



**LIDL GREAT BRITAIN LIMITED
PROPOSED FOODSTORE
PURBROOK WAY, HAVANT**

TRANSPORT ASSESSMENT ADDENDUM

FEBRUARY 2021



the journey is the reward

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Lidl Great Britain Limited
Proposed Foodstore
Purbrook Way, Havant
Transport Assessment Addendum

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1 Introduction

- 1.1 Mayer Brown Ltd has prepared this Addendum in response to discussions with highway officers at Hampshire County Council (HCC) relating to the development proposals and supporting Transport Assessment (TA) dated November 2020 submitted as part of Havant Borough Council planning application APP/20/01221.
- 1.2 In advance of HCC preparing their formal consultation response, a remote meeting was undertaken on 11th February 2021 with representatives present from HCC (Highway Authority), Lidl Great Britain Ltd (Developer), Simply Planning (Planning Consultants) and Mayer Brown (Transport Consultants).
- 1.3 Meeting discussions centred around the proposed site layout in relation to level challenges associated with the site, access proposals (vehicular and non-car modes) and certain aspects of the TA where HCC require additional clarification / justification.
- 1.4 Associated additional information / justification requested by HCC to inform their consultation response is outlined within this Addendum.

Development Summary

- 1.5 Planning application APP/20/01221 relates to the proposed construction of a 1,899sqm gross internal area (GIA) Lidl foodstore, with access for vehicles provided via a priority junction arrangement from the private access road currently serving the adjacent B&Q store and running along the western perimeter of the application site.
- 1.6 The development proposals will provide a new priority junction arrangement from the private access road running along the western edge of the site for use by customers, staff and delivery vehicles.
- 1.7 Pedestrian and cycle access to the site will be provided directly from the shared footway / cycleway running along the northern side of Purbrook Way, with pedestrian walkway / crossing facilities provided within the site as appropriate to facilitate pedestrian movements to / from the store entrance.
- 1.8 A total of 132 car parking spaces will be provided to serve the store, inclusive of 7 designated disabled, 9 parent & child and 2 Electric Vehicle charging spaces.

2 Highway Safety Review

- 2.1 Within the TA a review of collision data for the highways bounding the application site and nearby connecting junctions / carriageways was undertaken, covering the most recent five-year period available (01/01/2015 to 31/12/2019).
- 2.2 The TA review provided a breakdown of the recorded collisions, indicating:
- 50 collisions were reported in total within the search area during this period, of which 38 were slight, 12 serious and with none identified as fatal in severity.
 - 28 collisions (56%) involved vulnerable road users, consisting of 3 involving pedestrians, 17 involving cyclists and 8 involving two-wheeled motor vehicles.
 - Detailed review of recorded serious severity collisions and an overview of remaining slight severity collisions.
- 2.3 The TA review concluded that it was considered that no existing highway safety patterns / clusters or concerns were identified that indicated any inherent highway design problems affecting highway safety in the vicinity of the application site.
- 2.4 Based upon the causation factors outlined alongside the collision data, it was considered that a large proportion of recorded collisions were the result of human factors such as failing to look properly / give way, undertaking a poor manoeuvre, disobeying signals or being reckless / in a hurry.
- 2.5 HCC indicated that they do not consider that this conclusion is acceptable and requested that further review is undertaken.
- 2.6 In order to allow HCC to better understand the review undertaken to inform the conclusions outlined within the TA, the associated detailed collision analysis is provided in **Appendix A** and detailed herein.

Baseline Factors

- 2.7 A review of road / traffic conditions was undertaken to identify potential correlation.

Road Conditions

- 2.8 In relation to road surface conditions 41 collisions (82%) occurred during dry conditions with 7 occurring in wet / damp conditions and 2 in Frost / Ice road conditions.
- 2.9 In relation to light conditions at the time of occurrence, 41 collisions (82%) occurred during daylight with remaining 9 collisions occurring during darkness, although streetlighting was noted to be present and lit.

Time of Occurrence

- 2.10 No significant clustering of collisions were observed over the months, although collisions did typically tend to reduce in November, December and January.
- 2.11 In terms of the time of day that collisions occurred, analysis demonstrates:
- 4% of collisions occurred between 00:00 – 06:00
 - 22% of collisions occurred between 06:00 – 12:00
 - 48% of collisions occurred between 12:00 – 18:00
 - 26% of collisions 18:00 – 00:00, with 18:00 – 21:00 covering 24% of collisions
- 2.12 Of the collisions, 82% occurred during hours of light with 18% during hours of darkness.

Collision Locations

- 2.13 A review of collision locations indicates the following:
- 14 collisions (4 serious / 10 slight) were recorded at the Asda roundabout
 - 10 collisions (1 serious / 9 slight) recorded at the Purbrook Way / College Rd junction
 - 7 collisions (4 serious and 3 slight) were recorded at the Purbrook Way / Stakes Road / Stakes Hill Road / Crookhorn Lane roundabout
 - 5 collisions (2 serious / 3 slight) were recorded at, or in the vicinity of the Purbrook Way / A3(M) roundabout junctions.
- 2.14 Of the remaining 14 collisions, 8 collisions (all slight in severity) occurred at various locations along Purbrook Way, 2 collisions (1 serious / 1 slight) occurred on the A3(M) southbound carriageway and 4 collisions (all slight in severity) on connecting carriageways but independent of the nearby junctions.
- 2.15 In relation to the College Road junction, the signalisation of this junction potentially addresses 7 of the 10 collisions identified at this location that were caused by drivers exiting College Road into the path of vehicles continuing along Purbrook Way.
- 2.16 In relation to the Purbrook Way / Stakes Road / Stakes Hill Road / Crookhorn Lane roundabout, it is understood that there are plans to upgrade this junction to a signalised junction. This in turn should hopefully go some way in addressing 6 of the 7 collisions identified at this location that were caused by drivers entering the roundabout, failing to give way to traffic already circulating.
- 2.17 In relation to the Asda roundabout, the part signalisation and associated improvements to this junction was undertaken in 2016 and overlaps with the collision data provided, with around 5 of the 14 recorded collisions occurring prior to / during the improvements works.

Collision Type

2.18 The recorded collisions were summarised into 6 main types as follows:

- Failed to give way – 21 collisions (42%)
- Rear shunt – 12 collisions (24%)
- Poor manoeuvre – 8 collisions (16%)
- Disobeyed signal – 4 collisions (8%)
- In a hurry – 3 collisions (6%)
- Loss of control – 2 collisions (4%)

2.19 Failing to give way and rear shunts were the main types of accidents that occurred within the study area, making up 66% of all recorded collisions.

Causation Factors

2.20 The collision data provided included causation factors for each incident, with each collision potentially having up to 4 causation factors. The most common identified causation factors were:

- 'Failed to look properly' - cited within 66% of collisions as a causation factor, and within 40% of collisions as the primary (first) causation factor
- 'Failed to judge other person's path / speed' - cited within 38% of collisions, and within 20% of collisions as the primary (first) causation factor
- 'Careless / Reckless / In a hurry' - cited within 20% of collisions, and within 6% of collisions as the primary (first) causation factor

2.21 3 collisions were identified where causation factors directly related to highway conditions / geometry, namely:

- A cyclist using the central pathway within the Asda roundabout slipping on ice
- A motorcyclist hitting a rut in the carriageway in the vicinity of the B&Q roundabout, losing control and colliding with an adjacent vehicle
- A motorist colliding with a cyclist at the Asda roundabout, with a temporary road layout cited as a possible causation factor

Summary

2.22 In summary, it continues to be considered that there are no existing highway safety patterns or concerns which indicate any inherent highway design problems that affect highway safety in the vicinity of the application site which would be exacerbated by the proposed development.

3 Proposed Site Layout

- 3.1 Various details in relation to the site layout have been discussed with HCC within their role as local highway authority.

Vehicular Access

- 3.2 As part of the meeting HCC queried whether consideration has been given to potentially moving the proposed Lidl vehicular access further north along the existing B&Q access road.
- 3.3 As confirmed during the meeting, the position of the vehicular access had been closely considered in terms of ensuring a deliverable access solution, based upon level differences between the site and access road which increase the further north you move whilst also ensuring suitable separation between the Lidl access and the Purbrook Way roundabout to the south.
- 3.4 Based upon a review of the level differences by Lidl's architects/engineers and a review of the operation of the access junction / potential queuing back from the Purbrook roundabout by Mayer Brown as part of the TA it was considered that the proposed access location shown was in the optimum position to suitably address both points.
- 3.5 Associated detail in terms of junction operation was included within the TA whilst proposed levels and site section plans in PDF and DWG format have been provided to HCC under separate cover, for consideration and aid review of the access proposals.

Pedestrian / Cycle Access

- 3.6 A pedestrian link has been proposed directly from Purbrook Way with pedestrian walkway / crossing facilities provided within the site as appropriate to facilitate movements on foot to / from the store entrance.
- 3.7 The submitted plans currently show a 2m wide pedestrian access footway, linking the store frontage to the existing footway / cycleway running along the northern side of Purbrook Way. Consequently, whilst cyclists would also be able to utilise this route, they would be expected to dismount and walk alongside their cycle.
- 3.8 Following liaison with HCC, Lidl have confirmed that they would be happy to widen this pedestrian link to 3m in width to provide a shared footway / cycleway link within the site.
- 3.9 It is proposed that corduroy paving and appropriate signage will be provided where the 3m path approaches the car park, to warn cyclists of the car park and approaching vehicles.

[B&Q Roundabout Arm Crossing Point](#)

- 3.10 As part of the development proposals, intervisibility between vehicles exiting B&Q (and the application site) and pedestrians / cyclists travelling along Purbrook Way and crossing the B&Q roundabout arm would be improved through the targeted clearance of vegetation within the application site and on land with adopted highway status.
- 3.11 In turn this should improve visibility for drivers towards pedestrians waiting to cross in the vicinity of the roundabout.

Updated Site Layout

- 3.12 Alterations are currently being made to the site layout plan to address various consultee comments received during the planning application consultation process. Consequently, as part of this suite of changes the proposed site layout will be updated to show a 3m shared footway / cycleway link to Purbrook Way.
- 3.13 Once the site layout plan has been updated to take account of the comments raised, an updated site layout plan would be submitted to the planning officer at Havant Borough Council.

4 Trip Generation Assessment

- 4.1 During discussions with HCC it was confirmed that they consider the trip rates / trip generation outlined with the TA associated with the proposed Lidl foodstore as being appropriate, although they requested further clarification / justification in relation to trip assignment proportions.

Secondary (Linked / Pass-By) Trip Proportions

- 4.2 The TA notes that secondary (Linked / pass-by) trip proportions of 20% of trips to / from trips during weekday peak periods and 10% during a Saturday have been assumed based upon:

- Purbrook Way being a key local distribution route between Havant to the east and Purbrook / Waterlooville to the west, in addition to providing access to the A3(M) for vehicles travelling to / from the south and in turn generating high levels of secondary trips associated with drivers calling into the store enroute before continuing their onward journey.
- Secondary trip levels being expected to be higher during weekday morning and evening network peak periods due to:
 - i) Higher proportions of commuting / school trips undertaken at these times compared with at other times of the day.
 - ii) Busier weekday peak periods which result in delay / congestion are typically less attractive to local residents to undertake primary shopping trips if they have the ability to shop at other quieter times of the day.

- 4.3 HCC have requested further justification be provided for the proposed secondary trip proportions utilised within the TA through a review of secondary trip portions accepted elsewhere on similar Lidl developments.

[Previous Lidl Developments](#)

- 4.4 A review of several Lidl developments over the past 5 years has been undertaken with detailed information provided in **Appendix B** and a summary of this shown in **Table 1**.

Previous Application	Highway Authority	Primary New	Primary Transferred	Secondary Passby / Linked
Lidl Gosport	Hampshire CC	20%	60%	20%
Lidl Whiteley	Hampshire CC	20%	46%	14% + 21% Diverted
Lidl Tadley	West Berkshire	34%	46%	20%
Lidl Shaftesbury	Dorset CC	26%	54%	20%
Lidl Goldstone RP	Brighton & Hove	54%	26%	20%
Lidl Chichester	West Sussex	62%		38%
Lidl East Grinstead	West Sussex	22%	58%	20%
Lidl Parkway RP	Bournemouth	17%	53%	30%
Lidl Guildford	Surrey CC	53%	27%	20%
Lidl Burgess Hill	West Sussex	28%	22%	50%
Lidl Herne Bay	Kent CC	10%	20%	50% + 20% Diverted

Table 1: Previously Agreed Lidl Development Vehicular Trip Assignment

4.5 **Table 1** indicates that Secondary trips typically vary but within reports prepared by Mayer Brown and presented to local highway authorities, a secondary trip proportion of 20% is typically considered appropriate based upon the reasoning set out within the TA, namely:

- Key highway links running adjacent to or near the site
- Higher levels of secondary trips during peak network periods
- Reduced levels of primary trips during peak network periods

Retail Trade Draw

4.6 In order to breakdown the predicted primary trips into transferred and new proportions, in the absence of a Retail Impact Assessment (RIA) being required to support the application, the planning consultant has indicated that based upon their knowledge / experience and the proximity of the two stores it would not be unreasonable to assume in the region of 40% of trade draw to the proposed Lidl store would come from the existing Asda store to the south of Purbrook Way.

4.7 Asda Havant Supercentre is one of the most popular destinations for main food shopping within the Havant Borough and is the only main store provision within the intended catchment of the proposed Lidl store. On this basis it is the view of the planning consultant that 40% trade draw from the nearby Asda store is a robust assumption with trade-draw potentially being higher and so, for transport purposes, represents a worst-case scenario.

Previous Lidl Developments

4.8 In the absence of a formal Retail Impact Assessment, HCC have requested further evidence / justification to support the assumed 40% trade draw from the nearby Asda store. In terms of comparable development, the following previous sites have been identified:

- **White Cliffs Business Park, Dover** - Similar to Havant, there was a dominant competitor (Tesco) within the proposed catchment. It was assumed / accepted that **40%** of the trade-draw would come from that store.
- **Aldermaston Road, Tadley, RG26 3XJ** – Site is just inside West Berkshire, but Tadley itself is in Basingstoke and Deane. The application was refused but has been taken to appeal. Retail policy (impact and sequential test) were accepted by both West Berks and Basingstoke and did not form a reason for refusal. There is an existing Sainsbury's store in the district centre a short distance down the road and RPS assumed **66%** of the Lidl's turnover would be derived from the Sainsbury's.
- **London Road, East Grinstead, RH19 1HA** – this is an existing Homebase where consent has recently been secured for occupation by Lidl. There is an Aldi located a very short distance down the road and a **67%** draw was assumed / accepted.
- **Parkway Retail Park, Holdenhurst Road, Bournemouth, BH8 8DH** – this was an application to allow Lidl to occupy a vacant unit on a two-unit retail park in Bournemouth. There is a nearby Asda store and a **57%** draw from them was assumed / accepted.

4.9 In the absence of undertaking a RIA, based upon the comparable development presented here it is considered that the assumption of a 40% trade draw from the nearby Asda store is considered appropriate and justifiable.

Conclusion

4.10 Based upon the level of trade draw from the nearby Asda (40%) being considered appropriate if not a 'worst-case' assessment, and the assumed level of Secondary pass-by / linked trips (20% weekday / 10% Saturday) also being considered appropriate based upon review of proportions previously accepted, the TA assumptions are considered justified.

Primary Trip Proportions

4.11 Within the TA it was noted that, following a review of predicted trade draw from the Asda store and routing between the customer catchment areas and both the existing Asda store and proposed Lidl store, around 50% of trips to the proposed Lidl foodstore would

already be on the local highway network to access the Asda store. In turn 50% of primary trips would be new to the local highway network.

- 4.12 It should be noted that the '50%' value was a typographical error and should have stated that 40% of primary trips were primary transferred trips and 60% primary new trips, in line with the expected retail trade draw due to the proximity of the Asda Foodstore to the proposed Lidl store.
- 4.13 An updated version of **Table 4.3** outlined within the TA is provided below for completeness.

Vehicular Trip Assignment	Weekday AM Peak			Weekday PM Peak			Saturday Peak		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Primary Transferred	14	12	26	28	29	57	41	41	82
Primary New	22	18	40	42	44	86	62	62	124
Secondary	9	8	17	18	18	36	12	11	23

UPDATED TA Table 4.3: Proposed Lidl Foodstore - Vehicular Trip Assignment

Highway Impact Assessment Implications

- 4.14 It should be noted that the 50% typographical error was solely within the TA document body, with the traffic flow analysis appended to the TA and traffic data utilised within the various modelling software based upon 40% transferred / 60% new primary trip proportions.
- 4.15 Consequently, modelling results outlined within and appended to the TA remain suitable and correct for consideration / review.

5 Highway Impact Assessment

- 5.1 Based upon the preceding justification provided within this Addendum it is confirmed that the junction modelling outlined and presented within the TA remains appropriate for consideration / review.

Modelling Files

- 5.2 Whilst PDF versions of the junction modelling output files were appended to the TA for review, as per request by HCC to assist review of the associated junction modelling undertaken to inform the TA, copies of the Junctions 9 PICADY and ARCADY models have been provided to HCC under separate cover.

B&Q Roundabout Arm Queuing

- 5.3 To review the proposed Lidl vehicular site access location, clarification was sought by HCC in relation to expected queuing along the private B&Q access road from the Purbrook Way roundabout in order to ascertain whether queuing is likely to extend back to and restrict access to the Lidl site during the assessed 'with development' scenarios.
- 5.4 Associated data has been extracted from modelling outputs provided in Appendix K of the TA and summarised in **Table 2** for ease of review.

B&Q ARM	2020 Baseline		2020 + Development		2025 Baseline		2025 + Development	
	Peak Hour	Max RFC	Max Q veh	Max RFC	Max Q veh	Max RFC	Max Q veh	Max RFC
Weekday AM		0.26	0.3	0.32	0.5	0.40	0.6	0.49
Weekday PM		0.47	0.9	0.64	1.7	0.70	2.2	0.91
Saturday		0.48	0.9	0.60	1.5	0.54	1.2	0.67

Table 2: ARCADY Summary – B&Q Roundabout Arm

- 5.5 **Table 2** indicates that the highest RFC / queuing occurs on the B&Q arm during the Weekday evening peak, with queuing extending to a maximum of c. 6 vehicles which extends just short of the proposed Lidl site access.
- 5.6 Nonetheless, as outlined at para 3.10 of the TA, KEEP CLEAR markings at the site access will be provided to ensure that if queuing along the B&Q arm from the Purbrook Way roundabout extends back to the Lidl access, adequate space will be maintained to enable vehicles to continue to turn right into the site and maintain free flowing movement northbound along the private access road towards the B&Q store.

6 Summary

- 6.1 This Transport Assessment Addendum has been produced in response to the initial informal comments provided by Hampshire County Council highways in advance of preparing their formal consultation regards proposals to construct a new Lidl foodstore off Purbrook Way in Havant, planning application reference APP/20/01221.
- 6.2 Salient points dealt with within this Addendum are summarised below:
- **Highway Safety Review** – An updated review of the traffic collision data presented within the TA continues to consider that there are no existing highway safety patterns or concerns which indicate any inherent highway design problems that affect highway safety in the vicinity of the application site which would be exacerbated by the proposed development.
 - **Proposed Site Layout** – Clarification is provided in relation to the rationale behind positioning of the proposed vehicular access, with the proposed location considered optimum in terms of balancing operation and deliverability constraints. Additionally, as requested by HCC confirmation is provided that the proposed pedestrian link onto Purbrook way would be widened to facilitate provision of a shared footway / cycleway.
 - **Trip Generation Assessment** – The level of secondary pass-by / linked trips (20% weekday peak / 10% Saturday peak) and envisaged trade draw from the nearby Asda Havant Supercentre (40%) outlined within the TA continue to remain appropriate and justified based upon a review of proportions previously accepted by various highway authorities for similar discount foodstore developments.
 - **Highway Impact Assessment** – Predicted queuing on the B&Q access road from the Purbrook Way roundabout has been extracted from the TA, demonstrating that queueing is not expected to impact upon operation of the Lidl vehicular access.

APPENDIX A: Collision Data Review

PROJECT Proposed Lidl Store, Purbr

FROM 01 January 2015

TO 31 December 2019

PROVIDED BY Hampshire Constabulary

ACCIDENT SEVERITY

	SLIGHT
	SERIOUS
	FATAL

MB Acc No	Ref	Severity	Date	Month	Year	Time	Dark / Light	Wet / Dry	Road User	Location	Accident Type	Brief Description	Causation Factor 1st	Causation Factor 2nd	Causation Factor 3rd	Causation Factor 4th
1	150013130	Slight	13/01/2015	Jan	2015	08:19	Light	Wet	MV	A3(M) Southbound	Rear Shunt	Veh 2 & 3 slowed for Q ahead, Veh 1 collided from behind	Veh 1 - Failed to judge others persons path / speed	-	-	-
2	150087692	Slight	14/03/2015	Mar	2015	15:40	Light	Dry	MV	Purbrook Way	Rear Shunt	Veh 1 pulled over as lost, Veh 2 collided from behind	Veh 2 - Failed to look properly	Veh 2 - Following too close	-	-
3	150146335	Slight	01/05/2015	May	2015	11:22	Light	Dry	MV	Asda Roundabout	Poor Manouvere	Veh 2 pulled across into Veh 1 lane on circulatory carriageway	Veh 2 - Failed to look properly	Veh 2 - Failed to judge others persons path / speed	-	-
4	150245818	Slight	17/07/2015	Jul	2015	17:25	Light	Dry	P/C	Purbrook Way	Disobey Signal	P/C crossed at signal crossing without activating	P/C - Failed to look properly	P/C - Disobeyed pedestrian crossing facility	-	-
5	150294348	Slight	24/08/2015	Aug	2015	20:30	Dark	Wet	M/C	Stakes Rd Roundabout	Failed to Give Way	Veh 2 entered roundabout, M/C circulating took evasive action	Veh 2 - Disobeyed Give Way	Veh 2 - Careless / Reckless / In a hurry	Veh 1 - Loss of control	-
6	150297267	Slight	27/08/2015	Aug	2015	12:00	Light	Dry	MV	College Rd Junction	Failed to Give Way	Veh 1 turning right out into path of Veh 2 travelling W-bound	Veh 1 - Failed to judge others persons path / speed	Veh 1 - Poor turn / manouvere	-	-
7	160093711	Slight	06/03/2016	Mar	2016	13:55	Light	Dry	MV	Asda Roundabout	Rear Shunt	Veh 1 started to move but then stopped, Veh 2 collided from behind	Veh 2 - Failed to look properly	Veh 2 - Careless / Reckless / In a hurry	Veh 1 - Sudden braking	-
8	160128734	Slight	04/04/2016	Apr	2016	16:35	Light	Dry	M/C	College Rd Junction	In a Hurry	Veh 2 letting Veh 1 turn right out, M/C overtook Veh 2 into path of Veh 1	M/C - Failed to look properly	-	-	-
9	160138863	Slight	11/04/2016	Apr	2016	08:05	Light	Dry	P/C	Asda Roundabout	Failed to Give Way	Veh 1 collided with P/C at Asda exit arm, temporary road layout in place	Veh 1 - Failed to look properly	Veh 1 & P/C - Temporary Road Layout	-	-
10	160268315	Slight	18/07/2016	Jul	2016	20:00	Light	Dry	MV	Asda Roundabout	Rear Shunt	Veh 1 waiting to enter junction, Veh 2 collided from behind	Veh 2 - Failed to judge others persons path / speed	Veh 2 - Failed to look properly	-	-
11	160276237	Serious	24/07/2016	Jul	2016	15:23	Light	Dry	P/C	Stakes Rd Roundabout	Failed to Give Way	Veh 1 entered roundabout, colliding with P/C circulating	Veh 1 - Failed to look properly	-	-	-
12	160314810	Slight	22/08/2016	Aug	2016	09:55	Light	Dry	MV	Larchwood Ave	Rear Shunt	Veh 1 travelling along carriageway and collided with Veh 2 ahead	Veh 1 - Failed to judge others persons path / speed	Veh 1 - Loss of control	-	-
13	160332808	Serious	04/09/2016	Sep	2016	14:00	Light	Dry	MV	A3(M) Southbound	Poor Manouvere	Veh 1 changed lanes, colliding with Veh 2 already in that lane	Veh 1 - Failed to look properly	-	-	-
14	160377960	Slight	05/10/2016	Oct	2016	17:25	Light	Dry	P/C	Purbrook Way	Poor Manouvere	Veh 2 clipped P/C when overtaking, causing fall	Veh 2 - Failed to judge others persons path / speed	Veh 2 - passing too close to cyclist	-	-
15	160376919	Serious	05/10/2016	Oct	2016	19:00	Dark	Dry	M/C	College Rd Junction	Failed to Give Way	Veh 2 turning right out into path of M/C travelling W-bound	Veh 2 - Disobeyed Give Way	Veh 2 - Failed to look properly	Veh 2 - Careless / Reckless / In a hurry	-
16	160387090	Slight	13/10/2016	Oct	2016	14:45	Light	Dry	PED	Stakes Hill Rd	Poor Manouvere	Veh 1 mounted kerb onto pavement causing ped to take evasive action	Veh 1 - Failed to look properly	Veh 1 - Failed to judge others persons path / speed	-	-
17	160387441	Slight	13/10/2016	Oct	2016	17:10	Light	Wet	MV	Asda Roundabout	Rear Shunt	Vehicles failed to notice slowing traffic, causing 5 vehicle rear shunt	Veh 4 - Failed to judge others persons path / speed	Veh 5 - Failed to judge others persons path / speed	-	-
18	44170061088	Slight	16/02/2017	Feb	2017	18:08	Dark	Frost/Ice	P/C	A3(M) Offslip Rndbt	Failed to Give Way	Veh 2 entered roundabout, colliding with P/C circulating	Veh 2 - Failed to look properly	-	-	-
19	44170100305	Slight	17/03/2017	Mar	2017	13:45	Light	Dry	P/C	Asda Roundabout	In a Hurry	P/C crossed at signals as they turned red for P/C	P/C - Careless / Reckless / In a hurry	-	-	-
20	44170162676	Slight	02/05/2017	May	2017	08:55	Light	Dry	MV	Hulbert Rd	Rear Shunt	Veh 1 slowed / stopped for ambulance to pass, Veh 2 collided from behind	Veh 2 - Failed to look properly	Veh 2 - Following too close	-	-
21	44170234938	Slight	20/06/2017	Jun	2017	15:35	Light	Dry	MV	Asda Roundabout	Rear Shunt	Veh 1 waiting pedestrian crossing point on red, Veh 2 collided from behind	Veh 2 - Careless / Reckless / In a hurry	Veh 2 - Failed to look properly	-	-
22	44170244067	Slight	26/06/2017	Jun	2017	19:10	Light	Dry	P/C	College Rd Junction	Failed to Give Way	Veh 1 turning left out into path of P/C travelling W-bound	Veh 1 - Failed to look properly	Veh 1 - Failed to judge others persons path / speed	-	-
23	44170315751	Slight	15/08/2017	Aug	2017	20:04	Light	Dry	MV	Asda Roundabout	Failed to Give Way	Veh 1 entered roundabout, colliding with Veh 2 circulating	Veh 1 - Failed to look properly	-	-	-
24	44170381071	Slight	01/10/2017	Oct	2017	19:30	Dark	Dry	M/C	Purbrook Way	Failed to Give Way	Veh 2 turning left out of driveway, into path of P/C travelling E-bound	Veh 2 - Careless / Reckless / In a hurry	Veh 2 - Failed to look properly	-	-
25	44170386327	Slight	05/10/2017	Oct	2017	14:50	Light	Dry	MV	Purbrook Way	Poor Manouvere	Veh 1 misjudged clearance, colliding with parked cars	Veh 1 - Failed to judge others persons path / speed	-	-	-
26	44180085609	Slight	06/03/2018	Mar	2018	17:22	Light	Dry	P/C	B&Q roundabout	Failed to Give Way	P/C crossed B&Q am, colliding with Veh 1 exiting B&Q	Veh 1 - Failed to judge others persons path / speed	Veh 2 - Failed to look properly	-	-
27	44180093814	Slight	12/03/2018	Mar	2018	17:35	Light	Wet	M/C	College Rd Junction	Failed to Give Way	Veh 1 turning right out into path of M/C travelling W-bound	Veh 1 - Poor turn / manouvere	Veh 1 - Failed to look properly	Veh 1 - Failed to judge others persons path / speed	Veh 1 - Careless / Reckless / In a hurry
28	44180222741	Slight	14/06/2018	Jun	2018	19:40	Light	Dry	MV	College Rd Junction	Rear Shunt	Veh 1 waiting to exit junction, Veh 2 collided from behind	Veh 2 - Failed to look properly	Veh 2 - Failed to judge others persons path / speed	Veh 2 - Careless / Reckless / In a hurry	-
29	44180229415	Slight	19/06/2018	Jun	2018	18:24	Light	Dry	MV	College Rd Junction	Failed to Give Way	Veh 1 turning right out into path of Veh 2 travelling W-bound	Veh 1 - Failed to judge others persons path / speed	Veh 2 - failed to signal / misleading signal	-	-
30	44180252632	Slight	05/07/2018	Jul	2018	17:31	Light	Dry	MV	Hulbert Rd	Rear Shunt	Veh 2 slowed, Veh 1 collided from behind	Veh 1 - Poor turn / manouvere	Veh 1 - Failed to look properly	Veh 1 - Failed to judge others persons path / speed	Veh 1 - Careless / Reckless / In a hurry
31	44180325229	Serious	28/08/2018	Aug	2018	10:00	Light	Dry	P/C	Stakes Rd Roundabout	Failed to Give Way	Veh 1 entered roundabout, colliding with P/C circulating	Veh 1 - Failed to look properly	-	-	-
32	44180327401	Serious	29/08/2018	Aug	2018	20:40	Dark	Dry	P/C	B&Q roundabout	Failed to Give Way	P/C crossed B&Q arm, colliding with Veh 2 accessing B&Q	P/C - Entering Road from pavement	P/C - Failed to look properly	P/C - Wearing dark clothing at night	-
33	44180334707	Slight	04/09/2018	Sep	2018	13:55	Light	Dry	MV	Asda Roundabout	Rear Shunt	Veh 1 failed to slow in time on approach, colliding with rear of Veh 2	Veh 1 - Failed to look properly	Veh 1 - Failed to judge others persons path / speed	-	-
34	44180365286	Serious	27/09/2018	Sep	2018	22:27	Dark	Dry	PED	Asda Roundabout	Disobey Signal	Veh 1 disobeyed red signal, colliding with PED crossing	Veh 1 - Exceeding speed limit	Veh 1 - Disobeyed automatic traffic signal	Veh 1 - Failed to look properly	Veh 1 - Careless / Reckless / In a hurry
35	44180372260	Serious	03/10/2018	Oct	2018	11:53	Light	Dry	P/C	Asda Roundabout	Failed to Give Way	Veh 1 entered roundabout, colliding with P/C circulating	Veh 1 - Failed to look properly	-	-	-
36	44180443761	Slight	27/11/2018	Nov	2018	12:01	Light	Wet	P/C	Asda Roundabout	In a Hurry	P/C entred roundabout as veh signals turned green	P/C - Disobeyed pedestrian crossing facility	P/C - Entering Road from pavement	P/C - Failed to look properly	-
37	44190025827	Serious	22/01/2019	Jan	2019	08:00	Light	Frost/Ice	P/C	Asda Roundabout	Loss of Control	P/C slipped on ice within central roundabout pathway	P/C - Slippery Road (due to weather)	-	-	-
38	44190035564	Slight	29/01/2019	Jan	2019	18:40	Dark	Dry	M/C	Stakes Rd Roundabout	Failed to Give Way	Veh 1 entered roundabout, colliding with M/C circulating	Veh 1 - Rain, sleet, snow, or fog	Veh 1 - Failed to look properly	-	-
39	44190039374	Slight	01/02/2019	Feb	2019	15:30	Light	Wet	PED	Purbrook Way	Disobey Signal	PED crossed on red due to queuing traffic in Lane 1, collided with Veh 1 in lane 2	PED - Failed to look properly	-	-	-
40	44190051911	Slight	12/02/2019	Feb	2019	13:08	Light	Dry	P/C	College Rd Junction	Failed to Give Way	P/C entered carriageway, colliding with Veh 2	P/C - Entering Road from pavement	P/C - Failed to look properly	-	-
41	44190069008	Slight	26/02/2019	Feb	2019	09:43	Light	Dry	MV	Purbrook Way	Poor Manouvere	Veh 1 changed lanes, colliding with Veh 2 already in that lane	Veh 1 - Failed to judge others persons path / speed	Veh 1 - Exceeding speed limit	-	-
42	44190069994	Serious	27/02/2019	Feb	2019	00:10	Dark	Dry	MV	Stakes Rd Roundabout	Failed to Give Way	Veh 1 entered roundabout, colliding with Veh 2 circulating	Veh 1 - Impaired by Alcohol	-	-	-
43	44190118656	Slight	06/04/2019	Apr	2019	00:01	Dark	Dry	MV	Purbrook Way	Poor Manouvere	Veh 1 misjudged clearance, colliding with parked cars	Veh 1 - Failed to look properly	Veh 1 - Failed to judge others persons path / speed	-	-
44	4419013592	Slight	18/04/2019	Apr	2019	10:30	Light	Dry	MV	College Rd Junction	Failed to Give Way	Veh 1 turning right out into path of Veh 2 travelling W-bound	Veh 1 - Nervous / uncertain / panic	Veh 1 - Failed to look properly	-	-
45	44190168831	Serious	16/05/2019	May	2019	15:54	Light	Dry	P/C	Asda Roundabout	Disobey Signal	P/C entered carriageway on red, colliding with Veh 1	P/C - Disobeyed automatic traffic signal	P/C - Entering Road from pavement	-	-
46	4419187058	Serious	31/05/2019	May	2019	18:44	Light	Dry	M/C	B&Q roundabout	Failed to Give Way	Veh 2 entered roundabout, colliding with M/C circulating	Veh 2 - Disobeyed Give Way	-	-	-
47	44190198649	Slight	10/06/2019	Jun	2019	07:00	Light	Wet	P/C	Stakes Rd Roundabout	Failed to Give Way	Veh 1 entered roundabout, colliding with P/C circulating	Veh 1 - Failed to look properly	-	-	-
48	44190268065	Slight	30/07/2019	Jul	2019	15:19	Light	Dry	MV	College Rd Junction	Rear Shunt	Veh 1 failed to notice queueing traffic and collided with Veh 2 ahead	Veh 1 - Following too close	-	-	-
49	44190298504	Slight	22/08/2019	Aug	2019	17:40	Light	Dry	M/C	B&Q roundabout	Loss of Control	M/C hit rut in carriageway, lost control and collided with adjacent vehicle	M/C - Poor or defective road surface	-	-	-
50	44190333306	Serious	18/09/2019	Sep	2019	13:54	Light	Dry	P/C	Stakes Rd Roundabout	Poor Manouvere	Veh 1 clipped P/C when overtaking	Veh 1 - Low sun	-	-	-

PERSONAL INJURY ACCIDENT ANALYSIS

Collisions occurring in the vicinity of Proposed Lidl Store, Purbrook Way
Data provided by Hampshire Constabulary

Total No of collisions in search area **50**

01/01/15 to 31/12/19

SEVERITY

Fatal	0	0%
Serious	12	24%
Slight	38	76%

YEAR OF ACCIDENT

2015	6	12%
2016	11	22%
2017	8	16%
2018	11	22%
2019	14	28%

ACCIDENT TYPE

Rear Shunt	12	24%
Poor Manouvere	8	16%
Disobey Signal	4	8%
Failed to Give Way	21	42%
In a Hurry	3	6%
Loss of Control	2	4%

ROAD SURFACE

Dry	41	82%
Wet	7	14%
Frost/Ice	2	4%

LIGHTING CONDITIONS

Dark	9	18%
Light	41	82%

MOST VULNERABLE ROAD USER INVOLVED

Pedestrian	3	6%
Motorcycle	8	16%
Pedal cycle	17	34%
Motor Vehicle	22	44%

MONTH OF ACCIDENT

January	3	6%
February	5	10%
March	5	10%
April	4	8%
May	4	8%
June	5	10%
July	5	10%
August	7	14%
September	4	8%
October	7	14%
November	1	2%
December	0	0%

TIME OF ACCIDENT

00:00	2	4%
01:00	0	0%
02:00	0	0%
03:00	0	0%
04:00	0	0%
05:00	0	0%
06:00	0	0%
07:00	1	2%
08:00	4	8%
09:00	2	4%
10:00	2	4%
11:00	2	4%
12:00	2	4%
13:00	5	10%
14:00	3	6%
15:00	6	12%
16:00	1	2%
17:00	7	14%
18:00	4	8%
19:00	4	8%
20:00	4	8%
21:00	0	0%
22:00	1	2%
23:00	0	0%

CAUSATION FACTORS

	1st	2nd	3rd	4th
Failed to judge others persons path / speed	10	7	2	0
Failed to look properly	20	11	2	0
Disobeyed Give Way	3	0	0	0
Following too close	1	2	0	0
Disobeyed pedestrian crossing facility	1	1	0	0
Careless / Reckless / In a hurry	3	2	2	3
Poor turn / manouvere	2	1	0	0
Temporary Road Layout	0	1	0	0
Loss of control	0	1	1	0
Passing too close to cyclist	0	1	0	0
Sudden braking	0	0	1	0
Failed to signal / misleading signal	0	1	0	0
Entering Road from pavement	2	2	0	0
Wearing dark clothing at night	0	0	1	0
Exceeding speed limit	1	1	0	0
Disobeyed automatic traffic signal	1	1	0	0
Slippery Road (due to weather)	1	0	0	0
Rain, sleet, snow, or fog	1	0	0	0
Impaired by Alcohol	1	0	0	0
Nervous / uncertain / panic	1	0	0	0
Poor or defective road surface	1	0	0	0
Low sun	1	0	0	0

APPENDIX B: Previous Lidl Development Trip Assignment

Project: Lidl Purbrook Way, Havant

Primary	Primary	Secondary
New	Transferred	Passby / Linked
48%	32%	20%

10% Secondary on Sat

PREVIOUS LIDL APPLICATION TRIP ASSIGNMENT REVIEW

Store	Address	LHA	LPA	App Ref	Doc	Primary New	Primary Transferred	Secondary Passby / Linked
Lidl Gosport	Fareham Rd, Brockhurst, Gate, Gosport PO13 0ZX	Hampshire CC	Gosport	16/00598/FUL	DTA TA Dec-16	20%	60%	20%
Lidl Whiteley	land off Solent Way, Whiteley	Hampshire CC	Winchester	17/00164/FUL	SMA TA Jan-17	20%	46%	14%
Lidl Tadley	Aldermaston Road / Silchester Road, Tadley	West Berkshire	West Berkshire	19/01063/COMIND	MB TA Apr-19 - Final 05	34%	46%	20%
Lidl Shaftesbury	Christys Lane, Shaftesbury, Dorset, SP7 8PH	Dorset Council	Dorset Council	2/2019/0769/FUL	MB TA	26%	54%	20%
Lidl Goldstone RP	Unit 3, Goldstone Retail Park	Brighton & Hove	Brighton & Hove	BH2020/00549	MB TA Addendum May-20 Final 03	54%	26%	20%
Lidl Chichester	Barnfield Park, Chichester	West Sussex CC	Chichester DC	CC/18/01568/REM	I-Transport TN			38%
Lidl East Grinstead	Homebase, 219 - 223 London Rd, East Grinstead	West Sussex CC	Mid Sussex DC	DM/20/2826	MB TA Jul-20 Final 02	22%	58%	20%
Lidl Parkway RP	Parkway RP, Holdenhurst Rd, Bournemouth	Bournemouth	Bournemouth	7-2019-835-AI	MB TA Dec-18 - Final 02	17%	53%	30%
Lidl Woodbridge Rd, Guildford	Woodbridge Road, Guildford GU1 1EE	Surrey CC	Guildford BC	20/P/00388	MB TA Feb-20 Final 02	53%	27%	20%
Lidl Burgess Hill	Leylands Rd, Burgess Hill	West Sussex CC	Mid Sussex DC	DM/15/5108	Connect TA Dec-15	28%	22%	50%
Lidl Herne Bay	Thanet Way, Herne Bay	Kent CC	Canterbury CC	18/02242	Connect TA Oct-18	10%	20%	50%
Average						31%	38%	30%

COMMENTS

21% Diverted
Hampshire also consulted as on boundary

10% Secondary on Sat
62% Primary
10% Secondary on Sat

20% Diverted

