.

5 Results

General

- 5.1 This section outlines the principal findings of the research undertaken into the trip generation of multi-use sites. The analysis was carried out in four stages:
- Data Sorting – Tabulation of surveyed multi-use site data and estimated aggregated trip rate and parking data.
 - Preliminary Patterns Analysis – examine observed trips, trip rates, parking supply and standards.
 - Main Patterns Analysis - examine relationships between the observed and estimated (aggregated) trips and number of component sites and relative parking supply.
- 5.2 As outlined earlier in this document, survey data has been collected for Saturday trip behaviour. This is because Saturday trip behaviour for the retail/leisure multi-use sites generally represents the busier day and hence in relation to development planning, of greater interest in exploring the causes of trip generation.

Data Sorting

- 5.3 The surveyed and estimated data for each multi-use site has been set out in tables to show:

Table 5.1

- Number of component units on each multi-use site.
- Total GFA for each multi-use site.
- Observed Trips.
- Observed Trip Rate (trips / gfa).
- Actual On-site Parking supply.
- Actual On-site Parking supply / GFA.

Table 5.2

- Observed Trips.
- Estimated (aggregated average) trips.
- Trips relative to the aggregated average (observed trips – estimated trips).
- Cross Visitation Factor (observed trips/estimated trips).
- Actual On-site Parking supply.
- Estimated parking supply (sum of component units as estimated using TRICS).
- Parking relative to the aggregated average (actual parking supply – estimated parking)
- Parking Ratio (actual parking supply / estimated parking supply).

- 5.4 Table 5.1 provides the basic data for each site that allows for a preliminary patterns analysis to explore some general relationships between multi-use site characteristics. This preliminary analysis does not require the calculations of aggregated estimates for the multi-use sites. The analysis provides some further motivation for calculating the aggregated estimates.
- 5.5 Table 5.2 provides the data derived from the method of aggregate trip generation estimation, whose output was the main focus of the data processing stage of this research. The table provides the necessary data to explore to identify what influences the

cross-visitation factor of multi-use sites. The analysis provides motivation for the need of statistical testing to confirm our emerging hypotheses on the relationships that exist.

- 5.6 Table 5.1 and Table 5.2 on the proceeding pages set out the information as outlined above.

T 5.1 Details of Multi-Use Sites and Saturday Trip Data

Multi-Use Site	Number of component developments	GFA (sqm)	Observed Trips	Observed Trip Rate (Trips per 100sqm)	Actual on-site parking supply	Actual Parking Supply (spaces per 100 sq metres)
DS-16-B-01	6	7,390	2,191	29.65	492	6.66
DS-16-B-02	7	8,690	5,363	61.71	453	5.21
ES-01-J-02	4	45,000	4,484	9.96	1,200	2.67
ES-01-K-04	5	6,758	2,575	38.10	232	3.43
GM-01-J-02	2	6,967	4,026	57.79	492	7.06
GM-01-J-04	2	24,247	11,255	46.42	1,998	8.24
GM-01-J-05	6	3,856	2,376	61.62	250	6.48
GM-01-J-08	2	9,050	5,147	56.87	619	6.84
GM-01-K-09	12	25,714	5,303	20.62	1,150	4.47
GM-01-K-10	6	8,033	1,854	23.08	448	5.58
GM-01-K-11	10	19,826	4,120	20.78	852	4.30
GM-01-K-13	10	19,826	4,097	20.66	854	4.31
HC-01-K-01	2	16,900	664	3.93	288	1.70
HF-01-I-01	8	1,120	332	29.64	20	1.79
HF-01-K-01	3	4,691	1,440	30.70	266	5.67
HF-07-O-01	4	6,412	782	12.20	835	13.02
KC-07-O-02	8	15,288	2,439	15.95	1,548	10.13
KC-16-B-01	9	12,770	5,120	40.09	477	3.74
KH-01-J-01	6	3,273	2,493	76.17	125	3.82
LC-01-K-04	2	6,259	1,587	25.36	326	5.21
LC-07-O-01	5	8,023	2,120	26.42	622	7.75
LE-16-B-01	6	16,580	3,812	22.99	1,083	6.53
MS-01-K-01	9	14,642	2,447	16.71	661	4.51
NL-01-K-01	7	13,790	2,671	19.37	743	5.39
NT-16-B-01	4	10,250	5,593	54.57	967	9.43
RC-01-K-01	3	5,626	1,585	28.17	160	2.84
RF-01-K-01	7	12,985	2,588	19.93	654	5.04
SA-01-K-01	10	11,525	2,510	21.78	783	6.79
SC-01-K-04	3	3,460	1,777	51.36	180	5.20
TW-16-B-02	19	21,635	8,260	38.18	3,568	16.49
WM-01-K-01	5	9,740	2,411	24.75	355	3.64
WS-01-J-01	3	22,584	8,962	39.68	1,750	7.75
WS-01-K-07	7	14,543	3,975	27.33	535	3.68

Minimum and Maximum Values have been highlighted.

T 5.2 Results of Additive Model for Saturday

Multi-Use Site	Observed Trips	Estimated Trips	Observed - Estimate Trips	Cross Visitation Factor	Actual on-site Parking Supply	Estimated Parking	Actual - Estimated Parking
DS-16-B-01	2,191	2,203	-12	99%	492	1,066	-574
DS-16-B-02	5,363	18,691	-13,328	29%	453	911	-458
ES-01-J-02	4,484	26,177	-21,693	17%	1,200	1,342	-142
ES-01-K-04	2,575	3,351	-776	77%	232	362	-130
GM-01-J-02	4,026	4,030	-4	100%	492	198	294
GM-01-J-04	11,255	7,166	4,089	157%	1,998	736	1,262
GM-01-J-05	2,376	2,566	-190	93%	250	352	-102
GM-01-J-08	5,147	4,750	397	108%	619	543	76
GM-01-K-09	5,303	6,086	-783	87%	1,150	1,731	-581
GM-01-K-10	1,854	2,534	-680	73%	448	579	-131
GM-01-K-11	4,120	6,181	-2,061	67%	852	1,133	-281
GM-01-K-13	4,097	6,090	-1,993	67%	854	1,137	-283
HC-01-K-01	664	5,103	-4,439	13%	288	302	-14
HF-01-I-01	332	288	44	115%	20	720	-700
HF-01-K-01	1,440	716	724	201%	266	180	86
HF-07-O-01	782	1,382	-600	57%	835	815	20
KC-07-O-02	2,439	9,029	-6,590	27%	1,548	1,776	-228
KC-16-B-01	5,120	3,606	1,514	142%	477	1,161	-684
KH-01-J-01	2,493	1,823	670	137%	125	221	-96
LC-01-K-04	1,587	1,951	-364	81%	326	113	213
LC-07-O-01	2,120	2,829	-709	75%	622	1,007	-385
LE-16-B-01	3,812	6,735	-2,923	57%	1,083	1,128	-45
MS-01-K-01	2,447	4,505	-2,058	54%	661	1,004	-343
NL-01-K-01	2,671	1,815	856	147%	743	586	157
NT-16-B-01	5,593	3,089	2,504	181%	967	1,071	-104
RC-01-K-01	1,585	951	634	167%	160	250	-90
RF-01-K-01	2,588	3,784	-1,196	68%	654	514	140
SA-01-K-01	2,510	3,485	-975	72%	783	1,166	-383
SC-01-K-04	1,777	1,273	504	140%	180	167	13
TW-16-B-02	8,260	7,892	368	105%	3,568	2,275	1,293
WM-01-K-01	2,411	3,055	-644	79%	355	608	-253
WS-01-J-01	8,962	7,816	1,146	115%	1,750	1,169	581
WS-01-K-07	3,975	4,205	230	95%	535	904	-369

Minimum and maximum values for Cross-Visitation and Parking Factors highlighted.

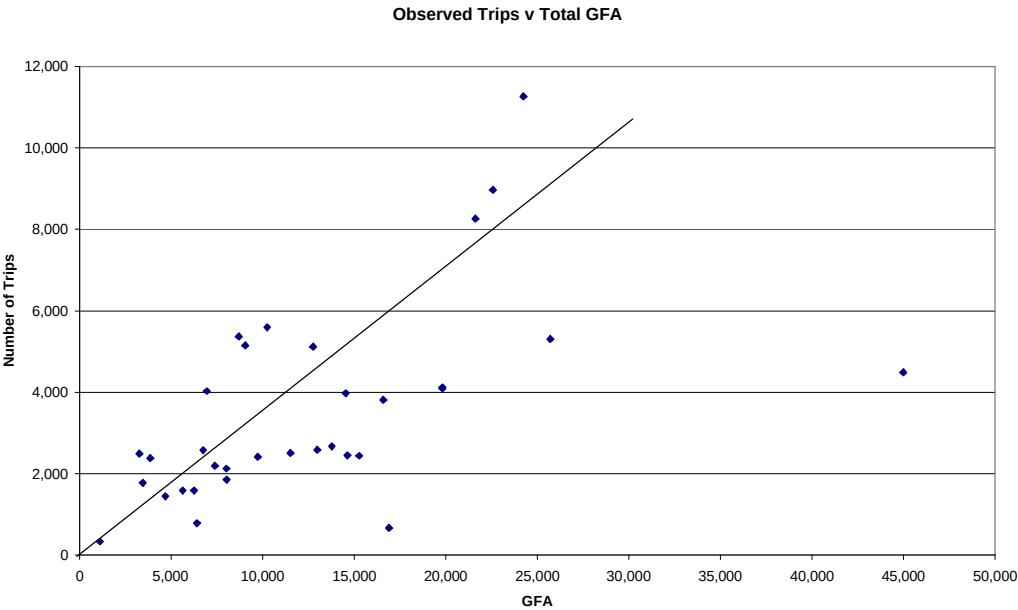
Preliminary Patterns Analysis

- 5.7 Further to the tabulation of data set out above, this section will set out the preliminary patterns analysis undertaken.
- 5.8 A number of scatter plot graphs have been produced in order to investigate any direct relationship between the variables, the key graphs of note are:
- F.5.2 Observed Trips v GFA
 - F.5.3 Actual Parking Supply vs. Total GFA
 - F.5.4 Observed Trips v Parking Supply
- 5.9 Each of the graphs noted above have been formatted to exclude observations lying far outside the main range of observations. These “outliers” may otherwise create undue bias in interpreting the main patterns in the data.
- 5.10 Figure 5.1 is provided without any formatting, showing the data from all observations for observed Trips v GFA.

Observed Trips v GFA

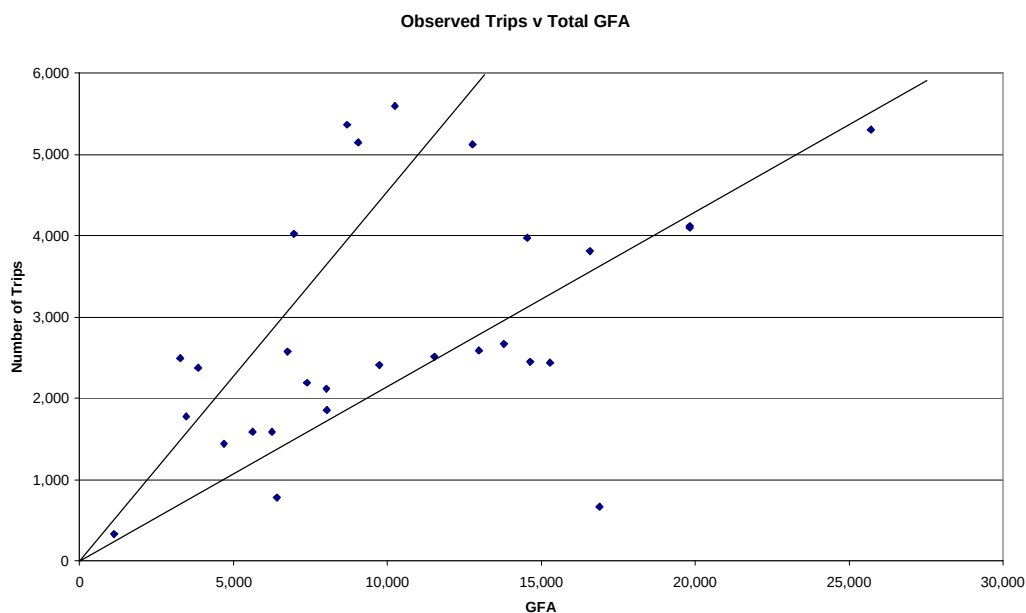
- 5.11 A key assumption made in many TRICS trips calculations that there is a direct relationship between the GFA of a site and the trips attracted to it. The nature of the relationship varies with land-use. Therefore, when considering multi-use sites, where there is some variation in land-uses on the site, the relationship can be potentially more complex than a simple relationship with the total GFA.
- 5.12 The observed trips (for Saturdays) for the multi-use site were plotted against total GFA, to examine the relationship between the two (ref F.5.1). Taking into account the 3 multi-use sites with much larger observed trips (>8,000) it could be possible to interpret an overall linear relationship between the observation of trips and GFA. This could justify a broad application of a general trip-rate for multi-use sites.

F.5.1 Observed Trips v GFA – all observations



- 5.13 Examining the main set of observations, with trips less than 6,000 and GFA less than 30,000 (ref F.5.2) there remains an identifiable relationship between the number of trips and GFA. However, there does appear to be some ambiguity over where gradient line should be. There is sufficient variation to question the application of a simple linear relationship between trips from multi-use sites and total GFA.
- 5.14 This analysis has demonstrated that total GFA is an important determinant of trip generation amongst the multi-use sites. However, there is evidence of other factors at play that effect the trips generated. This provides motivation to examine the trip generation of individual component units.

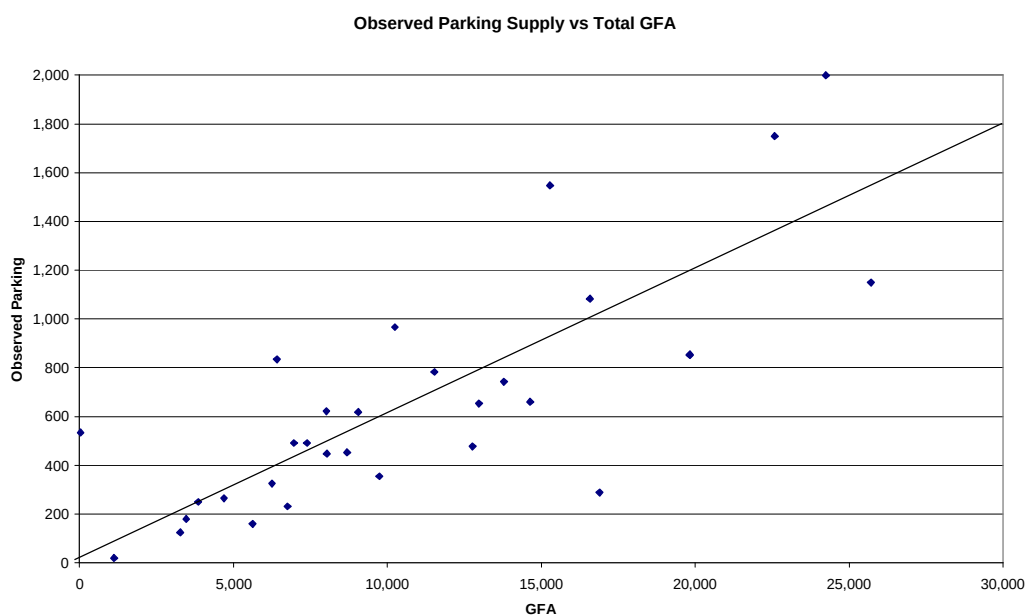
F.5.2 Observed Trips v GFA –observations with trips < 6,000 and GFA <30,000



Parking Supply vs. Total GFA

- 5.15 Parking supply is usually determined by the product of standards and GFA, it should be expected that supply relates to GFA for a given land use. Plotting observed parking supply against total GFA (ref F.5.3) reveals that there is indeed a strong relationship. However, there remains sufficient variation to observe that the multi-use sites a range of differing overall parking standards have been applied to each site. The variation is most likely attributable to the variation in the land-uses of component units. This gives some motivation to examine the parking standards for individual component units.

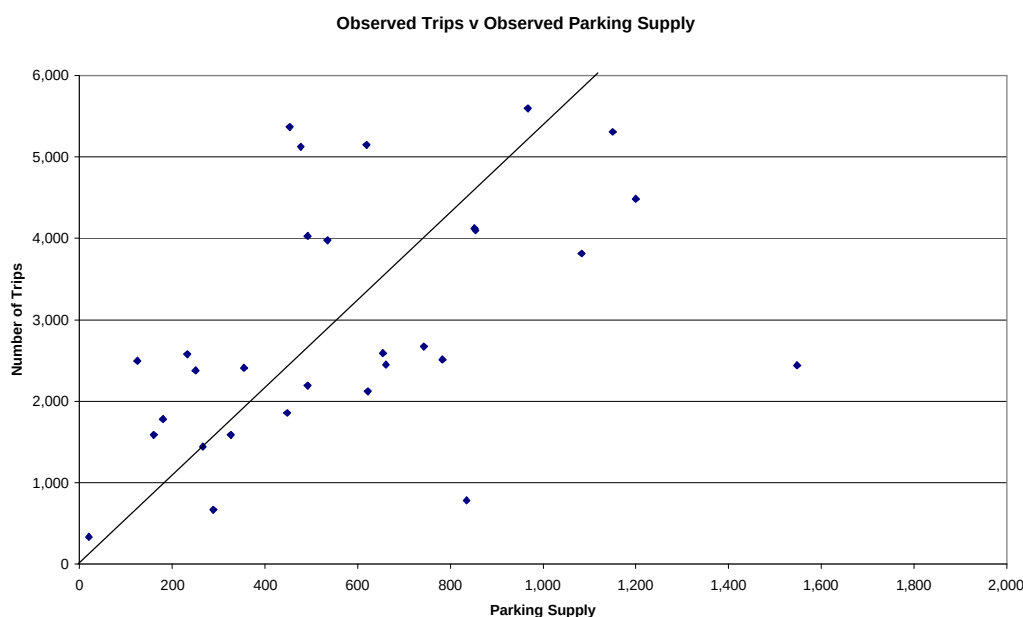
F.5.3 Parking Supply vs Total GFA –observations with GFA < 30,000



Observed Trips v Parking Supply

- 5.16 A factor that links closely to GFA is Parking Supply. Parking Supply is generally a result of applying a parking standard to the GFA of a site. Historically standards have been applied that relate to providing for estimated demand in car trips, and in many cases the estimated 85% percentile level of car trips.
- 5.17 Some practitioners believe that car parking supply can actually have an influence upon actual demand. For this reason, the observed trips have been plotted directly against parking supply (ref F.5.4) for observations of trips less than 6,000 (to avoid outlying results noted in F.5.1).
- 5.18 However, there is also some logic in believing that parking supply will relate more strongly to trips than total GFA, independently of a belief that supply drives demand. This is because, if the parking supply was determined by an assessment of the needs for the individual component land-uses, then the supply reflects trip information of component units that the total GFA would not.
- 5.19 Examining the plot between observed trips and parking supply reveals an identifiable relationship between trips and parking supply. The relationship does appear arguably stronger than that observed between observed trips and total GFA. This provides further motivation to take into account the individual trip characteristics and parking supply for component units on a multi-use site.

F.5.4 Observed Trips v Parking Supply –observations with trips < 6,000



Conclusions

- 5.20 Trips, GFA and Parking Supply clearly inter-relate with each other. However, the analysis cannot determine against whether parking supply is related to trips due to the application of a reasonable assessment or whether parking supply to a degree can drive demand. Furthermore, the analysis is not sufficient to explore the potential for cross-visitation, since it is evident that the use of total GFA is not a sufficiently accurate measure to reflect the mix of component land-uses within each development.
- 5.21 This analysis provides motivation to further explore the relationship between observed total trips from a multi-use site and the individual trip and parking characteristics of component sites.

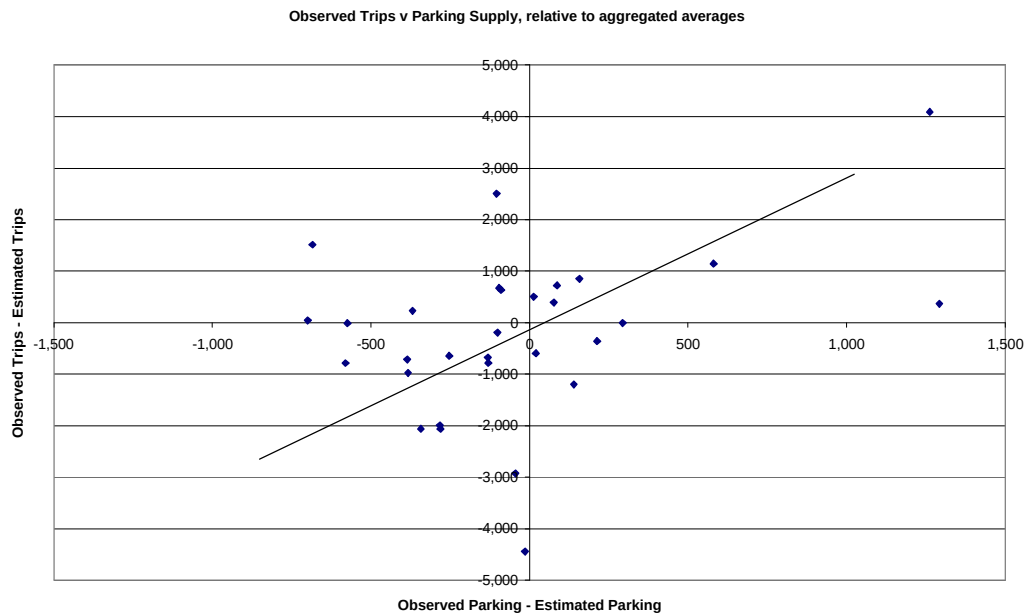
Main Patterns Analysis

- 5.22 Further to preliminary patterns analysis of the data above, this section will set out the main patterns analysis.
- 5.23 Graphs have been produced in order to investigate any direct relationship between the variables, these graphs are set out as follows:
- F.5.5 Observed Trips v Parking Supply, relative to aggregated averages
 - F.5.6 Cross Visitation Factor vs. Parking Factor
 - F.5.7 Cross Visitation Factor vs. Number of Component Units per site

Observed Trips v Parking Supply, relative to aggregated averages

- 5.24 Figure 5.5 indicates a linkage between the relative parking supply and the potential for propensity for observed trips to be in excess of aggregate average from assessment of component sites. The chart shows an increasing trend for a positive difference in observed trips against estimated trips as the observed supply of parking against the estimated supply becomes more positive. This potentially shows that the greater (above the average) the parking supply, the greater the propensity for attracted trips.
- 5.25 However, there remains a great deal of variation amongst the observations, and there is ambiguity over identifying a clear gradient line.

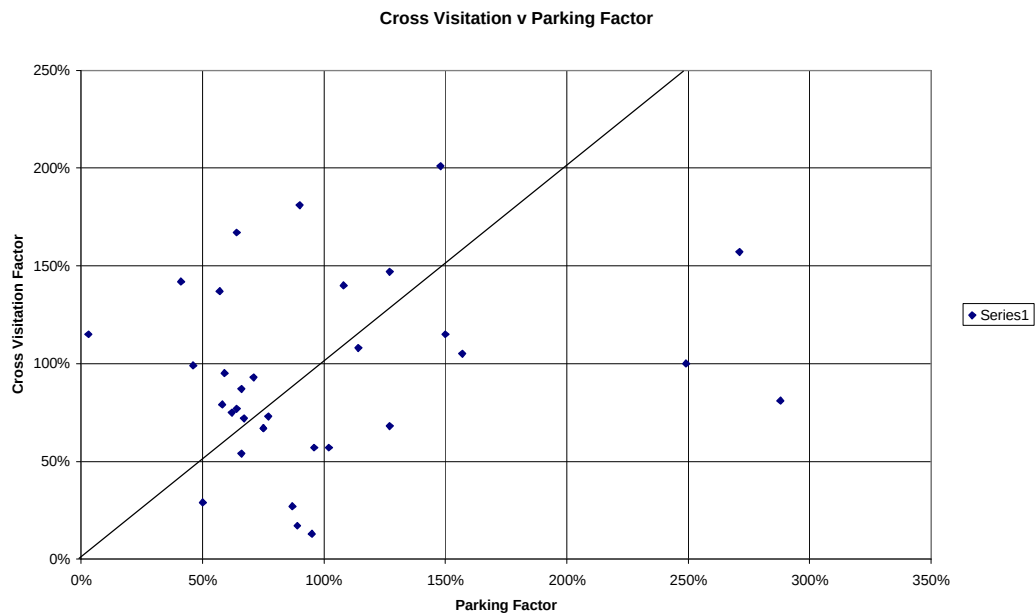
F.5.5 Observed Trips v Parking Supply, relative to aggregated averages



Cross Visitation Factor v Parking Factor

- 5.26 F.5.6 indicates a linkage between the parking factor and the potential for propensity for observed trips to be greater than the expected number of trips. The chart shows an increasing trend for the cross visitation factor as the parking factor increases. This potentially shows that the greater (above the average) the parking supply, the greater the propensity for attracted trips.
- 5.27 However, there remains a great deal of variation amongst the observations, and there is ambiguity over identifying a clear gradient line.

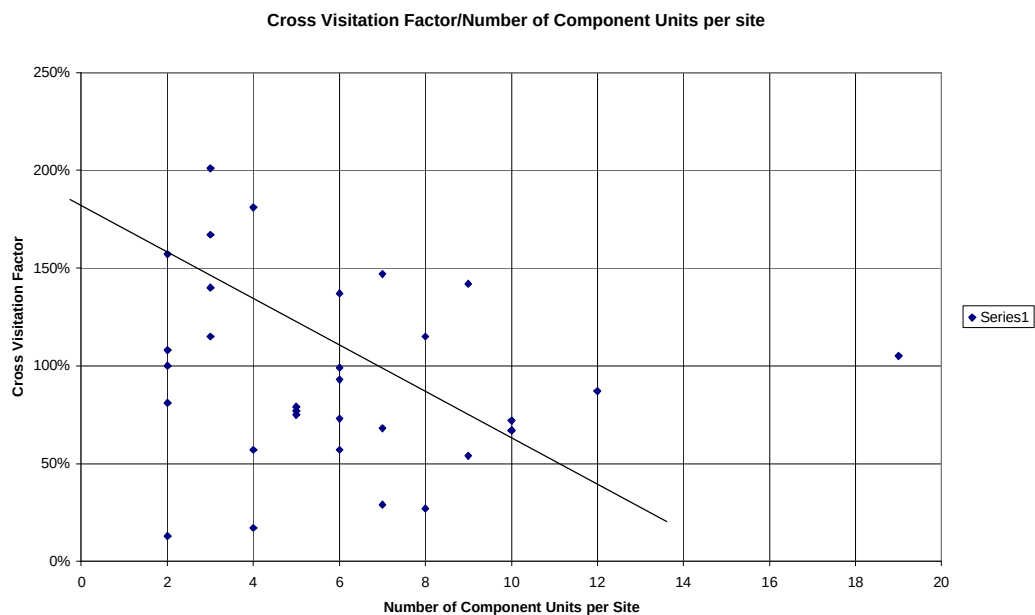
F.5.6 Cross Visitation Factor vs Parking Factor



Cross Visitation Factor v Number of Component Units

- 5.28 F.5.7 indicates a linkage between the number of individual units on a site and the potential for cross visitation. The chart shows a downward trend for the cross visitation factor as the number of component units increases. This potentially shows that the more individual units are located on any one site, the greater the number of linked trips.
- 5.29 However, there remains a great deal of variation amongst the observations, and there is ambiguity over identifying a clear gradient line.

F.5.7 Cross Visitation Factor vs Number of Component Units per site



Conclusions

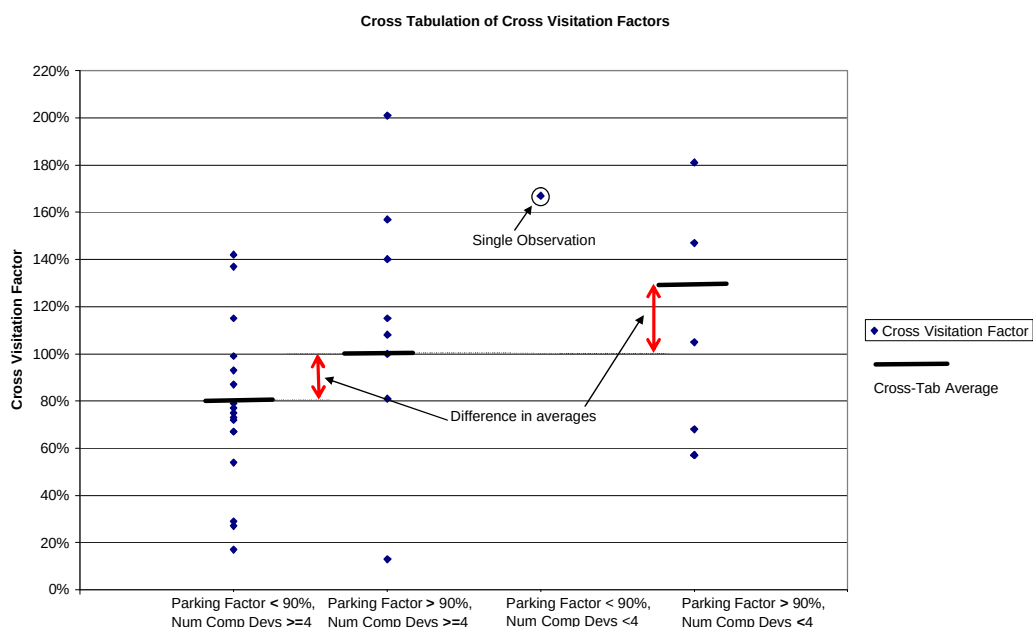
- 5.30 There appears to be some evidence that the cross-visitation factor relates to both the number of component developments and the parking factor. It is possible that there is a cross-interaction between the two explanatory variables that hides any observable, clear pattern. Furthermore, due to the variability in the observations, it may be difficult to identify clear linear relationships between the variables.
- 5.31 As a result of the analysis in this chapter, it would be recommended to test the relationships by method of cross-tabulation. This will review the average behaviour for a sample set of sites falling into one category or another

Cross-Tabulation

Results

- 5.32 The cross-tabulation demonstrated that for sites with 4 or more component units, a difference between cross-visitation and parking factor could be identified. F.5.8 summarises the results graphically, while T.5.1 summarises them quantitatively.

F.5.8 Cross Visitation Factor vs Cross Tabulations



T.5.1 Cross-tabulation of average Cross-Visitation Factor

Parking Factor	Site Size			
	4 or more		Less than 4	
	Average Cross-Visitation Factor	Sample	Average Cross-Visitation Factor	Sample
High	0.99	6	1.29	7
Low	0.80	17	1.67	1

- 5.33 This cross-tabulation provides the basis of the following conclusions:
- The effect of providing more shared car parking space at multi-use developments is to exhibit a higher cross-visitation factor, relating a higher level of site attraction.
 - In cases of multi-use sites with 4 or more developments, where the levels of parking provided was higher than may be expected, cross visitation combined with site attraction factors, to result in an average cross-visitation factor of 1. In these cases, the additive model approach, without application of factors provides an appropriate estimate.
 - Generally, the analysis remains hampered by difficulties in separating the effects of cross-visitation and site attraction.
- 5.34 The results highlight issues regarding car mode trip assessment:
- Providing more parking than required (not taking into account the benefits of shared parking space) for multi-use sites leads to a greater mode-share of car-trips.
 - Cross-visitation levels really need to be confirmed by methods of direct observation, such that the increased attractiveness of these multi-use sites, in addition to the influence of car parking, can be understood.
- 5.35 Further influential factors, such as location and land-use remain unidentified – and could be better understood if methods of direct observation on cross-visitation were employed in site surveys.

6 Future Work

TRICS Data Review

- 6.1 In order to understand further opportunities to make use of TRICS data to increase understanding of the transport outcomes of multi-use development, the TRICS database has undergone a review of its contents.
- 6.2 TRICS is a database of cordon based traffic and people counts. Historically TRICS was a cordon traffic count database, however in more recent times many “multi-modal” counts have been made which involve the counting of people rather than just vehicles, using a survey technique to assign each person to a specific mode of transport. In relation to policy objectives of introducing multi use, only “multi-modal” counts would provide sufficient detail on the vitality (in terms of total visitors) and walking as a primary mode.
- 6.3 Cordon counts require surveyor’s at all possible entry and exit points to an area, and so generally are performed over a compact area, relating to a definition of a site rather than a zone.
- 6.4 Inside the TRICS database surveyed sites were cross-tabulated by the existence of a multi-modal survey and the type of site in relation to definitions of multi-use. This tabulation indicates the sample sizes available for relevant analysis.

	Traffic Only	Multi-Modal
Single Use Sites	1453	169
Multi-Use Sites: layered mix of uses within the same building block	61	1
Multi-Use Sites : mix of discrete single-use development elements	88	6

- 6.5 In terms of analysing Multi-Use Sites, there is only sufficient sample size for an assessment of trips by car. The following table provides an examination of the land-uses covered in the set of multi-use sites with a mix of discrete single-use development elements:

T 6.1 Major Land Uses of TRICS Sites Included in Analysis

Major Land Use	Proportion of Sites
Retail	46%
Retail, Hotel, Food and Drink	29%
Retail, Leisure, Hotel, Food and Drink	8%
Leisure, Hotel, Food and Drink	6%
Retail, Employment	2%
Retail, Leisure	2%
Retail, Hotel, Food and Drink, Health	2%
Retail, Leisure, Employment	2%
Retail, Employment, Health, Hotel, Food and Drink	2%

- 6.6 It is important to note that the sites mainly belong to the Retail and Leisure land-uses.
- 6.7 There are sufficient multi-modal surveys of single use sites to provide an insight into multi use zones – provided that there is a sufficient variety of locations and surrounding land-uses within the database. In order to investigate this opportunity further, the comments

fields of these sites required interrogation, gathering of surrounding land-use data for the relevant sample survey sites.

6.8 Examining the 31 multi-modal Retail Store Sites, 13 sites (42%) were identified as to have a significant element of surrounding land-uses, 8 of which (26%) had other surrounding retail land-uses.

6.9 Examining the other land-use categories, the following table summarises the number of sites found to have a significant element of surrounding land-uses.

T 6.2 Surrounding Land-uses of Sites

Site Land Use	Mixed Use	Mixed with only Residential	Remainder	Total	Proportion Multi-Use
RESIDENTIAL	14	8	14	36	39%
EDUCATION	6	7	8	21	29%
EMPLOYMENT	18	1	8	27	67%
HEALTH	8	7	7	22	36%
LEISURE	23	4	5	32	72%
RETAIL	13	0	20	33	39%
MIXED	4	0	1	5	80%
Grand Total	86	27	63	176	49%

6.10 A total of 86 multi-modal cordon sites (the majority of which are single-use) were identified that contained a significant level of surrounding land-use that could be interpreted as part of a multi-use site/environment (not counting those with a significant mix of residential only). This translates to a sample as significant in size as the set of multi-use sites, while covering a wider range of land uses – in particular residential and employment.

Implications for TRICS database

6.11 It may benefit the TRICS database to transfer surrounding area characteristics information from the comments field to a more formal set of field measures. For example, details of surrounding land-uses could be stored in a similar way as component development data is stored for multi-use sites.

7 Technical Conclusions

- 7.1 Conclusions of 'TRICS Research Report 97/1' indicated that a lot of linked trip making takes place on the sites of multi-store retail parks. This report has expanded on this providing evidence for the relationship between the total number of component developments and trip linking. The report also expanded upon the idea of trip linking to include taking into account the interaction of site attraction factors.
- 7.2 Relationships were found that related the cross-visitation factor with a threshold of number of component developments, and with the supply of shared parking provision for the site, relative to its requirement. Due to the variability in the data, these relationships can only be observed through cross-tabulations of statistical averages.
- 7.3 The results are based upon statistical averages, and are intended to demonstrate an indicative underlying relationship. Therefore, care should be taken in interpreting the average results as general rules of thumb for applying adjustments to individual transport assessments. An individual transport assessment should take regard of the evidence provided in this report, and use it to justify a more detailed assessment of suitable levels of parking supply for shared-use car parks.
- 7.4 Assessment of trip linking by methods of direct observation (visitor survey) from new or previous research is recommended for future work.
- 7.5 There is an opportunity for further work on TRICS data to explore the relationship between multi-modal transport outcomes of single-use sites and the mix of uses surrounding them.

Appendix A

Multi-Use Site Details

Appendix A: Multi-Use Sites

Site	Site Desc	Location	Number of Component Developments	Component Developments	Main Categories	Food Superstore	DIY Superstore	Other Non-Food Superstore	Friday Trip Data	Saturday Trip Data	Specialty Commissioned
DC-01-J-01	RET.PK.POOLE	Town Centre	3	SAINSBURYS, FADS, APOLLO	RETAIL	Y		Y	TRUE	FALSE	FALSE
DS-16-B-01	LEISURE/RETAIL, CHESTERFIELD	Edge of Town Centre	6	CINEMAWORLD, FRANKIE and BENNY'S NEW YORK ITALIAN DI, BLOCKBUSTER VIDEO, HOBBY HORSE PUB/WACKY WAREHOUSE, CANNONS HEALTH and FITNESS CLUB, MCDONALDS	Food & Drink, LEISURE, RETAIL			Y	TRUE	TRUE	TRUE
DS-16-B-02	RETAIL/BUSINESS, BELPER	Edge of Town Centre	7	SAFEWAY, FOCUS (DIY), MCDONALDS, DE BRADELEI (FACTORY OUTLET STORE), DERBYSHIRE SOCIAL SERVICES, BRIT. COUNCIL OF ORG. OF DISABLED PEOPLE, GDI ASSOCIATES (FINANCIAL ADVISORS)	EMPLOYMENT, RETAIL	Y	Y	Y	TRUE	TRUE	TRUE
ES-01-J-02	RET.PK.EASTBOURNE	Edge of Town	4	ASDA STORES, DO-IT-ALL, SHOE CITY, ALLIED MAPLES	RETAIL	Y	Y	Y	TRUE	TRUE	FALSE
ES-01-K-04	RETAIL PARK, NEWHAVEN	Industrial Zone	5	CARPET RIGHT, HALFORDS, B and Q, HARVEYS, MCDONALDS	Food & Drink, RETAIL		Y	Y	FALSE	TRUE	FALSE
FA-16-B-01	LEISURE/INDUSTRIAL	Neighbourhood Centre	4	GX SUPERBOWL, MARINER CENTRE, JOHNSON PRINTERS, RILEY, DUNN and WILSON	EMPLOYMENT, LEISURE, RETAIL			Y	TRUE	FALSE	FALSE
GM-01-J-01	RET.PK.WIGAN	Edge of Town	4	J. SAINSBURY, MCDONALDS, PETSMART, SAINSBURYS HOMEBASE	Food & Drink, RETAIL	Y	Y	Y	TRUE	FALSE	FALSE
GM-01-J-02	DO-IT-ALL/FOOD GIANT, SHARED SITE	Town Centre	2	DO-IT-ALL, FOOD GIANT	RETAIL		Y		FALSE	TRUE	FALSE
GM-01-J-04	SAINSBURY/J.LEWIS	Suburban Area	2	J. SAINSBURY, JOHN LEWIS	RETAIL	Y		Y	FALSE	TRUE	FALSE
GM-01-J-05	RET.PK.FALLOWFIELD	Suburban Area	6	ICELAND FROZEN FOODS, KWIK SAVE, ROGERS THE FLORIST, BLOCKBUSTER VIDEO, MOTOR WORLD, BURGER KING	Food & Drink, RETAIL	Y		Y	FALSE	TRUE	FALSE
GM-01-J-08	CURRYS/ASDA,ROCHDALE	Town Centre	2	CURRYS, ASDA	RETAIL	Y		Y	TRUE	TRUE	FALSE
GM-01-K-06	CENTRAL RETAIL PARK	Town Centre	4	TEXAS, ELS, CHILDRENS WORLD, ARGOS	RETAIL		Y	Y	TRUE	FALSE	FALSE
GM-01-K-09	SNIPE COLLIERY DEVELOPMENT	Free Standing	12	STAPLES (UK) LTD, CANTORS, NORWEB, HARVEYS, CARPET WORLD, HOMESTYLE, HALFORDS, CURRYS, B and Q, ALLIED CARPETS, CARPET RIGHT, MFI	RETAIL		Y	Y	FALSE	TRUE	FALSE
GM-01-K-10	RET.PK.BOLTON	Town Centre	6	BURGER KING, NORWEB, TOYS R US, MILLER BROTHERS, STAPLES (UK) LIMITED, ALLIED CARPETS	Food & Drink, RETAIL			Y	TRUE	TRUE	FALSE
GM-01-K-11	RET.PK.TRAFFORD	Commercial Zone	10	HOMEBASE, CURRYS, CARPET RIGHT, COMET, JJB SPORTS, COURTS, MOTHERCARE WORLD, TOYS R US, MCDONALDS, SCOTTISH POWER	Food & Drink, RETAIL		Y	Y	TRUE	TRUE	FALSE
GM-01-K-13	RETAIL PARK, TRAFFORD	Commercial Zone	10	HOMEBASE, CURRYS, CARPET RIGHT, COMET, JJB SPORTS, COURTS, MOTHERCARE WORLD, TOYS R US, MCDONALDS, SCOTTISH POWER	Food & Drink, RETAIL		Y	Y	TRUE	TRUE	FALSE
HC-01-K-01	RET.PK.HAVANT	Edge of Town	2	TEXAS, HABITAT	RETAIL		Y	Y	FALSE	TRUE	FALSE
HF-01-I-01	LOCAL SHOPS, ST ALBANS	Neighbourhood Centre	8	ABBEY DECORATORS, LAUNDERETTE, PEACHES AND CREAM, WHITECROFT FISH BAR AND CHINESE, IHASAN BALTI, CAPTAIN COOK PIZZA, WHITECROFTS POST OFFICE, CROFTS WINES	Food & Drink, RETAIL			Y	FALSE	TRUE	FALSE
HF-01-K-01	RET.PK.STEVENAGE	Edge of Town	3	ALLIED, HALFORDS, CURRYS	RETAIL			Y	FALSE	TRUE	FALSE
HF-07-O-01	LEISURE PK,WATFORD	Suburban Area	4	WARNER BROS. CINEMA, HOLLYWOOD BOWL, FRANKY AND BENNIES AMERICAN DINER, CHIQUITOS	Food & Drink, LEISURE,		Y	Y	TRUE	TRUE	FALSE
KC-07-O-02	LEISURE PARK, STROOD	Edge of Town	8	RESTAURANT and BAR, MCDONALDS DRIVE-THROUGH, GALA BINGO, AMADEUS NIGHT CLUB, ESPORTA HEALTH and FITNESS CLUB	Food & Drink, LEISURE,			Y	TRUE	TRUE	TRUE
KC-16-B-01	RETAIL/LEISURE, GRAVESEND	Edge of Town Centre	9	B and Q, COMET, HARVEYS FURNITURE, CARPET RIGHT, HALFORDS, PETS AT HOME, TILES R US, LIDL, AMP BOWLING	LEISURE, RETAIL		Y	Y	TRUE	TRUE	TRUE
KH-01-J-01	RETAIL PARK, HULL	Neighbourhood Centre	6	AZZ, LIDL, BRUNSWICK WAREHOUSE, POUNDSTRETCHER, CHOICES, MCDONALDS	Food & Drink, RETAIL	Y			FALSE	TRUE	FALSE
LC-01-K-04	RET.PK.PRESTON	Town Centre	4	HOMEBASE, SPORTS MAX	RETAIL		Y	Y	TRUE	TRUE	FALSE
LC-07-O-01	LEISURE PK.PRESTON	Development Zone	5	WARNER CINEMA, MEGA BOWL/ZAPP ZONE, BELLA PASTA CAFE and GRILL, FRANKIE and BENNIES NEW YORK ITALIAN D, MCDONALDS DRIVE THROUGH RESTAURANT	Food & Drink, LEISURE,	Y	Y	Y	TRUE	TRUE	FALSE
LE-16-B-01	RETAIL/LEISURE, LEICESTER	Industrial Zone	6	ODEON CINEMA, NANDOS/LOCAL HERO (PUB), SAFEWAY, COUNTING HOUSE (PUB), STURGESS VOLVO, MECCA BINGO	Food & Drink, LEISURE, RETAIL			Y	TRUE	TRUE	TRUE
MS-01-K-01	RET.PK.SOUTHPORT	Edge of Town	9	HALFORDS, ELECTRICITY PLUS, SAINSBURYS HOMEBASE, CURRYS, ALLIED CARPETS, COMET, DO IT ALL MFI, HARVEYS (FURNISHINGS)	RETAIL	Y			TRUE	TRUE	FALSE
NF-01-J-01	THE PEEL CENTRE	Commercial Zone	6	ALLIED CARPETS, DO-IT-ALL, M.F.I., TESCO, LITTLE CHEF, CARPETLAND	Food & Drink, RETAIL		Y	Y	TRUE	FALSE	FALSE
NL-01-K-01	BIRKENSHAW RETAIL ESTATE	Edge of Town	7	TEXTILE WORLD, MFCOMET/POUNDSTRETCHER, MFI, GENERAL GEORGE, LANDMARK, QUEENSWAY, GREAT MILLS	RETAIL			Y	TRUE	TRUE	FALSE
NT-16-B-01	LEISURE/RETAIL, MANSFIELD	Edge of Town Centre	4	ODEON, WALKERS BINGO, MCDONALDS, SAFEWAY	Food & Drink, LEISURE, RETAIL		Y	Y	TRUE	TRUE	TRUE
RC-01-K-01	RET.PK.PONTYPRIDD	Edge of Town	3	CARPETLAND, DO-IT-ALL, POUNDSTRETCHER	RETAIL		Y	Y	FALSE	TRUE	FALSE
RC-01-K-02	RET.PK.PONTYPRIDD	Edge of Town	2	ALLIED CARPETS, POUNDSTRETCHER	RETAIL			Y	TRUE	FALSE	FALSE
RF-01-K-01	BLYTHSWOOD RETAIL PARK	Industrial Zone	7	B and Q, COMET, MINGENERAL GEORGE, QUEENSWAY/HOME TEXTILES, MFI, QUEENSWAY, TEXTILE WORLD/GENERAL GEORGE	RETAIL			Y	TRUE	TRUE	FALSE
SA-01-K-01	RETAIL PARK, AYR	Edge of Town	10	HOMEBASE, HARVEYS, BEHAR CARPETS, HOMESTYLE, TEXTSTYLE WORLD, HALFORDS, CARPETWISE, LANDMARK, CURRYS, SCOTTISH POWER	RETAIL		Y	Y	FALSE	TRUE	FALSE
SC-01-K-04	BROOKLANDS,WEYBRIDGE	Free Standing	3	MOTHERCARE WORLD, POWERHOUSE, ARGOS	RETAIL	Y	Y	Y	TRUE	TRUE	FALSE
TW-16-B-02	RETAIL/LEISURE, NEWCASTLE	Commercial Zone	19	MCDONALDS, HALFORDS, AA SERVICE CENTRE, BOOTS, NEXT, MILLER BROTHERS, OUTFIT, POUNDSTRETCHER, ARGOS, CURRYS, PC WORLD, COMET, HARVEYS/ROSELEYS/STORES/BENSONS, JJB SPORTS, NORTHERN ELECTRIC, WALTER WALL CARPETS, FRANKIE and BENNY'S NEW YORK ITALIAN DI, UCI CINEMA, PIZZA HUT	Food & Drink, LEISURE, RETAIL			Y	TRUE	TRUE	TRUE
WM-01-K-01	BATTERY PARK, BIRMINGHAM	Neighbourhood Centre	5	HOMEBASE, PC WORLD, CURRYS, COMET, HALFORDS	RETAIL		Y	Y	TRUE	TRUE	FALSE
WS-01-J-01	HOLMBUSH CENTRE	Edge of Town	3	TEXAS, TESCO, MARKS and SPENCER	RETAIL		Y	Y	TRUE	TRUE	FALSE
WS-01-K-06	HALFORDS/PAYLESS	Edge of Town	2	HALFORDS, PAYLESS	RETAIL	Y	Y	Y	TRUE	FALSE	FALSE
WS-01-K-07	COUNTY OAK RETAIL PARK	Commercial Zone	7	COURTS, CURRYS, HALFORDS, POWERHOUSE, ALLIED CARPETS, HARVEYS and CARPET RIGHT, TEXAS HOMECARE	RETAIL				TRUE	TRUE	FALSE
WY-01-K-01	RET.PK.LEEDS	Edge of Town Centre	15	FADS, CARPETRIGHT, CURRYS, POUNDSTRETCHER, CHILDRENS WORLD, SCOOP CATALOGUE CENTRE, MILLER BROTHERS, NORTHERN ELECTRIC, STAPLES, FAST FOOD RESTAURANT	Food & Drink, RETAIL				TRUE	FALSE	FALSE

Appendix B

Matched TRICS Sites



Site	Development	Dev TradeName	Dev Location	Dev TRP1	Dev Survey Year	Dev Count 2	Dev TRP3	MatchedSite	Msite Tradename	Msite Location	Msite TRP1	Msite Survey ' Msite Count 2	MSite TRP3	LevelOfMatching		
DS-16-B-01	1	CINEWORLD	Edge of Town Centre		3400	2003	2191	492 KC-07-A-01	VIRGIN,STROOD	Edge of Town		3438	1997	1127	590 Match(3)	
DS-16-B-01	1	CINEWORLD	Edge of Town Centre		3400	2003	2191	492 LC-07-A-02	UCI,PRESTON	Development Zone		3251	1998	1701	686 Match(3)	
DS-16-B-01	1	CINEWORLD	Edge of Town Centre		3400	2003	2191	492 WM-07-A-01	USC CINEMA, BIRMINGHAM	Suburban Area		5800	2001	1630	561 Match(3)	
DS-16-B-01	2	FRANKIE and BENNY'S NEW YORK ITALIAN DI	Edge of Town Centre		440	2003	2191	492 WM-06-B-03	T.G.I. FRIDAY'S, BIRMINGHAM	Edge of Town Centre		1000	2001	194	91 Match(3)	
DS-16-B-01	3	BLOCKBUSTER VIDEO	Edge of Town Centre		380	2003	2191	492 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area		300	2002	84	10 Match(3)	
DS-16-B-01	3	BLOCKBUSTER VIDEO	Edge of Town Centre		380	2003	2191	492 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone		1500	2002	696	91 Match(3)	
DS-16-B-01	3	BLOCKBUSTER VIDEO	Edge of Town Centre		380	2003	2191	492 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area		1248	2002	625	101 Match(3)	
DS-16-B-01	4	HOBBY HORSE PUBWACKY WAREHOUSE	Edge of Town Centre		1120	2003	2191	492 FA-06-C-01	PUB/RES,FALKIRK	Neighbourhood Centre		688	1995	168	69 Match(3)	
DS-16-B-01	4	HOBBY HORSE PUBWACKY WAREHOUSE	Edge of Town Centre		1120	2003	2191	492 NT-06-C-01	BEEFEATER, BURNTSTUMP	Free Standing		400	1999	112	60 Match(3)	
DS-16-B-01	4	HOBBY HORSE PUBWACKY WAREHOUSE	Edge of Town Centre		1120	2003	2191	492 SR-06-C-01	PUB/RES,STIRLING	Free Standing		1000	1995	299	87 Match(3)	
DS-16-B-01	4	HOBBY HORSE PUBWACKY WAREHOUSE	Edge of Town Centre		1120	2003	2191	492 WM-06-C-01	BREWERS FAYRE, BIRMINGHAM	Neighbourhood Centre		500	2000	104	57 Match(3)	
DS-16-B-01	4	HOBBY HORSE PUBWACKY WAREHOUSE	Edge of Town Centre		1120	2003	2191	492 ES-06-C-01	PUB/RESTAURANT, TELSCOMBE	Edge of Town		369	1997	129	69 Match(3)	
DS-16-B-01	4	HOBBY HORSE PUBWACKY WAREHOUSE	Edge of Town Centre		1120	2003	2191	492 WO-06-C-01	THE ROBIN HOOD, DROITWICH	Free Standing		550	2002	178	63 Match(3)	
DS-16-B-01	5	CANNONS HEALTH and FITNESS CLUB	Edge of Town Centre		-1	2003	2191	492 DC-07-C-04	SPORTS C. WEYMOUTH	Suburban Area		-1	1998	406	83 Match(3)	
DS-16-B-01	5	CANNONS HEALTH and FITNESS CLUB	Edge of Town Centre		-1	2003	2191	492 EB-07-C-01	SPORTS CEDINBURGH	Suburban Area		405	1.8	1995	405	137 Match(3)
DS-16-B-01	5	CANNONS HEALTH and FITNESS CLUB	Edge of Town Centre		-1	2003	2191	492 GC-07-C-01	LEISURE CENTRE, GLASGOW	Neighbourhood Centre		10.3	1999	655	269 Match(3)	
DS-16-B-01	5	CANNONS HEALTH and FITNESS CLUB	Edge of Town Centre		-1	2003	2191	492 GC-07-C-02	LEISURE CENTRE, GLASGOW	Neighbourhood Centre		2.4	1999	369	189 Match(3)	
DS-16-B-01	5	CANNONS HEALTH and FITNESS CLUB	Edge of Town Centre		-1	2003	2191	492 GM-07-C-01	SPORTS C.TRAFFORD	Suburban Area		2.5	1996	315	220 Match(3)	
DS-16-B-01	5	CANNONS HEALTH and FITNESS CLUB	Edge of Town Centre		-1	2003	2191	492 KC-07-C-03	LEISURE C.DEAL	Town Centre		0.9	1996	372	125 Match(3)	
DS-16-B-01	5	CANNONS HEALTH and FITNESS CLUB	Edge of Town Centre		-1	2003	2191	492 KC-07-C-04	LEISURE CENTRE, MAIDSTONE	Edge of Town		1.3	2000	950	282 Match(3)	
DS-16-B-01	6	MCDONALDS	Edge of Town Centre		350	2003	2191	492 KC-06-D-01	MCDON.STROOD	Town Centre		800	1996	900	40 Match(3)	
DS-16-B-01	6	MCDONALDS	Edge of Town Centre		350	2003	2191	492 MO-06-D-01	MCDONALDS, ELGIN	Industrial Zone		350	1999	952	36 Match(3)	
DS-16-B-01	6	MCDONALDS	Edge of Town Centre		350	2003	2191	492 NF-01-D-01	MCDONALD.S, CHRISTCHURCH	Neighbourhood Centre		498	2003	963	48 Match(3)	
DS-16-B-02	1	SAFEWAY	Edge of Town Centre		2680	2003	5363	453 NY-01-A-01	SOMERFIELD, NORTHALLERTON	Edge of Town Centre		2950	2003	996	206 Match(1)	
DS-16-B-02	2	FOCUS (DIY)	Edge of Town Centre		2500	2003	5363	453 ES-01-E-11	GREEN DIY, UCKFIELD	Edge of Town Centre		100	2002	693	38 Match(3)	
DS-16-B-02	3	MCDONALDS	Edge of Town Centre		225	2003	5363	453 HF-01-D-01	B and Q, WELWYN GARDEN CITY	Industrial Zone		4791	2002	1787	169 Match(3)	
DS-16-B-02	3	MCDONALDS	Edge of Town Centre		225	2003	5363	453 NA-01-D-01	B and Q, STEVENSTON	Edge of Town		5500	1999	1411	0 Match(3)	
DS-16-B-02	3	MCDONALDS	Edge of Town Centre		225	2003	5363	453 NI-01-D-01	B and Q,COLERAINE	Edge of Town		3148	1995	1175	247 Match(3)	
DS-16-B-02	3	MCDONALDS	Edge of Town Centre		225	2003	5363	453 SC-01-D-02	HOMEBASE,WALTON-ON-THAMES	Town Centre		5500	1996	1704	160 Match(3)	
DS-16-B-02	3	MCDONALDS	Edge of Town Centre		225	2003	5363	453 WM-01-D-01	B and Q, BIRMINGHAM	Neighbourhood Centre		3110	2000	974	131 Match(3)	
DS-16-B-02	3	MCDONALDS	Edge of Town Centre		225	2003	5363	453 KC-01-D-02	HOMEBASE, DARTFORD	Suburban Area		5000	2001	1003	138 Match(3)	
DS-16-B-02	3	MCDONALDS	Edge of Town Centre		225	2003	5363	453 GL-01-D-01	B and Q, LEYTON	Suburban Area		3550	2002	947	89 Match(3)	
DS-16-B-02	3	MCDONALDS	Edge of Town Centre		225	2003	5363	453 GC-01-D-03	B and Q, GLASGOW	Suburban Area		1928	2001	967	207 Match(3)	
DS-16-B-02	3	MCDONALDS	Edge of Town Centre		225	2003	5363	453 KC-01-D-01	B and Q, MAIDSTONE	Suburban Area		3556	2000	1519	137 Match(3)	
DS-16-B-02	3	MCDONALDS	Edge of Town Centre		225	2003	5363	453 NT-01-D-01	B and Q, NEAR NOTTINGHAM	Edge of Town		4325	2002	232	206 Match(3)	
DS-16-B-02	4	DE BRADLE (FACTORY OUTLET STORE)	Edge of Town Centre		2625	2003	5363	453 NF-01-G-01	TOYS R US, NORWICH	Edge of Town Centre		3835	2002	562	128 Match(1)	
DS-16-B-02	5	DERBYSHIRE SOCIAL SERVICES	Edge of Town Centre		290	2003	5363	453 Unmatched	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	Match(6)	
DS-16-B-02	6	BRIT. COUNCIL OF ORG. OF DISABLED PEOPLE	Edge of Town Centre		290	2003	5363	453 Unmatched	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	Match(6)	
DS-16-B-02	7	GDI ASSOCIATES (FINANCIAL ADVISORS)	Edge of Town Centre		80	2003	5363	453 Unmatched	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	Match(6)	
ES-01-J-02	1	ASDA STORES	Edge of Town		45000	1990	4484	1200 ES-01-A-10	ASDA,BRIGHTON	Edge of Town		9500	1993	4235	780 Match(2)	
ES-01-J-02	1	ASDA STORES	Edge of Town		45000	1990	4484	1200 GM-01-A-03	ASDA,TAMESIDE	Edge of Town		9244	1989	4491	618 Match(2)	
ES-01-J-02	1	ASDA STORES	Edge of Town		45000	1990	4484	1200 GM-01-A-17	ASDA,TAMESIDE	Edge of Town		9244	1995	6459	618 Match(2)	
ES-01-J-02	1	ASDA STORES	Edge of Town		45000	1990	4484	1200 GM-01-A-23	ASDA,TAMESIDE	Edge of Town		9244	1998	6474	618 Match(2)	
ES-01-J-02	2	DO-IT-ALL	Edge of Town		-1	1990	4484	1200 CB-01-E-01	GREAT MILLS,KENDAL	Edge of Town		3530	1992	931.5	150 Match(1)	
ES-01-J-02	2	DO-IT-ALL	Edge of Town		-1	1990	4484	1200 ES-01-E-04	DO-IT-ALL,BEXHILL	Edge of Town		1579	1992	548.5	70 Match(1)	
ES-01-J-02	2	DO-IT-ALL	Edge of Town		-1	1990	4484	1200 ES-01-E-10	TEXAS,BRIGHTON	Edge of Town		3250	1989	1031	161 Match(1)	
ES-01-J-02	2	DO-IT-ALL	Edge of Town		-1	1990	4484	1200 LC-01-E-01	B and Q,NELSON	Edge of Town		3809	1996	1941.5	225 Match(1)	
ES-01-J-02	2	DO-IT-ALL	Edge of Town		-1	1990	4484	1200 NF-01-E-01	DO-IT-ALL GREAT YARMOUTH	Edge of Town		3552	1991	905	200 Match(1)	
ES-01-J-02	3	SHOE CITY	Edge of Town		-1	1990	4484	1200 CK-01-G-01	STERLING, TILLCULTRY	Edge of Town		5250	1997	1037	550 Match(1)	
ES-01-J-02	3	SHOE CITY	Edge of Town		-1	1990	4484	1200 ES-01-G-04	MF/EASTBOURNE	Edge of Town		4450	1989	495	174 Match(1)	
ES-01-J-02	3	SHOE CITY	Edge of Town		-1	1990	4484	1200 GM-01-G-01	AQUATIC SUPERSTORE	Edge of Town		7989	1991	527	70 Match(1)	
ES-01-J-02	3	SHOE CITY	Edge of Town		-1	1990	4484	1200 RC-01-G-01	CRS HOMEWORLD	Edge of Town		9290	1992	1331	450 Match(1)	
ES-01-J-02	3	SHOE CITY	Edge of Town		-1	1990	4484	1200 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town		2434	1987	384	62 Match(1)	
ES-01-J-02	4	ALLIED MAPLES	Edge of Town		-1	1990	4484	1200 CK-01-G-01	STERLING, TILLCULTRY	Edge of Town		12500	1997	1037	550 Match(1)	
ES-01-J-02	4	ALLIED MAPLES	Edge of Town		-1	1990	4484	1200 ES-01-G-04	MF/EASTBOURNE	Edge of Town		4450	1989	495	174 Match(1)	
ES-01-J-02	4	ALLIED MAPLES	Edge of Town		-1	1990	4484	1200 GM-01-G-01	AQUATIC SUPERSTORE	Edge of Town		7989	1991	527	70 Match(1)	
ES-01-J-02	4	ALLIED MAPLES	Edge of Town		-1	1990	4484	1200 RC-01-G-01	CRS HOMEWORLD	Edge of Town		9290	1992	1331	450 Match(1)	
ES-01-J-02	4	ALLIED MAPLES	Edge of Town		-1	1990	4484	1200 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town		2434	1987	384	62 Match(1)	
ES-01-K-04	1	CARPET RIGHT	Industrial Zone		747	2003	2575	232 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area		300	2002	84	10 Match(3)	
ES-01-K-04	2	HALFORDS	Industrial Zone		1243	2003	2575	232 GM-01-F-01	HALFORDS,TRAFFORD	Free Standing		1874	1989	987	143 Match(5)	
ES-01-K-04	2	HALFORDS	Industrial Zone		1243	2003	2575	232 WS-01-F-01	HALFORDS,BOGNOR	Edge of Town		3810	1989	834	0 Match(5)	
ES-01-K-04	2	HALFORDS	Industrial Zone		1243	2003	2575	232 WS-01-F-02	HALFORDS,CHICHESTER	Commercial Zone		1858	1992	660	155 Match(5)	
ES-01-K-04	2	HALFORDS	Industrial Zone		1243	2003	2575	232 WS-01-F-03	FIX IT,BRIGHTON	Suburban Area		1115	1987	524	35 Match(5)	
ES-01-K-04	3	B and Q	Industrial Zone		3655	2003	2575	232 LC-01-E-02	DO-IT-ALL,RAWTENSTALL	Town Centre		2230	1996	882	120 Match(3)	
ES-01-K-04	3	B and Q	Industrial Zone		3655	2003	2575	232 LC-01-E-03	WICKES	Neighbourhood Centre		2702	1996	823	131 Match(3)	
ES-01-K-04	3	B and Q	Industrial Zone		3655	2003	2575	232 LN-01-E-01	WICKES, LINCOLN	Edge of Town		2400	2002	1338	128 Match(3)	
ES-01-K-04	4	HARVEYS	Industrial Zone		747	2003	2575	232 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area		2787	1997	999	170 Match(3)	
ES-01-K-04	4	HARVEYS	Industrial Zone		747	2003	2575	232 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone		3600	2001	494	107 Match(3)	
ES-01-K-04	4	HARVEYS	Industrial Zone		747	2003	2575	232 NM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone		2000	2000	448	101 Match(3)	
ES-01-K-04	4	HARVEYS	Industrial Zone		747	2003	2575	232 WM-01-G-04	COMET, SOLIHULL	Commercial Zone		2100	2001	651	147 Match(3)	
ES-01-K-04	4	HARVEYS	Industrial Zone		747	2003	2575	232 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town		2800	2001	748	107 Match(3)	
ES-01-K-04	4	HARVEYS	Industrial Zone		747	2003	2575	232 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area		300	2002	84	10 Match(3)	
ES-01-K-04	4	HARVEYS	Industrial Zone		747	2003	2575	232 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone		1500	2002	696	91 Match(3)	
ES-01-K-04	4	HARVEYS	Industrial Zone		747	2003	2575	232 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area		1248	2002	625	101 Match(3)	
ES-01-K-04	4	HARVEYS	Industrial Zone		747	2003	2575	232 NF-01-G-01	TOYS R US, NORWICH	Edge of Town Centre		3835	2002	562	128 Match(3)	
ES-01-K-04	5	MCDONALDS	Industrial Zone		366	2003	2575	232 MO-06-D-01	MCDONALDS, ELGIN	Industrial Zone		350	1999	952	36 Match(1)	
GM-01-J-02	1	DO-IT-ALL	Town Centre		2322	1993	4026	492 CH-01-E-01	TEXAS,WARRINGTON	Town Centre		2323	1989	644	99 Match(1)	
GM-01-J-02	1	DO-IT-ALL	Town Centre		2322	1993	4026	492 KC-01-E-02	B and Q,MAIDSTONE	Town Centre		3205	1987	1564	114 Match(1)	
GM-01-J-02	1	DO-IT-ALL	Town Centre		2322	1993	4026	492 KC-01-E-03	B and Q,MAIDSTONE	Town Centre		3205	1994	1053	114 Match(1)	
GM-01-J-02	1	DO-IT-ALL	Town Centre		2322	1993	4026	492 LC-01-E-02	DO-IT-ALL,RAWTENSTALL	Town Centre		2230	1996	882	120 Match(1)	
GM-01-J-02	1	DO-IT-ALL	Town Centre		2322	1993	4026	492 SC-01-E-01	TEXAS,REIGATE	Town Centre		3160	1993	975	80 Match(1)	
GM-01-J-02	2	FOOD GIANT	Town Centre		4645	1993	4026	492 GM-01-C-01	ALDI,BURY	Town Centre		1192	1992	683	96 Match(2)	
GM-01-J-02	2	FOOD GIANT	Town Centre		4645											

GM-01-J-04	1 J. SAINSBURY	Suburban Area	6317	1996	11255	1998 DC-01-A-08	TESCO,POOLE	Suburban Area	5574	1994	4545	620 Match(1)
GM-01-J-04	1 J. SAINSBURY	Suburban Area	6317	1996	11255	1998 DV-01-A-06	PLYMCO,PLYMOUTH	Suburban Area	6980	1988	3689	550 Match(1)
GM-01-J-04	1 J. SAINSBURY	Suburban Area	6317	1996	11255	1998 DV-01-A-09	SAFEWAY,TIVERTON	Suburban Area	3950	1991	1860	400 Match(1)
GM-01-J-04	1 J. SAINSBURY	Suburban Area	6317	1996	11255	1998 DV-01-A-10	TESCO,BARNSTAPLE	Suburban Area	6198	1992	465	465 Match(1)
GM-01-J-04	1 J. SAINSBURY	Suburban Area	6317	1996	11255	1998 DV-01-A-11	SAFEWAY,PLYMOUTH	Suburban Area	4370	1993	2855	470 Match(1)
GM-01-J-04	1 J. SAINSBURY	Suburban Area	6317	1996	11255	1998 DV-01-A-12	TESCO,EXMOUTH	Suburban Area	4900	1993	3738	430 Match(1)
GM-01-J-04	1 J. SAINSBURY	Suburban Area	6317	1996	11255	1998 DV-01-A-13	TESCO,PLYMOUTH	Suburban Area	6291	1993	4220	569 Match(1)
GM-01-J-04	1 J. SAINSBURY	Suburban Area	6317	1996	11255	1998 DV-01-A-14	PLYMCO (CO-OP)	Suburban Area	6980	1993	4874	550 Match(1)
GM-01-J-04	1 J. SAINSBURY	Suburban Area	6317	1996	11255	1998 DV-01-A-19	SAFEWAY,TAVISTOCK	Suburban Area	4180	1995	3267	403 Match(1)
GM-01-J-04	1 J. SAINSBURY	Suburban Area	6317	1996	11255	1998 ES-01-A-10	TESCO,EASTBOURNE	Suburban Area	6500	1993	3327.5	652 Match(1)
GM-01-J-04	1 J. SAINSBURY	Suburban Area	6317	1996	11255	1998 GF-01-A-01	ASDA,GLASGOW	Suburban Area	7200	1988	5008	850 Match(1)
GM-01-J-04	1 J. SAINSBURY	Suburban Area	6317	1996	11255	1998 GL-01-A-11	SAFEWAY,HATCH END	Suburban Area	4631	1992	2073	396 Match(1)
GM-01-J-04	1 J. SAINSBURY	Suburban Area	6317	1996	11255	1998 KC-01-A-14	SAINSBURYS,SEVENOAKS	Suburban Area	6317	1994	4220	600 Match(1)
GM-01-J-04	1 J. SAINSBURY	Suburban Area	6317	1996	11255	1998 KC-01-A-16	TESCO,DOVER	Suburban Area	6225	1996	4429	640 Match(1)
GM-01-J-04	1 J. SAINSBURY	Suburban Area	6317	1996	11255	1998 LC-01-A-05	MORRISONS,PRESTON	Suburban Area	6875	1989	5442	802 Match(1)
GM-01-J-04	1 J. SAINSBURY	Suburban Area	6317	1996	11255	1998 LC-01-A-10	SAFEWAY,THORNTON	Suburban Area	4831	1993	5145	562 Match(1)
GM-01-J-04	1 J. SAINSBURY	Suburban Area	6317	1996	11255	1998 LC-01-A-13	SAINSBURYS,PRESTON	Suburban Area	5574	1994	3635	575 Match(1)
GM-01-J-04	1 J. SAINSBURY	Suburban Area	6317	1996	11255	1998 HF-01-A-01	SAFEWAY, WELWYN GARDEN CTY	Suburban Area	5300	2002	4566	393 Match(1)
GM-01-J-04	1 J. SAINSBURY	Suburban Area	6317	1996	11255	1998 DC-01-A-16	TESCO, POOLE	Suburban Area	5574	2000	6845.75	620 Match(1)
GM-01-J-04	2 JOHN LEWIS	Suburban Area	17930	1996	11255	1998 NR-01-A-01	SAFEWAY, NORTHAMPTON	Suburban Area	5900	2003	3926	580 Match(1)
GM-01-J-04	2 JOHN LEWIS	Suburban Area	17930	1996	11255	1998 CK-01-G-01	STERLING, TILLCOUNTRY	Edge of Town	12500	1997	1037	550 Match(3)
GM-01-J-04	2 JOHN LEWIS	Suburban Area	17930	1996	11255	1998 ES-01-G-04	MF,LEASTBOURNE	Edge of Town	4450	1989	495	174 Match(3)
GM-01-J-04	2 JOHN LEWIS	Suburban Area	17930	1996	11255	1998 GM-01-G-01	AQUATIC SUPERSTORE	Edge of Town	7989	1991	527	70 Match(3)
GM-01-J-04	2 JOHN LEWIS	Suburban Area	17930	1996	11255	1998 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
GM-01-J-04	2 JOHN LEWIS	Suburban Area	17930	1996	11255	1998 RC-01-G-01	CRS HOMEWORLD	Edge of Town	9290	1992	1331	450 Match(3)
GM-01-J-04	2 JOHN LEWIS	Suburban Area	17930	1996	11255	1998 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(3)
GM-01-J-04	2 JOHN LEWIS	Suburban Area	17930	1996	11255	1998 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
GM-01-J-04	2 JOHN LEWIS	Suburban Area	17930	1996	11255	1998 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
GM-01-J-04	2 JOHN LEWIS	Suburban Area	17930	1996	11255	1998 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
GM-01-J-04	2 JOHN LEWIS	Suburban Area	17930	1996	11255	1998 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
GM-01-J-04	2 JOHN LEWIS	Suburban Area	17930	1996	11255	1998 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
GM-01-J-04	2 JOHN LEWIS	Suburban Area	17930	1996	11255	1998 BU-01-G-01	COURTS, MILTON KEYNES	Free Standing	7900	2002	503	145 Match(3)
GM-01-J-04	2 JOHN LEWIS	Suburban Area	17930	1996	11255	1998 NF-01-G-01	TOYS R US, NORWICH	Edge of Town Centre	3835	2002	562	128 Match(3)
GM-01-J-05	1 ICELAND FROZEN FOODS	Suburban Area	1150	1995	2376	250 LC-01-A-08	E.H.BOOOTH,LANCASTER	Suburban Area	2010	1991	1253	113 Match(1)
GM-01-J-05	1 ICELAND FROZEN FOODS	Suburban Area	1150	1995	2376	250 NI-01-A-03	TESCO, NEWCASTLE	Suburban Area	1580	2002	1531	171 Match(1)
GM-01-J-05	2 KWIK SAVE	Suburban Area	1390	1995	2376	250 EB-01-C-01	SHOPRITE,EDINBURGH	Suburban Area	1300	1992	600	94 Match(1)
GM-01-J-05	2 KWIK SAVE	Suburban Area	1390	1995	2376	250 GM-01-C-01	NETTO,BOLTON	Suburban Area	1022	1997	813	82 Match(1)
GM-01-J-05	2 KWIK SAVE	Suburban Area	1390	1995	2376	250 GM-01-C-07	NETTO,BOLTON	Suburban Area	1022	1994	671	82 Match(1)
GM-01-J-05	2 KWIK SAVE	Suburban Area	1390	1995	2376	250 LC-01-C-05	KWIK SAVE,PRESTON	Suburban Area	1360	1996	622	81 Match(1)
GM-01-J-05	2 KWIK SAVE	Suburban Area	1390	1995	2376	250 CB-01-C-01	ALDI, CARLISLE	Suburban Area	1216	2002	640	117 Match(1)
GM-01-J-05	3 ROGERS THE FLORIST	Suburban Area	80	1995	2376	250 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(2)
GM-01-J-05	4 BLOCKBUSTER VIDEO	Suburban Area	492	1995	2376	250 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(1)
GM-01-J-05	5 MOTOR WORLD	Suburban Area	490	1995	2376	250 WS-01-F-03	FIX IT BRIGHTON	Suburban Area	1115	1987	524	35 Match(2)
GM-01-J-05	6 BURGER KING	Suburban Area	254	1995	2376	250 LC-06-G-02	MCDON,BLACKPOOL	Suburban Area	500	1994	981	64 Match(1)
GM-01-J-08	1 CURRYS	Town Centre	2000	1998	5147	619 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
GM-01-J-08	1 CURRYS	Town Centre	2000	1998	5147	619 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
GM-01-J-08	1 CURRYS	Town Centre	2000	1998	5147	619 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
GM-01-J-08	1 CURRYS	Town Centre	2000	1998	5147	619 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
GM-01-J-08	1 CURRYS	Town Centre	2000	1998	5147	619 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
GM-01-J-08	1 CURRYS	Town Centre	2000	1998	5147	619 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
GM-01-J-08	1 CURRYS	Town Centre	2000	1998	5147	619 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
GM-01-J-08	2 ASDA	Town Centre	7050	1998	5147	619 AG-01-A-05	SAFEWAY, ARBROATH	Town Centre	4491	1999	2793	393 Match(1)
GM-01-J-08	2 ASDA	Town Centre	7050	1998	5147	619 CH-01-A-04	SAINSBURYS,WARRINGTON	Town Centre	5208	1990	3955	470 Match(1)
GM-01-J-08	2 ASDA	Town Centre	7050	1998	5147	619 DC-01-A-02	ASDA,BOURNEMOUTH	Town Centre	7432	1992	2919	640 Match(1)
GM-01-J-08	2 ASDA	Town Centre	7050	1998	5147	619 ES-01-A-09	TESCO,UCKFIELD	Town Centre	3819	1991	2252	307 Match(1)
GM-01-J-08	2 ASDA	Town Centre	7050	1998	5147	619 FA-01-A-01	ASDA,FALKIRK	Town Centre	5483	1991	1732	325 Match(1)
GM-01-J-08	2 ASDA	Town Centre	7050	1998	5147	619 FA-01-A-02	TESCO,FALKIRK	Town Centre	4092	1993	1920	226 Match(1)
GM-01-J-08	2 ASDA	Town Centre	7050	1998	5147	619 GL-01-A-06	SAINSBURYS,ISLINGTON	Town Centre	3902	1991	1115	133 Match(1)
GM-01-J-08	2 ASDA	Town Centre	7050	1998	5147	619 GL-01-A-07	SAINSBURYS,CAMDEN	Town Centre	6046	1991	3066	292 Match(1)
GM-01-J-08	2 ASDA	Town Centre	7050	1998	5147	619 GL-01-A-10	SAFEWAY,ACTON	Town Centre	4125	1992	2868	306 Match(1)
GM-01-J-08	2 ASDA	Town Centre	7050	1998	5147	619 GM-01-A-13	MORRISONS,ROCHDALE	Town Centre	4836	1993	3000	400 Match(1)
GM-01-J-08	2 ASDA	Town Centre	7050	1998	5147	619 GM-01-A-18	ASDA,WIGAN	Town Centre	6500	1995	5438	700 Match(1)
GM-01-J-08	2 ASDA	Town Centre	7050	1998	5147	619 GM-01-A-20	MORRISONS,BOLTON	Town Centre	6103	1998	3286	540 Match(1)
GM-01-J-08	2 ASDA	Town Centre	7050	1998	5147	619 GM-01-A-22	SAINSBURYS,OLDHAM	Town Centre	4645	1998	3321	250 Match(1)
GM-01-J-08	2 ASDA	Town Centre	7050	1998	5147	619 LC-01-A-03	ASDA,RAWTENSTALL	Town Centre	5202	1996	4147	355 Match(1)
GM-01-J-08	2 ASDA	Town Centre	7050	1998	5147	619 LC-01-A-06	SAINSBURYS,LANCASTER	Town Centre	4699	1990	2389	289 Match(1)
GM-01-J-08	2 ASDA	Town Centre	7050	1998	5147	619 LC-01-A-14	MORRISONS,CHORLEY	Town Centre	6594	1996	4238	604 Match(1)
GM-01-J-08	2 ASDA	Town Centre	7050	1998	5147	619 LC-01-A-15	ASDA,ACCRINGTON	Town Centre	7757	1996	4609	626 Match(1)
GM-01-J-08	2 ASDA	Town Centre	7050	1998	5147	619 LN-01-A-01	SAFEWAY,GRANTHAM	Town Centre	4371	1993	2928	483 Match(1)
GM-01-J-08	2 ASDA	Town Centre	7050	1998	5147	619 MS-01-A-01	SAFEWAY,SOUTHPORT	Town Centre	5336	1994	3531	460 Match(1)
GM-01-J-08	2 ASDA	Town Centre	7050	1998	5147	619 MS-01-A-02	SAFEWAY,ST.HELENS	Town Centre	5687	1994	3267	580 Match(1)
GM-01-J-08	2 ASDA	Town Centre	7050	1998	5147	619 SC-01-A-04	SAFEWAY,REIGATE	Town Centre	4782	1994	3504	420 Match(1)
GM-01-J-08	2 ASDA	Town Centre	7050	1998	5147	619 LC-01-A-17	MORRISONS, BLACKBURN	Town Centre	9223	2000	2918	770 Match(1)
GM-01-J-08	2 ASDA	Town Centre	7050	1998	5147	619 DH-01-A-01	MORRISONS, BISHOP AUCKLAND	Town Centre	6721	2000	4487	517 Match(1)
GM-01-K-09	1 STAPLES (UK) LTD	Free Standing	2323	1995	5303	1150 BU-01-G-01	COURTS, MILTON KEYNES	Free Standing	7900	2002	503	145 Match(2)
GM-01-K-09	2 CANTORS	Free Standing	929	1995	5303	1150 CB-01-G-01	IKEA,WARRINGTON	Development Zone	6103	1990	720	720 Match(3)
GM-01-K-09	2 CANTORS	Free Standing	929	1995	5303	1150 CK-01-G-01	STERLING, TILLCOUNTRY	Edge of Town	12500	1997	1037	550 Match(3)
GM-01-K-09	2 CANTORS	Free Standing	929	1995	5303	1150 ES-01-G-01	QUEENSWAY,EASTBOURNE	Commercial Zone	2787	1987	364	53 Match(3)
GM-01-K-09	2 CANTORS	Free Standing	929	1995	5303	1150 ES-01-G-02	MF,ST.LEONARDS-ON-SEA	Suburban Area	4552	1987	742	150 Match(3)
GM-01-K-09	2 CANTORS	Free Standing	929	1995	5303	1150 ES-01-G-04	MF,LEASTBOURNE	Edge of Town	4450	1989	495	174 Match(3)
GM-01-K-09	2 CANTORS	Free Standing	929	1995	5303	1150 GM-01-G-01	AQUATIC SUPERSTORE	Edge of Town	7989	1991	527	70 Match(3)
GM-01-K-09	2 CANTORS	Free Standing	929	1995	5303	1150 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
GM-01-K-09	2 CANTORS	Free Standing	929	1995	5303	1150 KC-01-G-01	CRS HOMEWORLD	Edge of Town	9290	1992	1331	450 Match(3)
GM-01-K-09	2 CANTORS	Free Standing	929	1995	5303	1150 WS-01-G-01	QUEENSWAY, WORTHING	Edge of Town	2434	1987	394	62 Match(3)
GM-01-K-09	2 CANTORS	Free Standing	929	1995	5303	1150 WS-01-G-02	COURTS,SHOREHAM	Industrial Zone	2750	1987	311	55 Match(3)
GM-01-K-09	2 CANTORS	Free Standing	929	1995	5303	1150 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(3)
GM-01-K-09	2 CANTORS	Free Standing	929	1995	5303	1150 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
GM-01-K-09	2 CANTORS	Free Standing	929	1995	5303	1150 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
GM-01-K-09	2 CANTORS	Free Standing	929	1995	5303	1150 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)

GM-01-K-09	2 CANTORS	Free Standing	929	1995	5303	1150 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
GM-01-K-09	2 CANTORS	Free Standing	929	1995	5303	1150 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
GM-01-K-09	2 CANTORS	Free Standing	929	1995	5303	1150 BU-01-G-01	COURTS, MILTON KEYNES	Free Standing	7900	2002	503	145 Match(3)
GM-01-K-09	2 CANTORS	Free Standing	929	1995	5303	1150 NF-01-G-01	TOYS R US, NORWICH	Edge of Town Centre	3835	2002	562	128 Match(3)
GM-01-K-09	3 NORWEB	Free Standing	1162	1995	5303	1150 CH-01-G-01	IKEA WARRINGTON	Development Zone	16600	1990	4563	720 Match(3)
GM-01-K-09	3 NORWEB	Free Standing	1162	1995	5303	1150 CK-01-G-01	STERLING, TILLCOUNTRY	Edge of Town	12500	1997	1037	550 Match(3)
GM-01-K-09	3 NORWEB	Free Standing	1162	1995	5303	1150 ES-01-G-02	MFLST.LEONARDS-ON-SEA	Suburban Area	4552	1987	742	150 Match(3)
GM-01-K-09	3 NORWEB	Free Standing	1162	1995	5303	1150 ES-01-G-04	MFL.EASTBOURNE	Edge of Town	4450	1989	495	174 Match(3)
GM-01-K-09	3 NORWEB	Free Standing	1162	1995	5303	1150 GL-01-G-01	IKEA.NEASDEN	Free Standing	23226	1992	4415	1300 Match(3)
GM-01-K-09	3 NORWEB	Free Standing	1162	1995	5303	1150 GM-01-G-01	AQUATIC SUPERSTORE	Edge of Town	7989	1991	527	70 Match(3)
GM-01-K-09	3 NORWEB	Free Standing	1162	1995	5303	1150 RC-01-G-01	CRS HOMEWORLD	Edge of Town	9290	1992	1331	450 Match(3)
GM-01-K-09	3 NORWEB	Free Standing	1162	1995	5303	1150 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(3)
GM-01-K-09	3 NORWEB	Free Standing	1162	1995	5303	1150 RC-01-G-02	DEPARTMENT ST., LLANTRISANT	Industrial Zone	22300	2002	1282	242 Match(3)
GM-01-K-09	3 NORWEB	Free Standing	1162	1995	5303	1150 RF-01-G-01	IKEA, GLASGOW	Edge of Town	26500	2002	3973	1360 Match(3)
GM-01-K-09	3 NORWEB	Free Standing	1162	1995	5303	1150 BU-01-G-01	COURTS, MILTON KEYNES	Free Standing	7900	2002	503	145 Match(3)
GM-01-K-09	3 NORWEB	Free Standing	1162	1995	5303	1150 NF-01-G-01	TOYS R US, NORWICH	Edge of Town Centre	3835	2002	562	128 Match(3)
GM-01-K-09	4 HARVEYS	Free Standing	800	1995	5303	1150 CB-01-G-01	CARPHONE WAREHOUSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
GM-01-K-09	5 CARPET WORLD	Free Standing	1162	1995	5303	1150 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
GM-01-K-09	5 CARPET WORLD	Free Standing	1162	1995	5303	1150 CB-01-G-01	CARPHONE WAREHOUSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
GM-01-K-09	5 CARPET WORLD	Free Standing	1162	1995	5303	1150 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
GM-01-K-09	5 CARPET WORLD	Free Standing	1162	1995	5303	1150 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
GM-01-K-09	6 HOMESTYLE	Free Standing	743	1995	5303	1150 ES-01-G-01	QUEENSWAY.EASTBOURNE	Commercial Zone	2787	1987	364	53 Match(3)
GM-01-K-09	6 HOMESTYLE	Free Standing	743	1995	5303	1150 ES-01-G-02	MFL.ST.LEONARDS-ON-SEA	Suburban Area	4552	1987	742	150 Match(3)
GM-01-K-09	6 HOMESTYLE	Free Standing	743	1995	5303	1150 ES-01-G-04	MFL.EASTBOURNE	Edge of Town	4450	1989	495	174 Match(3)
GM-01-K-09	6 HOMESTYLE	Free Standing	743	1995	5303	1150 GM-01-G-01	AQUATIC SUPERSTORE	Edge of Town	7989	1991	527	70 Match(3)
GM-01-K-09	6 HOMESTYLE	Free Standing	743	1995	5303	1150 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
GM-01-K-09	6 HOMESTYLE	Free Standing	743	1995	5303	1150 WS-01-G-01	QUEENSWAY.WORTHING	Edge of Town	2434	1987	384	62 Match(3)
GM-01-K-09	6 HOMESTYLE	Free Standing	743	1995	5303	1150 WS-01-G-02	COURTS.SHOREHAM	Industrial Zone	2750	1987	311	55 Match(3)
GM-01-K-09	6 HOMESTYLE	Free Standing	743	1995	5303	1150 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(3)
GM-01-K-09	6 HOMESTYLE	Free Standing	743	1995	5303	1150 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
GM-01-K-09	6 HOMESTYLE	Free Standing	743	1995	5303	1150 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
GM-01-K-09	6 HOMESTYLE	Free Standing	743	1995	5303	1150 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
GM-01-K-09	6 HOMESTYLE	Free Standing	743	1995	5303	1150 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
GM-01-K-09	6 HOMESTYLE	Free Standing	743	1995	5303	1150 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
GM-01-K-09	6 HOMESTYLE	Free Standing	743	1995	5303	1150 BU-01-G-01	COURTS, MILTON KEYNES	Free Standing	7900	2002	503	145 Match(3)
GM-01-K-09	6 HOMESTYLE	Free Standing	743	1995	5303	1150 NF-01-G-01	TOYS R US, NORWICH	Edge of Town Centre	3835	2002	562	128 Match(3)
GM-01-K-09	7 HALFORDS	Free Standing	804	1995	5303	1150 GM-01-G-01	HALFORDS,TRAFFORD	Free Standing	1874	1989	987	143 Match(2)
GM-01-K-09	8 CURRYS	Free Standing	1394	1995	5303	1150 ES-01-G-01	QUEENSWAY.EASTBOURNE	Commercial Zone	2787	1987	364	53 Match(3)
GM-01-K-09	8 CURRYS	Free Standing	1394	1995	5303	1150 ES-01-G-02	MFL.ST.LEONARDS-ON-SEA	Suburban Area	4552	1987	742	150 Match(3)
GM-01-K-09	8 CURRYS	Free Standing	1394	1995	5303	1150 ES-01-G-04	MFL.EASTBOURNE	Edge of Town	4450	1989	495	174 Match(3)
GM-01-K-09	8 CURRYS	Free Standing	1394	1995	5303	1150 GM-01-G-01	AQUATIC SUPERSTORE	Edge of Town	7989	1991	527	70 Match(3)
GM-01-K-09	8 CURRYS	Free Standing	1394	1995	5303	1150 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
GM-01-K-09	8 CURRYS	Free Standing	1394	1995	5303	1150 RC-01-G-01	CRS HOMEWORLD	Edge of Town	9290	1992	1331	450 Match(3)
GM-01-K-09	8 CURRYS	Free Standing	1394	1995	5303	1150 WS-01-G-01	QUEENSWAY.WORTHING	Edge of Town	2434	1987	384	62 Match(3)
GM-01-K-09	8 CURRYS	Free Standing	1394	1995	5303	1150 WS-01-G-02	COURTS.SHOREHAM	Industrial Zone	2750	1987	311	55 Match(3)
GM-01-K-09	8 CURRYS	Free Standing	1394	1995	5303	1150 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(3)
GM-01-K-09	8 CURRYS	Free Standing	1394	1995	5303	1150 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
GM-01-K-09	8 CURRYS	Free Standing	1394	1995	5303	1150 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
GM-01-K-09	8 CURRYS	Free Standing	1394	1995	5303	1150 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
GM-01-K-09	8 CURRYS	Free Standing	1394	1995	5303	1150 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
GM-01-K-09	8 CURRYS	Free Standing	1394	1995	5303	1150 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
GM-01-K-09	8 CURRYS	Free Standing	1394	1995	5303	1150 BU-01-G-01	COURTS, MILTON KEYNES	Free Standing	7900	2002	503	145 Match(3)
GM-01-K-09	8 CURRYS	Free Standing	1394	1995	5303	1150 NF-01-G-01	TOYS R US, NORWICH	Edge of Town Centre	3835	2002	562	128 Match(3)
GM-01-K-09	9 B and Q	Free Standing	11148	1995	5303	1150 DC-01-E-02	B and Q.BOURNEMOUTH	Free Standing	2660	1992	830	137 Match(2)
GM-01-K-09	10 ALLIED CARPETS	Free Standing	1579	1995	5303	1150 ES-01-G-01	QUEENSWAY.EASTBOURNE	Commercial Zone	2787	1987	364	53 Match(3)
GM-01-K-09	10 ALLIED CARPETS	Free Standing	1579	1995	5303	1150 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
GM-01-K-09	10 ALLIED CARPETS	Free Standing	1579	1995	5303	1150 WS-01-G-01	QUEENSWAY.WORTHING	Edge of Town	2434	1987	384	62 Match(3)
GM-01-K-09	10 ALLIED CARPETS	Free Standing	1579	1995	5303	1150 WS-01-G-02	COURTS.SHOREHAM	Industrial Zone	2750	1987	311	55 Match(3)
GM-01-K-09	10 ALLIED CARPETS	Free Standing	1579	1995	5303	1150 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(3)
GM-01-K-09	10 ALLIED CARPETS	Free Standing	1579	1995	5303	1150 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
GM-01-K-09	10 ALLIED CARPETS	Free Standing	1579	1995	5303	1150 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
GM-01-K-09	10 ALLIED CARPETS	Free Standing	1579	1995	5303	1150 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
GM-01-K-09	10 ALLIED CARPETS	Free Standing	1579	1995	5303	1150 CB-01-G-01	CARPHONE WAREHOUSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
GM-01-K-09	10 ALLIED CARPETS	Free Standing	1579	1995	5303	1150 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
GM-01-K-09	10 ALLIED CARPETS	Free Standing	1579	1995	5303	1150 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
GM-01-K-09	11 CARPET RIGHT	Free Standing	697	1995	5303	1150 ES-01-G-01	QUEENSWAY.EASTBOURNE	Commercial Zone	2787	1987	364	53 Match(3)
GM-01-K-09	11 CARPET RIGHT	Free Standing	697	1995	5303	1150 ES-01-G-02	MFL.ST.LEONARDS-ON-SEA	Suburban Area	4552	1987	742	150 Match(3)
GM-01-K-09	11 CARPET RIGHT	Free Standing	697	1995	5303	1150 ES-01-G-04	MFL.EASTBOURNE	Edge of Town	4450	1989	495	174 Match(3)
GM-01-K-09	11 CARPET RIGHT	Free Standing	697	1995	5303	1150 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
GM-01-K-09	11 CARPET RIGHT	Free Standing	697	1995	5303	1150 WS-01-G-01	QUEENSWAY.WORTHING	Edge of Town	2434	1987	384	62 Match(3)
GM-01-K-09	11 CARPET RIGHT	Free Standing	697	1995	5303	1150 WS-01-G-02	COURTS.SHOREHAM	Industrial Zone	2750	1987	311	55 Match(3)
GM-01-K-09	11 CARPET RIGHT	Free Standing	697	1995	5303	1150 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(3)
GM-01-K-09	11 CARPET RIGHT	Free Standing	697	1995	5303	1150 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
GM-01-K-09	11 CARPET RIGHT	Free Standing	697	1995	5303	1150 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
GM-01-K-09	11 CARPET RIGHT	Free Standing	697	1995	5303	1150 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
GM-01-K-09	11 CARPET RIGHT	Free Standing	697	1995	5303	1150 CB-01-G-01	CARPHONE WAREHOUSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
GM-01-K-09	11 CARPET RIGHT	Free Standing	697	1995	5303	1150 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
GM-01-K-09	11 CARPET RIGHT	Free Standing	697	1995	5303	1150 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
GM-01-K-09	11 CARPET RIGHT	Free Standing	697	1995	5303	1150 NF-01-G-01	TOYS R US, NORWICH	Edge of Town Centre	3835	2002	562	128 Match(3)
GM-01-K-09	12 MFI	Free Standing	2973	1995	5303	1150 BU-01-G-01	COURTS, MILTON KEYNES	Free Standing	7900	2002	503	145 Match(2)
GM-01-K-10	1 BURGER KING	Town Centre	310	1996	1854	448 KC-06-D-01	MCDON.STROOD	Town Centre	800	1996	908	40 Match(2)
GM-01-K-10	2 NORWEB	Town Centre	929	1996	1854	448 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
GM-01-K-10	2 NORWEB	Town Centre	929	1996	1854	448 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
GM-01-K-10	2 NORWEB	Town Centre	929	1996	1854	448 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
GM-01-K-10	2 NORWEB	Town Centre	929	1996	1854	448 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
GM-01-K-10	2 NORWEB	Town Centre	929	1996	1854	448 CB-01-G-01	CARPHONE WAREHOUSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
GM-01-K-10	2 NORWEB	Town Centre	929	1996	1854	448 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
GM-01-K-10	2 NORWEB	Town Centre	929	1996	1854	448 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
GM-01-K-10	3 TOYS R US	Town Centre	3264	1996	1854	448 ES-01-G-04	MFL.EASTBOURNE	Edge of Town	4450	1989	495	174 Match(3)

GM-01-K-10	3 TOYS R US	Town Centre	3264	1996	1854	448 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
GM-01-K-10	3 TOYS R US	Town Centre	3264	1996	1854	448 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(3)
GM-01-K-10	3 TOYS R US	Town Centre	3264	1996	1854	448 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
GM-01-K-10	3 TOYS R US	Town Centre	3264	1996	1854	448 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
GM-01-K-10	3 TOYS R US	Town Centre	3264	1996	1854	448 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
GM-01-K-10	3 TOYS R US	Town Centre	3264	1996	1854	448 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
GM-01-K-10	3 TOYS R US	Town Centre	3264	1996	1854	448 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
GM-01-K-10	3 TOYS R US	Town Centre	3264	1996	1854	448 KC-01-G-01	PREMUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
GM-01-K-10	4 MILLER BROTHERS	Town Centre	929	1996	1854	448 NF-01-G-01	TOYS R US, NORWICH	Edge of Town Centre	3835	2002	562	128 Match(3)
GM-01-K-10	4 MILLER BROTHERS	Town Centre	929	1996	1854	448 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
GM-01-K-10	4 MILLER BROTHERS	Town Centre	929	1996	1854	448 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
GM-01-K-10	4 MILLER BROTHERS	Town Centre	929	1996	1854	448 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
GM-01-K-10	4 MILLER BROTHERS	Town Centre	929	1996	1854	448 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
GM-01-K-10	4 MILLER BROTHERS	Town Centre	929	1996	1854	448 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
GM-01-K-10	4 MILLER BROTHERS	Town Centre	929	1996	1854	448 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
GM-01-K-10	4 MILLER BROTHERS	Town Centre	929	1996	1854	448 KC-01-G-01	PREMUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
GM-01-K-10	5 STAPLES (UK) LIMITED	Town Centre	1672	1996	1854	448 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
GM-01-K-10	5 STAPLES (UK) LIMITED	Town Centre	1672	1996	1854	448 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
GM-01-K-10	5 STAPLES (UK) LIMITED	Town Centre	1672	1996	1854	448 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
GM-01-K-10	5 STAPLES (UK) LIMITED	Town Centre	1672	1996	1854	448 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
GM-01-K-10	5 STAPLES (UK) LIMITED	Town Centre	1672	1996	1854	448 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
GM-01-K-10	5 STAPLES (UK) LIMITED	Town Centre	1672	1996	1854	448 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
GM-01-K-10	5 STAPLES (UK) LIMITED	Town Centre	1672	1996	1854	448 KC-01-G-01	PREMUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
GM-01-K-10	6 ALLIED CARPETS	Town Centre	929	1996	1854	448 ES-01-G-04	W/F-EASTBOURNE	Edge of Town	4450	1989	495	174 Match(3)
GM-01-K-10	6 ALLIED CARPETS	Town Centre	929	1996	1854	448 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
GM-01-K-10	6 ALLIED CARPETS	Town Centre	929	1996	1854	448 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(3)
GM-01-K-10	6 ALLIED CARPETS	Town Centre	929	1996	1854	448 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
GM-01-K-10	6 ALLIED CARPETS	Town Centre	929	1996	1854	448 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
GM-01-K-10	6 ALLIED CARPETS	Town Centre	929	1996	1854	448 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
GM-01-K-10	6 ALLIED CARPETS	Town Centre	929	1996	1854	448 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
GM-01-K-10	6 ALLIED CARPETS	Town Centre	929	1996	1854	448 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
GM-01-K-10	6 ALLIED CARPETS	Town Centre	929	1996	1854	448 KC-01-G-01	PREMUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
GM-01-K-10	6 ALLIED CARPETS	Town Centre	929	1996	1854	448 NF-01-G-01	TOYS R US, NORWICH	Edge of Town Centre	3835	2002	562	128 Match(3)
GM-01-K-11	1 HOMEBASE	Commercial Zone	4601	1998	4120	852 ES-01-E-07	DO-IT-ALL, WORTHING	Commercial Zone	3605	1992	1169	180 Match(1)
GM-01-K-11	2 CURRYS	Commercial Zone	1425	1998	4120	852 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
GM-01-K-11	2 CURRYS	Commercial Zone	1425	1998	4120	852 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
GM-01-K-11	2 CURRYS	Commercial Zone	1425	1998	4120	852 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
GM-01-K-11	3 CARPET RIGHT	Commercial Zone	715	1998	4120	852 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(2)
GM-01-K-11	3 CARPET RIGHT	Commercial Zone	715	1998	4120	852 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(2)
GM-01-K-11	3 CARPET RIGHT	Commercial Zone	715	1998	4120	852 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(2)
GM-01-K-11	4 COMET	Commercial Zone	715	1998	4120	852 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(2)
GM-01-K-11	4 COMET	Commercial Zone	715	1998	4120	852 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(2)
GM-01-K-11	4 COMET	Commercial Zone	715	1998	4120	852 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(2)
GM-01-K-11	5 JIB SPORTS	Commercial Zone	1520	1998	4120	852 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
GM-01-K-11	5 JIB SPORTS	Commercial Zone	1520	1998	4120	852 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
GM-01-K-11	5 JIB SPORTS	Commercial Zone	1520	1998	4120	852 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
GM-01-K-11	6 COURTS	Commercial Zone	5220	1998	4120	852 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(1)
GM-01-K-11	7 MOTHERCARE WORLD	Commercial Zone	1140	1998	4120	852 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
GM-01-K-11	7 MOTHERCARE WORLD	Commercial Zone	1140	1998	4120	852 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
GM-01-K-11	7 MOTHERCARE WORLD	Commercial Zone	1140	1998	4120	852 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
GM-01-K-11	8 TOYS R US	Commercial Zone	2534	1998	4120	852 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(1)
GM-01-K-11	8 TOYS R US	Commercial Zone	2534	1998	4120	852 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
GM-01-K-11	8 TOYS R US	Commercial Zone	2534	1998	4120	852 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
GM-01-K-11	8 TOYS R US	Commercial Zone	2534	1998	4120	852 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
GM-01-K-11	9 MCDONALDS	Commercial Zone	436	1998	4120	852 AG-06-D-01	MCDONALDS, FORFAR	Edge of Town	182	1998	802	40 Match(4)
GM-01-K-11	9 MCDONALDS	Commercial Zone	436	1998	4120	852 GM-06-D-02	MCDON.SALFORD	Neighbourhood Centre	596	1991	1287	44 Match(4)
GM-01-K-11	9 MCDONALDS	Commercial Zone	436	1998	4120	852 GM-06-D-03	MCDON.MANCHESTER	Neighbourhood Centre	418	1994	1151	Match(4)
GM-01-K-11	9 MCDONALDS	Commercial Zone	436	1998	4120	852 KC-06-D-01	MCDON.STROOD	Town Centre	800	1996	908	40 Match(4)
GM-01-K-11	9 MCDONALDS	Commercial Zone	436	1998	4120	852 LC-06-D-01	MCDON.PRESTON	Development Zone	600	1991	1513	76 Match(4)
GM-01-K-11	9 MCDONALDS	Commercial Zone	436	1998	4120	852 LC-06-D-02	MCDON.BLACKPOOL	Suburban Area	500	1994	981	64 Match(4)
GM-01-K-11	9 MCDONALDS	Commercial Zone	436	1998	4120	852 MO-06-D-01	MCDONALDS, ELGIN	Industrial Zone	350	1999	952	36 Match(4)
GM-01-K-11	9 MCDONALDS	Commercial Zone	436	1998	4120	852 DC-06-D-01	MCDONALDS, CHRISTCHURCH	Neighbourhood Centre	498	2003	983	48 Match(4)
GM-01-K-11	9 MCDONALDS	Commercial Zone	436	1998	4120	852 HF-06-D-01	MCDONALDS, HERTFORD	Edge of Town	326	2003	1071	28 Match(4)
GM-01-K-11	9 MCDONALDS	Commercial Zone	436	1998	4120	852 HC-06-D-01	MCDONALDS, NEAR ROMSEY	Free Standing	279	2003	1141	42 Match(4)
GM-01-K-11	10 SCOTTISH POWER	Commercial Zone	1520	1998	4120	852 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
GM-01-K-11	10 SCOTTISH POWER	Commercial Zone	1520	1998	4120	852 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
GM-01-K-11	10 SCOTTISH POWER	Commercial Zone	1520	1998	4120	852 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
GM-01-K-13	1 HOMEBASE	Commercial Zone	4601	1999	4097	854 ES-01-E-07	DO-IT-ALL, WORTHING	Commercial Zone	3605	1992	1169	180 Match(1)
GM-01-K-13	2 CURRYS	Commercial Zone	1425	1999	4097	854 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
GM-01-K-13	2 CURRYS	Commercial Zone	1425	1999	4097	854 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
GM-01-K-13	2 CURRYS	Commercial Zone	1425	1999	4097	854 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
GM-01-K-13	3 CARPET RIGHT	Commercial Zone	715	1999	4097	854 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(2)
GM-01-K-13	3 CARPET RIGHT	Commercial Zone	715	1999	4097	854 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(2)
GM-01-K-13	3 CARPET RIGHT	Commercial Zone	715	1999	4097	854 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(2)
GM-01-K-13	4 COMET	Commercial Zone	715	1999	4097	854 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(2)
GM-01-K-13	4 COMET	Commercial Zone	715	1999	4097	854 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(2)
GM-01-K-13	4 COMET	Commercial Zone	715	1999	4097	854 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(2)
GM-01-K-13	5 JIB SPORTS	Commercial Zone	1520	1999	4097	854 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
GM-01-K-13	5 JIB SPORTS	Commercial Zone	1520	1999	4097	854 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
GM-01-K-13	5 JIB SPORTS	Commercial Zone	1520	1999	4097	854 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
GM-01-K-13	6 COURTS	Commercial Zone	5220	1999	4097	854 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(1)
GM-01-K-13	7 MOTHERCARE WORLD	Commercial Zone	1140	1999	4097	854 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
GM-01-K-13	7 MOTHERCARE WORLD	Commercial Zone	1140	1999	4097	854 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
GM-01-K-13	7 MOTHERCARE WORLD	Commercial Zone	1140	1999	4097	854 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
GM-01-K-13	8 TOYS R US	Commercial Zone	2534	1999	4097	854 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(1)
GM-01-K-13	8 TOYS R US	Commercial Zone	2534	1999	4097	854 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
GM-01-K-13	8 TOYS R US	Commercial Zone	2534	1999	4097	854 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
GM-01-K-13	8 TOYS R US	Commercial Zone	2534	1999	4097	854 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
GM-01-K-13	9 MCDONALDS	Commercial Zone	436	1999	4097	854 GM-06-D-02	MCDON.SALFORD	Neighbourhood Centre	596	1991	1287	44 Match(3)

GM-01-K-13	9 MCDONALDS	Commercial Zone	436	1999	4097	854 GM-06-D-03	MCDON.MANCHESTER	Neighbourhood Centre	418	1994	1103	151 Match(3)
GM-01-K-13	9 MCDONALDS	Commercial Zone	436	1999	4097	854 KC-06-D-01	MCDON.STROOD	Town Centre	800	1996	908	40 Match(3)
GM-01-K-13	9 MCDONALDS	Commercial Zone	436	1999	4097	854 LC-06-D-01	MCDON.PRESTON	Development Zone	600	1991	1513	76 Match(3)
GM-01-K-13	9 MCDONALDS	Commercial Zone	436	1999	4097	854 LC-06-D-02	MCDON.BLACKPOOL	Suburban Area	500	1994	964	64 Match(3)
GM-01-K-13	9 MCDONALDS	Commercial Zone	436	1999	4097	854 MC-06-D-01	MCDONALDS.ELGIN	Industrial Zone	350	1999	952	36 Match(3)
GM-01-K-13	9 MCDONALDS	Commercial Zone	436	1999	4097	854 DC-06-D-01	MCDONALDS, CHRISTCHURCH	Neighbourhood Centre	498	2003	983	48 Match(3)
GM-01-K-13	9 MCDONALDS	Commercial Zone	436	1999	4097	854 HF-06-D-01	MCDONALDS, HERTFORD	Edge of Town	326	2003	1071	28 Match(1)
GM-01-K-13	10 SCOTTISH POWER	Commercial Zone	1520	1999	4097	854 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
GM-01-K-13	10 SCOTTISH POWER	Commercial Zone	1520	1999	4097	854 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
GM-01-K-13	10 SCOTTISH POWER	Commercial Zone	1520	1999	4097	854 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
HC-01-K-01	1 TEXAS	Edge of Town	13400	1989	664	288 ES-01-E-01	GREAT MILLS,KENDAL	Edge of Town	3530	1992	931.5	150 Match(2)
HC-01-K-01	1 TEXAS	Edge of Town	13400	1989	664	288 ES-01-E-10	TEXAS.BRIGHTON	Edge of Town	3250	1989	1031	161 Match(2)
HC-01-K-01	1 TEXAS	Edge of Town	13400	1989	664	288 LC-01-E-01	B and Q,NELSON	Edge of Town	3809	1996	1941.5	225 Match(2)
HC-01-K-01	1 TEXAS	Edge of Town	13400	1989	664	288 NF-01-E-01	DO-IT-ALL,GREAT YARMOUTH	Edge of Town	3252	1991	905	200 Match(2)
HC-01-K-01	2 HABITAT	Edge of Town	3500	1989	664	288 ES-01-G-04	MR.EASTBOURNE	Edge of Town	4450	1989	495	174 Match(1)
HC-01-K-01	2 HABITAT	Edge of Town	3500	1989	664	288 WS-01-G-01	QUEENSWAY, WORTHING	Edge of Town	2434	1987	384	62 Match(1)
HF-01-I-01	1 ABBEY DECORATORS	Neighbourhood Centre	460	2002	332	20 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
HF-01-I-01	1 ABBEY DECORATORS	Neighbourhood Centre	460	2002	332	20 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
HF-01-I-01	1 ABBEY DECORATORS	Neighbourhood Centre	460	2002	332	20 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
HF-01-I-01	1 ABBEY DECORATORS	Neighbourhood Centre	460	2002	332	20 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
HF-01-I-01	1 ABBEY DECORATORS	Neighbourhood Centre	460	2002	332	20 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
HF-01-I-01	1 ABBEY DECORATORS	Neighbourhood Centre	460	2002	332	20 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
HF-01-I-01	2 LAUNDERETTE	Neighbourhood Centre	80	2002	332	20 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
HF-01-I-01	2 LAUNDERETTE	Neighbourhood Centre	80	2002	332	20 KS-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	944	107 Match(3)
HF-01-I-01	2 LAUNDERETTE	Neighbourhood Centre	80	2002	332	20 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
HF-01-I-01	2 LAUNDERETTE	Neighbourhood Centre	80	2002	332	20 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
HF-01-I-01	2 LAUNDERETTE	Neighbourhood Centre	80	2002	332	20 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
HF-01-I-01	2 LAUNDERETTE	Neighbourhood Centre	80	2002	332	20 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
HF-01-I-01	2 LAUNDERETTE	Neighbourhood Centre	80	2002	332	20 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
HF-01-I-01	2 LAUNDERETTE	Neighbourhood Centre	80	2002	332	20 BU-01-G-01	COURTS, MILTON KEYNES	Free Standing	7900	2002	503	145 Match(3)
HF-01-I-01	2 LAUNDERETTE	Neighbourhood Centre	80	2002	332	20 NF-01-G-01	TOYS R US, NORWICH	Edge of Town Centre	3635	2002	562	128 Match(3)
HF-01-I-01	3 PEACHES AND CREAM	Neighbourhood Centre	100	2002	332	20 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
HF-01-I-01	4 WHITECROFT FISH BAR AND CHINESE	Neighbourhood Centre	100	2002	332	20 KC-06-G-01	FISH BAR,MAIDSTONE	Edge of Town	-1	1985	46	0 Match(6)
HF-01-I-01	4 WHITECROFT FISH BAR AND CHINESE	Neighbourhood Centre	100	2002	332	20 KC-06-G-02	FISH BAR,MAIDSTONE	Edge of Town	-1	1985	13	0 Match(6)
HF-01-I-01	4 WHITECROFT FISH BAR AND CHINESE	Neighbourhood Centre	100	2002	332	20 KC-06-G-03	CHIP SHOP,MAIDSTONE	Neighbourhood Centre	-1	1985	#N/A	0 Match(6)
HF-01-I-01	5 HASAN BALTI	Neighbourhood Centre	80	2002	332	20 KC-06-G-01	FISH BAR,MAIDSTONE	Edge of Town	-1	1985	46	0 Match(6)
HF-01-I-01	5 HASAN BALTI	Neighbourhood Centre	80	2002	332	20 KC-06-G-02	FISH BAR,MAIDSTONE	Edge of Town	-1	1985	13	0 Match(6)
HF-01-I-01	5 HASAN BALTI	Neighbourhood Centre	80	2002	332	20 KC-06-G-03	CHIP SHOP,MAIDSTONE	Neighbourhood Centre	-1	1985	#N/A	0 Match(6)
HF-01-I-01	6 CAPTAIN COOK PIZZA	Neighbourhood Centre	100	2002	332	20 KC-06-B-02	RESTAURANT, MAIDSTONE	Edge of Town	334	1999	6	28 Match(3)
HF-01-I-01	6 CAPTAIN COOK PIZZA	Neighbourhood Centre	100	2002	332	20 WM-06-B-02	T.G.I. FRIDAY'S, BIRMINGHAM	Edge of Town Centre	1000	2001	194	91 Match(3)
HF-01-I-01	6 CAPTAIN COOK PIZZA	Neighbourhood Centre	100	2002	332	20 WM-06-B-03	DALLAS EXCHANGE, SOLIHULL	Edge of Town	680	2001	212	126 Match(3)
HF-01-I-01	6 CAPTAIN COOK PIZZA	Neighbourhood Centre	100	2002	332	20 WM-06-B-01	JEFFERSONS RES, SOLIHULL	Edge of Town	1200	2001	317	140 Match(3)
HF-01-I-01	6 CAPTAIN COOK PIZZA	Neighbourhood Centre	100	2002	332	20 GM-06-B-01	HARRY RAMSDENS,MANCHESTER	Commercial Zone	900	1999	233	67 Match(3)
HF-01-I-01	6 CAPTAIN COOK PIZZA	Neighbourhood Centre	100	2002	332	20 WO-06-B-01	RESTAURANT, WORCESTER	Edge of Town	360	2000	84	37 Match(3)
HF-01-I-01	7 WHITECROFTS POST OFFICE	Neighbourhood Centre	100	2002	332	20 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
HF-01-I-01	7 WHITECROFTS POST OFFICE	Neighbourhood Centre	100	2002	332	20 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(3)
HF-01-I-01	7 WHITECROFTS POST OFFICE	Neighbourhood Centre	100	2002	332	20 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
HF-01-I-01	7 WHITECROFTS POST OFFICE	Neighbourhood Centre	100	2002	332	20 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
HF-01-I-01	7 WHITECROFTS POST OFFICE	Neighbourhood Centre	100	2002	332	20 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
HF-01-I-01	7 WHITECROFTS POST OFFICE	Neighbourhood Centre	100	2002	332	20 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
HF-01-I-01	7 WHITECROFTS POST OFFICE	Neighbourhood Centre	100	2002	332	20 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
HF-01-I-01	7 WHITECROFTS POST OFFICE	Neighbourhood Centre	100	2002	332	20 NF-01-G-01	TOYS R US, NORWICH	Edge of Town Centre	3635	2002	562	128 Match(3)
HF-01-I-01	8 CROFTS WINES	Neighbourhood Centre	100	2002	332	20 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
HF-01-I-01	8 CROFTS WINES	Neighbourhood Centre	100	2002	332	20 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(3)
HF-01-I-01	8 CROFTS WINES	Neighbourhood Centre	100	2002	332	20 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
HF-01-I-01	8 CROFTS WINES	Neighbourhood Centre	100	2002	332	20 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
HF-01-I-01	8 CROFTS WINES	Neighbourhood Centre	100	2002	332	20 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
HF-01-I-01	8 CROFTS WINES	Neighbourhood Centre	100	2002	332	20 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
HF-01-I-01	8 CROFTS WINES	Neighbourhood Centre	100	2002	332	20 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
HF-01-I-01	8 CROFTS WINES	Neighbourhood Centre	100	2002	332	20 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
HF-01-K-01	1 ALLIED	Edge of Town	2787	1988	1440	266 ES-01-G-04	MR.EASTBOURNE	Edge of Town	4450	1989	495	174 Match(1)
HF-01-K-01	1 ALLIED	Edge of Town	2787	1988	1440	266 WS-01-G-01	QUEENSWAY, WORTHING	Edge of Town	2434	1987	384	62 Match(1)
HF-01-K-01	2 HALFORDS	Edge of Town	975	1988	1440	266 WS-01-F-01	HALFORDS,BOGNOR	Edge of Town	3510	1989	834	0 Match(2)
HF-01-K-01	3 CURRYS	Edge of Town	629	1988	1440	266 WS-01-G-01	QUEENSWAY, WORTHING	Edge of Town	2434	1987	384	62 Match(2)
HF-07-O-01	1 WARNER BROS. CINEMA	Suburban Area	3019	1996	782	835 WM-07-A-01	UGC CINEMA, BIRMINGHAM	Suburban Area	5800	2001	1630	561 Match(1)
HF-07-O-01	2 HOLLYWOOD BOWL	Suburban Area	2533	1996	782	835 SY-07-B-01	BOWLING ALLEY, BARSNLEY	Suburban Area	1500	2003	166	88 Match(1)
HF-07-O-01	3 FRANKY AND BENNIES AMERICAN DINER	Suburban Area	333	1996	782	835 GC-06-B-01	RES.GLASGOW	Not Known	929	1991	567	144 Match(3)
HF-07-O-01	3 FRANKY AND BENNIES AMERICAN DINER	Suburban Area	333	1996	782	835 KC-06-B-01	RESTAURANT, SEVENOAKS	Free Standing	21	1998	21	32 Match(3)
HF-07-O-01	3 FRANKY AND BENNIES AMERICAN DINER	Suburban Area	333	1996	782	835 KC-06-B-02	RESTAURANT, MAIDSTONE	Edge of Town	334	1999	6	28 Match(3)
HF-07-O-01	3 FRANKY AND BENNIES AMERICAN DINER	Suburban Area	333	1996	782	835 WM-06-B-02	T.G.I. FRIDAY'S, BIRMINGHAM	Edge of Town Centre	1000	2001	194	91 Match(3)
HF-07-O-01	3 FRANKY AND BENNIES AMERICAN DINER	Suburban Area	333	1996	782	835 WM-06-B-03	DALLAS EXCHANGE, SOLIHULL	Edge of Town	680	2001	212	126 Match(3)
HF-07-O-01	3 FRANKY AND BENNIES AMERICAN DINER	Suburban Area	333	1996	782	835 WM-06-B-01	JEFFERSONS RES, SOLIHULL	Edge of Town	1200	2001	317	140 Match(3)
HF-07-O-01	3 FRANKY AND BENNIES AMERICAN DINER	Suburban Area	333	1996	782	835 GM-06-B-01	HARRY RAMSDENS,MANCHESTER	Commercial Zone	900	1999	233	67 Match(3)
HF-07-O-01	3 FRANKY AND BENNIES AMERICAN DINER	Suburban Area	333	1996	782	835 WO-06-B-01	RESTAURANT, WORCESTER	Edge of Town	360	2000	84	37 Match(3)
HF-07-O-01	4 CHIQUITOS	Suburban Area	527	1996	782	835 GC-06-B-01	RES.GLASGOW	Not Known	929	1991	567	144 Match(3)
HF-07-O-01	4 CHIQUITOS	Suburban Area	527	1996	782	835 KC-06-B-01	RESTAURANT, SEVENOAKS	Free Standing	150	1998	21	32 Match(3)
HF-07-O-01	4 CHIQUITOS	Suburban Area	527	1996	782	835 KC-06-B-02	RESTAURANT, MAIDSTONE	Edge of Town	334	1999	6	28 Match(3)
HF-07-O-01	4 CHIQUITOS	Suburban Area	527	1996	782	835 WM-06-B-02	T.G.I. FRIDAY'S, BIRMINGHAM	Edge of Town Centre	1000	2001	194	91 Match(3)
HF-07-O-01	4 CHIQUITOS	Suburban Area	527	1996	782	835 WM-06-B-03	DALLAS EXCHANGE, SOLIHULL	Edge of Town	680	2001	212	126 Match(3)
HF-07-O-01	4 CHIQUITOS	Suburban Area	527	1996	782	835 WM-06-B-01	JEFFERSONS RES, SOLIHULL	Edge of Town	1200	2001	317	140 Match(3)
HF-07-O-01	4 CHIQUITOS	Suburban Area	527	1996	782	835 GM-06-B-01	HARRY RAMSDENS,MANCHESTER	Commercial Zone	900	1999	233	67 Match(3)
HF-07-O-01	4 CHIQUITOS	Suburban Area	527	1996	782	835 WO-06-B-01	RESTAURANT, WORCESTER	Edge of Town	360	2000	84	37 Match(3)
HC-07-O-02	1 USC CINEMA	Edge of Town	2438	2003	2439	1548 KC-07-A-01	WIRGINSTROOD	Edge of Town	9438	1997	1127	590 Match(1)
KC-07-O-02	2 FRANKIE and BENNYS RESTAURANT	Edge of Town	400	2003	2439	1548 KC-06-B-02	RESTAURANT, MAIDSTONE	Edge of Town	334	1999	6	28 Match(1)
KC-07-O-02	2 FRANKIE and BENNYS RESTAURANT	Edge of Town	400	2003	2439	1548 WM-06-B-03	DALLAS EXCHANGE, SOLIHULL	Edge of Town	680	2001	212	126 Match(1)
KC-07-O-02	3 EXCHANGE BAR and GRILL	Edge of Town	700	2003	2439	1548 WO-06-B-01	RESTAURANT, WORCESTER	Edge of Town	360	2000	84	37 Match(1)
KC-07-O-02	3 EXCHANGE BAR and GRILL	Edge of Town	700	2003	2439	1548 WM-06-B-03	DALLAS EXCHANGE, SOLIHULL	Edge of Town	680	2001	212	126 Match(1)
KC-07-O-02	3 EXCHANGE BAR and GRILL	Edge of Town	700	2003	2439	1548 WM-06-B-01	JEFFERSONS RES, SOLIHULL	Edge of Town	1200	2001	317	140 Match(1)
KC-07-O-02	3 EXCHANGE BAR and GRILL	Edge of Town	700	2003	2439	1548 WO-06-B-01	RESTAURANT, WORCESTER	Edge of Town	360	2000	84	37 Match(1)

KC-07-O-02	4 CHIQUITO RESTAURANT and BAR	Edge of Town	400	2003	2439	1548 KC-06-B-02	RESTAURANT, MAIDSTONE	Edge of Town	334	1999	6	28 Match(1)
KC-07-O-02	4 CHIQUITO RESTAURANT and BAR	Edge of Town	400	2003	2439	1548 WM-06-B-03	DALLAS EXCHANGE, SOLIHULL	Edge of Town	680	2001	212	126 Match(1)
KC-07-O-02	4 CHIQUITO RESTAURANT and BAR	Edge of Town	400	2003	2439	1548 WO-06-B-01	RESTAURANT, WORCESTER	Edge of Town	360	2000	84	37 Match(1)
KC-07-O-02	5 MCDONALDS DRIVE-THROUGH	Edge of Town	350	2003	2439	1548 AG-06-B-01	MCDONALDS, FORFAR	Edge of Town	182	1998	802	40 Match(1)
KC-07-O-02	5 MCDONALDS DRIVE-THROUGH	Edge of Town	350	2003	2439	1548 HF-06-B-01	MCDONALDS, HERTFORD	Edge of Town	326	2003	1071	28 Match(1)
KC-07-O-02	6 GALA BINGO	Edge of Town	-1	2003	2439	1548 KC-07-H-01	GALA CLUB,STROOD	Edge of Town	1500	1997	416	603 Match(1)
KC-07-O-02	7 AMADEUS NIGHT CLUB	Edge of Town	2900	2003	2439	1548 AG-06-B-01	MCDONALDS, FORFAR	Edge of Town	182	1998	802	40 Match(3)
KC-07-O-02	7 AMADEUS NIGHT CLUB	Edge of Town	2900	2003	2439	1548 KC-06-B-01	MCDON,STROOD	Town Centre	800	1996	908	40 Match(3)
KC-07-O-02	7 AMADEUS NIGHT CLUB	Edge of Town	2900	2003	2439	1548 MO-06-B-01	MCDONALDS, ELGIN	Industrial Zone	350	1999	952	36 Match(3)
KC-07-O-02	7 AMADEUS NIGHT CLUB	Edge of Town	2900	2003	2439	1548 DC-06-B-01	MCDONALDS, CHRISTCHURCH	Neighbourhood Centre	498	2003	983	48 Match(3)
KC-07-O-02	7 AMADEUS NIGHT CLUB	Edge of Town	2900	2003	2439	1548 HF-06-B-01	MCDONALDS, HERTFORD	Edge of Town	326	2003	1071	28 Match(3)
KC-07-O-02	7 AMADEUS NIGHT CLUB	Edge of Town	2900	2003	2439	1548 HC-06-B-01	MCDONALDS, NEAR ROMSEY	Free Standing	279	2003	1141	42 Match(3)
KC-07-O-02	8 ESPORTA HEALTH and FITNESS CLUB	Edge of Town	-1	2003	2439	1548 KC-07-C-04	LEISURE CENTRE, MAIDSTONE	Edge of Town	1.3	2000	950	282 Match(1)
KC-16-B-01	1 B and Q	Edge of Town Centre	3500	2003	5120	477 LC-01-E-02	DO-IT-ALL,RAWTENSTALL	Town Centre	2230	1996	882	120 Match(3)
KC-16-B-01	1 B and Q	Edge of Town Centre	3500	2003	5120	477 LC-01-E-03	WICKES	Neighbourhood Centre	2702	1996	823	131 Match(3)
KC-16-B-01	1 B and Q	Edge of Town Centre	3500	2003	5120	477 LN-01-E-01	WICKES, LINCOLN	Edge of Town	2400	2002	1338	128 Match(3)
KC-16-B-01	2 COMET	Edge of Town Centre	770	2003	5120	477 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
KC-16-B-01	2 COMET	Edge of Town Centre	770	2003	5120	477 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
KC-16-B-01	2 COMET	Edge of Town Centre	770	2003	5120	477 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
KC-16-B-01	2 COMET	Edge of Town Centre	770	2003	5120	477 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
KC-16-B-01	2 COMET	Edge of Town Centre	770	2003	5120	477 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
KC-16-B-01	2 COMET	Edge of Town Centre	770	2003	5120	477 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
KC-16-B-01	2 COMET	Edge of Town Centre	770	2003	5120	477 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
KC-16-B-01	3 HARVEYS FURNITURE	Edge of Town Centre	1500	2003	5120	477 NF-01-G-01	TOYS R US, NORWICH	Edge of Town Centre	3835	2002	562	128 Match(2)
KC-16-B-01	4 CARPET RIGHT	Edge of Town Centre	1000	2003	5120	477 NF-01-G-01	TOYS R US, NORWICH	Edge of Town Centre	3835	2002	562	128 Match(2)
KC-16-B-01	5 HALFORDS	Edge of Town Centre	500	2003	5120	477 WS-01-F-03	FIX IT,BRIGHTON	Suburban Area	1115	1987	524	35 Match(5)
KC-16-B-01	6 PETS AT HOME	Edge of Town Centre	650	2003	5120	477 CK-01-G-01	STERLING, TILLCOLTRY	Edge of Town	12500	1997	1037	550 Match(3)
KC-16-B-01	6 PETS AT HOME	Edge of Town Centre	650	2003	5120	477 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
KC-16-B-01	6 PETS AT HOME	Edge of Town Centre	650	2003	5120	477 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(3)
KC-16-B-01	6 PETS AT HOME	Edge of Town Centre	650	2003	5120	477 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
KC-16-B-01	6 PETS AT HOME	Edge of Town Centre	650	2003	5120	477 RF-01-G-02	DEPARTMENT ST., LLANTRISANT	Industrial Zone	22300	2002	242	Match(3)
KC-16-B-01	6 PETS AT HOME	Edge of Town Centre	650	2003	5120	477 RF-01-G-01	IKEA, GLASGOW	Edge of Town	26500	2002	3973	1360 Match(3)
KC-16-B-01	6 PETS AT HOME	Edge of Town Centre	650	2003	5120	477 BU-01-G-01	COURTS, MILTON KEYNES	Free Standing	7900	2002	503	145 Match(3)
KC-16-B-01	6 PETS AT HOME	Edge of Town Centre	650	2003	5120	477 NF-01-G-01	TOYS R US, NORWICH	Edge of Town Centre	3835	2002	562	128 Match(3)
KC-16-B-01	7 TILES R US	Edge of Town Centre	650	2003	5120	477 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
KC-16-B-01	7 TILES R US	Edge of Town Centre	650	2003	5120	477 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
KC-16-B-01	7 TILES R US	Edge of Town Centre	650	2003	5120	477 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
KC-16-B-01	8 LIDL	Edge of Town Centre	1200	2003	5120	477 ES-01-C-01	ALDI, BEXHILL	Edge of Town Centre	1222	2001	717	90 Match(1)
KC-16-B-01	9 AMF BOWLING	Edge of Town Centre	3000	2003	5120	477 KC-07-B-02	AMF BOWLING, GRAVESEND	Edge of Town Centre	3000	2001	212.5	131 Match(1)
KH-01-J-01	1 A2Z	Neighbourhood Centre	392	2001	2493	125 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
KH-01-J-01	2 LIDL	Neighbourhood Centre	1115	2001	2493	125 DC-01-C-01	LIDL, WEYMOUTH	Neighbourhood Centre	990	1999	676	86 Match(1)
KH-01-J-01	2 LIDL	Neighbourhood Centre	1115	2001	2493	125 BR-01-C-01	LIDL, BRISTOL	Neighbourhood Centre	1007	2003	543	77 Match(1)
KH-01-J-01	2 LIDL	Neighbourhood Centre	1115	2001	2493	125 SW-01-C-01	LIDL, SWANSEA	Neighbourhood Centre	969	2002	540	82 Match(1)
KH-01-J-01	3 BRUNSWICK WAREHOUSE	Neighbourhood Centre	186	2001	2493	125 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
KH-01-J-01	4 POINDSTRETCHER	Neighbourhood Centre	929	2001	2493	125 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
KH-01-J-01	5 CHOICES	Neighbourhood Centre	372	2001	2493	125 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
KH-01-J-01	6 MCDONALDS	Neighbourhood Centre	279	2001	2493	125 GM-06-D-03	MCDON.MANCHESTER	Neighbourhood Centre	418	1994	1103	151 Match(1)
KH-01-J-01	6 MCDONALDS	Neighbourhood Centre	279	2001	2493	125 DC-06-B-01	MCDONALDS, CHRISTCHURCH	Neighbourhood Centre	498	2003	983	48 Match(1)
LC-01-K-04	1 HOMEBASE	Town Centre	4355	1997	1587	326 CH-01-E-01	TEXAS,WARRINGTON	Town Centre	2323	1989	644	99 Match(1)
LC-01-K-04	1 HOMEBASE	Town Centre	4355	1997	1587	326 KC-01-E-03	B and Q,MAIDSTONE	Town Centre	3205	1994	114	Match(3)
LC-01-K-04	1 HOMEBASE	Town Centre	4355	1997	1587	326 LC-01-E-02	DO-IT-ALL,RAWTENSTALL	Town Centre	2230	1996	882	120 Match(1)
LC-01-K-04	1 HOMEBASE	Town Centre	4355	1997	1587	326 SC-01-E-01	TEXAS,REIGATE	Town Centre	3160	1993	975	80 Match(1)
LC-01-K-04	2 SPORTS MAX	Town Centre	1904	1997	1587	326 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
LC-07-O-01	1 WARNER CINEMA	Development Zone	2728	1997	2120	622 LC-07-A-01	UCI,PRESTON	Development Zone	3251	1991	1704	686 Match(1)
LC-07-O-01	1 WARNER CINEMA	Development Zone	2728	1997	2120	622 LC-07-A-02	UCI,PRESTON	Development Zone	3251	1998	1701	686 Match(1)
LC-07-O-01	2 MEGA BOWL/ZAPP ZONE	Development Zone	4041	1997	2120	622 GM-07-B-02	GX SUPERBOWL, SALFORD	Free Standing	3255	1998	185	150 Match(4)
LC-07-O-01	2 MEGA BOWL/ZAPP ZONE	Development Zone	4041	1997	2120	622 HC-07-B-01	SUPERBOWL, SOUTHAMPTON	Free Standing	5040	1993	149	181 Match(4)
LC-07-O-01	2 MEGA BOWL/ZAPP ZONE	Development Zone	4041	1997	2120	622 KC-07-B-01	BOWLING, GRAVESEND	Edge of Town Centre	2323	1993	264	131 Match(4)
LC-07-O-01	2 MEGA BOWL/ZAPP ZONE	Development Zone	4041	1997	2120	622 LC-07-B-01	BOWLING,PRESTON	Neighbourhood Centre	2475	1991	170	72 Match(1)
LC-07-O-01	2 MEGA BOWL/ZAPP ZONE	Development Zone	4041	1997	2120	622 WM-07-B-01	STIRCHLEY BOWL, BIRMINGHAM	Neighbourhood Centre	3500	2001	129	201 Match(4)
LC-07-O-01	2 MEGA BOWL/ZAPP ZONE	Development Zone	4041	1997	2120	622 CF-07-B-01	MEGABOWL, CARDIFF	Industrial Zone	5060	2002	190	102 Match(4)
LC-07-O-01	2 MEGA BOWL/ZAPP ZONE	Development Zone	4041	1997	2120	622 WK-07-B-01	MEGABOWL, LEAMINGTON SPA	Edge of Town	2180	2000	407	41 Match(4)
LC-07-O-01	2 MEGA BOWL/ZAPP ZONE	Development Zone	4041	1997	2120	622 KC-07-B-02	AMF BOWLING, GRAVESEND	Edge of Town Centre	3000	2001	212.5	131 Match(4)
LC-07-O-01	2 MEGA BOWL/ZAPP ZONE	Development Zone	4041	1997	2120	622 SY-07-B-01	BOWLING ALLEY, BARNSELY	Suburban Area	1500	2003	166	88 Match(4)
LC-07-O-01	3 BELLA PASTA CAFE and GRILL	Development Zone	368	1997	2120	622 KC-06-B-01	RESTAURANT, SEVENOAKS	Free Standing	150	1998	21	32 Match(3)
LC-07-O-01	3 BELLA PASTA CAFE and GRILL	Development Zone	368	1997	2120	622 KC-06-B-02	RESTAURANT, MAIDSTONE	Edge of Town	334	1999	6	28 Match(3)
LC-07-O-01	3 BELLA PASTA CAFE and GRILL	Development Zone	368	1997	2120	622 WO-06-B-01	RESTAURANT, WORCESTER	Edge of Town	360	2000	84	37 Match(3)
LC-07-O-01	4 FRANKIE and BENNIES NEW YORK ITALIAN D	Development Zone	517	1997	2120	622 GC-06-B-01	RES.GLASGOW	Not Known	929	1991	567	144 Match(3)
LC-07-O-01	4 FRANKIE and BENNIES NEW YORK ITALIAN D	Development Zone	517	1997	2120	622 KC-06-B-02	RESTAURANT, MAIDSTONE	Edge of Town	334	1999	6	28 Match(3)
LC-07-O-01	4 FRANKIE and BENNIES NEW YORK ITALIAN D	Development Zone	517	1997	2120	622 WM-06-B-02	T.G.I. FRIDAYS, BIRMINGHAM	Edge of Town Centre	10517	2001	194	91 Match(3)
LC-07-O-01	4 FRANKIE and BENNIES NEW YORK ITALIAN D	Development Zone	517	1997	2120	622 WM-06-B-03	DALLAS EXCHANGE, SOLIHULL	Edge of Town	680	2001	212	126 Match(3)
LC-07-O-01	4 FRANKIE and BENNIES NEW YORK ITALIAN D	Development Zone	517	1997	2120	622 WM-06-B-01	JEFFERSONS RES., SOLIHULL	Edge of Town	1200	2001	317	140 Match(3)
LC-07-O-01	4 FRANKIE and BENNIES NEW YORK ITALIAN D	Development Zone	517	1997	2120	622 GM-06-B-01	HARRY RAMSDENS,MANCHESTER	Commercial Zone	900	1999	233	67 Match(3)
LC-07-O-01	4 FRANKIE and BENNIES NEW YORK ITALIAN D	Development Zone	517	1997	2120	622 WO-06-B-01	RESTAURANT, WORCESTER	Edge of Town	360	2000	84	37 Match(3)
LC-07-O-01	5 MCDONALDS DRIVE THROUGH RESTAURANT	Development Zone	369	1997	2120	622 LC-06-B-01	MCDON.PRESTON	Development Zone	600	1991	1513	76 Match(1)
LE-16-B-01	1 ODEON CINEMA	Industrial Zone	4300	2003	3812	1083 KC-07-A-01	MCDON,STROOD	Edge of Town	338	1997	80	50 Match(3)
LE-16-B-01	1 ODEON CINEMA	Industrial Zone	4300	2003	3812	1083 LC-07-A-02	UCI,PRESTON	Development Zone	3251	1998	1701	686 Match(3)
LE-16-B-01	2 NANDOS/LOCAL HERO (PUB)	Industrial Zone	1400	2003	3812	1083 FA-06-C-01	PUB/RES,FALKIRK	Neighbourhood Centre	688	1995	168	69 Match(3)
LE-16-B-01	2 NANDOS/LOCAL HERO (PUB)	Industrial Zone	1400	2003	3812	1083 NT-06-C-01	BEEFEATER, BURNTSTUMP	Free Standing	400	1999	112	60 Match(3)
LE-16-B-01	2 NANDOS/LOCAL HERO (PUB)	Industrial Zone	1400	2003	3812	1083 SR-06-C-01	PUB/RES,STIRLING	Free Standing	1000	1995	299	87 Match(3)
LE-16-B-01	2 NANDOS/LOCAL HERO (PUB)	Industrial Zone	1400	2003	3812	1083 WM-06-C-01	BREWERS FAYRE, BIRMINGHAM	Neighbourhood Centre	500	2000	104	57 Match(3)
LE-16-B-01	2 NANDOS/LOCAL HERO (PUB)	Industrial Zone	1400	2003	3812	1083 ES-06-C-01	PUB/RESTAURANT, TELSCOMBE	Edge of Town	369	1997	129	69 Match(3)
LE-16-B-01	2 NANDOS/LOCAL HERO (PUB)	Industrial Zone	1400	2003	3812	1083 THE ROBIN HOOD, DROITWICH	Free Standing	2000	2002	631	Match(3)	
LE-16-B-01	3 SAFEWAY	Industrial Zone	6180	2003	3812	1083 GM-01-A-16	NETTO,SALFORD	Neighbourhood Centre	1115	1995	525	40 Match(3)
LE-16-B-01	3 SAFEWAY	Industrial Zone	6180	2003	3812	1083 NI-01-A-03	TESCO, NEWCASTLE	Suburban Area	1580	2002	1531	171 Match(3)
LE-16-B-01	4 COUNTING HOUSE (PUB)	Industrial Zone	500	2003	3812	1083 FA-06-C-01	PUB/RES,FALKIRK	Neighbourhood Centre	688	1995	168	69 Match(3)
LE-16-B-01	4 COUNTING HOUSE (PUB)	Industrial Zone	500	2003	3812	1083 SR-06-C-01	PUB/RES,STIRLING	Free Standing	1000	1995	299	87 Match(3)
LE-16-B-01	5 STURGESS VOLVO	Industrial Zone	-1	2003	3812	1083 WS-14-A-02	CITROEN SHOWROOM, CRAWLEY	Industrial Zone	0.2	1998	79	16 Match(1)
LE-16-B-01	5 STURGESS VOLVO	Industrial Zone	-1	2003	3812	1083 WY-14-A-01	MAZDA GARAGE, HUDDERSFIELD	Industrial Zone	0.3	2003	68	31 Match(1)

LE-16-B-01	5 STURGES VOLVO	Industrial Zone	-1	2003	3812	1083 WS-14-A-01	LOCKYEAR MOTORS, HORSHAM	Industrial Zone	0.3	1998	118	29 Match(1)
LE-16-B-01	6 MECCA BINGO	Industrial Zone	-1	2003	3812	1083 GM-07-H-01	BINGO CLUB, GLASGOW	Neighbourhood Centre	2070	1999	356	140 Match(3)
LE-16-B-01	6 MECCA BINGO	Industrial Zone	-1	2003	3812	1083 GM-07-H-01	BINGO/SNOOKER CLUBS	Town Centre	1900	1995	217	250 Match(3)
LE-16-B-01	6 MECCA BINGO	Industrial Zone	-1	2003	3812	1083 GM-07-H-02	RIVA BINGO,MANCHESTER	Town Centre	1500	1996	231	290 Match(3)
LE-16-B-01	6 MECCA BINGO	Industrial Zone	-1	2003	3812	1083 KC-07-H-01	GALA CLUB,STROOD	Edge of Town	1500	1997	416	603 Match(3)
LE-16-B-01	6 MECCA BINGO	Industrial Zone	-1	2003	3812	1083 CH-07-H-01	MECCA BINGO, CHESTER	Town Centre	1400	2003	231	0 Match(3)
LE-16-B-01	6 MECCA BINGO	Industrial Zone	-1	2003	3812	1083 HF-07-H-01	MECCA BINGO, STEVENAGE	Town Centre	1400	2003	255	0 Match(3)
MS-01-K-01	1 HALFORDS	Edge of Town	1394	1997	2447	661 WS-01-F-01	HALFORDS,BOGNOR	Edge of Town	3810	1989	834	0 Match(2)
MS-01-K-01	2 ELECTRICITY PLUS	Edge of Town	894	1997	2447	661 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(2)
MS-01-K-01	3 SAINSBURYS HOMEBASE	Edge of Town	4413	1997	2447	661 CB-01-E-01	GREAT MILLS,KENDAL	Edge of Town	3530	1992	931.5	150 Match(1)
MS-01-K-01	3 SAINSBURYS HOMEBASE	Edge of Town	4413	1997	2447	661 ES-01-E-10	TEXAS,BRIGHTON	Edge of Town	3250	1989	1031	161 Match(1)
MS-01-K-01	3 SAINSBURYS HOMEBASE	Edge of Town	4413	1997	2447	661 LC-01-E-01	B and Q,NELSON	Edge of Town	3809	1996	1941.5	225 Match(1)
MS-01-K-01	3 SAINSBURYS HOMEBASE	Edge of Town	4413	1997	2447	661 NF-01-E-01	DO-IT-ALL,GREAT YARMOUTH	Edge of Town	3252	1991	905	200 Match(1)
MS-01-K-01	3 SAINSBURYS HOMEBASE	Edge of Town	4413	1997	2447	661 LN-01-E-01	WICKES, LINCOLN	Edge of Town	2400	2002	1338	128 Match(1)
MS-01-K-01	4 CURRYS	Edge of Town	929	1997	2447	661 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(2)
MS-01-K-01	5 ALLIED CARPETS	Edge of Town	980	1997	2447	661 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(2)
MS-01-K-01	6 COMET	Edge of Town	922	1997	2447	661 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(2)
MS-01-K-01	7 DO IT ALL	Edge of Town	2787	1997	2447	661 CB-01-E-01	GREAT MILLS,KENDAL	Edge of Town	3530	1992	931.5	150 Match(1)
MS-01-K-01	7 DO IT ALL	Edge of Town	2787	1997	2447	661 ES-01-E-04	DO-IT-ALL,BEXHILL	Edge of Town	1579	1992	548.5	70 Match(1)
MS-01-K-01	7 DO IT ALL	Edge of Town	2787	1997	2447	661 ES-01-E-10	TEXAS,BRIGHTON	Edge of Town	3250	1989	1031	161 Match(1)
MS-01-K-01	7 DO IT ALL	Edge of Town	2787	1997	2447	661 LC-01-E-01	B and Q,NELSON	Edge of Town	3809	1996	1941.5	225 Match(1)
MS-01-K-01	7 DO IT ALL	Edge of Town	2787	1997	2447	661 NF-01-E-01	DO-IT-ALL,GREAT YARMOUTH	Edge of Town	3252	1991	905	200 Match(1)
MS-01-K-01	7 DO IT ALL	Edge of Town	2787	1997	2447	661 LN-01-E-01	WICKES, LINCOLN	Edge of Town	2400	2002	1338	128 Match(1)
MS-01-K-01	8 MFI	Edge of Town	1394	1997	2447	661 ES-01-G-04	MFEASTBOURNE	Edge of Town	4450	1989	495	174 Match(2)
MS-01-K-01	8 MFI	Edge of Town	1394	1997	2447	661 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(2)
MS-01-K-01	9 HARVEYS (FURNISHINGS)	Edge of Town	929	1997	2447	661 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(2)
NL-01-K-01	1 TEXTILE WORLD	Edge of Town	1200	1988	2671	743 ES-01-G-04	MFEASTBOURNE	Edge of Town	4450	1989	495	174 Match(2)
NL-01-K-01	1 TEXTILE WORLD	Edge of Town	1200	1988	2671	743 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town	2434	1987	384	62 Match(2)
NL-01-K-01	2 MFI/COMET/POUNDSTRETCHER	Edge of Town	4030	1988	2671	743 ES-01-G-04	MFEASTBOURNE	Edge of Town	4450	1989	495	174 Match(1)
NL-01-K-01	2 MFI/COMET/POUNDSTRETCHER	Edge of Town	4030	1988	2671	743 GM-01-G-01	AQUATIC SUPERSTORE	Edge of Town	7989	1991	527	70 Match(1)
NL-01-K-01	2 MFI/COMET/POUNDSTRETCHER	Edge of Town	4030	1988	2671	743 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town	2434	1987	384	62 Match(1)
NL-01-K-01	3 MFI	Edge of Town	930	1988	2671	743 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town	2434	1987	384	62 Match(2)
NL-01-K-01	4 GENERAL GEORGE	Edge of Town	930	1988	2671	743 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town	2434	1987	384	62 Match(2)
NL-01-K-01	5 LANDMARK	Edge of Town	2200	1988	2671	743 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town	2434	1987	384	62 Match(1)
NL-01-K-01	6 QUEENSWAY	Edge of Town	2200	1988	2671	743 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town	2434	1987	384	62 Match(1)
NL-01-K-01	7 GREAT MILLS	Edge of Town	2300	1988	2671	743 ES-01-G-04	MFEASTBOURNE	Edge of Town	4450	1989	495	174 Match(1)
NL-01-K-01	7 GREAT MILLS	Edge of Town	2300	1988	2671	743 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town	2434	1987	384	62 Match(1)
NT-16-B-01	1 ODEON	Edge of Town Centre	3000	2003	5593	967 KC-07-A-01	VIRGIN,STROOD	Edge of Town	3438	1997	1127	590 Match(4)
NT-16-B-01	1 ODEON	Edge of Town Centre	3000	2003	5593	967 LC-07-A-02	UCI,PRESTON	Development Zone	3251	1998	1701	686 Match(4)
NT-16-B-01	1 ODEON	Edge of Town Centre	3000	2003	5593	967 WM-07-A-01	UGC CINEMA, BIRMINGHAM	Suburban Area	5800	2001	1630	561 Match(4)
NT-16-B-01	2 WALKERS BINGO	Edge of Town Centre	-1	2003	5593	967 GC-07-H-01	BINGO CLUB, GLASGOW	Neighbourhood Centre	2070	1999	356	140 Match(3)
NT-16-B-01	2 WALKERS BINGO	Edge of Town Centre	-1	2003	5593	967 GM-07-H-01	BINGO/SNOOKER CLUBS	Town Centre	1900	1995	217	250 Match(3)
NT-16-B-01	2 WALKERS BINGO	Edge of Town Centre	-1	2003	5593	967 GM-07-H-02	RIVA BINGO,MANCHESTER	Town Centre	1500	1996	231	290 Match(3)
NT-16-B-01	2 WALKERS BINGO	Edge of Town Centre	-1	2003	5593	967 KC-07-H-01	GALA CLUB,STROOD	Edge of Town	1500	1997	416	603 Match(3)
NT-16-B-01	2 WALKERS BINGO	Edge of Town Centre	-1	2003	5593	967 CH-07-H-01	MECCA BINGO, CHESTER	Town Centre	1400	2003	231	0 Match(3)
NT-16-B-01	2 WALKERS BINGO	Edge of Town Centre	-1	2003	5593	967 HF-07-H-01	MECCA BINGO, STEVENAGE	Town Centre	1400	2003	255	0 Match(3)
NT-16-B-01	3 MCDONALDS	Edge of Town Centre	200	2003	5593	967 KC-06-D-01	MCDON,STROOD	Town Centre	800	1996	908	40 Match(3)
NT-16-B-01	3 MCDONALDS	Edge of Town Centre	200	2003	5593	967 MO-06-D-01	MCDONALDS, ELGIN	Industrial Zone	350	1999	952	36 Match(3)
NT-16-B-01	3 MCDONALDS	Edge of Town Centre	200	2003	5593	967 DC-06-D-01	MCDONALDS, CHRISTCHURCH	Neighbourhood Centre	498	2003	983	48 Match(3)
NT-16-B-01	3 MCDONALDS	Edge of Town Centre	200	2003	5593	967 HF-06-D-01	MCDONALDS, HERTFORD	Edge of Town	326	2003	1071	28 Match(3)
NT-16-B-01	3 MCDONALDS	Edge of Town Centre	200	2003	5593	967 HC-06-D-01	MCDONALDS, NEAR ROMSEY	Free Standing	279	2003	1141	42 Match(3)
NT-16-B-01	4 SAFEWAY	Edge of Town Centre	4650	2003	5593	967 NY-01-A-01	SOMERFIELD, NORTHALLERTON	Edge of Town Centre	2950	2003	996	206 Match(1)
RC-01-K-01	1 CARPETLAND	Edge of Town	3750	1991	1585	160 ES-01-G-04	MFEASTBOURNE	Edge of Town	4450	1989	495	174 Match(1)
RC-01-K-01	1 CARPETLAND	Edge of Town	3750	1991	1585	160 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town	2434	1987	384	62 Match(1)
RC-01-K-01	2 DO-IT-ALL	Edge of Town	930	1991	1585	160 ES-01-E-04	DO-IT-ALL,BEXHILL	Edge of Town	1579	1992	548.5	70 Match(1)
RC-01-K-01	3 POUNDSTRETCHER	Edge of Town	946	1991	1585	160 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town	2434	1987	384	62 Match(2)
RF-01-K-01	1 B and Q	Industrial Zone	3214	1988	2588	654 WS-01-E-01	PAYLESS,BOGNOR	Industrial Zone	2000	1987	1646	128 Match(1)
RF-01-K-01	2 COMET	Industrial Zone	1960	1988	2588	654 WS-01-G-02	COURTS,SHOREHAM	Industrial Zone	2750	1987	311	55 Match(1)
RF-01-K-01	3 MFI/GENERAL GEORGE	Industrial Zone	1895	1988	2588	654 WS-01-G-02	COURTS,SHOREHAM	Industrial Zone	2750	1987	311	55 Match(1)
RF-01-K-01	4 QUEENSWAY/HOME TEXTILES	Industrial Zone	2583	1988	2588	654 WS-01-G-02	COURTS,SHOREHAM	Industrial Zone	2750	1987	311	55 Match(1)
RF-01-K-01	5 MFI	Industrial Zone	1514	1988	2588	654 WS-01-G-02	COURTS,SHOREHAM	Industrial Zone	2750	1987	311	55 Match(1)
RF-01-K-01	6 QUEENSWAY	Industrial Zone	632	1988	2588	654 ES-01-G-01	QUEENSWAY,EASTBOURNE	Commercial Zone	2787	1987	364	53 Match(4)
RF-01-K-01	6 QUEENSWAY	Industrial Zone	632	1988	2588	654 ES-01-G-02	MFI,ST LEONARDS-ON-SEA	Suburban Area	4552	1987	742	150 Match(4)
RF-01-K-01	6 QUEENSWAY	Industrial Zone	632	1988	2588	654 ES-01-G-04	MFEASTBOURNE	Edge of Town	4450	1989	495	174 Match(4)
RF-01-K-01	6 QUEENSWAY	Industrial Zone	632	1988	2588	654 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(4)
RF-01-K-01	6 QUEENSWAY	Industrial Zone	632	1988	2588	654 WS-01-G-01	QUEENSWAY,WORTHING	Edge of Town	2434	1987	384	62 Match(4)
RF-01-K-01	6 QUEENSWAY	Industrial Zone	632	1988	2588	654 WS-01-G-02	COURTS,SHOREHAM	Industrial Zone	2750	1987	311	55 Match(4)
RF-01-K-01	7 TEXTILE WORLD/GENERAL GEORGE	Industrial Zone	1187	1988	2588	654 WS-01-G-02	COURTS,SHOREHAM	Industrial Zone	2750	1987	311	55 Match(2)
SA-01-K-01	1 HOMEBASE	Edge of Town	2601	1998	2510	783 CB-01-E-01	GREAT MILLS,KENDAL	Edge of Town	3530	1992	931.5	150 Match(1)
SA-01-K-01	1 HOMEBASE	Edge of Town	2601	1998	2510	783 ES-01-E-04	DO-IT-ALL,BEXHILL	Edge of Town	1579	1992	548.5	70 Match(1)
SA-01-K-01	1 HOMEBASE	Edge of Town	2601	1998	2510	783 LC-01-E-01	B and Q,NELSON	Edge of Town	3809	1996	1941.5	225 Match(1)
SA-01-K-01	1 HOMEBASE	Edge of Town	2601	1998	2510	783 NF-01-E-01	DO-IT-ALL,GREAT YARMOUTH	Edge of Town	3252	1991	905	200 Match(1)
SA-01-K-01	1 HOMEBASE	Edge of Town	2601	1998	2510	783 LN-01-E-01	WICKES, LINCOLN	Edge of Town	2400	2002	1338	128 Match(1)
SA-01-K-01	2 HARVEYS	Edge of Town	930	1998	2510	783 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(2)
SA-01-K-01	3 BEHAR CARPETS	Edge of Town	1440	1998	2510	783 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(1)
SA-01-K-01	4 HOMESTYLE	Edge of Town	720	199								

SC-01-K-04	2 POWERHOUSE	Free Standing	1090	1997	1777	180 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
SC-01-K-04	3 ARGOS	Free Standing	970	1997	1777	180 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
TW-16-B-02	1 MCDONALDS	Commercial Zone	500	2003	8260	3568 KC-06-B-01	MCDONALDSTROOD	Town Centre	800	1996	908	40 Match(3)
TW-16-B-02	1 MCDONALDS	Commercial Zone	500	2003	8260	3568 MC-06-B-01	MCDONALDS, ELGIN	Industrial Zone	350	1999	963	36 Match(3)
TW-16-B-02	1 MCDONALDS	Commercial Zone	500	2003	8260	3568 DC-06-B-01	MCDONALDS, CHRISTCHURCH	Neighbourhood Centre	498	2003	963	48 Match(3)
TW-16-B-02	1 MCDONALDS	Commercial Zone	500	2003	8260	3568 HF-06-B-01	MCDONALDS, HERTFORD	Edge of Town	326	2003	1071	28 Match(3)
TW-16-B-02	1 MCDONALDS	Commercial Zone	500	2003	8260	3568 HC-06-B-01	MCDONALDS, NEAR ROMSEY	Free Standing	279	2003	1141	42 Match(3)
TW-16-B-02	2 HALFORDS	Commercial Zone	925	2003	8260	3568 GM-01-F-01	HALFORDS,TRAFFORD	Free Standing	1874	1989	987	143 Match(5)
TW-16-B-02	2 HALFORDS	Commercial Zone	925	2003	8260	3568 WS-01-F-01	HALFORDS,BOGNOR	Edge of Town	3810	1989	834	0 Match(5)
TW-16-B-02	2 HALFORDS	Commercial Zone	925	2003	8260	3568 WS-01-F-02	HALFORDS,CHICHESTER	Commercial Zone	1858	1992	660	155 Match(5)
TW-16-B-02	2 HALFORDS	Commercial Zone	925	2003	8260	3568 WS-01-F-03	FIX IT BRIGHTON	Commercial Zone	1115	1987	52	35 Match(3)
TW-16-B-02	3 AA SERVICE CENTRE	Commercial Zone	-1	2003	8260	3568 WM-15-A-02	WHEEL WORKS, BIRMINGHAM	Neighbourhood Centre	0.5	2001	52	6 Match(3)
TW-16-B-02	4 BOOTS	Commercial Zone	945	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
TW-16-B-02	4 BOOTS	Commercial Zone	945	2003	8260	3568 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
TW-16-B-02	5 NEXT	Commercial Zone	1750	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
TW-16-B-02	5 NEXT	Commercial Zone	1750	2003	8260	3568 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
TW-16-B-02	5 NEXT	Commercial Zone	1750	2003	8260	3568 WM-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
TW-16-B-02	6 MILLER BROTHERS	Commercial Zone	950	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
TW-16-B-02	6 MILLER BROTHERS	Commercial Zone	950	2003	8260	3568 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
TW-16-B-02	7 OUTFIT	Commercial Zone	1125	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
TW-16-B-02	7 OUTFIT	Commercial Zone	1125	2003	8260	3568 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
TW-16-B-02	7 OUTFIT	Commercial Zone	1125	2003	8260	3568 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
TW-16-B-02	8 POUNDSTRETCHER	Commercial Zone	1200	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
TW-16-B-02	8 POUNDSTRETCHER	Commercial Zone	1200	2003	8260	3568 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
TW-16-B-02	8 POUNDSTRETCHER	Commercial Zone	1200	2003	8260	3568 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
TW-16-B-02	9 ARGOS	Commercial Zone	1200	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
TW-16-B-02	9 ARGOS	Commercial Zone	1200	2003	8260	3568 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
TW-16-B-02	9 ARGOS	Commercial Zone	1200	2003	8260	3568 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
TW-16-B-02	10 CURRYS	Commercial Zone	1400	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
TW-16-B-02	10 CURRYS	Commercial Zone	1400	2003	8260	3568 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
TW-16-B-02	10 CURRYS	Commercial Zone	1400	2003	8260	3568 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
TW-16-B-02	11 PC WORLD	Commercial Zone	1400	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
TW-16-B-02	11 PC WORLD	Commercial Zone	1400	2003	8260	3568 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
TW-16-B-02	11 PC WORLD	Commercial Zone	1400	2003	8260	3568 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
TW-16-B-02	12 COMET	Commercial Zone	1500	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
TW-16-B-02	12 COMET	Commercial Zone	1500	2003	8260	3568 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
TW-16-B-02	12 COMET	Commercial Zone	1500	2003	8260	3568 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
TW-16-B-02	13 HARVEYS/ROSELEYS/STORIES/BENSONS	Commercial Zone	1500	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
TW-16-B-02	13 HARVEYS/ROSELEYS/STORIES/BENSONS	Commercial Zone	1500	2003	8260	3568 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
TW-16-B-02	13 HARVEYS/ROSELEYS/STORIES/BENSONS	Commercial Zone	1500	2003	8260	3568 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
TW-16-B-02	14 JIB SPORTS	Commercial Zone	950	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
TW-16-B-02	14 JIB SPORTS	Commercial Zone	950	2003	8260	3568 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
TW-16-B-02	15 NORTHERN ELECTRIC	Commercial Zone	950	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
TW-16-B-02	15 NORTHERN ELECTRIC	Commercial Zone	950	2003	8260	3568 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
TW-16-B-02	16 WALTER WALL CARPETS	Commercial Zone	720	2003	8260	3568 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(2)
TW-16-B-02	16 WALTER WALL CARPETS	Commercial Zone	720	2003	8260	3568 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(2)
TW-16-B-02	16 WALTER WALL CARPETS	Commercial Zone	720	2003	8260	3568 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(2)
TW-16-B-02	17 FRANKIE and BENNYS NEW YORK ITALIAN DI	Commercial Zone	430	2003	8260	3568 GM-06-B-01	HARRY RAMSDENS,MANCHESTER	Commercial Zone	900	1999	233	67 Match(2)
TW-16-B-02	18 UCI CINEMA	Commercial Zone	3320	2003	8260	3568 KC-07-A-01	VIRGIN,STROOD	Edge of Town	3438	1997	1127	590 Match(3)
TW-16-B-02	18 UCI CINEMA	Commercial Zone	3320	2003	8260	3568 LC-07-A-02	UCI PRESTON	Development Zone	3251	1998	1701	686 Match(3)
TW-16-B-02	18 UCI CINEMA	Commercial Zone	3320	2003	8260	3568 WM-07-A-01	UGC CINEMA, BIRMINGHAM	Suburban Area	5600	2001	1630	561 Match(3)
TW-16-B-02	19 PIZZA HUT	Commercial Zone	420	2003	8260	3568 GM-06-B-01	HARRY RAMSDENS,MANCHESTER	Commercial Zone	900	1999	233	67 Match(2)
WM-01-K-01	1 HOMEBASE	Neighbourhood Centre	3400	2000	2411	355 LC-01-E-03	WICKES	Neighbourhood Centre	2702	1996	823	131 Match(1)
WM-01-K-01	2 PC WORLD	Neighbourhood Centre	1370	2000	2411	355 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
WM-01-K-01	2 PC WORLD	Neighbourhood Centre	1370	2000	2411	355 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
WM-01-K-01	3 CURRYS	Neighbourhood Centre	1370	2000	2411	355 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
WM-01-K-01	3 CURRYS	Neighbourhood Centre	1370	2000	2411	355 CB-01-G-01	CARPHONE WAREHSE, CARLISLE	Suburban Area	300	2002	84	10 Match(3)
WM-01-K-01	3 CURRYS	Neighbourhood Centre	1370	2000	2411	355 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
WM-01-K-01	3 CURRYS	Neighbourhood Centre	1370	2000	2411	355 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
WM-01-K-01	4 COMET	Neighbourhood Centre	2100	2000	2411	355 CK-01-G-01	STERLING, TILLCULTRY	Edge of Town	12500	1997	1037	550 Match(3)
WM-01-K-01	4 COMET	Neighbourhood Centre	2100	2000	2411	355 GM-01-G-02	PC WORLD,TRAFFORD	Suburban Area	2787	1995	999	170 Match(3)
WM-01-K-01	4 COMET	Neighbourhood Centre	2100	2000	2411	355 RC-01-G-01	GRS HOMEWORLD	Edge of Town	9290	1992	1331	450 Match(3)
WM-01-K-01	4 COMET	Neighbourhood Centre	2100	2000	2411	355 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(3)
WM-01-K-01	4 COMET	Neighbourhood Centre	2100	2000	2411	355 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(3)
WM-01-K-01	4 COMET	Neighbourhood Centre	2100	2000	2411	355 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(3)
WM-01-K-01	4 COMET	Neighbourhood Centre	2100	2000	2411	355 WM-01-G-02	PC WORLD, SOLIHULL	Edge of Town	2800	2001	748	107 Match(3)
WM-01-K-01	4 COMET	Neighbourhood Centre	2100	2000	2411	355 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(3)
WM-01-K-01	4 COMET	Neighbourhood Centre	2100	2000	2411	355 KC-01-G-01	PREMIUS HOMEMAKER	Suburban Area	1248	2002	625	101 Match(3)
WM-01-K-01	4 COMET	Neighbourhood Centre	2100	2000	2411	355 BU-01-G-01	COURTS, MILTON KEYNES	Free Standing	7900	2002	503	145 Match(3)
WM-01-K-01	5 HALFORDS	Neighbourhood Centre	1500	2000	2411	355 MC-01-G-01	TOYS R US, NORWICH	Edge of Town Centre	3635	2002	562	128 Match(3)
WS-01-J-01	1 TEXAS	Edge of Town	5112	1993	8962	355 WS-01-F-02	HALFORDS,CHICHESTER	Commercial Zone	1858	1992	660	155 Match(3)
WS-01-J-01	1 TEXAS	Edge of Town	5112	1993	8962	1750 CB-01-E-01	GREAT MILLS,KENDAL	Edge of Town	3530	1992	931.5	150 Match(1)
WS-01-J-01	1 TEXAS	Edge of Town	5112	1993	8962	1750 ES-01-E-10	TEXAS,BRIGHTON	Edge of Town	3250	1989	1031	161 Match(1)
WS-01-J-01	1 TEXAS	Edge of Town	5112	1993	8962	1750 LC-01-E-01	B and Q,NELSON	Edge of Town	3809	1996	1941.5	225 Match(1)
WS-01-J-01	1 TEXAS	Edge of Town	5112	1993	8962	1750 NF-01-E-01	DO-H-ALL,GREAT YARMOUTH	Edge of Town	3252	1991	905	200 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 CB-01-A-01	ASDA,KENDAL	Edge of Town	2667	1992	3070.5	567 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 CB-01-A-02	MORRISONS,KENDAL	Edge of Town	6975	1992	2320	694 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 CH-01-A-03	ASDA,WIDNES	Edge of Town	6814	1989	2869	600 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 DC-01-A-06	SAINSBURYS,CHRISTCHURCH	Edge of Town	5720	1990	4320	555 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 DV-01-A-01	TESCO,NEWTON ABBOT	Edge of Town	5333	1992	5497	700 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 DV-01-A-15	SAINSBURYS,EXETER	Edge of Town	6081	1995	3821	624 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 DV-01-A-18	TESCO, EXETER	Edge of Town	6224	1995	4325	670 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 ES-01-A-02	ASDA,BRIGHTON	Edge of Town	9244	1991	2923.75	727 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 ES-01-A-03	ASDA,BRIGHTON	Edge of Town	9500	1993	4235	780 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 GM-01-A-10	ASDA,TAMESIDE	Edge of Town	9244	1989	4491	618 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 GM-01-A-14	ASDA,BOLTON	Edge of Town	6224	1991	3593	580 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 GM-01-A-17	ASDA,TAMESIDE	Edge of Town	9244	1995	6459	618 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 GM-01-A-23	ASDA,TAMESIDE	Edge of Town	9244	1998	6474	618 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 GM-01-A-24	TESCO, MANCHESTER	Edge of Town	6990	1998	6852	800 Match(1)

WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 HC-01-A-01	SAINSBURYS,FAREHAM	Edge of Town	5030	1993	2804	585 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 HC-01-A-02	SAINSBURYS, FAREHAM	Edge of Town	6210	1999	4475	563 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 KC-01-A-12	TESCO,WHITSTABLE	Edge of Town	6038	1994	4047	710 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 LC-01-A-01	ASDA LANCASTER	Edge of Town	6689	1989	4116	506 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 LC-01-A-09	SAINSBURYS,PRESTON	Edge of Town	5704	1993	4826	500 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 LN-01-A-04	MORRISONS,STAMFORD	Edge of Town	7017	1993	4678	595 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 NA-01-A-01	SAFEWAY, STEVENSTON	Edge of Town	5028	1999	3665	407 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 SC-01-A-01	SAINSBURYS,BURPHAM	Edge of Town	6456	1989	4891	610 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 SC-01-A-02	TESCO,REIGATE	Edge of Town	7350	1992	5640	700 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 SC-01-A-03	SAINSBURYS,GUILDFORD	Edge of Town	7012	1992	5501.5	593 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 SH-01-A-01	SAINSBURYS,MACDONALDS DRIVE	Edge of Town	5850	1993	5221	700 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 WS-01-A-02	TESCO,HORSHAM	Edge of Town	6503	1987	5417	647 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 WS-01-A-05	SAINSBURYS,CHICHESTER	Edge of Town	5769	1991	4110	639 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 DC-01-A-07	SAINSBURYS,CHRISTCHURCH	Edge of Town	5720	1997	5221	589 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 NT-01-A-02	ASDA, MANSFIELD	Edge of Town	8081	2000	6326	601 Match(1)
WS-01-J-01	2 TESCO	Edge of Town	7435	1993	8962	1750 NT-01-A-03	SAFEWAY	Edge of Town	5016	2000	4644	761 Match(1)
WS-01-J-01	3 MARKS and SPENCER	Edge of Town	10037	1993	8962	1750 CK-01-G-01	STERLING, TILLCULTRY	Edge of Town	12500	1997	1037	550 Match(1)
WS-01-J-01	3 MARKS and SPENCER	Edge of Town	10037	1993	8962	1750 GM-01-G-01	AQUATIC SUPERSTORE	Edge of Town	7969	1991	527	70 Match(1)
WS-01-J-01	3 MARKS and SPENCER	Edge of Town	10037	1993	8962	1750 RC-01-G-01	CRS HOMEWORLD	Edge of Town	9290	1992	1331	450 Match(1)
WS-01-K-07	1 COURTS	Commercial Zone	3716	1996	3975	535 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(1)
WS-01-K-07	1 COURTS	Commercial Zone	3716	1996	3975	535 WM-01-G-03	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
WS-01-K-07	1 COURTS	Commercial Zone	3716	1996	3975	535 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
WS-01-K-07	2 CURRYS	Commercial Zone	1194	1996	3975	535 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
WS-01-K-07	2 CURRYS	Commercial Zone	1194	1996	3975	535 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
WS-01-K-07	2 CURRYS	Commercial Zone	1194	1996	3975	535 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
WS-01-K-07	3 HALFORDS	Commercial Zone	1234	1996	3975	535 WS-01-F-02	HALFORDS,CHICHESTER	Commercial Zone	1858	1992	660	155 Match(1)
WS-01-K-07	4 POWERHOUSE	Commercial Zone	1205	1996	3975	535 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
WS-01-K-07	4 POWERHOUSE	Commercial Zone	1205	1996	3975	535 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
WS-01-K-07	4 POWERHOUSE	Commercial Zone	1205	1996	3975	535 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
WS-01-K-07	5 ALLIED CARPETS	Commercial Zone	1904	1996	3975	535 WM-01-G-03	DFS, BIRMINGHAM	Commercial Zone	3600	2001	494	107 Match(1)
WS-01-K-07	5 ALLIED CARPETS	Commercial Zone	1904	1996	3975	535 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
WS-01-K-07	5 ALLIED CARPETS	Commercial Zone	1904	1996	3975	535 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
WS-01-K-07	5 ALLIED CARPETS	Commercial Zone	1904	1996	3975	535 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
WS-01-K-07	6 HARVEYS and CARPET RIGHT	Commercial Zone	1498	1996	3975	535 WM-01-G-01	STAPLES, BIRMINGHAM	Commercial Zone	1880	2000	448	101 Match(1)
WS-01-K-07	6 HARVEYS and CARPET RIGHT	Commercial Zone	1498	1996	3975	535 WM-01-G-04	COMET, SOLIHULL	Commercial Zone	2100	2001	651	147 Match(1)
WS-01-K-07	6 HARVEYS and CARPET RIGHT	Commercial Zone	1498	1996	3975	535 KC-01-G-03	TOY SUPERSTORE, CANTERBURY	Commercial Zone	1500	2002	696	91 Match(1)
WS-01-K-07	7 TEXAS HOMECARE	Commercial Zone	3792	1996	3975	535 ES-01-E-07	DO-IT-ALL, WORTHING	Commercial Zone	3605	1992	1169	180 Match(1)

CENTRUM HOUSE, 38 QUEEN STREET, GLASGOW G1 3DX

T 0141 221 4030 **F** 0141 221 4050
E glasgow@jmp.co.uk **W** www.jmp.co.uk

3RD FLOOR, CATHEDRAL BUILDINGS, DEAN STREET, NEWCASTLE UPON TYNE NE1 1PG

T 0191 261 2261 **F** 0191 261 1122
E newcastle@jmp.co.uk **W** www.jmp.co.uk

SCOTTISH AMICABLE BUILDING, 11 DONEGALL SQUARE SOUTH, BELFAST BT1 5JE

T 02890 434646 **F** 02890 434647
E belfast@jmp.co.uk **W** www.jmp.co.uk

MINERVA HOUSE, EAST PARADE, LEEDS LS1 5PS

T 0113 244 4347 **F** 0113 242 3753
E leeds@jmp.co.uk **W** www.jmp.co.uk

BLACKFRIARS HOUSE, PARSONAGE, MANCHESTER M3 2JA

T 0161 831 5600 **F** 0161 831 5601
E manchester@jmp.co.uk **W** www.jmp.co.uk

CASTLE CHAMBERS, 43 CASTLE STREET, LIVERPOOL L2 9SH

T 0151 231 6140 **F** 0151 231 6141
E liverpool@jmp.co.uk **W** www.jmp.co.uk

LATCHFORD HOUSE, SHENSTONE BUSINESS PARK, LYNN LANE, SHENSTONE, LICHFIELD, STAFFORDSHIRE WS14 0SB

T 01543-482300 **F** 01543-482399
E lichfield@jmp.co.uk **W** www.jmp.co.uk

AUDREY HOUSE, 16-20 ELY PLACE, LONDON, EC1N 6SN

T 020 7405 2800 **F** 020 7430 9049
E london@jmp.co.uk **W** www.jmp.co.uk

THE LANTERNS, LANTERNS COURT, MILLHARBOUR, LONDON E14 9TU

T 020 7515 5579 **F** 020 7538 2946
E docklands@jmp.co.uk **W** www.jmp.co.uk

7TH FLOOR, TOWER POINT 44, NORTH ROAD, BRIGHTON BN1 1YR

T 01273 666380 **F** 01273 666381
E brighton@jmp.co.uk **W** www.jmp.co.uk

JMP Consultants Ltd, Registered Office: Centrum House, 38 Queen Street, Glasgow G1 3DX. Registered in Scotland No. 88006

Appendix F Trip Generation by Land Use

		Weekday AM Peak Hour		Weekday PM Peak Hour	
		In	Out	In	Out
Pedestrian	Discount Foodstore	5	3	16	17
	20 Lane Bowling Alley	0	0	49	40
	Gym	3	5	12	3
	8 Screen Cinema	0	0	15	17
	Drive Thru	0	0	0	1
	Restaurants	0	0	9	3
	Public House	0	0	14	7
	60 Bed Hotel	4	5	3	3
	Total	12	13	118	91
Cycle	Discount Foodstore	0	1	1	1
	20 Lane Bowling Alley	0	0	0	0
	Gym	0	1	3	3
	8 Screen Cinema	0	0	0	0
	Drive Thru	0	0	0	0
	Restaurants	0	0	0	0
	Public House	0	0	0	0
	60 Bed Hotel	0	0	0	0
	Total	0	2	4	4
Public Transport/Taxi	Discount Foodstore	2	2	3	2
	20 Lane Bowling Alley	0	0	6	18
	Gym	1	1	1	1
	8 Screen Cinema	0	0	11	4
	Drive Thru	0	0	0	0
	Restaurants	0	0	4	5
	Public House	0	0	4	0
	60 Bed Hotel	0	1	1	0
	Total	3	4	30	30
Car Passenger	Discount Foodstore	3	2	27	27
	20 Lane Bowling Alley	0	0	25	9
	Gym	1	1	3	3
	8 Screen Cinema	0	0	47	22
	Drive Thru	0	0	4	4
	Restaurants	0	0	43	24
	Public House	0	0	23	8
	60 Bed Hotel	0	3	5	0
	Total	4	6	134	97
Car Driver	Discount Foodstore	16	10	51	62
	20 Lane Bowling Alley	0	0	23	24
	Gym	7	19	60	46
	8 Screen Cinema	0	0	45	30
	Drive Thru	20	15	36	35
	Restaurants	0	0	51	34
	Public House	0	0	21	14
	60 Bed Hotel	6	14	12	5
	Total	49	58	299	216

Total	Discount Foodstore	26	19	98	109
	20 Lane Bowling Alley	0	0	103	91
	Gym	12	27	79	56
	8 Screen Cinema	0	0	118	73
	Drive Thru	20	15	40	40
	Restaurants	0	0	107	66
	Public House	0	0	62	29
	60 Bed Hotel	10	23	21	8
	Total	68	84	628	472

Appendix G Traffic Survey Data

Waterlooville - Manual Traffic Survey, Thursday 26th April 2012

Produced by Community Systems Ltd.

Junction: (1) Hambledon Road / Milton Road / Elettra Avenue

Approach: Hambledon Road (North)

TIME	Left to Milton Road								S/B to Hambledon Road (South)								Right to Elettra Avenue							
	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL
0700 - 0715	0	0	1	0	0	0	0	1	0	1	108	16	1	0	1	127	0	0	6	1	0	0	0	7
0715 - 0730	0	1	1	3	0	0	0	5	0	1	112	19	1	0	0	133	0	0	11	1	1	0	0	13
0730 - 0745	0	0	5	1	0	0	0	6	1	2	125	14	3	2	0	147	0	0	11	1	0	0	0	12
0745 - 0800	0	0	9	1	0	0	0	10	0	1	147	23	2	0	0	173	0	0	12	5	0	0	0	17
Hourly Total	0	1	16	5	0	0	0	22	1	5	492	72	7	2	1	580	0	0	40	8	1	0	0	49
0800 - 0815	0	0	2	1	0	0	1	4	0	1	178	21	5	0	2	207	0	0	17	4	0	0	0	21
0815 - 0830	0	0	4	2	0	0	0	6	1	1	184	14	6	0	0	206	0	0	21	1	0	0	0	22
0830 - 0845	0	0	4	0	0	0	0	4	0	3	139	19	1	2	0	164	0	1	18	3	2	0	0	24
0845 - 0900	0	0	16	2	0	0	0	18	0	2	161	17	2	2	0	184	0	0	34	1	1	0	0	36
Hourly Total	0	0	26	5	0	0	1	32	1	7	662	71	14	4	2	761	0	1	90	9	3	0	0	103
0900 - 0915	0	0	4	1	0	0	0	5	0	1	120	17	4	0	1	143	0	0	20	3	1	0	0	24
0915 - 0930	0	0	4	0	2	0	0	6	0	1	97	14	4	1	0	117	0	0	10	0	0	0	0	10
0930 - 0945	0	0	11	2	0	0	0	13	1	0	90	10	6	1	0	108	0	0	6	2	0	0	0	8
0945 - 1000	0	0	7	0	0	0	0	7	0	0	99	13	7	0	0	119	0	0	9	2	0	0	0	11
Hourly Total	0	0	26	3	2	0	0	31	1	2	406	54	21	2	1	487	0	0	45	7	1	0	0	53
Session Total	0	1	68	13	2	0	1	85	3	14	1560	197	42	8	4	1828	0	1	175	24	5	0	0	205
1600 - 1615	0	0	9	1	0	0	0	10	0	2	99	17	4	1	1	124	0	0	5	2	0	0	0	7
1615 - 1630	0	0	6	0	0	1	0	7	0	1	94	22	3	0	1	121	0	0	8	1	0	0	0	9
1630 - 1645	0	0	4	0	0	0	0	4	1	1	78	17	3	3	0	103	0	0	8	1	0	0	0	9
1645 - 1700	0	0	12	2	0	0	0	14	0	0	89	23	1	0	0	113	0	0	13	2	0	0	0	15
Hourly Total	0	0	31	3	0	1	0	35	1	4	360	79	11	4	2	461	0	0	34	6	0	0	0	40
1700 - 1715	0	0	25	2	0	0	0	27	5	0	128	11	2	0	0	146	0	0	10	2	0	0	0	12
1715 - 1730	0	0	11	1	0	0	0	12	0	0	106	26	3	0	0	135	0	0	5	3	1	0	0	9
1730 - 1745	0	0	5	1	0	0	0	6	0	0	97	12	0	1	1	111	0	0	7	1	0	0	0	8
1745 - 1800	0	0	7	0	0	0	0	7	0	1	100	12	1	0	1	115	0	0	6	0	0	0	0	6
Hourly Total	0	0	48	4	0	0	0	52	5	1	431	61	6	1	2	507	0	0	28	6	1	0	0	35
1800 - 1815	0	0	0	0	0	0	0	0	0	1	86	14	0	0	0	101	0	0	2	1	0	0	0	3
1815 - 1830	0	0	4	0	0	0	0	4	0	0	89	9	0	1	1	100	0	0	3	2	0	0	0	5
1830 - 1845	0	1	8	1	0	0	0	10	1	1	87	7	0	0	0	96	0	0	1	1	0	0	0	2
1845 - 1900	0	0	6	1	0	0	0	7	0	1	84	10	0	0	1	96	0	0	8	1	0	0	0	9
Hourly Total	0	1	18	2	0	0	0	21	1	3	346	40	0	1	2	393	0	0	14	5	0	0	0	19
Session Total	0	1	97	9	0	1	0	108	7	8	1137	180	17	6	6	1361	0	0	76	17	1	0	0	94

Waterlooville - Manual Traffic Survey, Thursday 26th April 2012

Produced by Community Systems Ltd.

Junction: (1) Hambledon Road / Milton Road / Elettra Avenue

Approach: Milton Road

TIME	Left to Hambledon Road (South)								W/B to Elettra Avenue								Right to Hambledon Road (North)							
	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL
0700 - 0715	1	1	68	10	1	0	3	84	1	0	20	3	1	0	0	25	0	1	2	2	0	0	0	5
0715 - 0730	0	0	69	10	2	0	2	83	0	0	18	2	1	0	0	21	0	0	4	4	0	0	0	8
0730 - 0745	1	3	92	19	2	0	3	120	0	0	10	5	0	0	0	15	0	0	13	3	0	0	0	16
0745 - 0800	0	1	80	13	0	0	1	95	1	0	18	4	0	0	1	24	0	1	19	3	0	0	0	23
Hourly Total	2	5	309	52	5	0	9	382	2	0	66	14	2	0	1	85	0	2	38	12	0	0	0	52
0800 - 0815	0	1	85	9	1	0	4	100	0	1	18	0	0	0	0	19	0	0	17	2	0	0	0	19
0815 - 0830	0	0	88	6	0	0	1	95	0	0	21	1	0	0	0	22	0	0	20	0	0	0	0	20
0830 - 0845	0	0	121	8	2	0	6	137	0	0	19	1	0	0	0	20	0	0	18	2	0	0	0	20
0845 - 0900	0	2	95	4	1	0	2	104	0	0	34	0	0	0	0	34	0	0	22	4	0	1	0	27
Hourly Total	0	3	389	27	4	0	13	436	0	1	92	2	0	0	0	95	0	0	77	8	0	1	0	86
0900 - 0915	0	1	91	11	1	0	1	105	0	0	30	6	0	0	1	37	0	0	18	2	0	0	0	20
0915 - 0930	0	0	74	8	2	0	3	87	0	0	21	0	0	0	0	21	0	0	8	0	0	0	0	8
0930 - 0945	0	1	78	9	0	0	4	92	0	0	14	0	1	0	0	15	0	0	9	1	0	0	0	10
0945 - 1000	0	0	88	6	0	0	2	96	0	0	14	5	0	0	1	20	0	0	10	0	0	0	0	10
Hourly Total	0	2	331	34	3	0	10	380	0	0	79	11	1	0	2	93	0	0	45	3	0	0	0	48
Session Total	2	10	1029	113	12	0	32	1198	2	1	237	27	3	0	3	273	0	2	160	23	0	1	0	186
1600 - 1615	0	1	67	13	2	0	2	85	0	0	4	2	0	0	1	7	0	0	9	1	0	0	0	10
1615 - 1630	1	1	66	12	2	0	2	84	0	0	12	5	0	0	0	17	0	0	10	3	0	0	0	13
1630 - 1645	0	0	46	13	2	0	2	63	0	0	10	1	0	0	0	11	0	0	7	1	0	0	0	8
1645 - 1700	0	1	73	11	1	0	2	88	0	0	15	2	0	0	1	18	0	0	8	2	0	0	0	10
Hourly Total	1	3	252	49	7	0	8	320	0	0	41	10	0	0	2	53	0	0	34	7	0	0	0	41
1700 - 1715	0	0	64	3	3	0	2	72	0	0	13	3	0	0	0	16	0	0	13	1	0	0	0	14
1715 - 1730	0	0	56	15	1	0	2	74	0	0	10	1	0	0	0	11	0	0	11	1	0	1	0	13
1730 - 1745	0	2	55	11	0	0	2	70	0	0	10	1	0	0	0	11	0	0	15	0	0	0	0	15
1745 - 1800	0	0	66	8	0	0	3	77	0	1	9	1	0	0	0	11	0	1	6	0	0	0	0	7
Hourly Total	0	2	241	37	4	0	9	293	0	1	42	6	0	0	0	49	0	1	45	2	0	1	0	49
1800 - 1815	1	1	47	5	3	0	3	60	0	0	4	0	0	0	0	4	0	0	7	1	0	0	0	8
1815 - 1830	0	1	53	7	1	0	2	64	0	0	5	0	0	0	0	5	0	0	7	1	0	0	0	8
1830 - 1845	0	0	62	7	0	0	3	72	0	0	6	0	0	0	0	6	0	0	9	0	0	0	0	9
1845 - 1900	0	0	73	8	0	0	2	83	0	0	11	0	0	0	0	11	0	0	15	0	0	0	0	15
Hourly Total	1	2	235	27	4	0	10	279	0	0	26	0	0	0	0	26	0	0	38	2	0	0	0	40
Session Total	2	7	728	113	15	0	27	892	0	1	109	16	0	0	2	128	0	1	117	11	0	1	0	130

Waterlooville - Manual Traffic Survey, Thursday 26th April 2012

Produced by Community Systems Ltd.

Junction: (1) Hambledon Road / Milton Road / Elettra Avenue

Approach: Hambledon Road (South)

TIME	Left to Elettra Avenue								N/B to Hambledon Road (North)								Right to Milton Road								U - Turn							
	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL
0700 - 0715	1	1	54	6	0	0	0	62	0	0	57	22	3	0	0	82	0	0	12	5	0	0	3	20	0	0	0	1	1	0	0	2
0715 - 0730	2	1	51	5	1	2	0	62	0	0	57	30	9	0	2	98	0	0	16	7	2	0	1	26	0	0	0	1	0	0	0	1
0730 - 0745	0	0	46	5	1	0	0	52	0	0	98	21	2	2	1	124	0	0	26	13	2	0	4	45	0	0	0	2	0	0	0	2
0745 - 0800	1	2	66	7	0	1	0	77	0	1	94	20	3	1	1	120	0	0	30	7	1	0	2	40	0	0	0	3	0	0	0	3
Hourly Total	4	4	217	23	2	3	0	253	0	1	306	93	17	3	4	424	0	0	84	32	5	0	10	131	0	0	0	7	1	0	0	8
0800 - 0815	0	0	67	8	0	0	0	75	0	0	80	24	6	0	2	112	0	0	37	15	5	0	3	60	0	0	0	6	0	0	0	6
0815 - 0830	2	0	81	4	1	0	0	88	0	1	112	14	9	0	1	137	0	0	19	10	3	0	2	34	0	0	0	11	0	0	0	11
0830 - 0845	1	0	76	6	1	1	0	85	0	0	101	18	3	0	0	122	0	1	32	8	1	0	2	44	0	0	0	4	0	0	0	4
0845 - 0900	1	0	93	13	1	0	0	108	0	0	94	21	7	0	0	122	0	0	57	10	2	0	3	72	0	0	0	6	0	0	0	6
Hourly Total	4	0	317	31	3	1	0	356	0	1	387	77	25	0	3	493	0	1	145	43	11	0	10	210	0	0	0	27	0	0	0	27
0900 - 0915	0	1	57	7	0	0	0	65	0	0	99	20	2	1	1	123	0	0	50	5	0	0	2	57	0	0	0	1	0	0	0	1
0915 - 0930	0	0	68	11	0	0	1	80	0	0	89	14	2	0	1	106	0	0	51	10	0	0	4	65	0	0	0	7	1	0	0	8
0930 - 0945	0	1	23	5	1	0	0	30	0	0	62	10	2	0	0	74	0	0	43	10	2	0	1	56	0	0	0	3	0	0	0	3
0945 - 1000	0	1	35	5	1	0	0	42	0	0	90	15	0	0	0	105	0	0	39	12	0	0	3	54	0	0	0	0	0	0	0	0
Hourly Total	0	3	183	28	2	0	1	217	0	0	340	59	6	1	2	408	0	0	183	37	2	0	10	232	0	0	0	11	1	0	0	12
Session Total	8	7	717	82	7	4	1	826	0	2	1033	229	48	4	9	1325	0	1	412	112	18	0	30	573	0	0	0	45	2	0	0	47
1600 - 1615	1	0	15	3	0	0	0	19	1	0	151	14	5	1	0	172	1	3	111	19	3	0	4	141	0	0	1	2	0	0	0	3
1615 - 1630	2	0	24	4	1	0	0	31	0	1	137	17	2	0	0	157	1	1	89	14	0	0	2	107	0	1	1	1	0	0	0	3
1630 - 1645	1	0	11	5	1	0	1	19	0	3	166	22	5	0	0	196	2	3	106	12	1	0	2	126	0	0	0	1	0	0	0	1
1645 - 1700	1	0	23	1	0	0	0	25	1	2	160	22	4	0	0	189	0	1	111	15	0	0	4	131	0	0	2	1	1	0	0	4
Hourly Total	5	0	73	13	2	0	1	94	2	6	614	75	16	1	0	714	4	8	417	60	4	0	12	505	0	1	4	5	1	0	0	11
1700 - 1715	0	1	17	3	0	0	0	21	0	0	171	23	4	0	1	199	1	3	148	18	1	0	2	173	0	0	13	3	0	0	0	16
1715 - 1730	0	0	20	4	2	0	0	26	0	3	163	20	2	0	2	190	0	0	111	16	3	0	0	130	0	0	8	1	0	0	0	9
1730 - 1745	0	0	14	4	0	0	1	19	0	0	177	20	1	0	1	199	1	3	124	15	1	0	2	146	0	0	8	2	0	0	0	10
1745 - 1800	0	0	13	2	0	0	0	15	1	5	167	14	1	1	0	189	0	1	134	12	2	0	3	152	0	0	12	1	0	0	0	13
Hourly Total	0	1	64	13	2	0	1	81	1	8	678	77	8	1	4	777	2	7	517	61	7	0	7	601	0	0	41	7	0	0	0	48
1800 - 1815	0	0	11	1	0	0	1	13	0	0	129	13	2	0	0	144	0	1	88	9	2	0	2	102	0	0	6	0	0	0	0	6
1815 - 1830	0	0	14	0	0	0	1	15	1	2	142	10	1	0	1	157	0	2	108	9	1	0	2	122	0	2	4	0	0	0	0	6
1830 - 1845	2	1	17	1	0	0	0	21	0	1	122	11	1	0	0	135	0	0	70	6	0	0	2	78	0	0	1	0	0	0	0	1
1845 - 1900	0	1	18	0	0	0	0	19	0	1	100	8	2	0	0	111	0	0	44	5	1	0	3	53	0	0	2	0	0	0	0	2
Hourly Total	2	2	60	2	0	0	2	68	1	4	493	42	6	0	1	547	0	3	310	29	4	0	9	355	0	2	13	0	0	0	0	15
Session Total	7	3	197	28	4	0	4	243	4	18	1785	194	30	2	5	2038	6	18	1244	150	15	0	28	1461	0	3	58	12	1	0	0	74

Waterlooville - Manual Traffic Survey, Thursday 26th April 2012

Produced by Community Systems Ltd.

Junction: (1) Hambledon Road / Milton Road / Elettra Avenue

Approach: Elettra Avenue

TIME	Left to Hambledon Road (North)								E/B to Milton Road								Right to Hambledon Road (South)							
	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL
0700 - 0715	0	0	6	4	0	0	0	10	0	0	6	3	0	0	0	9	0	0	19	5	1	0	0	25
0715 - 0730	1	1	5	5	0	1	0	13	0	0	1	3	0	0	0	4	1	0	15	8	0	1	0	25
0730 - 0745	0	0	5	0	0	0	0	5	0	0	2	1	0	0	0	3	0	0	15	14	3	0	0	32
0745 - 0800	1	1	5	3	1	0	0	11	0	0	5	3	0	0	0	8	0	0	18	10	0	1	1	30
Hourly Total	2	2	21	12	1	1	0	39	0	0	14	10	0	0	0	24	1	0	67	37	4	2	1	112
0800 - 0815	0	0	7	7	0	0	0	14	0	0	10	3	0	0	0	13	0	1	18	10	3	0	0	32
0815 - 0830	0	0	12	3	1	0	0	16	0	0	4	1	0	0	0	5	0	0	21	9	2	1	0	33
0830 - 0845	0	0	9	7	1	0	0	17	0	0	5	4	0	0	0	9	0	0	18	14	2	0	0	34
0845 - 0900	0	0	21	4	0	0	0	25	0	0	11	3	1	0	0	15	0	0	25	5	3	0	0	33
Hourly Total	0	0	49	21	2	0	0	72	0	0	30	11	1	0	0	42	0	1	82	38	10	1	0	132
0900 - 0915	1	0	25	5	0	0	0	31	1	0	8	5	0	0	0	14	0	0	38	9	3	2	1	53
0915 - 0930	0	0	16	5	1	0	0	22	1	0	8	5	1	0	1	16	2	0	27	5	1	0	0	35
0930 - 0945	0	0	13	6	0	0	0	19	3	0	12	5	0	0	0	20	1	0	23	6	1	0	0	31
0945 - 1000	0	0	14	6	0	0	0	20	1	0	12	6	0	0	0	19	2	0	25	11	2	0	1	41
Hourly Total	1	0	68	22	1	0	0	92	6	0	40	21	1	0	1	69	5	0	113	31	7	2	2	160
Session Total	3	2	138	55	4	1	0	203	6	0	84	42	2	0	1	135	6	1	262	106	21	5	3	404
1600 - 1615	0	0	20	4	0	0	0	24	0	0	17	3	1	0	0	21	0	3	65	3	1	0	1	73
1615 - 1630	0	0	21	5	2	0	0	28	0	0	13	1	0	0	0	14	0	0	36	5	2	1	0	44
1630 - 1645	0	0	34	2	0	0	0	36	0	1	28	2	0	0	1	32	2	2	79	12	2	0	0	97
1645 - 1700	3	0	17	9	0	0	0	29	0	0	27	2	1	0	0	30	0	0	65	4	1	0	1	71
Hourly Total	3	0	92	20	2	0	0	117	0	1	85	8	2	0	1	97	2	5	245	24	6	1	2	285
1700 - 1715	0	0	46	6	0	0	0	52	0	0	38	8	0	0	0	46	0	1	75	2	0	0	0	78
1715 - 1730	0	0	33	8	0	0	0	41	0	0	34	2	0	0	0	36	0	1	57	5	0	0	0	63
1730 - 1745	0	0	38	3	0	0	0	41	0	0	33	3	1	0	1	38	0	0	99	7	0	0	0	106
1745 - 1800	1	1	18	1	0	0	0	21	1	0	18	1	0	0	0	20	1	0	53	7	1	0	0	62
Hourly Total	1	1	135	18	0	0	0	155	1	0	123	14	1	0	1	140	1	2	284	21	1	0	0	309
1800 - 1815	0	0	13	2	0	0	0	15	1	1	24	2	1	0	0	29	0	0	63	2	0	0	1	66
1815 - 1830	0	0	16	0	0	0	0	16	0	1	18	0	0	0	0	19	0	0	34	0	0	0	0	34
1830 - 1845	0	0	9	1	0	0	0	10	0	0	10	0	0	0	1	11	1	0	23	4	0	0	0	28
1845 - 1900	0	0	13	1	0	0	0	14	0	0	16	0	0	0	0	16	0	0	36	3	1	0	0	40
Hourly Total	0	0	51	4	0	0	0	55	1	2	68	2	1	0	1	75	1	0	156	9	1	0	1	168
Session Total	4	1	278	42	2	0	0	327	2	3	276	24	4	0	3	312	4	7	685	54	8	1	3	762

Waterlooville - Manual Traffic Survey, Thursday 26th April 2012

Produced by Community Systems Ltd.

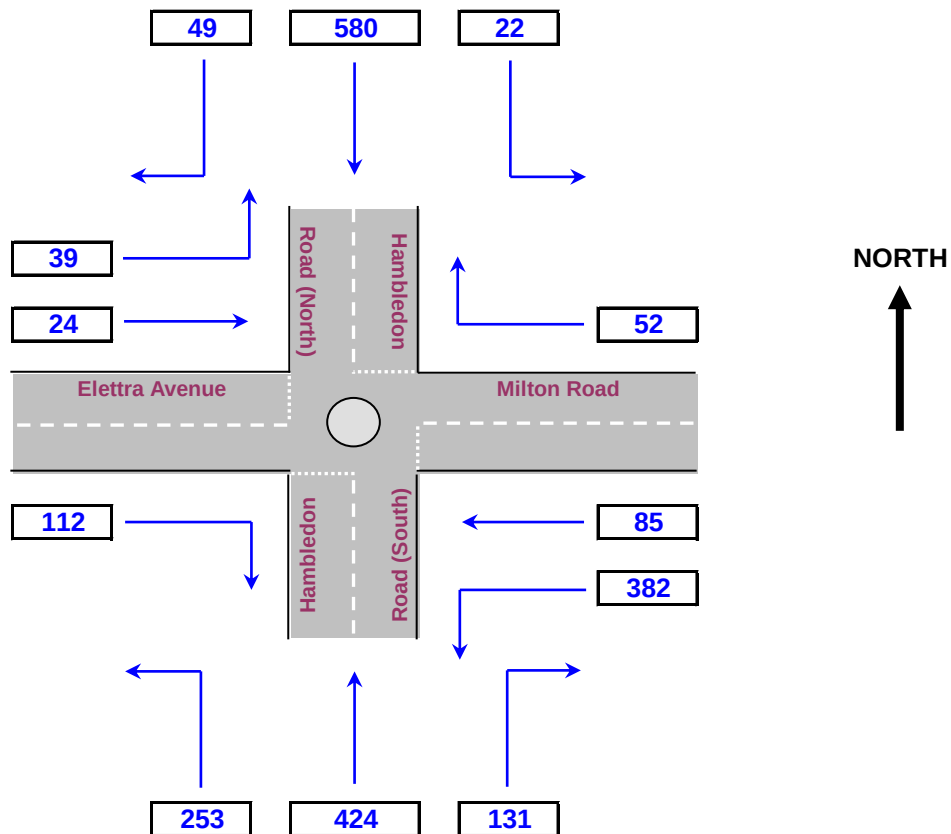
Junction: (1) Hambledon Road / Milton Road / Elettra Avenue

Vehicle Class: ALL CLASSES

Start Time: 1) 0700

End Time: 1) 0800

☐ Peak Hour



Note: The diagram above is schematic only and may not completely represent the exact layout of the actual junction surveyed
Please do NOT insert or delete rows or columns in the data sheets to the left of this diagram as this may result in erratic or inaccurate results

Waterlooville - Manual Traffic Survey, Thursday 26th April 2012

Produced by Community Systems Ltd.

Junction: (1) Hambledon Road / Milton Road / Elettra Avenue

Data: Static Queues

	Hambledon Road N)		Milton Road	Hambledon Road (S)		Elettra Avenue	
TIME	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2	Lane 1	Lane 2
07:00	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0
07:10	1	0	2	0	0	0	0
07:15	0	0	0	0	0	0	0
07:20	2	0	0	0	0	0	0
07:25	2	0	0	0	0	0	0
07:30	1	3	1	0	0	0	0
07:35	1	0	2	0	0	0	0
07:40	0	0	0	0	0	0	0
07:45	3	2	0	0	0	0	0
07:50	4	0	2	0	0	0	0
07:55	3	2	1	1	0	0	0
08:00	5	1	1	1	2	0	0
08:05	4	1	1	2	1	0	0
08:10	3	1	2	2	1	0	0
08:15	0	0	1	0	0	0	0
08:20	1	2	3	0	1	0	0
08:25	3	2	1	0	0	0	0
08:30	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0
08:40	2	1	0	0	0	0	0
08:45	2	0	3	1	2	0	0
08:50	2	0	2	2	0	0	0
08:55	3	2	0	0	0	0	0
09:00	2	1	1	1	0	0	0
09:05	3	1	1	0	0	0	0
09:10	2	1	0	0	0	0	0
09:15	2	0	2	0	0	0	0
09:20	0	0	2	0	0	0	0
09:25	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0
09:35	0	0	2	0	0	0	0
09:40	0	0	0	0	0	0	0
09:45	3	0	2	0	0	3	0
09:50	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0

	Hambledon Road N)		Milton Road	Hambledon Road (S)		Elettra Avenue	
TIME	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2	Lane 1	Lane 2
16:00	4	1	0	0	0	3	1
16:05	7	1	0	0	0	5	3
16:10	3	1	0	0	0	0	2
16:15	2	1	0	0	0	1	3
16:20	1	1	0	0	0	2	4
16:25	2	1	0	0	0	3	0
16:30	3	1	0	0	0	2	3
16:35	2	1	0	0	0	4	5
16:40	3	1	0	0	0	1	7
16:45	4	0	0	0	0	4	5
16:50	3	2	0	0	0	2	5
16:55	5	3	0	0	0	0	4
17:00	4	2	0	0	0	7	9
17:05	15	13	0	3	3	12	13
17:10	5	2	0	0	0	9	16
17:15	2	2	0	0	0	3	6
17:20	4	1	0	0	0	6	7
17:25	3	1	0	0	0	2	3
17:30	5	2	0	0	0	3	2
17:35	6	2	0	0	0	4	7
17:40	2	2	0	0	0	10	15
17:45	5	2	0	0	0	1	3
17:50	6	3	0	0	0	2	5
17:55	3	1	0	0	0	2	4
18:00	2	1	0	0	0	1	2
18:05	1	1	0	0	0	0	3
18:10	2	1	0	0	0	1	2
18:15	0	0	0	0	0	0	0
18:20	2	0	0	0	0	2	3
18:25	2	0	0	0	0	1	1
18:30	1	0	0	0	0	0	0
18:35	1	1	0	0	0	0	0
18:40	2	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0

Note: All Queues expressed in PCUs
Lane 1 is Driver's nearside

Waterlooville - Manual Traffic Survey, Thursday 26th April 2012

Produced by Community Systems Ltd.

Junction: (1) Hambledon Road / Milton Road / Elettra Avenue

Approach: Hambledon Road (North)

	Left to Milton Road										S/B to Hambledon Road (South)										Right to Elettra Avenue									
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL
0700 - 0715	0	0	1	0	0	0	0	1	0	1	0	1	108	16	1	0	1	127	2	127	0	0	6	1	0	0	0	7	0	7
0715 - 0730	0	1	1	3	0	0	0	5	0	5	0	1	112	19	1	0	0	133	1	133	0	0	11	1	1	0	0	13	1	13
0730 - 0745	0	0	5	1	0	0	0	6	0	6	1	2	125	14	3	2	0	146	5	147	0	0	11	1	0	0	0	12	0	12
0745 - 0800	0	0	9	1	0	0	0	10	0	10	0	1	147	23	2	0	0	173	2	173	0	0	12	5	0	0	0	17	0	17
Hourly Total	0	1	16	5	0	0	0	22	0	22	1	5	492	72	7	2	1	579	10	580	0	0	40	8	1	0	0	49	1	49
0800 - 0815	0	0	2	1	0	0	1	4	1	4	0	1	178	21	5	0	2	207	7	207	0	0	17	4	0	0	0	21	0	21
0815 - 0830	0	0	4	2	0	0	0	6	0	6	1	1	184	14	6	0	0	205	6	206	0	0	21	1	0	0	0	22	0	22
0830 - 0845	0	0	4	0	0	0	0	4	0	4	0	3	139	19	1	2	0	164	3	164	0	1	18	3	2	0	0	24	2	24
0845 - 0900	0	0	16	2	0	0	0	18	0	18	0	2	161	17	2	2	0	184	4	184	0	0	34	1	1	0	0	36	1	36
Hourly Total	0	0	26	5	0	0	1	32	1	32	1	7	662	71	14	4	2	760	20	761	0	1	90	9	3	0	0	103	3	103
0900 - 0915	0	0	4	1	0	0	0	5	0	5	0	1	120	17	4	0	1	143	5	143	0	0	20	3	1	0	0	24	1	24
0915 - 0930	0	0	4	0	2	0	0	6	2	6	0	1	97	14	4	1	0	117	5	117	0	0	10	0	0	0	0	10	0	10
0930 - 0945	0	0	11	2	0	0	0	13	0	13	1	0	90	10	6	1	0	107	7	108	0	0	6	2	0	0	0	8	0	8
0945 - 1000	0	0	7	0	0	0	0	7	0	7	0	0	99	13	7	0	0	119	7	119	0	0	9	2	0	0	0	11	0	11
Hourly Total	0	0	26	3	2	0	0	31	2	31	1	2	406	54	21	2	1	486	24	487	0	0	45	7	1	0	0	53	1	53
Session Total	0	1	68	13	2	0	1	85	3	85	3	14	1560	197	42	8	4	1825	54	1828	0	1	175	24	5	0	0	205	5	205
1600 - 1615	0	0	9	1	0	0	0	10	0	10	0	2	99	17	4	1	1	124	6	124	0	0	5	2	0	0	0	7	0	7
1615 - 1630	0	0	6	0	0	1	0	7	1	7	0	1	94	22	3	0	1	121	4	121	0	0	8	1	0	0	0	9	0	9
1630 - 1645	0	0	4	0	0	0	0	4	0	4	1	1	78	17	3	3	0	102	6	103	0	0	8	1	0	0	0	9	0	9
1645 - 1700	0	0	12	2	0	0	0	14	0	14	0	0	89	23	1	0	0	113	1	113	0	0	13	2	0	0	0	15	0	15
Hourly Total	0	0	31	3	0	1	0	35	1	35	1	4	360	79	11	4	2	460	17	461	0	0	34	6	0	0	0	40	0	40
1700 - 1715	0	0	25	2	0	0	0	27	0	27	5	0	128	11	2	0	0	141	2	146	0	0	10	2	0	0	0	12	0	12
1715 - 1730	0	0	11	1	0	0	0	12	0	12	0	0	106	26	3	0	0	135	3	135	0	0	5	3	1	0	0	9	1	9
1730 - 1745	0	0	5	1	0	0	0	6	0	6	0	0	97	12	0	1	1	111	2	111	0	0	7	1	0	0	0	8	0	8
1745 - 1800	0	0	7	0	0	0	0	7	0	7	0	1	100	12	1	0	1	115	2	115	0	0	6	0	0	0	0	6	0	6
Hourly Total	0	0	48	4	0	0	0	52	0	52	5	1	431	61	6	1	2	502	9	507	0	0	28	6	1	0	0	35	1	35
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	1	86	14	0	0	0	101	0	101	0	0	2	1	0	0	0	3	0	3
1815 - 1830	0	0	4	0	0	0	0	4	0	4	0	0	89	9	0	1	1	100	2	100	0	0	3	2	0	0	0	5	0	5
1830 - 1845	0	1	8	1	0	0	0	10	0	10	1	1	87	7	0	0	0	95	0	96	0	0	1	1	0	0	0	2	0	2
1845 - 1900	0	0	6	1	0	0	0	7	0	7	0	1	84	10	0	0	1	96	1	96	0	0	8	1	0	0	0	9	0	9
Hourly Total	0	1	18	2	0	0	0	21	0	21	1	3	346	40	0	1	2	392	3	393	0	0	14	5	0	0	0	19	0	19
Session Total	0	1	97	9	0	1	0	108	1	108	7	8	1137	180	17	6	6	1354	29	1361	0	0	76	17	1	0	0	94	1	94

Waterlooville - Manual Traffic Survey, Thursday 26th April 2012

Produced by Community Systems Ltd.

Junction: (1) Hambledon Road / Milton Road / Elettra Avenue

Approach: Milton Road

	Left to Hambledon Road (South)										W/B to Elettra Avenue										Right to Hambledon Road (North)									
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL
0700 - 0715	1	1	68	10	1	0	3	83	4	84	1	0	20	3	1	0	0	24	1	25	0	1	2	2	0	0	0	5	0	5
0715 - 0730	0	0	69	10	2	0	2	83	4	83	0	0	18	2	1	0	0	21	1	21	0	0	4	4	0	0	0	8	0	8
0730 - 0745	1	3	92	19	2	0	3	119	5	120	0	0	10	5	0	0	0	15	0	15	0	0	13	3	0	0	0	16	0	16
0745 - 0800	0	1	80	13	0	0	1	95	1	95	1	0	18	4	0	0	1	23	1	24	0	1	19	3	0	0	0	23	0	23
Hourly Total	2	5	309	52	5	0	9	380	14	382	2	0	66	14	2	0	1	83	3	85	0	2	38	12	0	0	0	52	0	52
0800 - 0815	0	1	85	9	1	0	4	100	5	100	0	1	18	0	0	0	0	19	0	19	0	0	17	2	0	0	0	19	0	19
0815 - 0830	0	0	88	6	0	0	1	95	1	95	0	0	21	1	0	0	0	22	0	22	0	0	20	0	0	0	0	20	0	20
0830 - 0845	0	0	121	8	2	0	6	137	8	137	0	0	19	1	0	0	0	20	0	20	0	0	18	2	0	0	0	20	0	20
0845 - 0900	0	2	95	4	1	0	2	104	3	104	0	0	34	0	0	0	0	34	0	34	0	0	22	4	0	1	0	27	1	27
Hourly Total	0	3	389	27	4	0	13	436	17	436	0	1	92	2	0	0	0	95	0	95	0	0	77	8	0	1	0	86	1	86
0900 - 0915	0	1	91	11	1	0	1	105	2	105	0	0	30	6	0	0	1	37	1	37	0	0	18	2	0	0	0	20	0	20
0915 - 0930	0	0	74	8	2	0	3	87	5	87	0	0	21	0	0	0	0	21	0	21	0	0	8	0	0	0	0	8	0	8
0930 - 0945	0	1	78	9	0	0	4	92	4	92	0	0	14	0	1	0	0	15	1	15	0	0	9	1	0	0	0	10	0	10
0945 - 1000	0	0	88	6	0	0	2	96	2	96	0	0	14	5	0	0	1	20	1	20	0	0	10	0	0	0	0	10	0	10
Hourly Total	0	2	331	34	3	0	10	380	13	380	0	0	79	11	1	0	2	93	3	93	0	0	45	3	0	0	0	48	0	48
Session Total	2	10	1029	113	12	0	32	1196	44	1198	2	1	237	27	3	0	3	271	6	273	0	2	160	23	0	1	0	186	1	186
1600 - 1615	0	1	67	13	2	0	2	85	4	85	0	0	4	2	0	0	1	7	1	7	0	0	9	1	0	0	0	10	0	10
1615 - 1630	1	1	66	12	2	0	2	83	4	84	0	0	12	5	0	0	0	17	0	17	0	0	10	3	0	0	0	13	0	13
1630 - 1645	0	0	46	13	2	0	2	63	4	63	0	0	10	1	0	0	0	11	0	11	0	0	7	1	0	0	0	8	0	8
1645 - 1700	0	1	73	11	1	0	2	88	3	88	0	0	15	2	0	0	1	18	1	18	0	0	8	2	0	0	0	10	0	10
Hourly Total	1	3	252	49	7	0	8	319	15	320	0	0	41	10	0	0	2	53	2	53	0	0	34	7	0	0	0	41	0	41
1700 - 1715	0	0	64	3	3	0	2	72	5	72	0	0	13	3	0	0	0	16	0	16	0	0	13	1	0	0	0	14	0	14
1715 - 1730	0	0	56	15	1	0	2	74	3	74	0	0	10	1	0	0	0	11	0	11	0	0	11	1	0	1	0	13	1	13
1730 - 1745	0	2	55	11	0	0	2	70	2	70	0	0	10	1	0	0	0	11	0	11	0	0	15	0	0	0	0	15	0	15
1745 - 1800	0	0	66	8	0	0	3	77	3	77	0	1	9	1	0	0	0	11	0	11	0	1	6	0	0	0	0	7	0	7
Hourly Total	0	2	241	37	4	0	9	293	13	293	0	1	42	6	0	0	0	49	0	49	0	1	45	2	0	1	0	49	1	49
1800 - 1815	1	1	47	5	3	0	3	59	6	60	0	0	4	0	0	0	0	4	0	4	0	0	7	1	0	0	0	8	0	8
1815 - 1830	0	1	53	7	1	0	2	64	3	64	0	0	5	0	0	0	0	5	0	5	0	0	7	1	0	0	0	8	0	8
1830 - 1845	0	0	62	7	0	0	3	72	3	72	0	0	6	0	0	0	0	6	0	6	0	0	9	0	0	0	0	9	0	9
1845 - 1900	0	0	73	8	0	0	2	83	2	83	0	0	11	0	0	0	0	11	0	11	0	0	15	0	0	0	0	15	0	15
Hourly Total	1	2	235	27	4	0	10	278	14	279	0	0	26	0	0	0	0	26	0	26	0	0	38	2	0	0	0	40	0	40
Session Total	2	7	728	113	15	0	27	890	42	892	0	1	109	16	0	0	2	128	2	128	0	1	117	11	0	1	0	130	1	130

Waterlooville - Manual Traffic Survey, Thursday 26th April 2012

Produced by Community Systems Ltd.

Junction: (1) Hambledon Road / Milton Road / Elettra Avenue

Approach: Hambledon Road (South)

TIME	Left to Elettra Avenue										N/B to Hambledon Road (North)										Right to Milton Road										U - Turn										
	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL	
0700 - 0715	1	1	54	6	0	0	0	61	0	62	0	0	57	22	3	0	0	82	3	82	0	0	12	5	0	0	3	20	3	20	0	0	0	0	1	1	0	0	2	1	2
0715 - 0730	2	1	51	5	1	2	0	60	3	62	0	0	57	30	9	0	2	98	11	98	0	0	16	7	2	0	1	26	3	26	0	0	0	0	1	0	0	0	1	0	1
0730 - 0745	0	0	46	5	1	0	0	52	1	52	0	0	98	21	2	2	1	124	5	124	0	0	26	13	2	0	4	45	6	45	0	0	0	0	2	0	0	0	2	0	2
0745 - 0800	1	2	66	7	0	1	0	76	1	77	0	1	94	20	3	1	1	120	5	120	0	0	30	7	1	0	2	40	3	40	0	0	0	0	3	0	0	0	3	0	3
Hourly Total	4	4	217	23	2	3	0	249	5	253	0	1	306	93	17	3	4	424	24	424	0	0	84	32	5	0	10	131	15	131	0	0	0	0	7	1	0	0	8	1	8
0800 - 0815	0	0	67	8	0	0	0	75	0	75	0	0	80	24	6	0	2	112	8	112	0	0	37	15	5	0	3	60	8	60	0	0	0	0	6	0	0	0	6	0	6
0815 - 0830	2	0	81	4	1	0	0	86	1	88	0	1	112	14	9	0	1	137	10	137	0	0	19	10	3	0	2	34	5	34	0	0	0	0	11	0	0	0	11	0	11
0830 - 0845	1	0	76	6	1	1	0	84	2	85	0	0	101	18	3	0	0	122	3	122	0	1	32	8	1	0	2	44	3	44	0	0	0	0	4	0	0	0	4	0	4
0845 - 0900	1	0	93	13	1	0	0	107	1	108	0	0	94	21	7	0	0	122	7	122	0	0	57	10	2	0	3	72	5	72	0	0	0	0	6	0	0	0	6	0	6
Hourly Total	4	0	317	31	3	1	0	352	4	356	0	1	387	77	25	0	3	493	28	493	0	1	145	43	11	0	10	210	21	210	0	0	0	0	27	0	0	0	27	0	27
0900 - 0915	0	1	57	7	0	0	0	65	0	65	0	0	99	20	2	1	1	123	4	123	0	0	50	5	0	0	2	57	2	57	0	0	0	0	1	0	0	0	1	0	1
0915 - 0930	0	0	68	11	0	0	1	80	1	80	0	0	89	14	2	0	1	106	3	106	0	0	51	10	0	0	4	65	4	65	0	0	0	0	7	1	0	0	8	1	8
0930 - 0945	0	1	23	5	1	0	0	30	1	30	0	0	62	10	2	0	0	74	2	74	0	0	43	10	2	0	1	56	3	56	0	0	0	0	3	0	0	0	3	0	3
0945 - 1000	0	1	35	5	1	0	0	42	1	42	0	0	90	15	0	0	0	105	0	105	0	0	39	12	0	0	3	54	3	54	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	3	183	28	2	0	1	217	3	217	0	0	340	59	6	1	2	408	9	408	0	0	183	37	2	0	10	232	12	232	0	0	0	0	11	1	0	0	12	1	12
Session Total	8	7	717	82	7	4	1	818	12	826	0	2	1033	229	48	4	9	1325	61	1325	0	1	412	112	18	0	30	573	48	573	0	0	0	0	45	2	0	0	47	2	47
1600 - 1615	1	0	15	3	0	0	0	18	0	19	1	0	151	14	5	1	0	171	6	172	1	3	111	19	3	0	4	140	7	141	0	0	1	2	0	0	0	3	0	3	
1615 - 1630	2	0	24	4	1	0	0	29	1	31	0	1	137	17	2	0	0	157	2	157	1	1	89	14	0	0	2	106	2	107	0	1	1	1	0	0	0	3	0	3	
1630 - 1645	1	0	11	5	1	0	1	18	2	19	0	3	166	22	5	0	0	196	5	196	2	3	106	12	1	0	2	124	3	126	0	0	0	0	1	0	0	1	0	1	
1645 - 1700	1	0	23	1	0	0	0	24	0	25	1	2	160	22	4	0	0	188	4	189	0	1	111	15	0	0	4	131	4	131	0	0	2	1	1	0	0	4	1	4	
Hourly Total	5	0	73	13	2	0	1	89	3	94	2	6	614	75	16	1	0	712	17	714	4	8	417	60	4	0	12	501	16	505	0	1	4	5	1	0	0	11	1	11	
1700 - 1715	0	1	17	3	0	0	0	21	0	21	0	0	171	23	4	0	1	199	5	199	1	3	148	18	1	0	2	172	3	173	0	0	13	3	0	0	0	16	0	16	
1715 - 1730	0	0	20	4	2	0	0	26	2	26	0	3	163	20	2	0	2	190	4	190	0	0	111	16	3	0	0	130	3	130	0	0	8	1	0	0	0	9	0	9	
1730 - 1745	0	0	14	4	0	0	1	19	1	19	0	0	177	20	1	0	1	199	2	199	1	3	124	15	1	0	2	145	3	146	0	0	8	2	0	0	0	10	0	10	
1745 - 1800	0	0	13	2	0	0	0	15	0	15	1	5	167	14	1	1	0	188	2	189	0	1	134	12	2	0	3	152	5	152	0	0	12	1	0	0	0	13	0	13	
Hourly Total	0	1	64	13	2	0	1	81	3	81	1	8	678	77	8	1	4	776	13	777	2	7	517	61	7	0	7	599	14	601	0	0	41	7	0	0	0	48	0	48	
1800 - 1815	0	0	11	1	0	0	1	13	1	13	0	0	129	13	2	0	0	144	2	144	0	1	88	9	2	0	2	102	4	102	0	0	6	0	0	0	0	6	0	6	
1815 - 1830	0	0	14	0	0	0	1	15	1	15	1	2	142	10	1	0	1	156	2	157	0	2	108	9	1	0	2	122	3	122	0	2	4	0	0	0	0	6	0	6	
1830 - 1845	2	1	17	1	0	0	0	19	0	21	0	1	122	11	1	0	0	135	1	135	0	0	70	6	0	0	2	78	2	78	0	0	1	0	0	0	1	0	1		
1845 - 1900	0	1	18	0	0	0	0	19	0	19	0	1	100	8	2	0	0	111	2	111	0	0	44	5	1	0	3	53	4	53	0	0	2	0	0	0	0	2	0	2	
Hourly Total	2	2	60	2	0	0	2	66	2	68	1	4	493	42	6	0	1	546	7	547	0	3	310	29	4	0	9	355	13	355	0	2	13	0	0	0	0	15	0	15	
Session Total	7	3	197	28	4	0	4	236	8	243	4	18	1785	194	30	2	5	2034	37	2038	6	18	1244	150	15	0	28	1455	43	1461	0	3	58	12	1	0	0	74	1	74	

Waterlooville - Manual Traffic Survey, Thursday 26th April 2012

Produced by Community Systems Ltd.

Junction: (1) Hambledon Road / Milton Road / Elettra Avenue

Approach: Elettra Avenue

	Left to Hambledon Road (North)										E/B to Milton Road										Right to Hambledon Road (South)									
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL
0700 - 0715	0	0	6	4	0	0	0	10	0	10	0	0	6	3	0	0	0	9	0	9	0	0	19	5	1	0	0	25	1	25
0715 - 0730	1	1	5	5	0	1	0	12	1	13	0	0	1	3	0	0	0	4	0	4	1	0	15	8	0	1	0	24	1	25
0730 - 0745	0	0	5	0	0	0	0	5	0	5	0	0	2	1	0	0	0	3	0	3	0	0	15	14	3	0	0	32	3	32
0745 - 0800	1	1	5	3	1	0	0	10	1	11	0	0	5	3	0	0	0	8	0	8	0	0	18	10	0	1	1	30	2	30
Hourly Total	2	2	21	12	1	1	0	37	2	39	0	0	14	10	0	0	0	24	0	24	1	0	67	37	4	2	1	111	7	112
0800 - 0815	0	0	7	7	0	0	0	14	0	14	0	0	10	3	0	0	0	13	0	13	0	1	18	10	3	0	0	32	3	32
0815 - 0830	0	0	12	3	1	0	0	16	1	16	0	0	4	1	0	0	0	5	0	5	0	0	21	9	2	1	0	33	3	33
0830 - 0845	0	0	9	7	1	0	0	17	1	17	0	0	5	4	0	0	0	9	0	9	0	0	18	14	2	0	0	34	2	34
0845 - 0900	0	0	21	4	0	0	0	25	0	25	0	0	11	3	1	0	0	15	1	15	0	0	25	5	3	0	0	33	3	33
Hourly Total	0	0	49	21	2	0	0	72	2	72	0	0	30	11	1	0	0	42	1	42	0	1	82	38	10	1	0	132	11	132
0900 - 0915	1	0	25	5	0	0	0	30	0	31	1	0	8	5	0	0	0	13	0	14	0	0	38	9	3	2	1	53	6	53
0915 - 0930	0	0	16	5	1	0	0	22	1	22	1	0	8	5	1	0	1	15	2	16	2	0	27	5	1	0	0	33	1	35
0930 - 0945	0	0	13	6	0	0	0	19	0	19	3	0	12	5	0	0	0	17	0	20	1	0	23	6	1	0	0	30	1	31
0945 - 1000	0	0	14	6	0	0	0	20	0	20	1	0	12	6	0	0	0	18	0	19	2	0	25	11	2	0	1	39	3	41
Hourly Total	1	0	68	22	1	0	0	91	1	92	6	0	40	21	1	0	1	63	2	69	5	0	113	31	7	2	2	155	11	160
Session Total	3	2	138	55	4	1	0	200	5	203	6	0	84	42	2	0	1	129	3	135	6	1	262	106	21	5	3	398	29	404
1600 - 1615	0	0	20	4	0	0	0	24	0	24	0	0	17	3	1	0	0	21	1	21	0	3	65	3	1	0	1	73	2	73
1615 - 1630	0	0	21	5	2	0	0	28	2	28	0	0	13	1	0	0	0	14	0	14	0	0	36	5	2	1	0	44	3	44
1630 - 1645	0	0	34	2	0	0	0	36	0	36	0	1	28	2	0	0	1	32	1	32	2	2	79	12	2	0	0	95	2	97
1645 - 1700	3	0	17	9	0	0	0	26	0	29	0	0	27	2	1	0	0	30	1	30	0	0	65	4	1	0	1	71	2	71
Hourly Total	3	0	92	20	2	0	0	114	2	117	0	1	85	8	2	0	1	97	3	97	2	5	245	24	6	1	2	283	9	285
1700 - 1715	0	0	46	6	0	0	0	52	0	52	0	0	38	8	0	0	0	46	0	46	0	1	75	2	0	0	0	78	0	78
1715 - 1730	0	0	33	8	0	0	0	41	0	41	0	0	34	2	0	0	0	36	0	36	0	1	57	5	0	0	0	63	0	63
1730 - 1745	0	0	38	3	0	0	0	41	0	41	0	0	33	3	1	0	1	38	2	38	0	0	99	7	0	0	0	106	0	106
1745 - 1800	1	1	18	1	0	0	0	20	0	21	1	0	18	1	0	0	0	19	0	20	1	0	53	7	1	0	0	61	1	62
Hourly Total	1	1	135	18	0	0	0	154	0	155	1	0	123	14	1	0	1	139	2	140	1	2	284	21	1	0	0	308	1	309
1800 - 1815	0	0	13	2	0	0	0	15	0	15	1	1	24	2	1	0	0	28	1	29	0	0	63	2	0	0	1	66	1	66
1815 - 1830	0	0	16	0	0	0	0	16	0	16	0	1	18	0	0	0	0	19	0	19	0	0	34	0	0	0	0	34	0	34
1830 - 1845	0	0	9	1	0	0	0	10	0	10	0	0	10	0	0	0	1	11	1	11	1	0	23	4	0	0	0	27	0	28
1845 - 1900	0	0	13	1	0	0	0	14	0	14	0	0	16	0	0	0	0	16	0	16	0	0	36	3	1	0	0	40	1	40
Hourly Total	0	0	51	4	0	0	0	55	0	55	1	2	68	2	1	0	1	74	2	75	1	0	156	9	1	0	1	167	2	168
Session Total	4	1	278	42	2	0	0	323	2	327	2	3	276	24	4	0	3	310	7	312	4	7	685	54	8	1	3	758	12	762

Waterloooville - Manual Traffic Survey, Thursday 26th April 2012

Produced by Community Systems Ltd.

Junction: (2) Waterberry Drive / Elettra Avenue

Approach: Waterberry Drive

TIME	Left to Elettra Avenue (East)								S/B to Elettra Avenue (South)								Right to Elettra Avenue (West)							
	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL
0700 - 0715	0	0	28	9	1	0	0	38	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3
0715 - 0730	0	1	23	11	0	1	0	36	1	0	0	0	0	0	0	1	0	0	2	6	0	0	0	8
0730 - 0745	0	0	20	9	2	0	0	31	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
0745 - 0800	1	1	29	12	1	1	1	46	0	0	2	0	0	0	0	2	0	0	1	1	0	0	0	2
Hourly Total	1	2	100	41	4	2	1	151	1	0	2	0	0	0	0	3	0	0	5	10	0	0	0	15
0800 - 0815	0	0	32	12	2	0	0	46	0	0	1	0	0	0	0	1	0	0	1	1	0	0	0	2
0815 - 0830	0	0	32	9	3	1	0	45	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	4
0830 - 0845	0	0	30	15	2	0	0	47	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3
0845 - 0900	0	0	49	5	4	0	0	58	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
Hourly Total	0	0	143	41	11	1	0	196	0	0	1	0	0	0	0	1	2	0	5	4	0	0	0	11
0900 - 0915	1	0	61	11	1	2	1	77	1	0	0	0	0	0	0	1	0	0	0	0	4	0	0	4
0915 - 0930	4	0	43	7	1	0	0	55	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	1
0930 - 0945	3	0	41	15	0	0	1	60	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
0945 - 1000	3	0	40	15	1	0	1	60	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	11	0	185	48	3	2	3	252	1	0	0	1	0	0	0	2	0	0	2	1	5	0	0	8
Session Total	12	2	428	130	18	5	4	599	2	0	3	1	0	0	0	6	2	0	12	15	5	0	0	34
1600 - 1615	0	3	73	3	2	0	1	82	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
1615 - 1630	0	0	56	8	3	1	0	68	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1630 - 1645	2	2	106	7	2	0	1	120	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
1645 - 1700	0	0	76	9	2	0	1	88	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Hourly Total	2	5	311	27	9	1	3	358	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	7
1700 - 1715	1	0	115	11	0	0	0	127	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11
1715 - 1730	0	1	87	9	0	0	0	97	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
1730 - 1745	0	0	117	9	1	0	1	128	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6
1745 - 1800	2	1	65	3	1	0	0	72	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
Hourly Total	3	2	384	32	2	0	1	424	0	0	0	0	0	0	0	0	0	0	19	3	0	0	0	22
1800 - 1815	1	1	82	2	0	0	1	87	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
1815 - 1830	0	0	58	0	0	0	0	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	1	0	33	3	0	0	1	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	1	0	56	2	1	0	0	60	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	3	1	229	7	1	0	2	243	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Session Total	8	8	924	66	12	1	6	1025	1	0	0	0	0	0	0	1	0	0	23	7	0	0	0	30

Waterloooville - Manual Traffic Survey, Thursday 26th April 2012

Produced by Community Systems Ltd.

Junction: (2) Waterberry Drive / Elettra Avenue

Approach: Elettra Avenue (East)

TIME	Left to Elettra Avenue (South)								W/B to Elettra Avenue (West)								Right to Waterberry Drive							
	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL
0700 - 0715	0	0	8	0	0	0	0	8	0	0	13	2	0	0	0	15	2	1	60	8	1	0	0	72
0715 - 0730	0	0	6	0	0	0	0	6	1	0	18	6	1	0	0	26	1	1	57	3	2	2	0	66
0730 - 0745	1	0	2	0	0	0	0	3	0	0	16	4	0	0	0	20	0	0	43	6	1	0	0	50
0745 - 0800	0	0	9	1	0	0	0	10	1	1	27	4	0	0	1	34	0	0	66	11	0	1	0	78
Hourly Total	1	0	25	1	0	0	0	27	2	1	74	16	1	0	1	95	3	2	226	28	4	3	0	266
0800 - 0815	0	1	13	0	0	0	0	14	0	0	19	3	0	0	0	22	0	1	68	9	0	0	0	78
0815 - 0830	0	0	6	1	0	0	0	7	0	0	29	2	0	0	0	31	2	0	89	1	1	0	0	93
0830 - 0845	0	0	12	0	0	0	0	12	0	0	17	4	1	0	0	22	1	1	85	7	2	1	0	97
0845 - 0900	0	0	11	0	0	0	0	11	1	0	31	5	1	0	0	38	1	0	120	8	1	0	0	130
Hourly Total	0	1	42	1	0	0	0	44	1	0	96	14	2	0	0	113	4	2	362	25	4	1	0	398
0900 - 0915	0	0	7	0	0	0	0	7	0	0	18	3	0	0	1	22	0	1	82	12	1	0	0	96
0915 - 0930	0	0	9	1	0	0	0	10	0	0	15	1	0	0	1	17	0	0	73	8	0	0	0	81
0930 - 0945	0	0	3	0	0	0	0	3	0	0	8	2	1	0	0	11	0	1	32	5	0	0	0	38
0945 - 1000	0	0	3	2	0	0	0	5	0	0	11	4	0	0	1	16	0	1	45	6	2	0	0	54
Hourly Total	0	0	22	3	0	0	0	25	0	0	52	10	1	0	3	66	0	3	232	31	3	0	0	269
Session Total	1	1	89	5	0	0	0	96	3	1	222	40	4	0	4	274	7	7	820	84	11	4	0	933
1600 - 1615	0	0	0	0	0	0	0	0	0	0	1	2	0	0	1	4	1	0	24	6	0	0	0	31
1615 - 1630	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	7	2	0	42	7	1	0	0	52
1630 - 1645	0	0	0	0	0	0	0	0	0	0	7	3	1	0	1	12	0	0	22	4	0	0	0	26
1645 - 1700	0	0	0	1	0	0	0	1	0	0	9	1	0	0	1	11	2	0	43	4	0	0	0	49
Hourly Total	0	0	0	1	0	0	0	1	0	0	20	10	1	0	3	34	5	0	131	21	1	0	0	158
1700 - 1715	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	9	0	1	34	5	0	0	0	40
1715 - 1730	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	6	0	0	35	3	3	0	0	41
1730 - 1745	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3	0	0	29	6	0	0	0	35
1745 - 1800	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	28	3	0	0	0	31
Hourly Total	0	0	0	0	0	0	0	0	0	1	10	8	0	0	1	20	0	1	126	17	3	0	0	147
1800 - 1815	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	16	2	0	0	0	18
1815 - 1830	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	21	2	0	0	0	23
1830 - 1845	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	3	1	0	25	2	0	0	0	28
1845 - 1900	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0	0	38	0	0	0	0	38
Hourly Total	0	0	0	0	0	0	0	0	0	2	2	2	0	0	2	8	1	0	100	6	0	0	0	107
Session Total	0	0	0	1	0	0	0	1	0	3	32	20	1	0	6	62	6	1	357	44	4	0	0	412

Waterlooville - Manual Traffic Survey, Thursday 26th April 2012

Produced by Community Systems Ltd.

Junction: (2) Waterberry Drive / Elettra Avenue

Approach: Elettra Avenue (South)

TIME	Left to Elettra Avenue (West)								N/B to Waterberry Drive								Right to Elettra Avenue (East)							
	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4	0	0	0	11
Session Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	4	0	0	0	16
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
1645 - 1700	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	16	0	0	0	0	17
1700 - 1715	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	10	1	0	0	0	12
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11
1745 - 1800	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
Hourly Total	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	42	1	0	0	0	44
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9
Session Total	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	1	1	66	2	0	0	0	70

Waterlooville - Manual Traffic Survey, Thursday 26th April 2012

Produced by Community Systems Ltd.

Junction: (2) Waterberry Drive / Elettra Avenue

Approach: Elettra Avenue (West)

TIME	Left to Waterberry Drive								E/B to Elettra Avenue (East)								Right to Elettra Avenue (South)							
	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	5	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	1	0	0	0	1	0	0	0	5	0	1	0	6	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	1	0	0	0	1	0	0	0	6	1	0	0	7	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	2	0	0	0	2	0	0	2	18	1	1	0	22	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	4	7	1	0	0	12	0	0	0	0	0	0	0	0
0815 - 0830	0	0	1	0	0	0	0	1	0	0	4	5	1	0	0	10	0	0	0	0	0	0	0	0
0830 - 0845	0	0	1	0	0	0	0	1	0	0	2	9	0	0	0	11	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	2	0	0	0	2	0	0	7	8	0	0	0	15	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	2	0	0	0	4	0	0	17	29	2	0	0	48	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	1	0	0	1	0	0	8	8	2	0	0	18	0	0	0	0	0	0	0	0
0915 - 0930	0	0	1	0	0	0	0	1	0	0	9	6	2	0	0	17	0	0	0	1	0	0	0	1
0930 - 0945	0	0	1	0	0	0	0	1	0	0	6	3	1	0	0	10	0	0	1	0	0	0	0	1
0945 - 1000	0	0	1	1	0	0	0	2	0	0	9	6	1	0	0	16	0	0	1	0	0	0	0	1
Hourly Total	0	0	3	1	1	0	0	5	0	0	32	23	6	0	0	61	0	0	2	1	0	0	0	3
Session Total	0	0	5	5	1	0	0	11	0	0	51	70	9	1	0	131	0	0	2	1	0	0	0	3
1600 - 1615	0	0	0	0	0	0	0	0	0	0	20	6	0	0	0	26	0	0	0	0	0	0	0	0
1615 - 1630	0	0	1	0	0	0	0	1	0	0	11	3	1	0	0	15	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	1	30	10	0	0	0	41	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	1	0	0	0	1	3	0	31	7	0	0	0	41	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	1	0	0	0	2	3	1	92	26	1	0	0	123	0	0	0	0	0	0	0	0
1700 - 1715	0	0	1	1	0	0	0	2	0	0	32	6	0	0	0	38	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	20	4	0	0	0	24	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	43	3	1	0	0	47	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	16	5	0	0	0	21	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	1	0	0	0	2	0	0	111	18	1	0	0	130	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	1	0	16	5	0	0	0	22	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	0	0	0	1	6	1	0	0	0	8	0	0	0	1	0	0	0	1
1845 - 1900	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	1	1	40	8	0	0	0	50	0	0	0	1	0	0	0	1
Session Total	0	0	2	2	0	0	0	4	4	2	243	52	2	0	0	303	0	0	0	1	0	0	0	1

Waterlooville - Manual Traffic Survey, Thursday 26th April 2012

Produced by Community Systems Ltd.

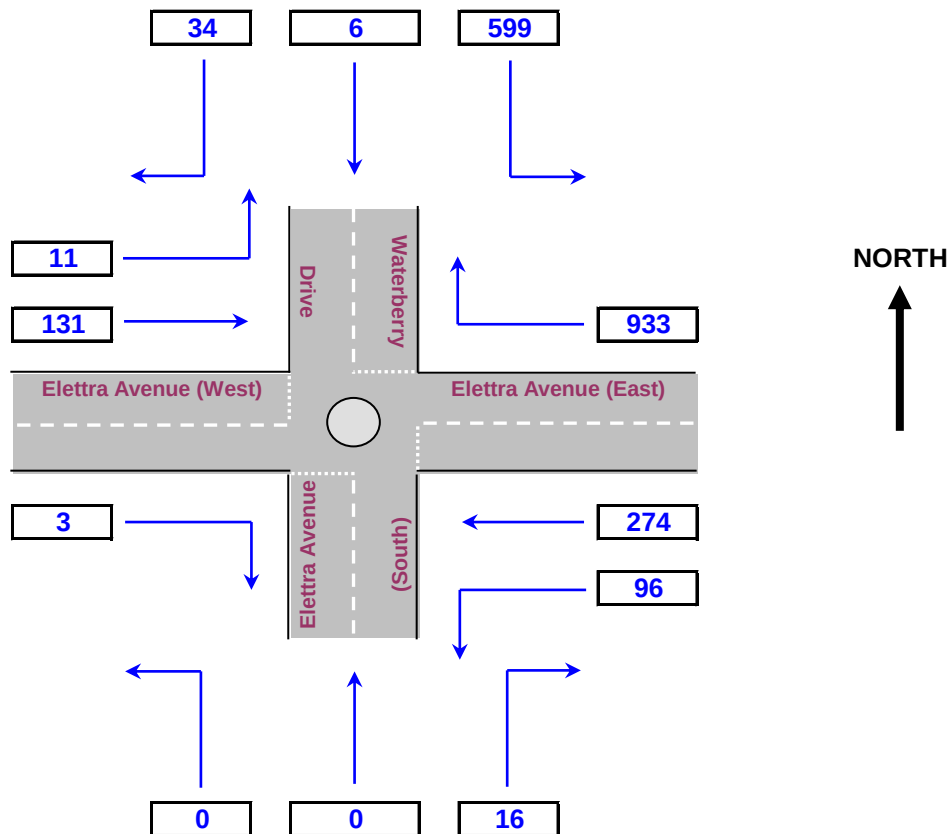
Junction: (2) Waterberry Drive / Elettra Avenue

Vehicle Class: ALL CLASSES

Start Time: 1) 0700

End Time: 1) 1000

☐ Peak Hour



Note: The diagram above is schematic only and may not completely represent the exact layout of the actual junction surveyed
Please do NOT insert or delete rows or columns in the data sheets to the left of this diagram as this may result in erratic or inaccurate results

Waterlooville - Manual Traffic Survey, Thursday 26th April 2012

Produced by Community Systems Ltd.

Junction: (2) Waterberry Drive / Elettra Avenue

Data: Static Queues

	Waterberry Drive		Elettra Ave (E)		Elettra Ave (S)	Elettra Ave (W)	
TIME	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2
07:00	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0
07:15	0	0	0	0	0	1	0
07:20	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0
08:20	0	0	0	1	0	0	0
08:25	0	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0
08:45	0	1	0	0	0	0	1
08:50	0	0	0	0	0	2	0
08:55	0	0	0	0	0	1	0
09:00	0	0	0	0	0	1	1
09:05	0	0	0	0	0	0	0
09:10	0	1	0	0	0	0	0
09:15	0	0	0	0	0	0	0
09:20	0	0	0	0	0	0	0
09:25	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0
09:50	0	0	0	0	0	0	0
09:55	0	0	0	0	0	0	0

	Waterberry Drive		Elettra Ave (E)		Elettra Ave (S)	Elettra Ave (W)	
TIME	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2
16:00	0	0	0	0	0	0	0
16:05	0	0	0	0	0	1	0
16:10	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0
16:25	1	0	0	0	0	0	0
16:30	0	0	0	0	0	1	0
16:35	3	0	0	0	0	0	0
16:40	2	0	0	0	0	0	0
16:45	3	0	0	0	0	0	0
16:50	2	0	0	0	0	0	0
16:55	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:05	0	0	0	0	0	0	0
17:10	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:20	1	0	0	0	0	0	0
17:25	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0
17:35	9	6	0	0	0	0	0
17:40	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0
18:00	1	1	0	0	0	0	0
18:05	1	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0
18:20	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0
18:40	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0
18:50	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0

Note: All Queues expressed in PCUs
Lane 1 is Driver's nearside

Waterlooville - Manual Traffic Survey, Thursday 26th April 2012

Produced by Community Systems Ltd.

Junction: (2) Waterberry Drive / Elettra Avenue

Approach: Waterberry Drive

	Left to Elettra Avenue (East)										S/B to Elettra Avenue (South)										Right to Elettra Avenue (West)									
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL
0700 - 0715	0	0	28	9	1	0	0	38	1	38	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	3
0715 - 0730	0	1	23	11	0	1	0	36	1	36	1	0	0	0	0	0	0	0	0	0	1	0	2	6	0	0	0	8	0	8
0730 - 0745	0	0	20	9	2	0	0	31	2	31	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	2
0745 - 0800	1	1	29	12	1	1	1	45	3	46	0	0	2	0	0	0	0	2	0	2	0	0	1	1	0	0	0	2	0	2
Hourly Total	1	2	100	41	4	2	1	150	7	151	1	0	2	0	0	0	0	2	0	3	0	0	5	10	0	0	0	15	0	15
0800 - 0815	0	0	32	12	2	0	0	46	2	46	0	0	1	0	0	0	0	1	0	1	0	0	1	1	0	0	0	2	0	2
0815 - 0830	0	0	32	9	3	1	0	45	4	45	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	3	0	4
0830 - 0845	0	0	30	15	2	0	0	47	2	47	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	2	0	3
0845 - 0900	0	0	49	5	4	0	0	58	4	58	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	2
Hourly Total	0	0	143	41	11	1	0	196	12	196	0	0	1	0	0	0	0	1	0	1	2	0	5	4	0	0	0	9	0	11
0900 - 0915	1	0	61	11	1	2	1	76	4	77	1	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	4	4	4
0915 - 0930	4	0	43	7	1	0	0	51	1	55	0	0	0	1	0	0	0	1	0	1	0	0	0	0	1	0	0	1	1	1
0930 - 0945	3	0	41	15	0	0	1	57	1	60	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	2
0945 - 1000	3	0	40	15	1	0	1	57	2	60	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1
Hourly Total	11	0	185	48	3	2	3	241	8	252	1	0	0	1	0	0	0	1	0	2	0	0	2	1	5	0	0	8	5	8
Session Total	12	2	428	130	18	5	4	587	27	599	2	0	3	1	0	0	0	4	0	6	2	0	12	15	5	0	0	32	5	34
1600 - 1615	0	3	73	3	2	0	1	82	3	82	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2
1615 - 1630	0	0	56	8	3	1	0	68	4	68	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
1630 - 1645	2	2	106	7	2	0	1	118	3	120	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2
1645 - 1700	0	0	76	9	2	0	1	88	3	88	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2
Hourly Total	2	5	311	27	9	1	3	356	13	358	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	7	0	7
1700 - 1715	1	0	115	11	0	0	0	126	0	127	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	0	11
1715 - 1730	0	1	87	9	0	0	0	97	0	97	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	3
1730 - 1745	0	0	117	9	1	0	1	128	2	128	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	0	6
1745 - 1800	2	1	65	3	1	0	0	70	1	72	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	2
Hourly Total	3	2	384	32	2	0	1	421	3	424	0	0	0	0	0	0	0	0	0	0	0	0	19	3	0	0	0	22	0	22
1800 - 1815	1	1	82	2	0	0	1	86	1	87	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	58	0	0	0	0	58	0	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	1	0	33	3	0	0	1	37	1	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	1	0	56	2	1	0	0	59	1	60	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1
Hourly Total	3	1	229	7	1	0	2	240	3	243	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1
Session Total	8	8	924	66	12	1	6	1017	19	1025	1	0	0	0	0	0	0	0	0	1	0	0	23	7	0	0	0	30	0	30

Waterlooville - Manual Traffic Survey, Thursday 26th April 2012

Produced by Community Systems Ltd.

Junction: (2) Waterberry Drive / Elettra Avenue

Approach: Elettra Avenue (East)

	Left to Elettra Avenue (South)										W/B to Elettra Avenue (West)										Right to Waterberry Drive									
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL
0700 - 0715	0	0	8	0	0	0	0	8	0	8	0	0	13	2	0	0	0	15	0	15	2	1	60	8	1	0	0	70	1	72
0715 - 0730	0	0	6	0	0	0	0	6	0	6	1	0	18	6	1	0	0	25	1	26	1	1	57	3	2	2	0	65	4	66
0730 - 0745	1	0	2	0	0	0	0	2	0	3	0	0	16	4	0	0	0	20	0	20	0	0	43	6	1	0	0	50	1	50
0745 - 0800	0	0	9	1	0	0	0	10	0	10	1	1	27	4	0	0	1	33	1	34	0	0	66	11	0	1	0	78	1	78
Hourly Total	1	0	25	1	0	0	0	26	0	27	2	1	74	16	1	0	1	93	2	95	3	2	226	28	4	3	0	263	7	266
0800 - 0815	0	1	13	0	0	0	0	14	0	14	0	0	19	3	0	0	0	22	0	22	0	1	68	9	0	0	0	78	0	78
0815 - 0830	0	0	6	1	0	0	0	7	0	7	0	0	29	2	0	0	0	31	0	31	2	0	89	1	1	0	0	91	1	93
0830 - 0845	0	0	12	0	0	0	0	12	0	12	0	0	17	4	1	0	0	22	1	22	1	1	85	7	2	1	0	96	3	97
0845 - 0900	0	0	11	0	0	0	0	11	0	11	1	0	31	5	1	0	0	37	1	38	1	0	120	8	1	0	0	129	1	130
Hourly Total	0	1	42	1	0	0	0	44	0	44	1	0	96	14	2	0	0	112	2	113	4	2	362	25	4	1	0	394	5	398
0900 - 0915	0	0	7	0	0	0	0	7	0	7	0	0	18	3	0	0	1	22	1	22	0	1	82	12	1	0	0	96	1	96
0915 - 0930	0	0	9	1	0	0	0	10	0	10	0	0	15	1	0	0	1	17	1	17	0	0	73	8	0	0	0	81	0	81
0930 - 0945	0	0	3	0	0	0	0	3	0	3	0	0	8	2	1	0	0	11	1	11	0	1	32	5	0	0	0	38	0	38
0945 - 1000	0	0	3	2	0	0	0	5	0	5	0	0	11	4	0	0	1	16	1	16	0	1	45	6	2	0	0	54	2	54
Hourly Total	0	0	22	3	0	0	0	25	0	25	0	0	52	10	1	0	3	66	4	66	0	3	232	31	3	0	0	269	3	269
Session Total	1	1	89	5	0	0	0	95	0	96	3	1	222	40	4	0	4	271	8	274	7	7	820	84	11	4	0	926	15	933
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	1	4	1	4	1	0	24	6	0	0	0	30	0	31
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	7	0	7	2	0	42	7	1	0	0	50	1	52
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	7	3	1	0	1	12	2	12	0	0	22	4	0	0	0	26	0	26
1645 - 1700	0	0	0	1	0	0	0	1	0	1	0	0	9	1	0	0	1	11	1	11	2	0	43	4	0	0	0	47	0	49
Hourly Total	0	0	0	1	0	0	0	1	0	1	0	0	20	10	1	0	3	34	4	34	5	0	131	21	1	0	0	153	1	158
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	9	0	9	0	1	34	5	0	0	0	40	0	40
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	6	0	6	0	0	35	3	3	0	0	41	3	41
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3	1	3	0	0	29	6	0	0	0	35	0	35
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	2	0	0	28	3	0	0	0	31	0	31
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	10	8	0	0	1	20	1	20	0	1	126	17	3	0	0	147	3	147
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	1	2	0	0	16	2	0	0	0	18	0	18
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	21	2	0	0	0	23	0	23
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	3	1	3	1	0	25	2	0	0	0	27	0	28
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0	2	0	0	38	0	0	0	0	38	0	38
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	2	8	2	8	1	0	100	6	0	0	0	106	0	107
Session Total	0	0	0	1	0	0	0	1	0	1	0	3	32	20	1	0	6	62	7	62	6	1	357	44	4	0	0	406	4	412

Waterlooville - Manual Traffic Survey, Thursday 26th April 2012

Produced by Community Systems Ltd.

Junction: (2) Waterberry Drive / Elettra Avenue

Approach: Elettra Avenue (South)

	Left to Elettra Avenue (West)										N/B to Waterberry Drive										Right to Elettra Avenue (East)									
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	3
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	0	5
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4	0	0	0	11	0	11
Session Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	4	0	0	0	16	0	16
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	0	9
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	3	0	4
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	3
1645 - 1700	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
Hourly Total	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	16	0	0	0	0	16	0	17
1700 - 1715	0	0	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	10	1	0	0	0	12	0	12
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	0	14
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	0	11
1745 - 1800	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	0	7
Hourly Total	0	0	3	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	1	42	1	0	0	0	44	0	44
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	2	2
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	4	4
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	2	2
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	0	9	9
Session Total	0	0	3	1	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	1	1	66	2	0	0	0	69	0	70

Waterlooville - Manual Traffic Survey, Thursday 26th April 2012

Produced by Community Systems Ltd.

Junction: (2) Waterberry Drive / Elettra Avenue

Approach: Elettra Avenue (West)

	Left to Waterberry Drive										E/B to Elettra Avenue (East)										Right to Elettra Avenue (South)										
TIME	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL	PCL	MCL	CAR	LGV	OGV1	OGV2	PSV	MOTOR	HGV	TOTAL	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	1	0	5	0	5	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	1	0	0	0	1	0	1	0	0	0	5	0	1	0	6	1	6	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	1	0	0	0	1	0	1	0	0	0	6	1	0	0	7	1	7	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	2	0	0	0	2	0	2	0	0	2	18	1	1	0	22	2	22	0	0	0	0	0	0	0	0	0	0	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	4	7	1	0	0	12	1	12	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	1	0	0	0	0	1	0	1	0	0	4	5	1	0	0	10	1	10	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	1	0	0	0	0	1	0	1	0	0	2	9	0	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	2	0	0	0	2	0	2	0	0	7	8	0	0	0	15	0	15	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	2	2	0	0	0	4	0	4	0	0	17	29	2	0	0	48	2	48	0	0	0	0	0	0	0	0	0	0	
0900 - 0915	0	0	0	0	1	0	0	1	1	1	0	0	8	8	2	0	0	18	2	18	0	0	0	0	0	0	0	0	0	0	
0915 - 0930	0	0	1	0	0	0	0	1	0	1	0	0	9	6	2	0	0	17	2	17	0	0	0	1	0	0	0	1	0	1	
0930 - 0945	0	0	1	0	0	0	0	1	0	1	0	0	6	3	1	0	0	10	1	10	0	0	1	0	0	0	0	1	0	1	
0945 - 1000	0	0	1	1	0	0	0	2	0	2	0	0	9	6	1	0	0	16	1	16	0	0	1	0	0	0	0	1	0	1	
Hourly Total	0	0	3	1	1	0	0	5	1	5	0	0	32	23	6	0	0	61	6	61	0	0	2	1	0	0	0	3	0	3	
Session Total	0	0	5	5	1	0	0	11	1	11	0	0	51	70	9	1	0	131	10	131	0	0	2	1	0	0	0	3	0	3	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	20	6	0	0	0	26	0	26	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	1	0	0	0	0	1	0	1	0	0	11	3	1	0	0	15	1	15	0	0	0	0	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	1	30	10	0	0	0	41	0	41	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	1	0	0	0	1	0	1	3	0	31	7	0	0	0	38	0	41	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	1	1	0	0	0	2	0	2	3	1	92	26	1	0	0	120	1	123	0	0	0	0	0	0	0	0	0	0	
1700 - 1715	0	0	1	1	0	0	0	2	0	2	0	0	32	6	0	0	0	38	0	38	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	20	4	0	0	0	24	0	24	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	43	3	1	0	0	47	1	47	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	16	5	0	0	0	21	0	21	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	1	1	0	0	0	2	0	2	0	0	111	18	1	0	0	130	1	130	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	1	0	16	5	0	0	0	21	0	22	0	0	0	0	0	0	0	0	0	0	
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	
1830 - 1845	0	0	0	0	0	0	0	0	0	0	0	1	6	1	0	0	0	8	0	8	0	0	0	1	0	0	0	1	0	1	
1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	1	40	8	0	0	0	49	0	50	0	0	0	1	0	0	0	1	0	1	
Session Total	0	0	2	2	0	0	0	4	0	4	4	2	243	52	2	0	0	299	2	303	0	0	0	1	0	0	0	1	0	1	