



Extension to Belmont Castle Nursing Home
Portsmouth Hill Road, Bedhampton

Transport Statement

For

LRH Homes

Document Control Sheet

Transport Statement

Belmont Castle Nursing Home, Bedhampton

LRH Homes

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
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23/01/2018	Final	James Werby	Sheila Gough
17/10/2018	Final Rev A	James Werby	David Lewis

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1.0 Introduction

- 1.1 LRH Homes has instructed Motion to consider the highways and transport implications of proposals at Belmont Castle Care Home situated on Portsdown Hill Road to the west of Bedhampton, Havant. The site is located within the administrative boundaries of Hampshire County Council (HCC) and Havant Borough Council (HBC).
- 1.2 The site has been subject of previous planning applications, with the most recent planning application (planning reference: APP/14/00462) being approved in October 2014, for the construction of a part 3 storey and part 4 storey detached building to provide an additional 36 bedrooms on top of the existing 40 bedrooms on-site.
- 1.3 The current development proposals comprise a new standalone care home to provide an additional 48 bedrooms, which is an increase of 12 bedrooms when compared to the most recent consented scheme. As a result of these proposals, the total number of bedrooms on-site will be 88.
- 1.4 This Transport Statement has been prepared to accompany the planning application and demonstrates that the proposed development can be accessed safely via the existing access and egress junctions onto Portsdown Hill Road. In addition, the report shows that the proposals will not result in significant additional traffic movements or a material increase in car parking demand. The remainder of this report comprises the following five sections:
 - ▶ Section 2 – Policy Context
 - ▶ Section 3 – Baseline Conditions
 - ▶ Section 4 – Proposed Development
 - ▶ Section 5 – Sustainable Travel Measures
 - ▶ Section 6 – Summary and Conclusions

2.0 Policy Context

- 2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents which set the context for the development proposals are as follows:

- ▶ National Planning Policy Framework – July 2018; and,
- ▶ Havant Borough Core Strategy – March 2011.

National Policy

- 2.2 The updated National Planning Policy Framework (NPPF) was published in July 2018. The document sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development. It also indicates that planning decisions should have regard to local circumstances.

- 2.3 In promoting sustainable transport, the document identifies at paragraph 103 that:

"The planning system should actively manage patterns of growth.... Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes."

- 2.4 However, the paragraph further recognises that:

"... opportunities to maximise sustainable transport solutions will vary between urban and rural areas."

- 2.5 With regard to car parking, the NPPF does not refer to maximum or minimum car parking standards for new development, and instead promotes a flexible approach to car parking provision having regard to the accessibility of a development by non-car modes, local car ownership and the need to ensure adequate provision for 'plug-in' and other ultra-low emission vehicles. Paragraph 106 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport."

- 2.6 With regard to transport and development, paragraph 108 of the NPPF states that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- ▶ *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- ▶ *Safe and suitable access to the site can be achieved for all users; and*
- ▶ *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

- 2.7 Paragraph 109 continues to state:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe."

Havant Borough Core Strategy

- 2.8 The Havant Borough Core Strategy is the principal document in the council's Local Plan. It covers the Borough of Havant, setting out the spatial planning strategy for the area up to 2026.

- 2.9 The Core Strategy sets out policy with regard to new developments in DM12, stating that:

"New developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change by ensuring that, where relevant, the following criteria are met:

- ▶ *Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contribution in accordance with the Hampshire County Council Transport Contributions Policy.*
- ▶ *The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications."*

2.10 Policy DM13 relates to car and cycle parking for residential development and states that:

"Residential development will only be permitted where it provides car parking and cycle storage in accordance with the standards set out in the Residential Car Parking and Cycle Provision Supplementary Planning Document."

2.11 The Parking Supplementary Planning Document (SPD) was adopted 27th July 2016 and sets out the standards for car and cycle provision in the borough. The standards for nursing and rest homes are summarised in Table 2.1.

Car Parking (minimum)	Cycle Parking (minimum)
1 space per 4 residents, and 1 space per staff	1 long stay cycle space per 6 staff 1 loop/hoop per 4 units

Table 2.1: Car and Cycle Parking Provision

2.12 It should be noted that the standards recognise that this type of development comprises a considerable range of need. Therefore the Council will consider the parking requirements of older people' housing on a case by case basis and will require a full assessment of individual needs.

3.0 Existing Conditions

- 3.1 The site is currently in operation as a care home with 40 bedrooms for residents and has 44 staff on the payroll, but only up to 15 staff on-site at one time. The site benefits from planning consent comprising a new building with 36 bedrooms and associated ancillary space (planning reference: APP/14/00462) taking the total number of bedrooms on-site to 76.

Highway Network

- 3.2 Belmont Castle is located on the northern side of Portsdown Hill Road (B2177) to the west of Bedhampton. Portsdown Hill Road links Havant and Bedhampton in the east and with Drayton and Purbrook to the west. Portsdown Hill Road is approximately 6.8 metres wide in the vicinity of the site. It has footways on both sides and is street lit. The road is subject to a speed limit of 30 miles per hour.
- 3.3 In a wider context, the A3 runs in a north-south direction to the immediate east of the site. To the south the A3 joins the A27 which provides links to Chichester to the east and Fareham to the west.

Access

- 3.4 The site currently has two points of access onto Portsdown Hill Road. The western access operates as an entry only with the access to the east being used for exiting vehicles.

Accessibility

Pedestrian and Cycle Infrastructure

- 3.5 There are footways located on both the northern and southern sides of Portsdown Hill Road along the frontage of the site. The footways on either side of Portsdown Hill Road provide links to the built up residential areas to both the east and west, whilst the northern footway on Portsdown Hill Road provides a link to bus stops and Bedhampton railway station to the east of the site.
- 3.6 National Cycle Route 222 runs in vicinity of the site on Crookhorn Lane and Gillman Road, located approximately 1.3 kilometres to the west of the site. Crookhorn Lane provides links to Crookhorn and Purbrook to the north and Gillman Road provides a link to Portsmouth to the south. In addition, there are a number of suggested cycling routes as highlighted within the Havant Borough Cycle Network. This includes routes on Bedhampton Road and Park Lane to the east of the site. The cycle network in the vicinity of the site is illustrated on **Figure 3.1**.

Bus

- 3.7 The nearest bus stops to the site are located in Bedhampton approximately 700 metres to the east of the site on Bedhampton Road. These stops are served by bus routes 21, 23 and 30 in the eastbound direction and 21, 23, 30 and 727 in the westbound direction. Both bus stops benefit from timetable information, sheltered seating and a bus layby. The routes and services are illustrated on **Figure 3.2**, whilst the bus frequencies are summarised in Table 3.1 below.

Service Number	Route	Frequency		
		Mon- Fri	Saturday	Sunday
21	Havant – Portsmouth	Every 30 mins	Every 30 mins	Every Hour
23	Leigh Park - Southsea	Every 10 mins	Every 10 mins	Every 20 mins
30	Havant – Hayling Island circular	08:08 and 08:30	No Service	No Service
727	Chichester – South Downs College	08:32	No Service	No Service

Table 3.1: Bus Routes and Frequencies

Rail

- 3.9 Bedhampton railway station is located approximately 1.4 kilometres to the east of the site. The station is located on the Portsmouth Direct Line from London Waterloo to Portsmouth Harbour and the West Coastway Line from Brighton to Southampton. The typical service is 2 trains per hour to Portsmouth & Southsea, 1 train per hour to London Waterloo and 1 train per hour to Littlehampton.

Road Safety

- 3.10 Personal Injury Accident data for the five-year period from 1 August 2012 to 31 July 2017 has been obtained from the Hampshire Constabulary for the highway network in the vicinity of the site. The full reports along with a plan illustrating the location of incidents are included at **Appendix A**.
- 3.11 A total of seven incidents were recorded within the search area during the defined period, with three classified as slight in severity and four classified as serious. Three out of the four serious incidents were recorded within the vicinity of the Portsdown Hill Road/Bedhampton Hill/Maylands Road roundabout to the east of the site. These were caused by drivers failing to look properly, failing to judge the other persons speed/path and an inexperienced driver losing traction due to the wet road. The other serious incident was recorded to the west of the site outside Regency House on Portsdown Hill Road and was caused by the driver being distracted by the radio.
- 3.12 The 3 slight incidents were caused by a variety of reasons including an animal in the carriageway, failing to judge the other persons path/speed and a poor manoeuvre of a vehicle overtaking heavy traffic.
- 3.13 On the basis of the above, it is considered that the incidents were caused by driver error and that there are no significant safety problems caused by the design or upkeep of the local highway network.

4.0 Proposed Development

- 4.1 The proposed development comprises a total of 88 bedrooms on-site, which represents an additional 48 bedrooms from the existing number on-site and an increase of 12 bedrooms when compared to the most recent consented scheme in October 2014 (planning reference: APP/14/00462).

Trip Attraction

- 4.2 In order to assess the likely increase in vehicular traffic attraction to the site, reference has been made to the TRICS surveys included as part of the previous application at the site. The full TRICS output reports are included as **Appendix B**, whilst the trip rates are summarised in Table 4.1 below.

Time Period	Arrivals	Departures
Morning Peak (08:00 – 09:00)	0.081	0.069
Evening Peak (17:00 – 18:00)	0.045	0.069
Daily (07:00 – 19:00)	0.960	0.976

Table 4.1: Care Home Trip Rates per Resident

- 4.3 The consented development and anticipated vehicular trips as a result of the latest proposals have been calculated using the above trip rates and are summarised in Table 4.2.

Time Period	Consented Development (76 residents)		Proposed Development (88 residents)	
	Arrivals	Departures	Arrivals	Departures
Morning Peak (08:00 – 09:00)	6	5	7	6
Evening Peak (17:00 – 18:00)	3	5	4	6
Daily (07:00 – 19:00)	73	74	84	86

Table 4.2: Consented and Anticipated Vehicular Trips

- 4.4 Table 4.3 sets out the comparison of the vehicle trips that would be generated by the earlier consent were it to be implemented against the proposed development scenario.

Time Period	Two-way peak hour movements		
	Existing Consent	Development Proposals	Net change
AM peak (0800-0900)	11	13	+2
PM Peak (1700-1800)	8	10	+2
Daily (07:00 – 19:00)	147	170	+23

Table 4.3: Comparison between Consented and Proposed Land Uses

- 4.5 Based on the above, it is evident that the development proposals will generate up to 2 additional two way trips during the peak periods in comparison to the consented scheme. In this respect it is considered that the development proposals will have an immaterial impact on the surrounding highway network and for that reason no further assessment on the wider highway network is considered necessary.

Parking Strategy

Car Parking

- 4.6 The current parking provision on-site comprises 28 parking spaces and this number will remain as part of the latest proposals at the site.
- 4.7 Whilst it is noted that the parking standards set out in Section 2 of 1 space per 4 residents and 1 space per staff are minimums, the Havant Parking SPD (July 2016) states that the Council will consider parking requirements of older people' housing on a case by case basis.
- 4.8 Data provided by the care home indicates that 16 out of the total 44 staff on the payroll currently drive to the site, which indicates only 36% of staff travel to the site by car. It is understood that there is a maximum of 15 staff on-site at any one time, which would result in an on-site parking demand of 5 staff.
- 4.9 There are currently 40 beds on-site and 15 staff on-site at any one time, which represents a ratio of 2.7 staff per bed. When applying this to the proposals of 88 beds, 33 staff would be required on-site. It is anticipated that the level of staff driving to work will stay consistent with the current situation (i.e. 36% of staff) and therefore the proposals of an additional 48 beds would result in a parking demand of 12. This level of parking demand can be accommodated on-site and provides spare capacity of 16 spaces.
- 4.10 Although the 28 spaces on-site can accommodate the likely increase in parking demand as a result of the proposals, measures will be promoted at the site to encourage staff and visitors to travel by sustainable alternatives. The type of measures that will be included are detailed in the next Section. In addition to these measures, the car park will be managed by the management team at the care home to ensure that staff use sustainable travel to the site where possible and that the car park is not over used by staff.

Cycle Parking

- 4.11 Cycle parking will be provided in accordance with the standards contained within the Havant Parking SPD, which states that 1 long stay cycle space should be provided per 6 staff and 1 loop/hoop space per 4 units. This results in a total of 6 spaces for staff and 12 for the site (i.e. visitors).

Access and Servicing Strategy

- 4.12 It is proposed to maintain access to the site via the existing entry and exit onto Portsdown Hill Road. Adequate sightlines of 2.4 x 59 metres can be achieved from both access points as demonstrated on drawing 17111-01 which is included at **Appendix C**. This drawing demonstrates visibility splays, which are in line with what was previously submitted as part of the consented scheme. It is noteworthy that in reality sight lines in excess of this are available. As such, notwithstanding the in/out arrangement of the access points, both accesses achieve an appropriate level of visibility and can accommodate the anticipated minor increase in vehicular traffic without prejudicing safety on the adjoining highway.
- 4.13 It is envisaged that servicing of the care home will continue to be undertaken as in the existing situation and as such it is not anticipated that this will have any impact on highways.

5.0 Sustainable Travel Measures

- 5.1 To encourage staff and visitors use of sustainable travel the following measures will be promoted across the site.

Walking

- 5.2 Information will be made available to staff and visitors about the many benefits of walking e.g. health, wealth and productivity. In addition, staff and visitors will be made aware of the routes to the site, which utilise the footway on the northern side of Portsdown Hill Road. This footway provides a link to the bus stops and Bedhampton railway station located to the east of the site.

Bike

- 5.3 Information will be made available to users about the benefits of cycling and there will be a map illustrating the surrounding routes as shown in **Figure 3.1**.
- 5.4 The map includes a number of routes including National Cycle Route 222, which runs in vicinity of the site on Crookhorn Lane and Gillman Road. In addition to this the number of suggested cycling link routes as highlighted on Havant Borough Cycle Network are included.
- 5.5 HCC also has various cycling links and information on the council website including information on 'Bikeability' cycle training. This type of information will be promoted along with information on events such as Bike Week' which takes place every year in June.

Public Transport

- 5.6 Staff and visitors will be provided with bus timetables and routes to keep them informed of any changes that may affect their journey. Staff and visitors will also be encouraged to download the various bus apps to keep up to date with live travel updates. A map of the bus routes in the surrounding area will also be displayed on-site and is illustrated in **Figure 3.2**.
- 5.7 The nearest bus stops to the site are located in Bedhampton approximately 700 metres to the east of the site on Bedhampton Road, which is equivalent to an approximate 8 minute walk. As mentioned above, there is a good level of pedestrian infrastructure, which includes footways, lighting and appropriate crossings from the bus stops to the site.

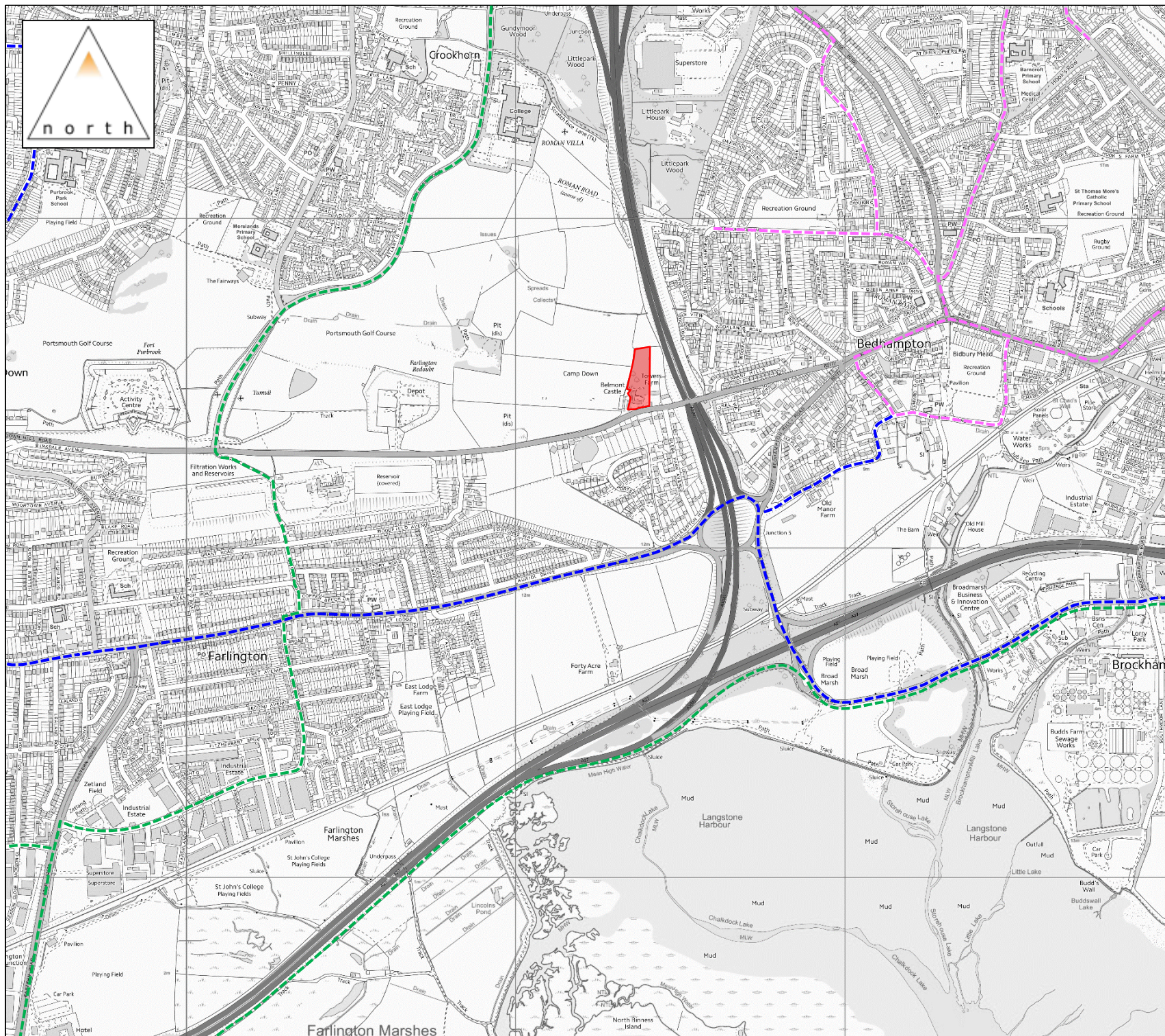
Car Sharing

- 5.8 Staff will be encouraged to share car journeys amongst each other when possible. Car sharing will also be encouraged on a wider scale by informing staff of car sharing websites such as www.liftshare.com/uk/journeys/from/portsmouth-united-kingdom.

6.0 Summary and Conclusions

- 6.1 LRH Homes has instructed Motion to consider the highways and transport implications of a new care home at Belmont Castle, situated on Portsdown Hill Road to the west of Bedhampton, Havant. The construction of a new care home on-site will provide an additional 48 bedrooms for Belmont Castle, which is an increase of 12 bedrooms when compared to the most recent consented scheme.
- 6.2 This Transport Statement has been prepared to accompany the planning application and demonstrates that the proposed development can be accessed safely via the existing access and egress junctions onto Portsdown Hill Road. In addition, the report shows that the proposals will not result in significant additional traffic movements or a material increase in car parking demand.
- 6.3 This Transport Statement has demonstrated the following:
- ▶ the proposals accords with national and local policies relevant to transport;
 - ▶ the proposals are not expected to attract a material increase in vehicular trips to the site;
 - ▶ any minor increase in traffic associated with the development can be accommodated within the existing highway network without prejudicing the free flow of traffic;
 - ▶ sufficient car and cycle parking is provided on-site to cater for the proposed use;
 - ▶ appropriate and safe access and egress can be achieved via the existing access junctions onto Portsdown Hill Road; and
 - ▶ alternative sustainable travel measures will be promoted at the care home to encourage staff and visitors away from single occupancy vehicle travel.
- 6.4 On this basis it is considered that the development proposals are acceptable and will not prejudice road safety or the free flow of traffic on the neighbouring highway. As such, it is concluded that there are no highway or transport reasons on which to resist this application.

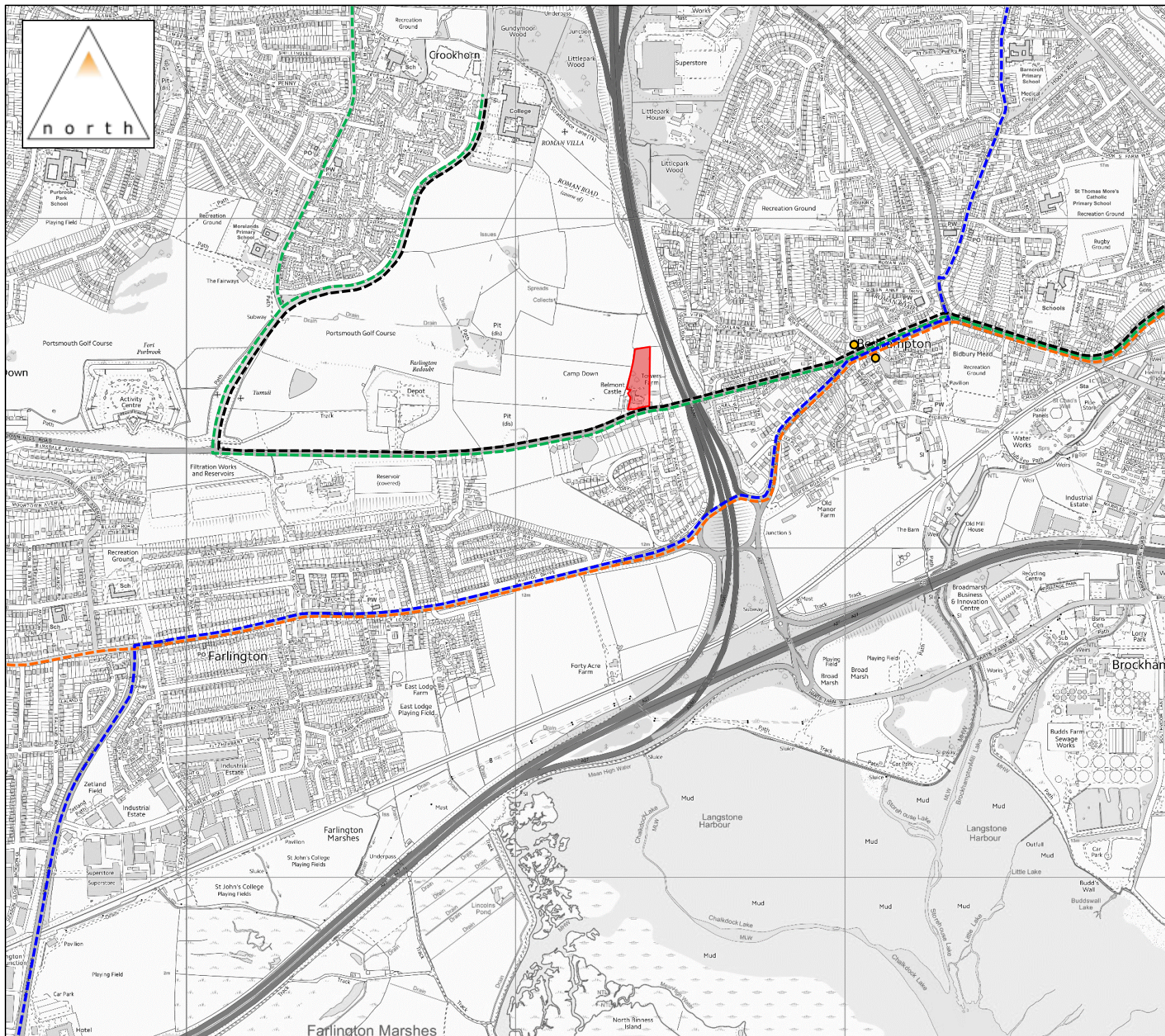
Figures



Legend:

- Signed Cycle Route
- National Cycle Network Route
- Recommended Route
- Site Location

Belmont Castle,
Bedhampton
Figure 3.1 Cycling Plan
Not to Scale



Legend:

- Route 21
- Route 23
- Route 30
- Route 727
- Local Bus Stops
- Site Location

Belmont Castle,
Bedhampton

Figure 3.2 Public Transport Plan

Not to Scale

Appendix A

Personal Injury Accident Data

Accidents between dates 01/08/2012 and 31/07/2017 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW PORTSDOWN HILL ROAD")

Notes:

Selected Polygon:AW PORTSDOWN HILL ROAD

130436007 18/11/2013 Time 1850 Vehicles 2 Casualties 1 Serious
E:469996 N: 106570 First Road: B 2177 Road Type Single carriageway
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Rain, sleet, snow, or fog	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG MAYLANDS ROAD ENTERED THE MINI-RBT AT B2177 BEDHAMPTON HILL ROAD INTO THE PATH OF VEH 2 (M/CYCLE) TRAVELLING NE ACROSS THE RBT, CAUSING VEH 2 TO BRAKE HARD AND THE RIDER TO FALL.

Occurred on B2177 BEDHAMPTON HILL ROAD AT JUNCTION WITH MAYLANDS ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Female
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Motorcycle 50cc and under Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or i First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 61 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 61 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/08/2012 and 31/07/2017 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW PORTSDOWN HILL ROAD")

140072231 28/02/2014 Time 2228 Vehicles 2 Casualties 1 Serious
E:470006 N: 106560 First Road: B 2177 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 2177
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (TOWER WAGON) TRAVELLING SW ALONG B2177 PORTSDOWN HILL ROAD ENTERS RBTAT SPEED, VEH 1 (CAR) TRAVELLING SW ALONG B2177 BEDHAMPTON HILL ENTERS RBT AT SAME TIME VEH 2 FAILS TO ANTICIPATE VEH 1 HAS TO GIVE WAY AND COLLIDES.

Occurred on B2177 BEDHAMPTON HILL AT JUNCTION WITH B2177 PORTSDOWN HILL 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 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 18 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 18 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Other Vehicle Going ahead right bend
Vehicle movement from W 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 49 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/08/2012 and 31/07/2017 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
PORTSDOWN HILL ROAD")

140438427 08/12/2014 Time 1725 Vehicles 2 Casualties 1 Slight
E:469453 N: 106426 First Road: B 2177 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) TRAV W B2177 PORTSDOWN HILL ROAD OVERTAKING HEAVY TRAFFIC. VEH 2 (CAR)
TRAV N GLEBE PARK AVENUE PULLED OUT HAVING BEEN ALLOWED TO TURN RIGHT INTO PORTSDOWN
HILL ROAD BY A VEH TRAV W. VEH 1 COLLIDED WITH THE OFFSIDE OF VEH 2.

Occurred on B2177 PORTSDOWN HILL ROAD AT JUNCTION WITH GLEBE PARK AVENUE, HAVANT,
HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Overtaking moving vehicle O/S
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Male
Not hit and run Breath test Negative
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 45 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/08/2012 and 31/07/2017 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
PORTSDOWN HILL ROAD")

150362032 18/10/2015 Time 1300 Vehicles 3 Casualties 1 Slight
E:468833 N: 106288 First Road: B 2177 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface 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:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAV E ALONG B2177 PORTSDOWN HILL ROAD WENT TO PASS VEH 3 (VAN) ON THE NEARSIDE AS IT WAS TURNING RIGHT INTO BEVERLEY GROVE. VEH 3 THEN ABORTED ITS TURN AND VEH 1 SWERVED TO AVOID A COLLISION, COLLIDING WITH VEH 2 (CAR) TRAV W.

Occurred on B2177 PORTSDOWN HILL ROAD AT JUNCTION WITH BEVERLEY GROVE, FARLINGTON, HAMPSHIRE

Vehicle Reference 1 Car Overtaking nearside
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: Wall or fence
O/S Age of Driver 25 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 24 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 60 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/08/2012 and 31/07/2017 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
PORTSDOWN HILL ROAD")

Vehicle Reference	3	Van or Goods 3.5 tonnes mgw and under	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 i	First impact	Did not impact
Hit object in road	None	Off road:	None
Hit vehicle:			
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 01/08/2012 and 31/07/2017 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW PORTSDOWN HILL ROAD")

150442584 17/12/2015 Time 1931 Vehicles 2 Casualties 2 Serious
E:468881 N: 106294 First Road: B 2177 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Distraction in vehicle	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ALONG B2177 PORTSDOWN HILL ROAD WHEN DRIVER WAS DISTRACTED BY RADIO CAUSING VEH TO VEER ACROSS THE ROAD AND COLLIDE WITH VEH 2 (CAR) TRAVELLING W ALONG B2177 PORTSDOWN HILL ROAD.

Occurred on B2177 PORTSDOWN HILL ROAD OUTSIDE REGENCY HOUSE,PORTSMOUTH, 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 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 28 Male
Not hit and run Breath test Negative
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 28 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 63 Male
Not hit and run Breath test Negative
Left hand drive: No
Casualty Reference: 2 Vehicle: 2 Age: 63 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/08/2012 and 31/07/2017 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
PORTSDOWN HILL ROAD")

160367807 29/09/2016 Time 0640 Vehicles 1 Casualties 1 Serious
E:470020 N: 106567 First Road: B 2177 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Wet/Damp
Daylight Raining with high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) TRAVELLING SW ALONG B2177 BEDHAMPTON ROAD ON WET ROAD SURFACE WHEN
REAR WHEEL LOST TRACTION ON RECENTLY PAINTED ROAD MARKING CAUSING VEH TO LOSE
CONTROL AND RIDER TO FALL OFF.

Occurred on B2177 BEDHAMPTON ROAD AT JUNCTION WITH BROOKSIDE ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway 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 18 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates 01/08/2012 and 31/07/2017 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
PORTSDOWN HILL ROAD")

130070276 23/02/2013 Time 2100 Vehicles 1 Casualties 1 Slight
E:469551 N: 106442 First Road: (M) 3 Road Type Slip road
Speed limit: 70 Junction Detail: Slip Road Give way or controlled A(M) 3
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: Any animal in carriageway (except r
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Animal or object in carriageway	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S ALONG THE A3(M) ENTRED THE A3(M) OFFSLIP THEN SWERVED TO AVOID A
FOX IN THE ROAD LOST CONTROL AND COLLIDED ON ITS OFFSIDE WITH THE BARRIER AND
OVERTURNED.

Occurred on A3(M) SOUTBOUND AT JUNCTION WITH THE A(M) OFFSLIP, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to SE No tow / articulation Leaving the main road
On main carriageway Skidded and overturned
Location at impact Entering from slip road First impact Offside Hit vehicle:
Hit object in road None Off road: Near / off crash barrier
O/S Age of Driver 34 Male
Not hit and run Breath test Negative Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 34 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/08/2012 and 31/07/2017** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW PORTSDOWN HILL ROAD")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	2	2	4
2-wheeled motor vehicles	0	2	1	3
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	4	3	7

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	3	1	4
Passenger	0	0	1	1
Motorcycle rider	0	2	1	3
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	5	3	8

Appendix B

TRICS Output Report

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : L - CARE HOME
 VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	HO HOUNSLOW	1 days
02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days

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

Filtering Stage 2 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: Number of residents
 Actual Range: 9 to 62 (units:)
 Range Selected by User: 9 to 62 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 13/12/12

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	5

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	6
------------------	---

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.

Filtering Stage 3 selection:

Use Class:

C2

5 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:

1,001 to 5,000

1 days

10,001 to 15,000

1 days

20,001 to 25,000

1 days

25,001 to 50,000

3 days

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

Population within 5 miles:

75,001 to 100,000

1 days

125,001 to 250,000

3 days

250,001 to 500,000

2 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

4 days

1.1 to 1.5

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:

No

6 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.

LIST OF SITES relevant to selection parameters

1	BU-05-L-01	CARE HOME		BUCKINGHAMSHIRE
	BELVOIR AVENUE			
	BLETCHLEY			
	MILTON KEYNES			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	9		
	Survey date: FRIDAY	11/11/11		Survey Type: MANUAL
2	DH-05-L-01	CARE CENTRE		DURHAM
	TRINITY MEWS			
	PIERREMONT			
	DARLINGTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	35		
	Survey date: WEDNESDAY	10/11/10		Survey Type: MANUAL
3	DS-05-L-01	CARE HOME		DERBYSHIRE
	DOUGLAS STREET			
	ROSE HLL			
	DERBY			
	Edge of Town Centre			
	Residential Zone			
	Total Number of residents:	43		
	Survey date: THURSDAY	14/07/11		Survey Type: MANUAL
4	HO-05-L-01	CARE HOME		HOUNSLOW
	ST JOHNS ROAD			
	ISLEWORTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	62		
	Survey date: TUESDAY	15/05/12		Survey Type: MANUAL
5	NR-05-L-01	CARE HOME & HOSPITAL		NORTHAMPTONSHIRE
	ST MATTHEWS PARADE			
	KINGSLEY PARK			
	NORTHAMPTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	58		
	Survey date: MONDAY	24/11/08		Survey Type: MANUAL
6	WY-05-L-01	CARE HOME		WEST YORKSHIRE
	NORTH PARK ROAD			
	BRADFORD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	40		
	Survey date: THURSDAY	13/12/12		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 05 - HEALTH/L - CARE HOME
VEHICLES
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	6	41	0.138	6	41	0.073	6	41	0.211
08:00 - 09:00	6	41	0.081	6	41	0.069	6	41	0.150
09:00 - 10:00	6	41	0.093	6	41	0.045	6	41	0.138
10:00 - 11:00	6	41	0.101	6	41	0.045	6	41	0.146
11:00 - 12:00	6	41	0.085	6	41	0.089	6	41	0.174
12:00 - 13:00	6	41	0.073	6	41	0.109	6	41	0.182
13:00 - 14:00	6	41	0.117	6	41	0.093	6	41	0.210
14:00 - 15:00	6	41	0.069	6	41	0.109	6	41	0.178
15:00 - 16:00	6	41	0.065	6	41	0.109	6	41	0.174
16:00 - 17:00	6	41	0.040	6	41	0.121	6	41	0.161
17:00 - 18:00	6	41	0.045	6	41	0.069	6	41	0.114
18:00 - 19:00	6	41	0.053	6	41	0.045	6	41	0.098
19:00 - 20:00	5	38	0.101	5	38	0.063	5	38	0.164
20:00 - 21:00	5	38	0.026	5	38	0.085	5	38	0.111
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.087			1.124			2.211	

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.

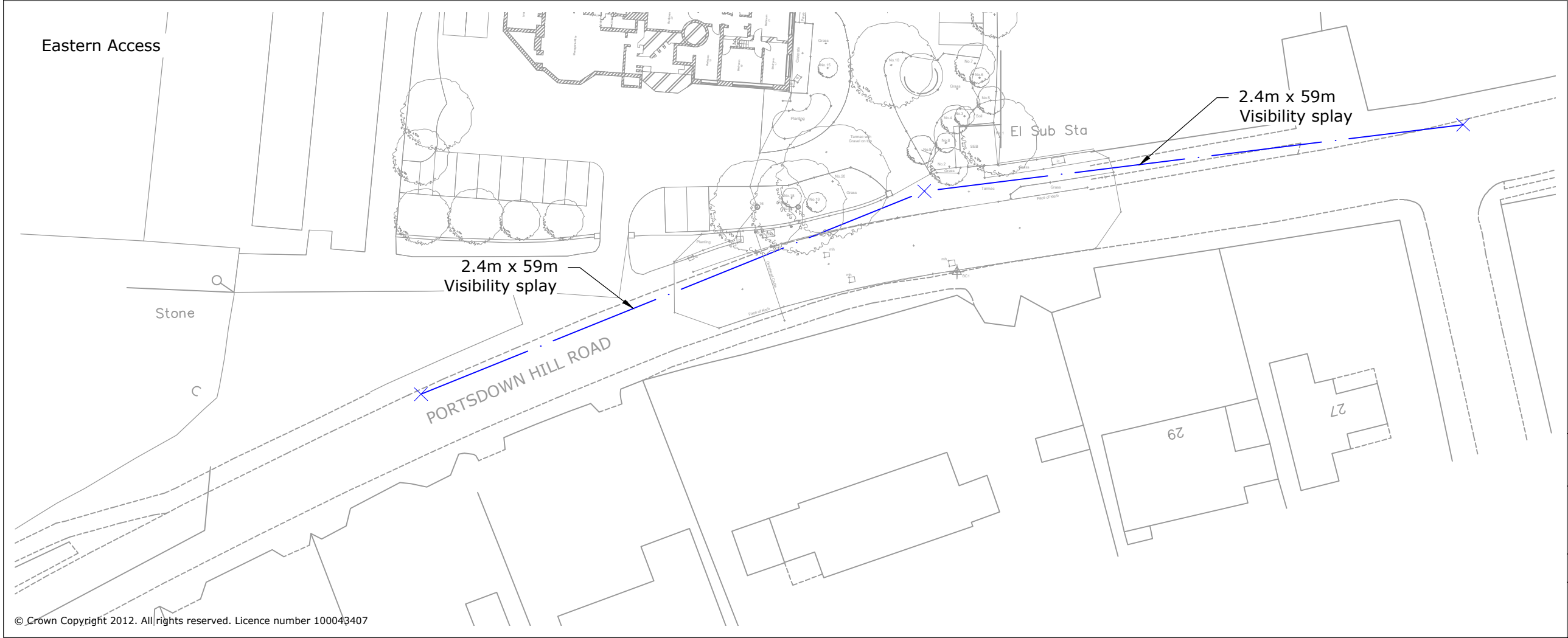
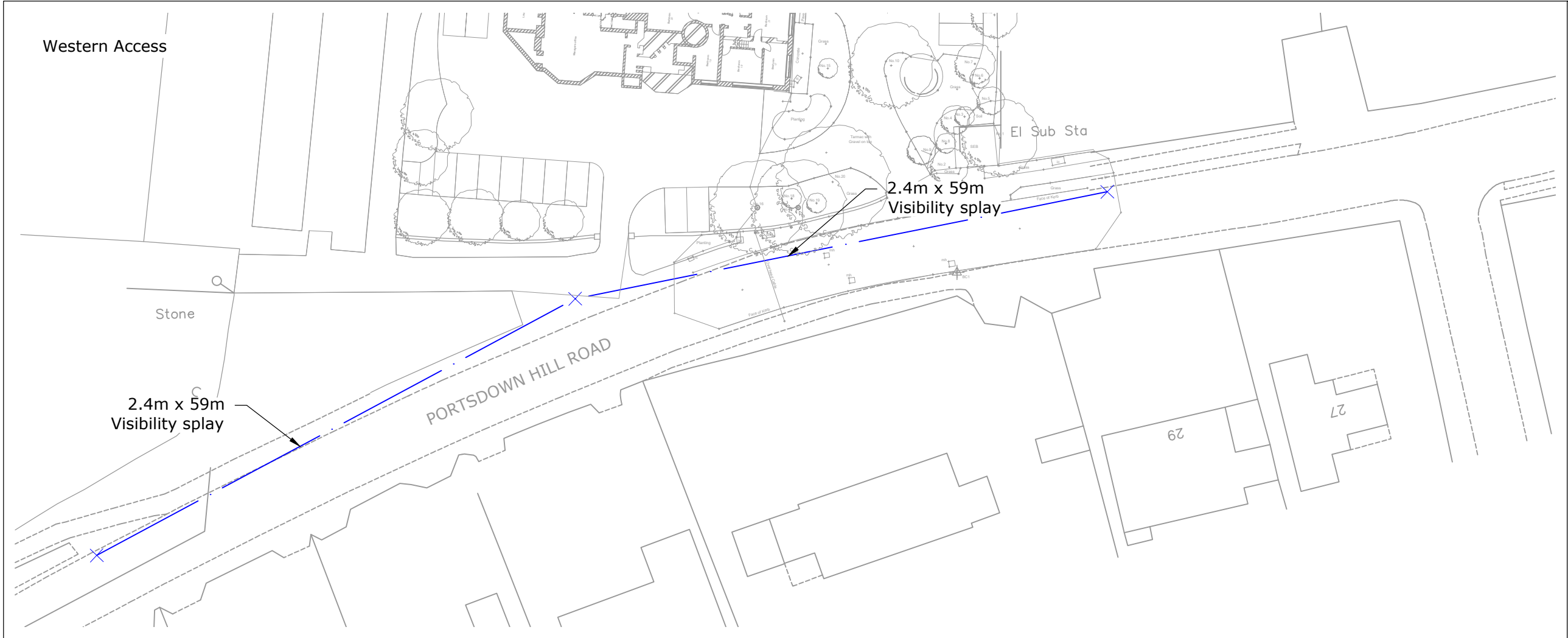
Parameter summary

Trip rate parameter range selected: 9 - 62 (units:)
 Survey date range: 01/01/05 - 13/12/12
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

Appendix C

Access Arrangements



motion

84 North Street
Guildford
Surrey
GU1 4AU

Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 01483 531 300

T: 020 8065 5208

www.motion.co.uk

Project:
Portdown Hill Rd, Bedhampton

Title:
Visibility Splays

Scale: 1:500 (@ A3)

Drawing:
1711010-01

Revision:
A