

Technical Note 01

Project:	Hulbert Road, Havant	Office:	Southampton
Project No:	A096474	Prepared by:	GS
Date:	October 2020	Approved by:	NW
Subject:	HCC Response	Status:	Draft

1 Introduction

- 1.1 This Technical Note (TN) has been produced in support of the proposed development on land at Hulbert Road, Havant. A planning application (ref. APP/20/00441) was submitted in June 2020 and validated in August 2020. In response to the application, Hampshire County Council (HCC), as the local highway authority, have provided comments on the Transport Assessment submitted with the application. The comments are included as **Appendix A**.
- 1.2 This TN provides a response to the comments raised by HCC.

2 Response to HCC Comments

- 2.1 **HCC Comment:** *To understand the accessibility of the proposed development to sustainable modes of transport, the National Travel Survey (NTS) has been referenced. The NTS identifies that pedestrians are willing to make journeys on foot up to 3.2km away. Similarly, the survey states that the maximum distance people are willing to cycle is 8km.*

The Highway Authority does not agree with these assumptions and instead acknowledges the findings within the CIHT's 'Providing for Journeys on Foot' document which identifies that the preferred maximum walking distance is considered to be 2km, whilst the maximum cycling distance is 5km. The NTS data acknowledges that the proportion of journeys above these distances by these modes is significantly less than those within these distances. Therefore, the view remains that sustainability assessments should be based on the CIHT data. These parameters have not been replaced within the NTS document.

Table 3.3 identifies local facilities in the area and the approximate distance from the site to reach them. Taking 2km as the preferred maximum walking distance, it is noted that locations such as Crookhorn College (2.1km) and Bedhampton Rail Station (2.3km) sit outside of this distance and are therefore unlikely to be accessed by foot.

WYG Response: The comment about an upper walking limit of 2km, as set out in Providing for Journeys on Foot is noted. However, as set out in the TA, the majority of facilities and amenities are within a 2km walking distance from the site.

Whilst Crookhorn College lies marginally outside of this range, another secondary school, Park Community School, lies within a 2km walking distance. Bedhampton railway station is the closest on foot, and is a nine-minute cycle ride away; furthermore, Havant railway station can be accessed from the site using the 39 bus service from the stop adjacent to B&Q. Therefore, the railway stations are considered to be accessible by sustainable modes.

- 2.2 **HCC Comment:** *Similarly to pedestrian infrastructure, Hulbert Road does not benefit from any off-road cycle provision. Shared use facilities are provided along Purbrook Way to the south west of the*

site, which also forms part of the National Cycle Network, and around the Purbrook Way/Hulbert Road roundabout.

To the north, off-road shared use facilities will be constructed by Portsmouth City Council from the Dunsbury Roundabout through the Dunsbury business park to Woolston Road.

Through pre-app discussions, the Highway Authority identified the requirement to provide pedestrian/cycle connectivity to the south to connect into the existing provision at the Purbrook Way/Hulbert Road roundabout. This is a necessity given the lack of existing provision along Hulbert Road to connect the development into nearby facilities. The proposals at pre-app detailed a 3m wide shared use path from the southern boundary of the site down to the existing provision; however, this has been reduced to a 2m wide footway in drawing number A096474-SK02 with no justification. The applicant should provide justification why the link has been reduced from what was previously shown and how safe cycle access to the development can be achieved to the south in accordance with the advice received at pre-app.

The application also proposes a footway link to the north to connect into the Dunsbury roundabout, should a link be provided into Dunsbury Park from the roundabout. Portsmouth City Council are currently undertaking design work to provide a shared use path from the business park down to the Dunsbury roundabout. It should therefore be investigated whether the northern link can be provided as a shared use footway/cycleway to provide a continuous route between Dunsbury Park (in conjunction with Portsmouth City Council's works at this location) down to the Purbrook Way/Hulbert Road roundabout. This matter should be discussed further with the Local Highway Authority and Portsmouth City Council to ensure required improvements are cohesive with the PCC design.

WYG Response: Plans showing the revised footway arrangements are shown on **Drawings A096474-SK02 Rev B** and **A096474-SK03** at **Appendix B**.

- 2.3 **HCC Comment:** *Personal Injury Accident (PIA) data has been gathered for the local highway network between 2014 and 2019 from Crashmap. The Highway Authority does not accept the use of Crashmap accident data and instead requires the most recent accident data to be gathered from Hampshire Constabulary, along with an update to the supporting analysis of the recorded accidents which also comments on the location of each accident.*

WYG Response: Accident data has been received from Hampshire Constabulary, and is included as **Appendix C**. The data shows that 25 accidents occurred in the study area, which includes the Purbrook Way and Dunsbury Park roundabouts. Of these, five were classified as serious, and 20 as slight.

The majority of incidents (21 of the 25 recorded) occurred at the Purbrook Way roundabout; three occurred on Hulbert Road on the approach to the roundabout, and one occurred on Hulbert Road on the approach to the Dunsbury Park roundabout.

Of the five serious incidents, two were deemed to have been caused by road users disobeying a traffic signal; two were attributed to drivers failing to look properly; and one occurred when a cyclist lost control on an icy surface.

The remaining 20 slight accidents all involved either careless driving, failing to look properly, disobeying a traffic signal or speeding, and can therefore be attributed to driver error.

Consequently, it is not considered that there are any safety issues in the surrounding highway network that would be exacerbated by the very low level of additional traffic that would be generated by the proposed development.

- 2.4 **HCC Comment:** *To understand the vehicular trip generation from the site, the TRICS database has been utilised. The 'mixed private/affordable' category has been selected as a 'worst case scenario'*

for trip generation which notes that two way trip rates would be 0.495 in the AM and 0.446 in the PM, resulting in vehicular trips of 59 in the AM and 58 in the PM.

The Highway Authority disagrees that this would be a worst-case assumption for the site as this would assess sites under the 'houses privately owned' category only. The trip rates should be revisited to ensure that a robust assessment has been carried out given that the current split of private/affordable dwellings is unknown.

WYG Response: An updated TRICS exercise has been undertaken for 'Houses Privately Owned' in England and Wales, excluding Greater London, in suburban, edge of town and free standing locations.

A summary of the revised trip rates is included in **Table 2.1**, with the full outputs at **Appendix D**.

Table 2.1 Revised Trip Generation Forecast

120 Dwellings	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	0.133	0.364	0.329	0.158
Total Trips	16	44	39	19

The revised forecast indicates that the development is expected to generate around 60 two-way trips in the AM peak hour and 58 two-way trips in the PM peak hour.

This represents an increase of one vehicle in the AM peak hour when compared with the forecast presented in the TA, and no change in the PM peak hour.

- 2.5 **HCC Comment:** *The applicant has distributed vehicular trips from the site based on the existing traffic flows recorded along Hulbert Road in February 2019. These traffic surveys indicate that existing flows along Hulbert Road are 58% northbound and 42% southbound in the AM and 48% northbound and 52% southbound in the PM.*

The Highway Authority does not agree that this assessment is representative of the expected distribution from the proposed residential development. The trip assignment is likely to differ from the site given that there are currently no existing residential developments on Hulbert Road and the route is a direct route to access the A3(M) at junction 3 for a large residential area. Trips from the site are likely to be guided by the location of work-based destinations. Census data for the relevant MSOA should therefore be analysed and trips from the site assigned to the local highway network on this basis.

WYG Response: A review of MSOA data for the Havant 018A and Havant 018B areas is included as **Appendix E**. Based on these numbers, 15% of residents travelling to work would be expected to travel north to the A3(M) at Dunsbury Park, and 85% would be expected to travel south.

Revised traffic flow diagrams are included in **Appendix E**, with the revised site access model included as **Appendix F**. The revised modelling shows that the proposed access operates well within capacity, with an RFC of 0.19 in the AM peak hour and 0.08 in the PM peak hour, with no queuing forecast.

- 2.6 **HCC Comment:** *To understand the existing speeds and flows along Hulbert Road, the applicant undertook an ATC survey during February 2019. The results on the speed survey indicated that the 85th percentile speeds were 49.2mph both northbound and southbound, nearly 10mph greater than the signed speed limit on Hulbert Road.*

The applicant has not presented any measures to reduce speeds along Hulbert Road. The introduction of a new access on Hulbert Road could introduce a new safety concern on the Highway

without suitable mitigation. The applicant should therefore consider forms of mitigation in conjuncture with the site access proposals.

WYG Response: The access has been designed to the existing recorded speeds, with the requisite visibility splays achievable in both directions. The ghost island right-turn lane has been designed to DMRB standards with the appropriate taper, deceleration and turning lengths provided. Intervisibility to the ghost island is also in excess of the requirement for a 50mph design speed.

It is expected that the presence of the junction would act as a traffic calming measure, causing drivers to perceive it as a slower road. Traffic speeds will be reviewed following the opening of the development, and if speeds have not reduced then additional measures could be considered.

- 2.7 **HCC Comment:** *Junction modelling has been carried out for the site access only. It is considered the junction modelling at this stage should be extended to cover the Purbrook Way/Hulbert Road and Dunsbury roundabouts to understand the development's impact at this location. However, on agreement of the distribution, the requirement to consider other junctions may become apparent. It should be noted that Hampshire County Council already hold Linsig models for the Purbrook Way/Hulbert Road roundabout which can be utilised at a cost should this be required. The Highway Authority would welcome further discussions with the applicant should they wish to acquire these model files.*

WYG Response: As set out previously, the site is expected to generate around 60 two way movements in the peak hours, approximately half of which will impact on each of the Purbrook Way/Hulbert Road and Dunsbury roundabouts. Therefore, the roundabouts will each be subject to around 30 additional movements in the peak hours.

This is not considered to be a material impact, with one additional movement every two minutes, and will have a negligible effect on the capacities of the roundabouts, neither of which experience capacity issues currently. Consequently, the request to model both roundabouts is considered to be disproportionate to the scale of the development.

- 2.8 **HCC Comment:** As part of pre-app discussions on this site, the Highway Authority have previously provided comments on the proposed access arrangement which have not been addressed in the TA. It is unclear why a right turn lane into the site is required as there is no existing safety issue in this area, nor is there is a need in capacity terms, which is corroborated by the junction capacity analysis above. It is noted that the carriageway will need to be widened on the eastern side of Hulbert Road to provide the right turn lane, impacting on the existing ditch and tree belt which has not been noted by the applicant. The status of this tree belt has not been explored and we believe the wooded area on the eastern side of Hulbert Road does have protected status. This should be investigated further by the applicant.

To fully assess the proposed access arrangement and requirement for a right turn lane, the applicant is required to provide the following information:

- *The radii and dimensions included on the access drawing.*
- *Tracking drawings for a family car, refuse vehicle and pantechicon are required for the new access. Tracking for the refuse vehicle should be shown while a car waits at the stop line of the access.*
- *The Highway boundary should be shown to demonstrate the visibility splays can be achieved within the extent of the highway. Given the level of vegetation in the area, a topographical survey should be provided to confirm the level of tree removal required to achieve the vis splays.*



- *An arboriculture report which addresses the impact of the tree loss to accommodate the right turn lane.*
- *A Stage 1 Road Safety Audit.*

WYG Response: A revised access arrangement, showing the geometries, visibility splays and highway boundary, is shown in **Appendix G** on Drawing **A096474-SK01 Rev B**.



Appendix A

HCC RESPONSE



Head of Development Planning
Havant Borough Council
Civic Offices
Civic Centre Road
HAVANT
Hampshire
PO9 2AX

*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055

www.hants.gov.uk

<i>Enquiries to</i>	Chris Hirst	<i>My reference</i>	6/3/13/198
<i>Direct Line</i>	01962 846877	<i>Your reference</i>	APP/20/00441
<i>Date</i>	2 nd September 2020	<i>Email</i>	Chris.hirst@hants.gov.uk

For the attention of Ms L Wells

Dear Madam

Outline planning application with all matters reserved except access for the development of up to 120 dwellings and associated improved site access, landscaping, footpaths, SuDS and other associated works on land to the west of Hulbert Road, Havant.

Thank you for consultation on the above planning application which seeks outline planning permission for the development of 120 dwellings to the west of Hulbert Road.

The Highway Authority has previously held pre-application talks with the applicant to discuss the transport implications of the proposed development. The applicant has submitted a Transport Assessment (TA) following these discussions, although it is noted that the majority of comments raised at pre-app have not been addressed. Our comments on the application as it stands to date are set out below.

Existing Conditions

The proposed development is located to the west of Hulbert Road between the Purbrook Way/Hulbert Road roundabout to the south and the Dunsbury roundabout to the north. Hulbert Road is subject to a 40mph speed limit with no existing pedestrian provision.

Hulbert Road is lined by woodland to the east and west and does not benefit from any street lighting. Any status of this woodland or ownership is unknown and should be clarified in order to understand the limits of the offsite improvements that can be achieved.

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

Site Accessibility

To understand the accessibility of the proposed development to sustainable modes of transport, the National Travel Survey (NTS) has been referenced. The NTS identifies that pedestrians are willing to make journeys on foot up to 3.2km away. Similarly, the survey states that the maximum distance people are willing to cycle is 8km.

The Highway Authority does not agree with these assumptions and instead acknowledges the findings within the CIHT's 'Providing for Journeys on Foot' document which identifies that the preferred maximum walking distance is considered to be 2km, whilst the maximum cycling distance is 5km. The NTS data acknowledges that the proportion of journeys above these distances by these modes is significantly less than those within these distances. Therefore, the view remains that sustainability assessments should be based on the CIHT data. These parameters have not been replaced within the NTS document.

Walking and Cycling Access

Hulbert Road does not currently benefit from any footway provision. The existing footway provision terminates to the north of the Purbrook Way/Hulbert Road roundabout which features controlled crossings on the multiple arms and circulatory.

Table 3.3 identifies local facilities in the area and the approximate distance from the site to reach them. Taking 2km as the preferred maximum walking distance, it is noted that locations such as Crookhorn College (2.1km) and Bedhampton Rail Station (2.3km) sit outside of this distance and are therefore unlikely to be accessed by foot.

Similarly to pedestrian infrastructure, Hulbert Road does not benefit from any off-road cycle provision. Shared use facilities are provided along Purbrook Way to the south west of the site, which also forms part of the National Cycle Network, and around the Purbrook Way/Hulbert Road roundabout.

To the north, off-road shared use facilities will be constructed by Portsmouth City Council from the Dunsbury Roundabout through the Dunsbury business park to Woolston Road.

Through pre-app discussions, the Highway Authority identified the requirement to provide pedestrian/cycle connectivity to the south to connect into the existing provision at the Purbrook Way/Hulbert Road roundabout. This is a necessity given the lack of existing provision along Hulbert Road to connect the development into nearby facilities. The proposals at pre-app detailed a 3m wide shared use path from the southern boundary of the site down to the existing provision; however, this has been reduced to a 2m wide footway in drawing number A096474-SK02 with no justification. The applicant should provide justification why the link has been reduced from what was previously shown and how safe cycle access to the development can be achieved to the

south in accordance with the advice received at pre-app. It is noted that LTN 1/20 has been released since the pre-app advice was provided. The design hierarchy should be considered by the applicant when determining appropriate cycle access provision to the south.

The application also proposes a footway link to the north to connect into the Dunsbury roundabout, should a link be provided into Dunsbury Park from the roundabout. Portsmouth City Council are currently undertaking design work to provide a shared use path from the business park down to the Dunsbury roundabout. It should therefore be investigated whether the northern link can be provided as a shared use footway/cycleway to provide a continuous route between Dunsbury Park (in conjunction with Portsmouth City Council's works at this location) down to the Purbrook Way/Hulbert Road roundabout. This matter should be discussed further with the Local Highway Authority and Portsmouth City Council to ensure required improvements are cohesive with the PCC design.

Bus

The nearest bus stops to the proposed site are located circa 700m away on Purbrook Way, to the south of B&Q. The stops on both sides of the road consist of a shelter and timetable, providing services to Havant and Portsmouth every 30 minutes and wider destinations such as Petersfield every hour.

Rail

As noted above, the nearest rail station to the site is located within Bedhampton which is 2.6km away and is considered more conducive for cycle trips rather than walking trips. The station provides trains every 20 minutes into Havant and every hour to wider destinations such as Portsmouth and London Waterloo.

Personal Injury Accident Data

Personal Injury Accident (PIA) data has been gathered for the local highway network between 2014 and 2019 from Crashmap.

The Highway Authority does not accept the use of Crashmap accident data and instead requires the most recent accident data to be gathered from Hampshire Constabulary, along with an update to the supporting analysis of the recorded accidents which also comments on the location of each accident.

Development Proposals

Outline permission is sought for the provision of 120 dwellings with access taken from Hulbert Road. The applicant has not specified what the mix of private and affordable dwellings is likely to be, nor have they detailed what the parking strategy for the site will be.

A proposed site layout has been provided in Appendix C, but it is noted that the plan is currently vague and does not provide any details for the Highway Authority to comment on. Should outline planning permission be granted for

the site, the applicant will be required to produce a detailed masterplan with confirmation on the mix of dwellings, parking & refuse servicing provision and proposed internal layout for consideration at reserved matters.

At present, it is unclear whether the internal layout will be offered for adoption by the developer. To facilitate road adoption, the Section 38 process will need to be undertaken in addition to any planning approval that may be granted by the Local Planning Authority, the details of which can be found via the following link -

<https://www.hants.gov.uk/transport/developers/constructionstandards>.

It is recommended that the developer engage with the S38 team at their earliest convenience. Developers should also be made aware of the Advanced Payment Code (APC) that will be required by the Highway Authority. Details of this can be found via the following link -

<http://documents.hants.gov.uk/transport/APCProcessGuidancedocumentforwebsitev22018-04-02.pdf>.

Vehicle and Cycle Parking Provision

As mentioned above, it is not currently possible to comment on the layout of the proposed vehicle and cycle provision until the site proposals have been developed further at reserved matters.

It should be noted that the quantum of vehicle parking will be for Havant Borough Council to address in their capacity as the local parking authority. It is noted within the submission that parking will meet the required parking standards and therefore subject to an agreeable layout at reserved matters stage the highway authority have no further comment at present.

Trip Generation

To understand the vehicular trip generation from the site, the TRICS database has been utilised. The 'mixed private/affordable' category has been selected as a 'worst case scenario' for trip generation which notes that two way trip rates would be 0.495 in the AM and 0.446 in the PM, resulting in vehicular trips of 59 in the AM and 58 in the PM.

The Highway Authority disagrees that this would be a worst-case assumption for the site as this would assess sites under the 'houses privately owned' category only. The trip rates should be revisited to ensure that a robust assessment has been carried out given that the current split of private/affordable dwellings is unknown.

Trip Distribution

The applicant has distributed vehicular trips from the site based on the existing traffic flows recorded along Hulbert Road in February 2019. These traffic surveys indicate that existing flows along Hulbert Road are 58% northbound and 42% southbound in the AM and 48% northbound and 52% southbound in the PM.

The Highway Authority does not agree that this assessment is representative of the expected distribution from the proposed residential development. The trip assignment is likely to differ from the site given that there are currently no existing residential developments on Hulbert Road and the route is a direct route to access the A3(M) at junction 3 for a large residential area. Trips from the site are likely to be guided by the location of work-based destinations. Census data for the relevant MSOA should therefore be analysed and trips from the site assigned to the local highway network on this basis.

Baseline Traffic Data

To understand the existing speeds and flows along Hulbert Road, the applicant undertook an ATC survey during February 2019. The results on the speed survey indicated that the 85th percentile speeds were 49.2mph both northbound and southbound, nearly 10mph greater than the signed speed limit on Hulbert Road.

The applicant has not presented any measures to reduce speeds along Hulbert Road. The introduction of a new access on Hulbert Road could introduce a new safety concern on the Highway without suitable mitigation. The applicant should therefore consider forms of mitigation in conjuncture with the site access proposals.

Vehicular Access

Vehicular access into the site is proposed via a new ghost island right turn lane from Hulbert Road which is shown in Drawing number A096474-SK01.

Junction modelling has been undertaken for the new right turn lane arrangement into the development. The access has been modelled to a 5-year future scenario which shows the highest Ratio of Flow to Capacity (RFC) of 0.15 on the site access arm of the junction in the AM and a maximum queue of 0.2 PCUs. While the modelling work may need to be revisited once the trip rates have been agreed for the site, the access is still considered likely to be working within operational capacity.

As part of pre-app discussions on this site, the Highway Authority have previously provided comments on the proposed access arrangement which have not been addressed in the TA. It is unclear why a right turn lane into the site is required as there is no existing safety issue in this area, nor is there is a need in capacity terms, which is corroborated by the junction capacity analysis above. It is noted that the carriageway will need to be widened on the eastern side of Hulbert Road to provide the right turn lane, impacting on the existing ditch and tree belt which has not been noted by the applicant. The status of this tree belt has not been explored and we believe the wooded area on the eastern side of Hulbert Road does have protected status. This should be investigated further by the applicant.

The speed surveys undertaken on Hulbert Road also confirm that the 85th percentile speeds are greater than the signed 40mph speed limit, but no comment has been made with regards to the impact of the right turn lane on

these speeds. This matter should be investigated further through a Road Safety Audit.

To fully assess the proposed access arrangement and requirement for a right turn lane, the applicant is required to provide the following information:

- The radii and dimensions included on the access drawing.
- Tracking drawings for a family car, refuse vehicle and pantechnicon are required for the new access. Tracking for the refuse vehicle should be shown while a car waits at the stop line of the access.
- The Highway boundary should be shown to demonstrate the visibility splays can be achieved within the extent of the highway. Given the level of vegetation in the area, a topographical survey should be provided to confirm the level of tree removal required to achieve the vis splays.
- An arboriculture report which addresses the impact of the tree loss to accommodate the right turn lane.
- A Stage 1 Road Safety Audit.

The Highway Authority would welcome further discussions regarding the vehicular site access arrangement.

Traffic Impact Assessment

Junction modelling has been carried out for the site access only. It is considered the junction modelling at this stage should be extended to cover the Purbrook Way/Hulbert Road and Dunsbury roundabouts to understand the development's impact at this location. However, on agreement of the distribution, the requirement to consider other junctions may become apparent. It should be noted that Hampshire County Council already hold Linsig models for the Purbrook Way/Hulbert Road roundabout which can be utilised at a cost should this be required. The Highway Authority would welcome further discussions with the applicant should they wish to acquire these model files.

Framework Travel Plan

The current framework travel plan is considered inadequate. The following changes should be made:

- A 5% reduction in SOV use is not considered SMART (Specific, Measurable, Achievable, Realistic, Timely). For a site of this description we would expect a minimum target of 10% reduction in SOV use over the five years monitoring period.
- The existing action plan should include all measures listed in the measures section, below is a suggested layout. Please note that estimated costs **must** be included.

Objective	Measure	Start Date	Due Date	Responsibility	Mode affected	Cost Estimate	How to measure success

Table 4 - Example Action Plan

- The existing measures section is not considered adequate. A non-exhaustive list of measures we would expect in a site of this description can be found below:
 - Promotion of safe local walking routes, including:
 - The provision of route maps
 - Improvements to (and maintenance of) the walking network and signage
 - Promotion of free health apps
 - Coordinate with schools to organise walking to school events
 - Sustainable travel voucher
 - Improvements to (and maintenance of) the cycle network
 - Provision of cycle route maps and improvements to signage
 - Secure, well lit, covered cycle storage with pumps
 - Formation of a Bicycle Users Group (BUG)
 - Provision of clear public transport information (available direct from the local operator)
 - Collaboration with local public transport providers to improve services, negotiate discounts and trial initiatives
 - Review of car parking policy and introduce a management strategy
 - Provision of information to all occupants, residents, visitors and staff on how to access the site by means other than the car through a variety of methods, including:
 - Personal travel planning
 - Notice boards / team meeting agenda
 - News letters
 - Hold events
 - Focus groups
 - Introduction of a personalised journey planning scheme
 - Promote home delivery services
 - Provide good quality broadband services
 - Promote home working, where possible
- The existing monitoring strategy is unclear. We would expect, as a minimum, a monitoring strategy similar to below:

	Baseline (Year 1)	Year 2	Year 3	Year 4	Year 5
Level of report	To be submitted one year after occupation. This will include the baseline survey results found in the updated Full Travel Plan and a monitoring report.	Monitoring Report	Full Surveys - Monitoring Report	Monitoring Report	Full Surveys - Monitoring Report

- Please note that surveys require a minimum response rate of 35% to be considered statistically significant. This should be noted within the travel plan. Measures should be in place to ensure this response rate is met i.e. vouchers.
- An example survey must be included within the travel plan.
- There should be a paragraph explaining the role of the Section 106 agreement including the value of the Travel Plan Cash Deposit (where applicable)
- Commitment to pay HCC's monitoring and approval fees
- Commitment to provide a Travel Plan Cash Deposit of equal value to travel plan measures

Recommendation

The Highway Authority requires additional information to address a number of concerns held with the current development proposals, this relates to the following:

- Updated PIA Data from Hampshire Constabulary;
- Site access;
- Investigation into speed reduction measures on Hulbert Road;
- Further investigation into the northern and southern pedestrian/cycle connections;
- Updated TRICS assessment;
- Updated trip distribution assessment;
- Junction modelling for the Purbrook Way/Hulbert Road and Dunsbury roundabouts; and
- Updated Framework Travel Plan.

I trust the above is clear. Should you require further clarification, please feel free to contact Chris Hirst on the number noted above.

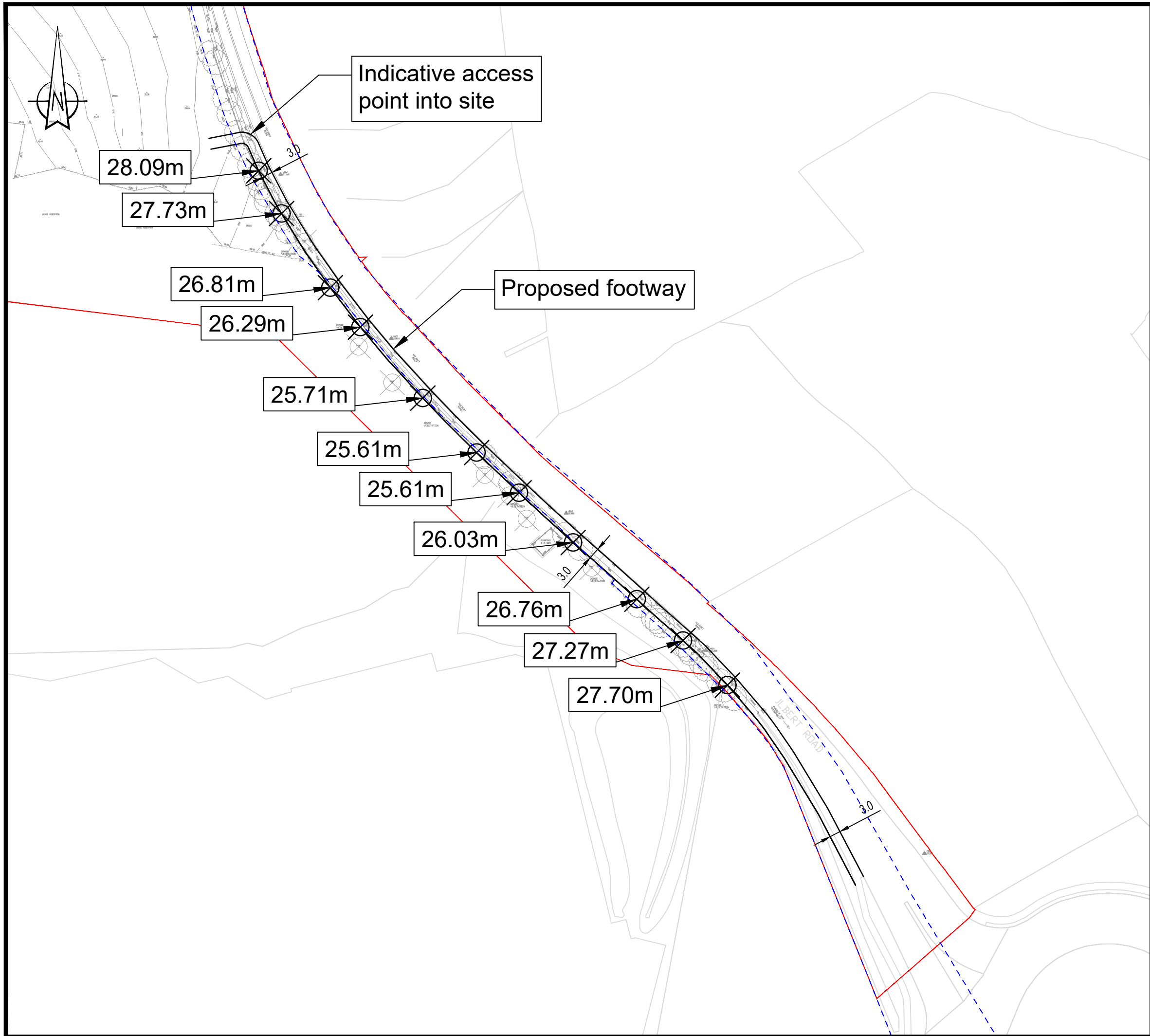
Yours Sincerely,

Gemma McCart – Transport Team Leader



Appendix B

PROPOSED FOOTWAY DRAWINGS



- Notes:
- General
1. Do not scale from drawing.
 2. All dimensions are in metres, unless stated otherwise.
 3. This drawing is to be read & printed in colour.
 4. This drawing is for illustrative purposes only.
 5. Any proposed levels on this drawing are indicative only and based on existing channel line level + 125mm kerb + 1 in 40 fall across flexible footway construction.

Disclaimer

1. The information contained in this drawing is based on a combination of OS and data provided by others and WYG shall not be liable for any inaccuracies or deficiencies.

Key:

— Application boundary

- - - Approximate extent of highway boundary

C	Drawing updated with Highway boundary	JG	GS	27.10.2020
B	Drawing updated with topographical survey	JG	GS	22.10.2020
A	Revised Application Boundary	BM	AP	21.05.2020

REV	DETAILS	DRAWN	CHECKED	DATE
-----	---------	-------	---------	------

CLIENT:

WYG Planning

PROJECT:

Hulbert Road, Havant

DRAWING TITLE:

Proposed Footway

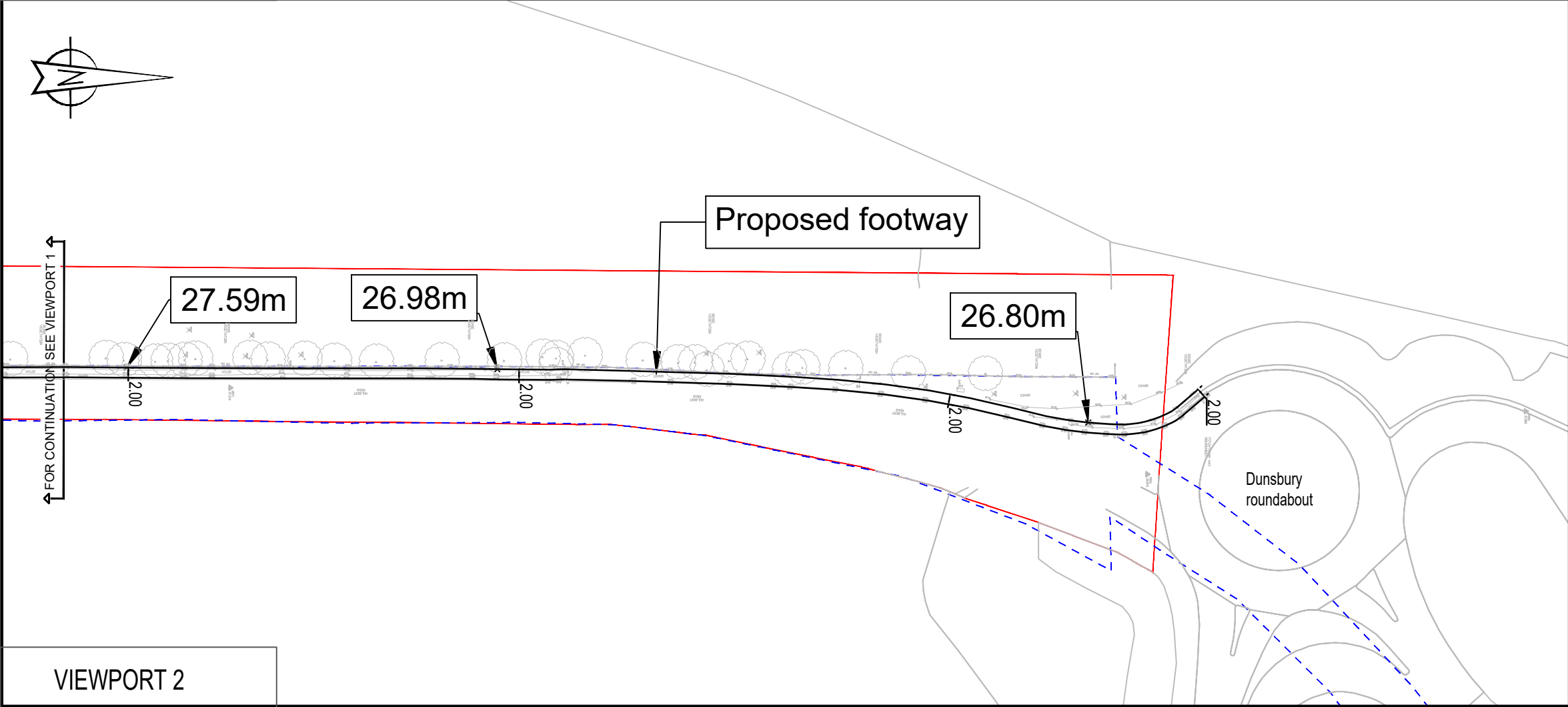
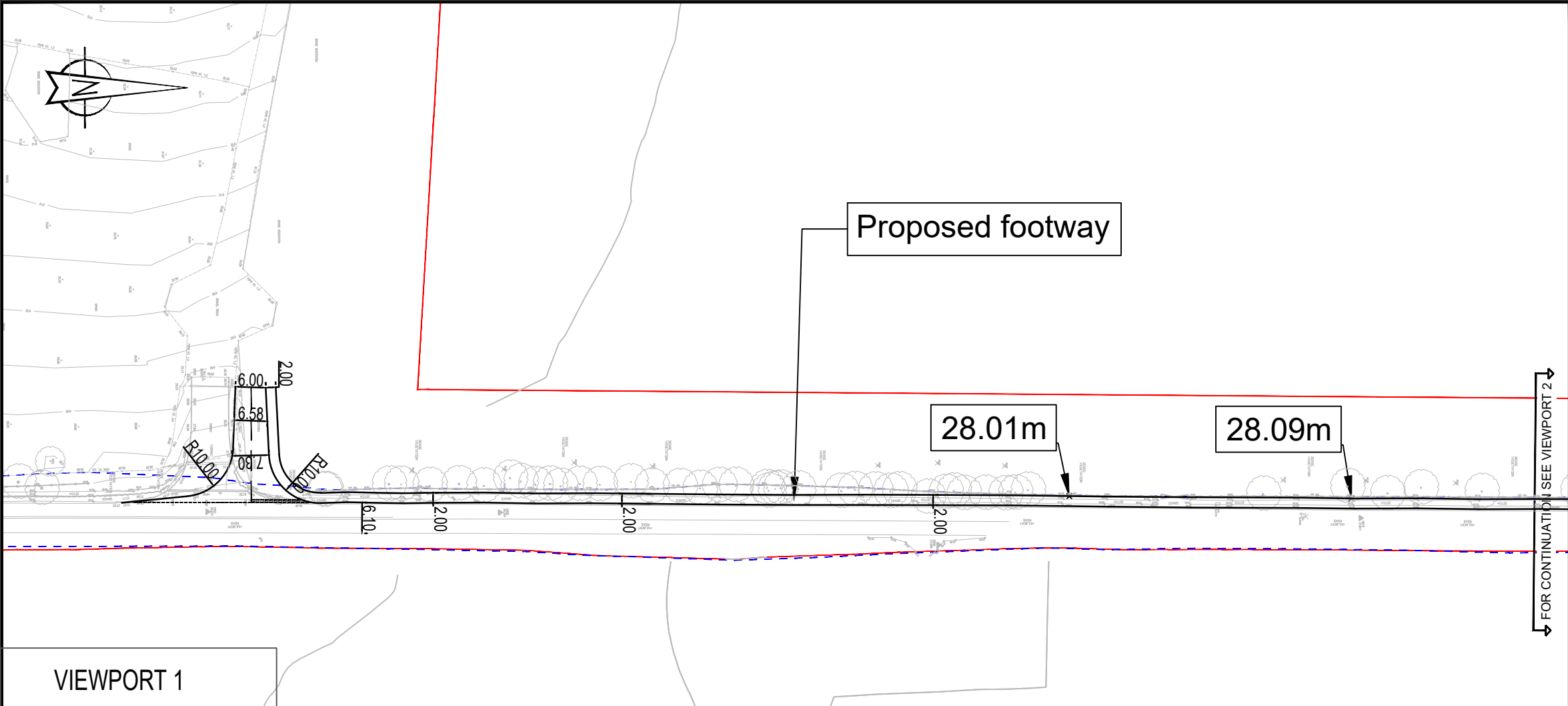
SCALES:	1:1000	SHEET SIZE:	A3
DRAWN:	GS	CHECKED:	MA
		DATE:	28.02.2019

WYG Transport
part of WYG group

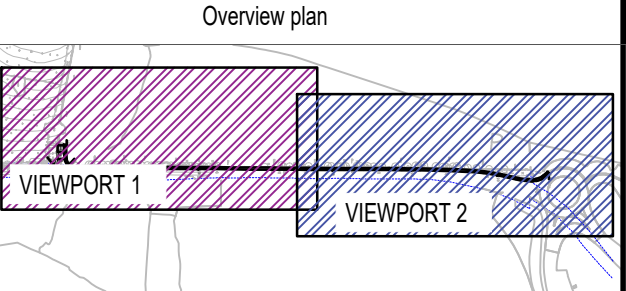
The Pavilion, 1st Floor, Botleigh Grange Office
Campus, Hedge End, Southampton, SO30 2AF
t: 02382 022 800 e: transport@wyg.com


A TETRA
TECH
COMPANY

DRAWING NUMBER:	A096474-SK02	REVISION:	C
-----------------	---------------------	-----------	----------



- Notes:
- General
1. Do not scale from drawing.
 2. All dimensions are in metres, unless stated otherwise.
 3. This drawing is to be read & printed in colour.
 4. This drawing is for illustrative purposes only.
 5. Any proposed levels on this drawing are indicative only and based on existing channel line level + 125mm kerb + 1 in 40 fall across flexible footway construction.
- Disclaimer
1. The information contained in this drawing is based on a combination of OS and data provided by others and WYG shall not be liable for any inaccuracies or deficiencies.
- Key:
- Application boundary
 - Approximate extent of highway boundary



INDICATIVE

A Removal of ghost island and right turn SJR GS 28.10.2020

REV	DETAILS	DRAWN	CHECKED	DATE
-----	---------	-------	---------	------

CLIENT:

WYG Planning

PROJECT:

Hulbert Road, Havant

DRAWING TITLE:

Proposed Footway

SCALES:	1:1000	SHEET SIZE:	A3
DRAWN:	JG	CHECKED:	GS
DATE:	27.10.20		

WYG Transport
part of WYG group

The Pavilion, 1st Floor, Botleigh Grange Office
Campus, Hedge End, Southampton, SO30 2AF
t: 02382 022 800 e: transport@wyg.com

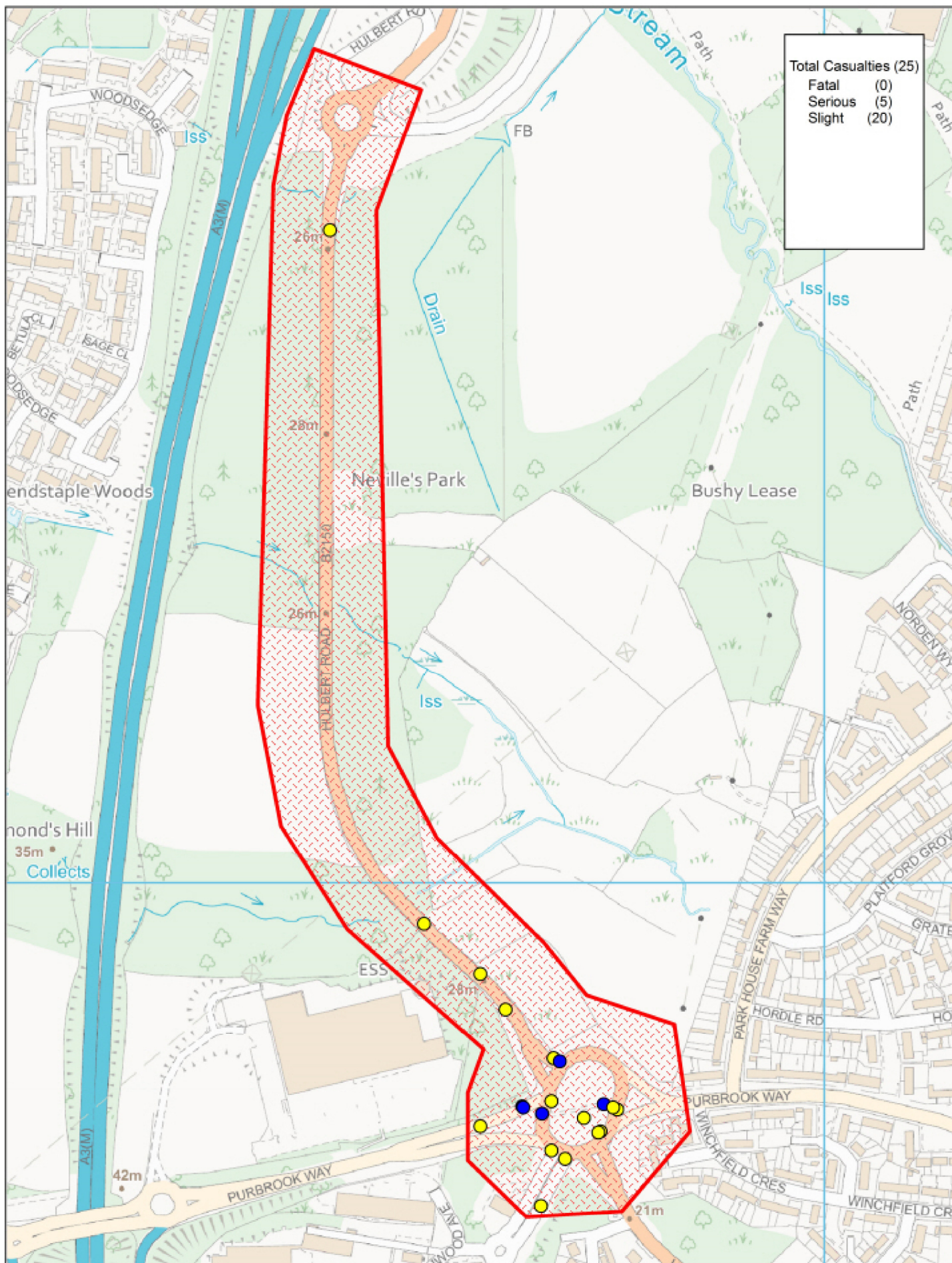
WYG
A TETRA TECH COMPANY

DRAWING NUMBER:	REVISION:
A096474-SK03	A



Appendix C

PERSONAL INJURY ACCIDENT DATA



Hulbert Road, Havant

SCALE	1 : 4820
DATE	20/10/2020
DRAWING No.	
DRAWN BY	

Accidents between dates 01/06/2015 and 31/05/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW HULBERT ROAD BACS/SR/1020/104")

Notes:

Selected Polygon:AW HULBERT ROAD BACS/SR/1020/104

44190025827 22/01/2019 Time 0800 Vehicles 1 Casualties 1 Serious
E:469788 N: 107788 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Frost/Ice
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (P/CYCLE) TRAVELLING W ALONGTHE PATH ACROSS PURBROOK WAY ROUNDABOUT SLIPS ON ICE
CAUSING RIDER TO FALL FROM VEH.

Occurred on PURBROOK WAY ROUNDABOUT ON THE PAVEMENT ACROSS THE CENTRE OF THE
ROUNDABOUT, 7 METERS W OF PURBROOK WAY, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
9 Skidded
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 19 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/06/2015 and 31/05/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW HULBERT ROAD BACS/SR/1020/104")

44190168831 16/05/2019 Time 1554 Vehicles 2 Casualties 1 Serious
E:469711 N: 107785 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed automatic traffic signal	Vehicle 2	Possible
2nd:	Cyclist entering road from pavement	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING E ALONG PURBROOK WAY WAS HELD AT A RED ATS. WHEN THE LIGHT
TURNED TO GREEN VEH1 MOVED OFF. VEH2 (P/CYCLE) MIS-TIMED THE LIGHTS AND MOVED OFF AT THE
SAME TIME TRAVELLING S ACROSS THE CROSSING.

Occurred on PURBROOK AT JUNCTION WITH HULBERT ROAD, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Car Starting
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 Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Male
Not hit and run Breath test Not requested
Left hand drive: No

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 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 applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 17 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/06/2015 and 31/05/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW HULBERT ROAD BACS/SR/1020/104")

Notes:

44200000960 01/01/2020 Time 1932 Vehicles 1 Casualties 1 Serious
E:469729 N: 107779 First Road: B 2150 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction 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:	Failed to signal/Misleading signal	Vehicle 1	Possible
2nd:	Failed to look properly	Casualty 1	Possible
3rd:	Wrong use of pedestrian crossing facility	Casualty 1	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING N ALONG B2150 HULBERT ROAD RBT WAS GOING THROUGH A GREEN LIGHT
AND COLLIDED WITH CAS1 (PEDESTRIAN) WHO RAN OUT AT THE CROSSING TRAVELLING E.
Occurred on B2150 HULBERT ROAD AT JUNCTION WITH PURBROOK WAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r 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: No

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
On Ped Crossing E bound
Driver's nearside

Accidents between dates 01/06/2015 and 31/05/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW HULBERT ROAD BACS/SR/1020/104")

44180365286 27/09/2018 Time 2227 Vehicles 1 Casualties 1 Serious
E:469710 N: 107786 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal B 2150
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Possible
2nd:	Disobeyed automatic traffic signal	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 1	Possible
4th:	Careless/Reckless/In a hurry	Vehicle 1	Possible
5th:			
6th:			

VEH1 (CAR) TRAVELLING E ALONG PURBROOK WAY CONTRAVENES A TRAFFIC LIGHT AND HITS CAS1 (PEDESTRIAN) CROSSING PURBROOK WAY ON THE CROSSING TRAVELLING S.
Occurred on PURBROOK WAY AT JUNCTION WITH B2150 HULBERT ROAD, HAVANT, HAMPSHIRE.

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

Casualty Reference: 1 Vehicle: 1 Age: 46 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
On Ped Crossing S bound
Driver's nearside

Accidents between dates 01/06/2015 and 31/05/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW HULBERT ROAD BACS/SR/1020/104")

44180372260 03/10/2018 Time 1153 Vehicles 2 Casualties 1 Serious
E:469746 N: 107829 First Road: B 2150 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH2 (CAR) TRAVELLING SE ALONG B2150 HULBERT ROAD JOINS ROUNDABOUT WITHOUT GIVING WAY
TO VEH1 (P/CYCLE) TRAVELLING NE ALREADY ON ROUNDABOUT.

Occurred on B2150 HULBERT ROAD AT JUNCTION WITH PURBROOK WAY, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 73 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 73 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 75 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/06/2015 and 31/05/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW HULBERT ROAD BACS/SR/1020/104")

Notes:

160138863 11/04/2016 Time 0805 Vehicles 2 Casualties 1 Slight
E:469751 N: 107736 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 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:	Failed to look properly	Vehicle 1	Possible
2nd:	Temporary road layout (eg contraflow)	Vehicle 1	Possible
3rd:	Temporary road layout (eg contraflow)	Vehicle 2	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W ALONG PURBROOK WAY ENTERED THE RBT, TURNED LEFT FOR THE ASDA ENTRANCE AND COLLIDED WITH VEH 2 (P/CYCLE) WHICH WAS TRAVELLING NW ACROSS THE MOUTH OF THE JUNCTION.

Occurred on PURBROOK WAY AT JUNCTION WITH ASDA ENTRANCE, HAVANT, 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 Leaving roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

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 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 15 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 15 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/06/2015 and 31/05/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW HULBERT ROAD BACS/SR/1020/104")

160231469 21/06/2016 Time 1555 Vehicles 2 Casualties 2 Slight
E:469616 N: 107961 First Road: B 2150 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING SE ALONG B2150 HULBERT ROAD FAILED TO REACT IN TIME TO VEH 2 (CAR)
SLOWING FOR TRAFFIC APPROACHING THE RBT AHEAD AND COLLIDED WITH THE REAR OF VEH 2.
Occurred on B2150 HULBERT ROAD 102 METRES NORTH-WEST OF PURBROOK WAY, HAVANT, 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 32 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Casualty Reference: 2 Vehicle: 1 Age: 7 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Stopping
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 68 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/06/2015 and 31/05/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW HULBERT ROAD BACS/SR/1020/104")

160268315 18/07/2016 Time 2000 Vehicles 2 Casualties 1 Slight
E:469783 N: 107761 First Road: B 2150 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING W ALONG PURBROOK WAY STOPPED AT THE RBT AT B2150 HULBERT ROAD.
VEH 2 (CAR) BEHIND MOVED OFF AND COLLIDED WITH THE REAR OF VEH 1 WHILST VEH 1 WAS STILL
STATIONARY.

Occurred on B2150 HULBERT ROAD AT JUNCTION WITH PURBROOK WAY, HAVANT, 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:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 25 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Starting
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/06/2015 and 31/05/2020** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW HULBERT ROAD BACS/SR/1020/104")

160314810 22/08/2016 Time 0955 Vehicles 2 Casualties 1 Slight
E:469728 N: 107691 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING SE ALONG LARCHWOOD AVENUE AND COLLIDES WITH THE REAR OF VEH 2 (CAR).

Occurred on LARCHWOOD AVENUE 50 METRES SOUTH WEST OF B2150 HULBERT ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 82 Male
Not hit and run Breath test Negative Left hand drive: No

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

Vehicle Reference 2 Car Going ahead other
Vehicle movement from 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:
Hit object in road None Off road: None
Did not leave carr Age of Driver 64 Female
Not hit and run Breath test Negative Left hand drive: No

Accidents between dates 01/06/2015 and 31/05/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW HULBERT ROAD BACS/SR/1020/104")

44170100305 17/03/2017 Time 1345 Vehicles 2 Casualties 1 Slight
E:469769 N: 107775 First Road: B 2150 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 2 (P/ CYCLE) TRAVELLING E ALONG PURBROOK WAY ON CYCLE/FOOTPATH THROUGH MIDDLE OF
RBT ENTERS RBT AS LIGHTS TURN RED FOR TRAFFIC TRYING TO BEAT THE TRAFFIC. VEH 1 (CAR)
TRAVELLING SE ALONG B2150 HULBERT ROAD AROUND RBT AND COLLIDES.

Occurred on B2150 HULBERT ROAD AT JUNCTION WITH PURBROOK WAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Starting
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 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 65 Female
Not hit and run Breath test Negative
Left hand drive: No

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

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

Accidents between dates 01/06/2015 and 31/05/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW HULBERT ROAD BACS/SR/1020/104")

44170162676 02/05/2017 Time 0855 Vehicles 2 Casualties 1 Slight
E:469694 N: 107879 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 Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

AMBO TRAVELLING SE ON HULBERT ROAD ON A RESPONSE RUN. VH1 (CAR) IN OPOSSING
CARRAIGEWAY STOPPED TO ALLOW AMBO THROUGH. VH2 (CAR) FAILED TO SEE VH1 STOP, THUS
COLLIDING WITH IT.

Occurred on B2150 HULBERT ROAD, HAVANT, 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 Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 44 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 44 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 86 Male
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates 01/06/2015 and 31/05/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW HULBERT ROAD BACS/SR/1020/104")

44170234938 20/06/2017 Time 1535 Vehicles 2 Casualties 1 Slight
E:469801 N: 107783 First Road: B 2150 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING S AROUND B2150 HULBERT ROAD RBT COLLIDED WITH REAR OF VEH 1 (CAR)
TRAVELLING IN FRONT AND STOPPED IN QUEUE OF TRAFFIC WAITING FOR PEDESTRIAN CROSSING. VEH
2 DROVE AROUND VEH 1 AND DROVE OFF.

Occurred on B2150 HULBERT ROAD WAY AT JUNCTION WITH PURBROOK WAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from NE to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 44 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 44 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Stopping
Vehicle movement from NE to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 42 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/06/2015 and 31/05/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW HULBERT ROAD BACS/SR/1020/104")

44170315751 15/08/2017 Time 2004 Vehicles 2 Casualties 1 Slight
E:469738 N: 107744 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 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	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) PULLS OUT OF ASDA CAR PARK TO TRAVELLONG NW ALONG PURBROOK WAY ACROSS THE
PATH OF VEH 2 (CAR) TRAVELLING NW ALONG PURBROOK WAY AROUND THE RBT AND COLLIDES.

Occurred on PURBROOK WAY AT THE JUNCTION WITH ASDA SUPERSTORE CAR PARK, HAVANT,
HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from SW to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 47 Male
Not hit and run Breath test Not requested
Left hand drive: No

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

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

Accidents between dates 01/06/2015 and 31/05/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW HULBERT ROAD BACS/SR/1020/104")

Notes:

44180252632 05/07/2018 Time 1731 Vehicles 2 Casualties 2 Slight
E:469670 N: 107913 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 Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING SE ALONG B2150 HULBERT ROAD FAILED TO NOTICE THAT VEH2 (CAR)
TRAVELLING SE ALONG B2150 HULBERT ROAD IN FRONT HAD SLOWED DOWN. VEH1 COLLIDES WITH
THE REAR OF VEH2.

Occurred on B2150 HULBERT ROAD, 108 METERS NW OF JUNCTION WITH PURBROOK WAY, HAVANT,
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 31 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 31 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Stopping
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 53 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 53 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/06/2015 and 31/05/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW HULBERT ROAD BACS/SR/1020/104")

Notes:

44180334707 04/09/2018 Time 1355 Vehicles 2 Casualties 2 Slight
E:469740 N: 107832 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 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:			

VEH1 (CAR) TRAVELLING SE ALONG HULBERT ROAD FAILS TO SLOW IN TIME ON APPROCH TO
ROUNDAABOUT AND COLLIDES WITH REAR OF VEH2 (CAR) TRAVELLING SE ALONG HULBERT ROAD
AHEAD.

Occurred on HULBERT ROAD AT JUNCTION WITH PURBROOK WAY, HAVANT, 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 Jct Approach First impact Front Hit vehicle:
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: No

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

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

Casualty Reference: 2 Vehicle: 2 Age: 56 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates 01/06/2015 and 31/05/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW HULBERT ROAD BACS/SR/1020/104")

Notes:

44180443761 27/11/2018 Time 1201 Vehicles 2 Casualties 1 Slight
E:469738 N: 107791 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed pedestrian crossing facility	Vehicle 1	Possible
2nd:	Cyclist entering road from pavement	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 1	
4th:			
5th:			
6th:			

VEH2 (CAR) TRAVELLING N AROUND THE RBT HELD AT ATS AT PURBROOK WAY. VEH1 (P/CYCLE)
TRAVELLING E ALONG PURBROOK WAY ENTERS RBT AT THE SAME TIME AS ATS TURN GREEN FOR
VEH2. VEH2 MOVES OFF AND COLLIDES WITH VEH1.

Occurred on PURBROOK WAY AT JUNCTION WITH HULBERT ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 18 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 Car Starting
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 56 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/06/2015 and 31/05/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW HULBERT ROAD BACS/SR/1020/104")

44190069008 26/02/2019 Time 0943 Vehicles 2 Casualties 2 Slight
E:469670 N: 107767 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH1 (CAR) TRAVELLING E ALONG PURBROOK WAY MOVES FROM LANE ONE INTO LANE TWO AND COLLIDES WITH VEH2 (CAR) TRAVELLING E ALONG PURBROOK WAY IN LANE TWO.
Occurred on PURBROOK WAY, 56 METERS W OF JUNCTION WITH HULBERT ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Changing lane to right
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:
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: No

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

Casualty Reference: 1 Vehicle: 2 Age: 47 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Casualty Reference: 2 Vehicle: 2 Age: 22 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Back seat

Accidents between dates 01/06/2015 and 31/05/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW HULBERT ROAD BACS/SR/1020/104")

Notes:

44200005956 06/01/2020 Time 0825 Vehicles 2 Casualties 1 Slight
E:469797 N: 107785 First Road: B 2150 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING SW AROUND B2150 HULBERT ROAD WAY RBT IN LANE 3 FAILS TO SEE RED LIGHT AND ENTERS PEDESTRIAN AND COLLIDES WITH VEH 2 (P/CYCLE) TRAVELLING SE ACROSS B2150 HULBERT ROAD WAY RBT ON PEDESTIRAN CROSSING CAUSING THE RIDER TO FALL OFF.

Occurred on B2150 HULBERT ROAD WAY AT JUNCTION WITH PURBROOK WAY, HAVANT, HAMPSHIRE

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

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 12 Male
Not hit and run Breath test Not applicable
Left hand drive: No

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

Accidents between dates 01/06/2015 and 31/05/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW HULBERT ROAD BACS/SR/1020/104")

150318064 13/09/2015 Time 1445 Vehicles 1 Casualties 2 Slight
E:469526 N: 108625 First Road: B 2150 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (VAN) TRAVELLING S ALONG B2150 HULBERT ROAD NEGOTIATING LEFT HAND BEND. VEH 1 SEES TRAFFIC IN FRONT SLOWING CAUSING VEH TO TAKE EVASIVE ACTION AND LEAVE THE ROAD TO THE NEARSIDE AND COLLIDE WITH A TREE.

Occurred on B2150 HULBERT ROAD 343 METRES SOUTH OF A3(M) SOUTHBOUND JUNCTION 3 ONSLIP, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead left bend
Vehicle movement from NE 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 Front Hit vehicle:
Hit object in road None Off road: Tree
Nearside Age of Driver 28 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 28 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 10 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Not car passenger

Accidents between dates 01/06/2015 and 31/05/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Stats Requests - OLD
("AW HULBERT ROAD BACS/SR/1020/104")

160093711 06/03/2016 Time 1355 Vehicles 2 Casualties 1 Slight
E:469785 N: 107762 First Road: B 2150 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
3rd:	Sudden braking	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W ALONG PURBROOK WAY BEGAN MOVING OFF AT THE RBT AT B2150
HULBERT ROAD, BUT STOPPED DUE TO ONCOMING TRAFFIC. VEH 2 (TAXI) MOVED OFF AND COLLIDED
WITH THE REAR OF VEH 1.

Occurred on B2150 HULBERT ROAD AT JUNCTION WITH PURBROOK WAY, HAVANT, 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:
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: No

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

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

Accidents between dates **01/06/2015 and 31/05/2020** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Stats Requests - OLD
 ("AW HULBERT ROAD BACS/SR/1020/104")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	2	11	13
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	3	4	7
Horses & other	0	0	0	0
Total	0	5	15	20

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	11	11
Passenger	0	0	5	5
Motorcycle rider	0	0	0	0
Cyclist	0	3	4	7
Pedestrian	0	2	0	2
Other	0	0	0	0
Total	0	5	20	25



Appendix D

TRICS OUTPUTS

Calculation Reference: AUDIT-705116-200915-0959

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	EX ESSEX	1 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
	SC SURREY	2 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DV DEVON	3 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	6 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 32 to 248 (units:)
 Range Selected by User: 30 to 250 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/19

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

Selected survey days:

Monday	7 days
Tuesday	7 days
Wednesday	8 days
Thursday	10 days
Friday	6 days

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

Selected survey types:

Manual count	35 days
Directional ATC Count	3 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)

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

Selected Location Sub Categories:

Residential Zone	36
Out of Town	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	38 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	4 days
5,001 to 10,000	11 days
10,001 to 15,000	10 days
15,001 to 20,000	7 days
20,001 to 25,000	3 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	5 days
25,001 to 50,000	5 days
50,001 to 75,000	2 days
75,001 to 100,000	8 days
100,001 to 125,000	1 days
125,001 to 250,000	14 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	31 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	17 days
No	21 days

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

PTAL Rating:

No PTAL Present	37 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: TUESDAY 04/06/19	SEMI-DETACHED & TERRACED	CESHIRE	Survey Type: MANUAL
2	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17	SEMI DETACHED	DURHAM	Survey Type: MANUAL
3	DH-03-A-03 PILGRIMS WAY DURHAM Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18	SEMI-DETACHED & TERRACED	DURHAM	Survey Type: MANUAL
4	DV-03-A-01 BRONSHILL ROAD TORQUAY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: WEDNESDAY 30/09/15	TERRACED HOUSES	DEVON	Survey Type: MANUAL
5	DV-03-A-02 MILLHEAD ROAD HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 Survey date: FRIDAY 25/09/15	HOUSES & BUNGALOWS	DEVON	Survey Type: MANUAL
6	DV-03-A-03 LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 Survey date: MONDAY 28/09/15	TERRACED & SEMI DETACHED	DEVON	Survey Type: MANUAL
7	ES-03-A-03 SHEPHAM LANE POLEGATE Edge of Town Residential Zone Total No of Dwellings: 212 Survey date: MONDAY 11/07/16	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: MANUAL
8	ES-03-A-04 NEW LYDD ROAD CAMBER Edge of Town Residential Zone Total No of Dwellings: 134 Survey date: FRIDAY 15/07/16	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
	RATTLE ROAD		
	NEAR EASTBOURNE		
	STONE CROSS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	99	
	Survey date: WEDNESDAY	05/06/19	Survey Type: MANUAL
10	EX-03-A-02	DETACHED & SEMI-DETACHED	ESSEX
	MANOR ROAD		
	CHIGWELL		
	GRANGE HILL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	97	
	Survey date: MONDAY	27/11/17	Survey Type: MANUAL
11	HC-03-A-21	TERRACED & SEMI-DETACHED	HAMPSHIRE
	PRIESTLEY ROAD		
	BASINGSTOKE		
	HOUNDMILLS		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
12	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
13	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
14	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD		
	BUNTINGFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
15	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	ASHFORD		
	WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
16	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD		
	AYLESFORD		
	DITTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
17	LC-03-A-31	DETACHED HOUSES	LANCASHIRE
	GREENSIDE		
	PRESTON		
	COTTAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	98		
	Survey date: MONDAY	22/10/12		Survey Type: MANUAL
19	NF-03-A-04	MIXED HOUSES		NORFOLK
	NORTH WALSHAM ROAD			
	NORTH WALSHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	70		
	Survey date: WEDNESDAY	18/09/19		Survey Type: MANUAL
20	NF-03-A-05	MIXED HOUSES		NORFOLK
	HEATH DRIVE			
	HOLT			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	40		
	Survey date: THURSDAY	19/09/19		Survey Type: MANUAL
21	NF-03-A-13	MIXED HOUSES		NORFOLK
	BEAUFORT WAY			
	GREAT YARMOUTH			
	BRADWELL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	198		
	Survey date: TUESDAY	11/09/18		Survey Type: DIRECTIONAL ATC COUNT
22	NF-03-A-15	MIXED HOUSES & FLATS		NORFOLK
	SILFIELD ROAD			
	WYMONDHAM			
	Edge of Town			
	Out of Town			
	Total No of Dwellings:	235		
	Survey date: THURSDAY	20/09/18		Survey Type: DIRECTIONAL ATC COUNT
23	NF-03-A-16	MIXED HOUSES & FLATS		NORFOLK
	NORWICH COMMON			
	WYMONDHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	138		
	Survey date: TUESDAY	20/10/15		Survey Type: DIRECTIONAL ATC COUNT
24	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	52		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
25	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	71		
	Survey date: TUESDAY	17/09/13		Survey Type: MANUAL

WYG 100 St John Street London EC1M 4EH

Licence No: 705116

LIST OF SITES relevant to selection parameters (Cont.)

26	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED		SURREY
	Edge of Town Residential Zone Total No of Dwellings:	71		
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL	
27	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:	207		
	Survey date: MONDAY	01/04/19	Survey Type: MANUAL	
28	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	73		
	Survey date: THURSDAY	09/05/19	Survey Type: MANUAL	
29	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI-DETACHED / TERRACED		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	54		
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL	
30	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone Total No of Dwellings:	33		
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL	
31	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	248		
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL	
32	SY-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	54		
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL	
33	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	49		
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

34	WS-03-A-04	MIXED HOUSES	WEST SUSSEX
	HILLS FARM LANE		
	HORSHAM		
	BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	151	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
35	WS-03-A-05	TERRACED & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	48	
	Survey date: WEDNESDAY	18/04/12	Survey Type: MANUAL
36	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
37	WS-03-A-09	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD		
	WORTHING		
	WEST DURRINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: THURSDAY	05/07/18	Survey Type: MANUAL
38	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	79	
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	38	99	0.096	38	99	0.305	38	99	0.401
08:00 - 09:00	38	99	0.133	38	99	0.364	38	99	0.497
09:00 - 10:00	38	99	0.155	38	99	0.185	38	99	0.340
10:00 - 11:00	38	99	0.141	38	99	0.172	38	99	0.313
11:00 - 12:00	38	99	0.143	38	99	0.155	38	99	0.298
12:00 - 13:00	38	99	0.159	38	99	0.160	38	99	0.319
13:00 - 14:00	38	99	0.166	38	99	0.164	38	99	0.330
14:00 - 15:00	38	99	0.161	38	99	0.200	38	99	0.361
15:00 - 16:00	38	99	0.253	38	99	0.182	38	99	0.435
16:00 - 17:00	38	99	0.275	38	99	0.170	38	99	0.445
17:00 - 18:00	38	99	0.329	38	99	0.158	38	99	0.487
18:00 - 19:00	38	99	0.284	38	99	0.155	38	99	0.439
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.388			2.443			4.831

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 32 - 248 (units:)
 Survey date range: 01/01/12 - 19/11/19
 Number of weekdays (Monday-Friday): 38
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 5
 Surveys manually removed from selection: 0

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

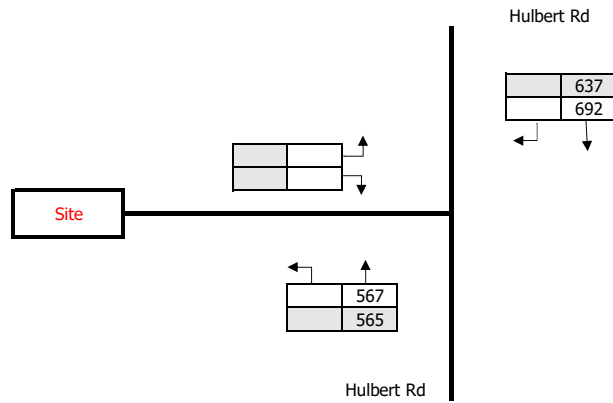


Appendix E

2011 CENSUS DATA

All flows in Vehs

	AM
	PM



WYG Transport

5th Floor Longcross Court,
47 Newport Road. CF24 0AD
t:02920829200
e:transport.cardiff@wyg.com



Client: **Trustees Of The GHM Jackson 1972 Settlement**

Project: **Hulbert Road, Havant**

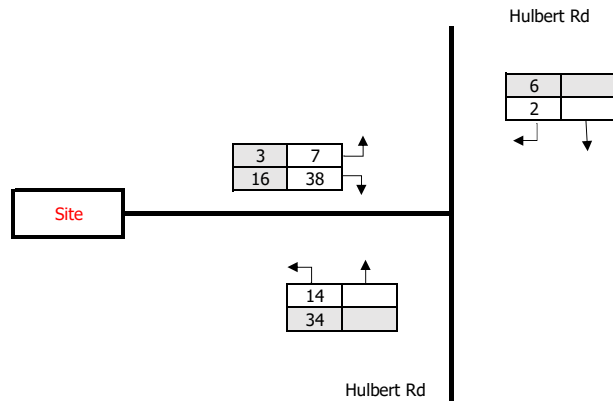
Title: **2020 Base Traffic Flows**

Date: **October 2020**

Job No: **A096474**

All flows in Vehs

	AM
	PM



WYG Transport

5th Floor Longcross Court,
47 Newport Road. CF24 0AD
t:02920829200
e:transport.cardiff@wyg.com



Client: Trustees Of The GHM Jackson 1972 Settlement

Project: Hulbert Road, Havant

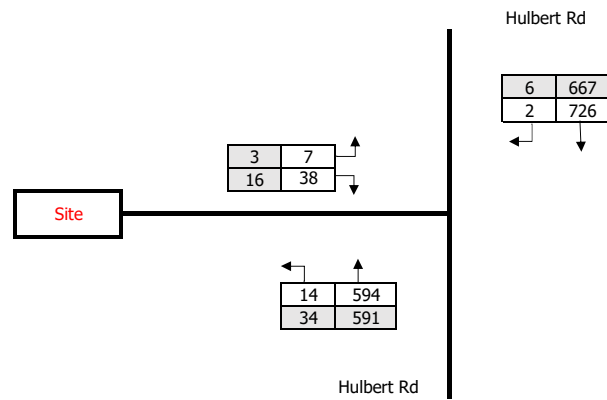
Title: Development Traffic Flows

Date: October 2020

Job No: A096474

All flows in Vehs

	AM
	PM



WYG Transport

5th Floor Longcross Court,
47 Newport Road. CF24 0AD
t:02920829200
e:transport.cardiff@wyg.com



Client: Trustees Of The GHM Jackson 1972 Settlement

Project: Hulbert Road, Havant

Title: 2025 Base + Development Traffic Flow

Date: October 2020
Job No: A096474



Appendix F

PROPOSED SITE ACCESS JUNCTION CAPACITY ASSESSMENT

Junctions 9						
PICADY 9 - Priority Intersection Module						
Version: 9.5.1.7462 © Copyright TRL Limited, 2019						
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk						
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: A096474 20201021 Site Access Junction.j9

Path: X:\2012\A090000\A096474 - Hulbert Road, Havant\30 Technical\31 Modelling

Report generation date: 21/10/2020 17:52:28

»2025 Base+Dev, AM

»2025 Base+Dev, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2025 Base+Dev						
Stream B-AC	0.2	17.22	0.19	0.1	14.61	0.08
Stream C-AB	0.0	7.10	0.00	0.0	7.22	0.01

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

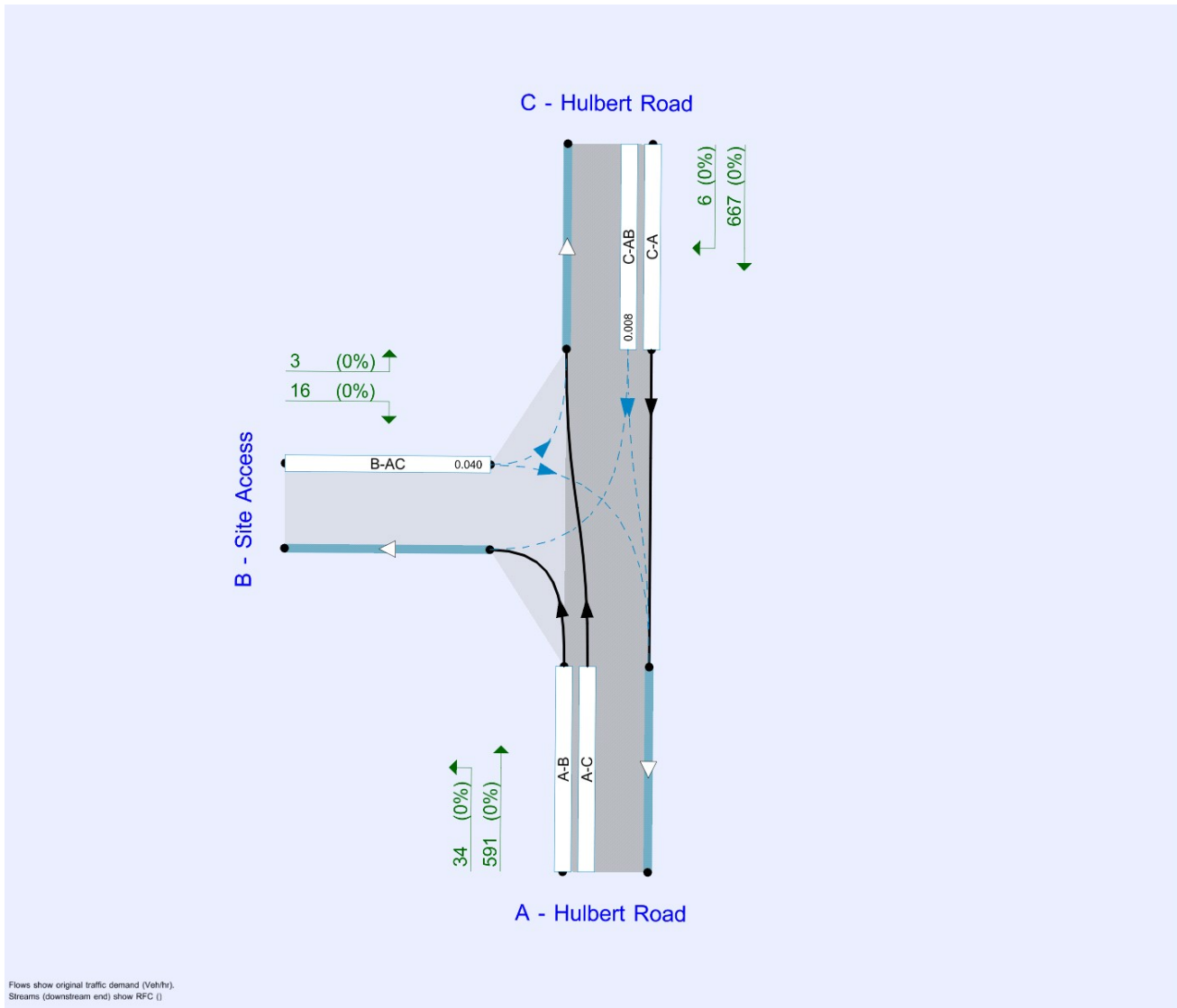
File summary

File Description

Title	
Location	
Site number	
Date	25/03/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WYG\clara.evans
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base+Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2025 Base+Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2025 Base+Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Hulbert Road		Major
B	Site Access		Minor
C	Hulbert Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Hulbert Road	6.00		✓	3.10	91.7	✓	10.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.42	19	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	516	0.094	0.238	0.150	0.340
B-C	666	0.102	0.258	-	-
C-B	688	0.267	0.267	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 Base+Dev	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hulbert Road		ONE HOUR	✓	608	100.000
B - Site Access		ONE HOUR	✓	45	100.000
C - Hulbert Road		ONE HOUR	✓	728	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Hulbert Road	B - Site Access	C - Hulbert Road
	A - Hulbert Road	0	14	594
	B - Site Access	38	0	7
	C - Hulbert Road	726	2	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Hulbert Road	B - Site Access	C - Hulbert Road
	A - Hulbert Road	0	0	1
	B - Site Access	0	0	0
	C - Hulbert Road	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.19	17.22	0.2	C	41	62
C-AB	0.00	7.10	0.0	A	2	3
C-A					666	999
A-B					13	19
A-C					545	818

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	34	8	348	0.097	33	0.0	0.1	11.439	B
C-AB	2	0.38	566	0.003	1	0.0	0.0	6.379	A
C-A	546	137			546				
A-B	11	3			11				
A-C	447	112			447				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	311	0.130	40	0.1	0.1	13.310	B
C-AB	2	0.45	542	0.003	2	0.0	0.0	6.664	A
C-A	652	163			652				
A-B	13	3			13				
A-C	534	134			534				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	12	259	0.192	49	0.1	0.2	17.168	C
C-AB	2	0.55	509	0.004	2	0.0	0.0	7.103	A
C-A	799	200			799				
A-B	15	4			15				
A-C	654	164			654				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	12	259	0.192	50	0.2	0.2	17.223	C
C-AB	2	0.55	509	0.004	2	0.0	0.0	7.103	A
C-A	799	200			799				
A-B	15	4			15				
A-C	654	164			654				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	10	311	0.130	41	0.2	0.2	13.360	B
C-AB	2	0.45	542	0.003	2	0.0	0.0	6.667	A
C-A	652	163			652				
A-B	13	3			13				
A-C	534	134			534				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	34	8	348	0.097	34	0.2	0.1	11.480	B
C-AB	2	0.38	566	0.003	2	0.0	0.0	6.380	A
C-A	546	137			546				
A-B	11	3			11				
A-C	447	112			447				

2025 Base+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 Base+Dev	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hulbert Road		ONE HOUR	✓	625	100.000
B - Site Access		ONE HOUR	✓	19	100.000
C - Hulbert Road		ONE HOUR	✓	673	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Hulbert Road	B - Site Access	C - Hulbert Road
From	A - Hulbert Road	0	34	591
	B - Site Access	16	0	3
	C - Hulbert Road	667	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Hulbert Road	B - Site Access	C - Hulbert Road
From	A - Hulbert Road	0	0	0
	B - Site Access	0	0	0
	C - Hulbert Road	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.08	14.61	0.1	B	17	26
C-AB	0.01	7.22	0.0	A	6	8
C-A					612	917
A-B					31	47
A-C					543	814

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	354	0.040	14	0.0	0.0	10.600	B
C-AB	5	1	563	0.008	4	0.0	0.0	6.446	A
C-A	502	125			502				
A-B	26	6			26				
A-C	445	111			445				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	318	0.054	17	0.0	0.1	11.972	B
C-AB	5	1	539	0.010	5	0.0	0.0	6.751	A
C-A	599	150			599				
A-B	31	8			31				
A-C	531	133			531				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	267	0.078	21	0.1	0.1	14.601	B
C-AB	7	2	505	0.013	7	0.0	0.0	7.224	A
C-A	734	183			734				
A-B	37	9			37				
A-C	651	163			651				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	267	0.078	21	0.1	0.1	14.613	B
C-AB	7	2	505	0.013	7	0.0	0.0	7.224	A
C-A	734	183			734				
A-B	37	9			37				
A-C	651	163			651				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	318	0.054	17	0.1	0.1	11.986	B
C-AB	5	1	539	0.010	5	0.0	0.0	6.751	A
C-A	599	150			599				
A-B	31	8			31				
A-C	531	133			531				

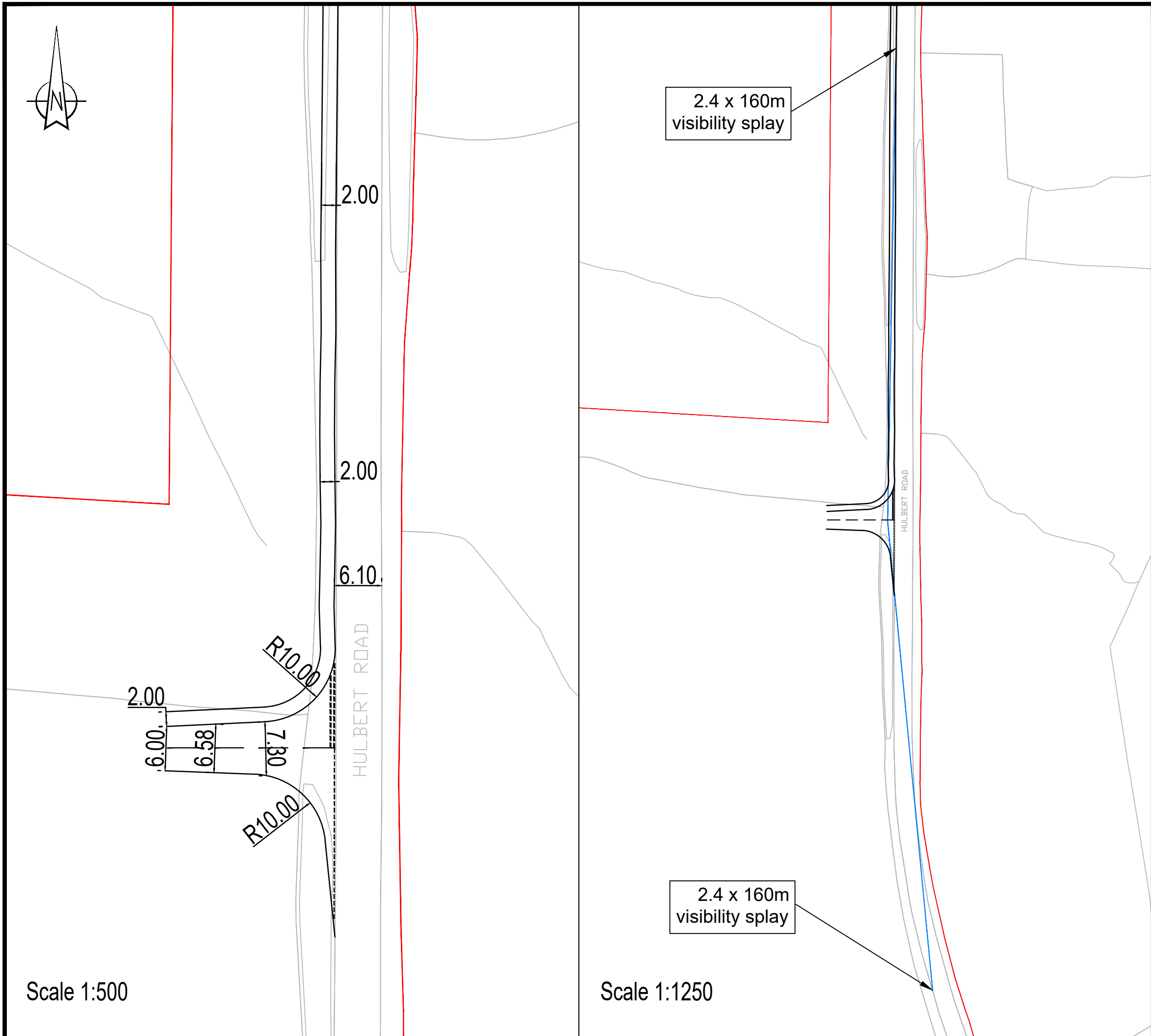
18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	354	0.040	14	0.1	0.0	10.612	B
C-AB	5	1	563	0.008	5	0.0	0.0	6.446	A
C-A	502	125			502				
A-B	26	6			26				
A-C	445	111			445				



Appendix G

PROPOSED SITE ACCESS



Notes:

General

1. Do not scale from drawing.
2. All dimensions are in metres, unless stated otherwise.
3. This drawing is to be read & printed in colour.
4. This drawing is for illustrative purposes only.

Disclaimer

1. The information contained in this drawing is based on a combination of OS and data provided by others and WYG shall not be liable for any inaccuracies or deficiencies.

INDICATIVE

B	Removal of ghost island/right turn	SJR	GS	28.10.2020
A	Revised Application Boundary	BM	AP	21.05.2020

REV	DETAILS	DRAWN	CHECKED	DATE
-----	---------	-------	---------	------

CLIENT:

WYG Planning

PROJECT:

Hulbert Road, Havant

DRAWING TITLE:

Proposed Site Access

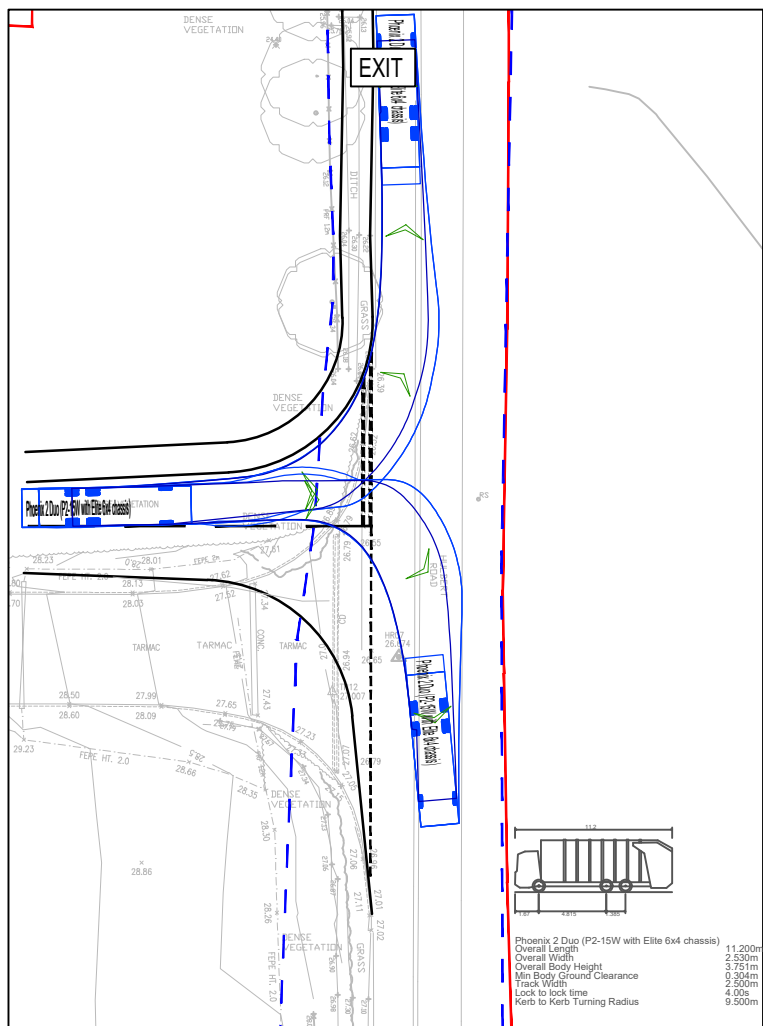
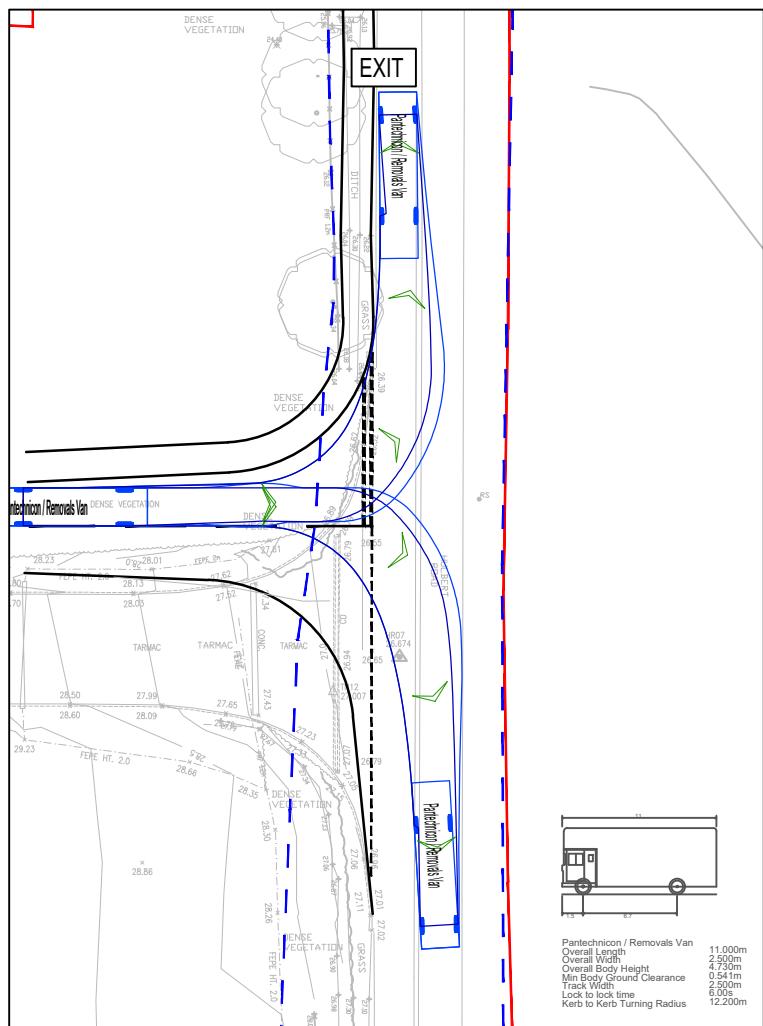
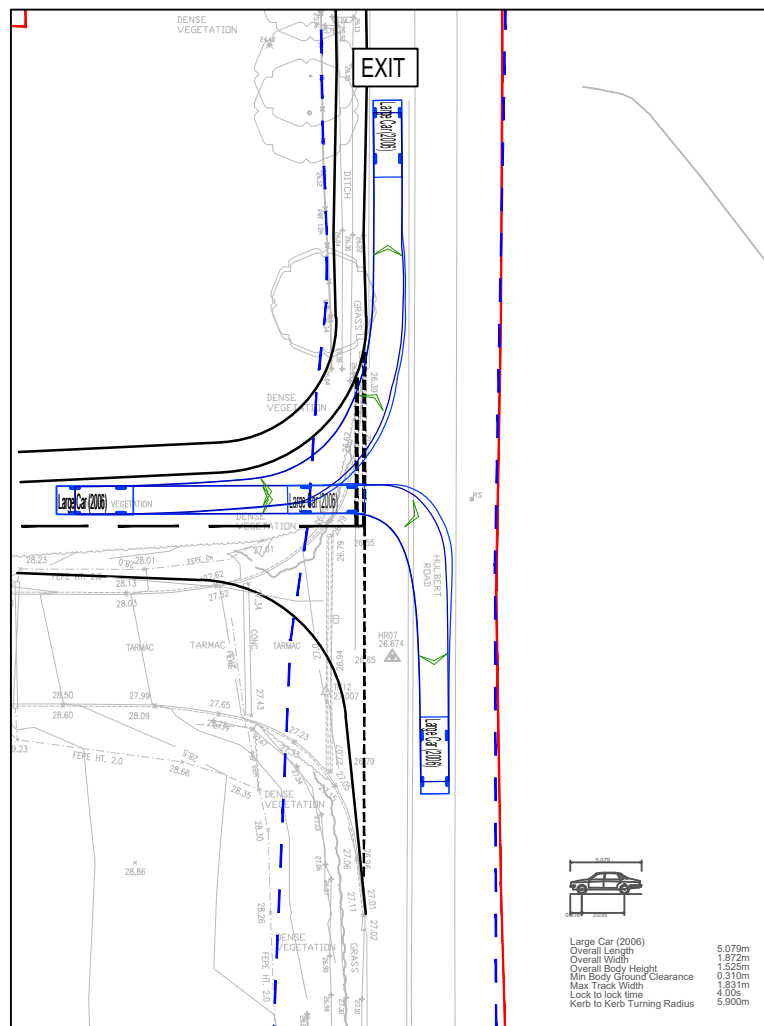
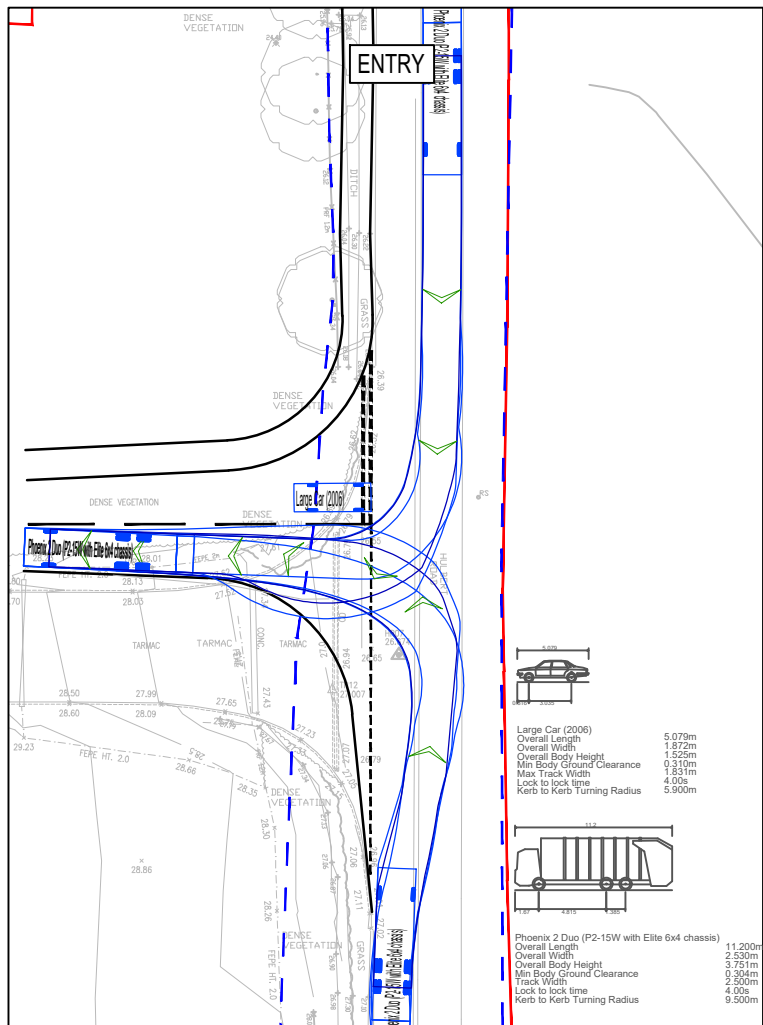
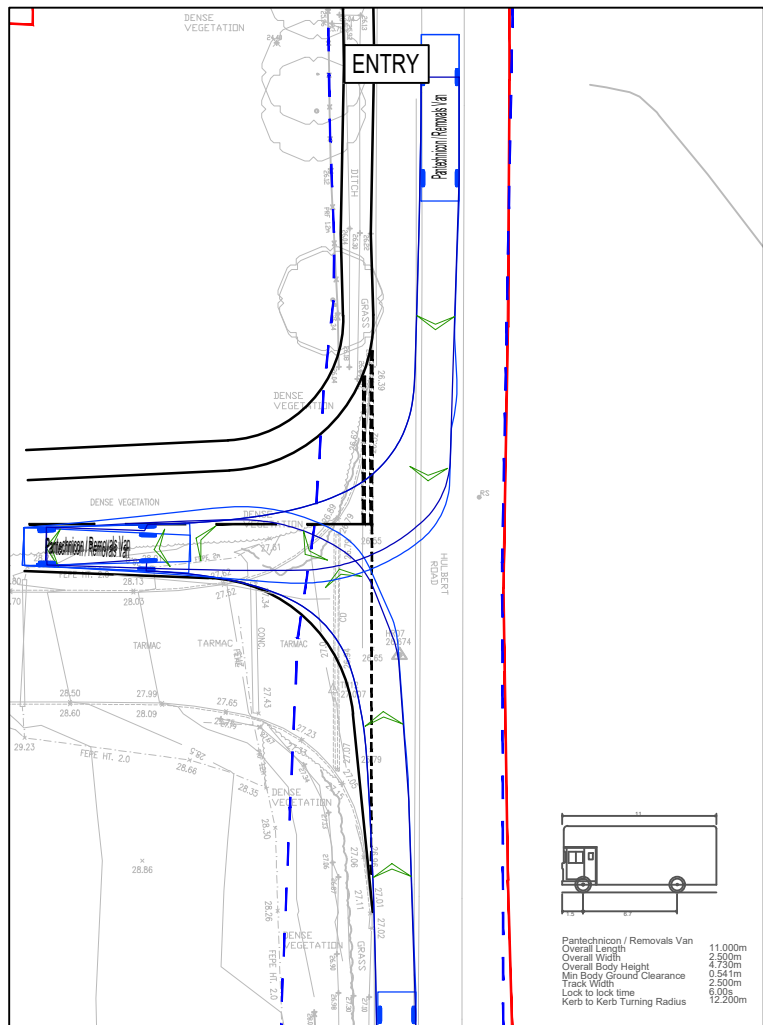
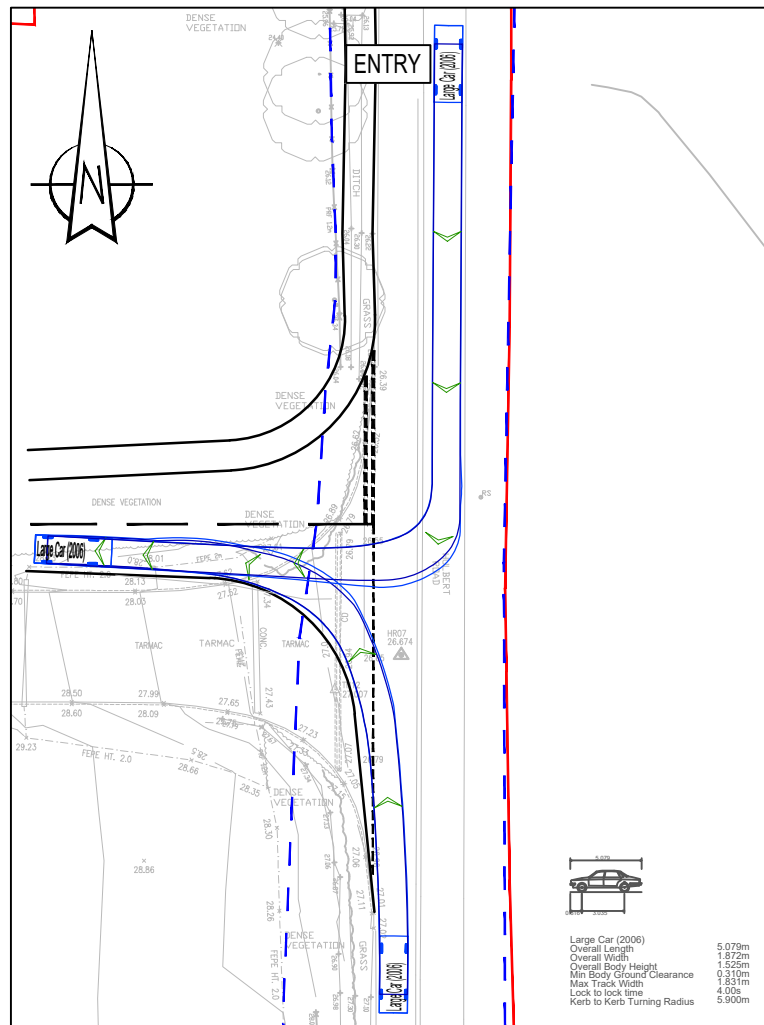
SCALES:	As Shown	SHEET SIZE:	A3
DRAWN:	GS	CHECKED:	MA
		DATE:	28.02.2019

WYG Transport
part of WYG group

The Pavilion, 1st Floor, Botleigh Grange Office
Campus, Hedge End, Southampton, SO30 2AF
t: 02382 022 800 e: transport@wyg.com

wyg
A TETRA
TECH
COMPANY

DRAWING NUMBER:	REVISION:
A096474-SK01	B



- Notes:
- General**
1. Do not scale from drawing.
 2. All dimensions are in metres, unless stated otherwise.
 3. This drawing is to be read & printed in colour.
 4. This drawing is for illustrative purposes only.
- Disclaimer**
1. The information contained in this drawing is based on a combination of OS and data provided by others and WYG shall not be liable for any inaccuracies or deficiencies.

REV	DETAILS	DRAWN	CHECKED	DATE
CLIENT: WYG Planning				
PROJECT: Hulbert Road, Havant				
DRAWING TITLE: Swept Path Analysis				
SCALES: 1:500		SHEET SIZE: A3		
DRAWN: SJR	CHECKED: GS	DATE: 27.10.20		
WYG Transport part of WYG group				
The Pavilion, 1st Floor, Botleigh Grange Office Campus, Hedge End, Southampton, SO30 2AF t: 02382 022 800 e: transport@wyg.com				
DRAWING NUMBER: A096474-SK04				REVISION: