

RIDGE

PROPERTY & CONSTRUCTION CONSULTANTS

TRANSPORT ASSESSMENT

Dairy Crest – Havant

Prepared for

Southern Co-operative Group

1000 Lakeside
Western Road
Portsmouth
Hampshire
PO6 3FE

Prepared by

Ridge and Partners LLP

Partnership House
Moorside Road
Winchester
Hampshire
SO23 7RX

Tel: 01962 834400

Project Name	Southern Co-operative Group - Dairy Crest Depot
Project No.	5003415
DLM No.	5003415-RDG-XX-ST-DOC-C-0003

[illegible]

CONTENTS

1. INTRODUCTION	4
1.1 Overview	4
2. PLANNING POLICY	6
2.1 National Planning Policy Framework (NPPF – July 2018)	6
2.2 Hampshire Local Transport Plan (2011-2031)	6
2.3 Havant Borough Council Core Strategy 2011-2026	7
3. BASELINE CONDITIONS	8
3.1 Overview	8
3.2 Existing Highway Network	8
3.3 Public Transport – Bus	9
3.4 Public Transport – Rail	9
3.5 Walking and Cycling	10
3.6 Sustainability of Site Location	10
3.7 Personal Injury Collision Data	11
4. DEVELOPMENT PROPOSAL	13
4.1 Overview	13
4.2 Parking Provision	13
4.3 Access and Visibility	13
5. TRAFFIC IMPACT	15
5.1 Traffic Surveys	15
5.2 Vehicular Trip Generation	16
5.3 Highway and Junction Impact	17
5.4 Junction Modelling	18
5.5 Vehicle Speeds	18
6. SUMMARY AND CONCLUSION	19
6.1 Summary	19
6.2 Conclusions	20
APPENDIX A – PROPOSED REDEVELOPMENT LAYOUT	21
APPENDIX B – PIC DATA REPORT	22
APPENDIX C – VEHICLE TRACKING	23
APPENDIX D – TRAFFIC SURVEY RESULTS	24

APPENDIX E – TRICS OUTPUT	25
APPENDIX F – MODELLING OUTPUT	26

1. INTRODUCTION

1.1 Overview

1.1.1. Ridge and Partners LLP has been commissioned by Jones Lang LaSalle (JLL) to produce a Transport Assessment on behalf of Southern Co-operative Group to support the Planning Application for a proposed residential redevelopment at the existing Dairy Crest depot and Funeral Care site in Havant, Hampshire. The proposed layout for the proposed redevelopment has been produced by PWP Architects and is included at Appendix A.

1.1.2. The proposed redevelopment site is situated within a primarily residential area on land situated off Dunsbury Way/Fulflood Road, approximately 2.7km east of Junction 4 of the A3 (M). The site is bounded by industrial properties to the east, residential housing to the south and west and a current vacant paved plot of land to the north. The location of the site is shown in Figure 1 below.



Figure 1. Site Location. Source (OS Open Data).

1.1.3. The Transport Assessment has been produced to address aspects of the proposed redevelopment in terms of trip generation and distribution, historical accident analysis, sustainability of the site as well as access and parking proposals.

1.1.4. A scoping report was submitted to Havant Borough Council for comment regarding the proposed methodology of the Transport Assessment. The recommendations provided by the Highways Consultee have been incorporated within the production of this Transport Assessment.

1.1.5. This Transport Assessment is structured as follows:

- Chapter 2 provides a summary of the relevant latest policies from the NPPF and the Havant Borough Council Core Strategy 2011-2026 in relation to the proposed redevelopment;
- Chapter 3 summarises the baseline highway network, public transport availability, sustainability conditions of the site and an analysis of traffic collision data obtained from Hampshire Constabulary;
- Chapter 4 provides an overview of the proposed redevelopment, parking and access provisions along with layout suitability;
- Chapter 5 assess the impact on the local network due to the development due to the trip generation;
- Chapter 6 presents the summary and conclusions of the Transport Assessment.

2. PLANNING POLICY

2.1 National Planning Policy Framework (NPPF – July 2018)

2.1.1. The revised National Planning Policy Framework sets out the government's planning policies for England and how these are expected to be applied. At the heart of the NPPF is the presumption in favour of sustainable development.

2.1.2. Transport issues should be considered from the earliest stages of plan-making and development proposals so that:

- The potential impacts of development on transport networks can be addressed;
- Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- Opportunities to promote walking, cycling and public transport use are identified and pursued;
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places

2.1.3. 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.

2.1.4. At a more detailed level, the NPPF states that developments should be located and designed in order to:

- Give priority to pedestrian and cycle movements and have access to high quality public transport facilities;
- Address the needs of people with disabilities and reduced mobility;
- Enable charging of plug in and other ultra-low emission vehicles in safe, accessible and convenient locations;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians

2.1.5. In respect to parking, the NPPF states that when setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and
- An overall need to reduce the use of high-emission vehicles

2.2 Hampshire Local Transport Plan (2011-2031)

2.2.1. Hampshire County Council's Local Plan was formally approved by the Council in February 2011. Part A of the Strategy deals with the long-term plan up to 2031.

2.2.2. One of the core principles set out within the Plan is to *“manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, thereby supporting the efficient and sustainable movement of people and goods”*.

2.2.3. Policy objectives arising from this main priority include supporting targeted investment in park and ride to provide an efficient and environmentally sustainable alternative means to access town centres, promoting the installation of new transport technologies, working with bus and coach operators to reduce dependence on private car journeys and investing in sustainable transport measures including walking and cycling infrastructure. Investment in the latter will primarily be focussed on urban areas, where it has the potential to provide a healthy alternative to the car for local short journeys to work, local services and schools at relatively low cost.

2.3 Havant Borough Council Core Strategy 2011-2026

2.3.1. The Havant Borough Council Core Strategy, adopted in March 2011, sets out the development strategy of the borough, identifying strategic sites for development as well as the required physical and social infrastructure needed to support new and sustainable development.

2.3.2. Policy CS1 Health and Wellbeing of the Core Strategy states that planning permission will be granted for developments which *“supports the increased footpath and cycle use through the design of developments, linkage and signage”*. The proposed development is located within close proximity of footways and cycleways along Dunsbury Way, as well as providing cycle parking at the development which will enable linkage of cycling and walking.

2.3.3. Policy CS20 Transport and Access Strategy of the Core Strategy states that development will be permitted that *“improves accessibility to goods, services and employment and promotes equality in the transport system”* as well as development that *“maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate”*. The proposed development is located within close proximity to good public transport networks and walking and cycling infrastructure.

2.3.4. Based upon the above policy analysis the proposed redevelopment site would therefore be promoting sustainable development and supporting the policies set out within the Hampshire Local Transport Plan and the Havant Borough Council Core Strategy.

3. BASELINE CONDITIONS

3.1 Overview

3.1.1. The proposed redevelopment site is located off Dunsbury Way, Havant approximately 2.7km east of Junction 4 of the A3 (M) which provides access to London and Portsmouth. The site is bounded by industrial properties to the east, residential housing to the south and west and a current vacant paved plot of land to the north.

3.2 Existing Highway Network

3.2.1. Dunsbury Way (Refer Photograph 1.) is primarily a residential distributor road providing access to a number of local residential roads and is subject to a 20mph speed restriction for its duration. It runs in an approximate North-South alignment with traffic calming measures in the form of speed cushions in place along Dunsbury Way as well as footways and lighting being present on both sides of the road for the length of the carriageway. A shared pedestrian cycleway is present along one side of the carriageway for a duration, which then ends and transitions cyclists onto the carriageway.



Photograph 1. Dunsbury Way

3.2.2. In terms of the wider highway network Dunsbury Way connects to the B2149 to the south of the redevelopment which provides access to Hayling Island in the south and the A3 in the north. To its northern boundary Dunsbury Way connects to further residential roads and housing estates. The A3 links the development to the A27 and Portsmouth to the west, Chichester to the east and London to the north.

3.3 Public Transport – Bus

3.3.1. The proposed redevelopment site is situated within close proximity to a number of bus stops along Dunsbury Way and Bramdean Drive. The closest bus stop that serves the site is located on Dunsbury Way, approximately 80m from the centre of the redevelopment. Bus stops on Bramdean Drive are also within very close proximity, approximately 130m from the centre of the redevelopment. There are footways and street lighting along the route from the redevelopment site to the bus stops ensuring continuous connectivity to public transport infrastructure. A summary of the bus services operating from these stops are presented in Table 1 below.

Bus Stop	Service	Route	Approximate Frequency	Bus Operator
Dunsbury Way - SB	20	Havant - Portsmouth	3 per hour	Stagecoach
	21	Havant – Portsmouth via Havant Road	3 per hour	Stagecoach
	23	Leigh Park - Southsea	6 per hour	Stagecoach
	27	Rowlands Castle - Emsworth	5 per day	First
	28A	Horndean - Southbourne	School Service	Emsworth and District
	621	Havant Bus Station – Portsmouth College	School Service	Stagecoach South
Dunsbury Way - NB	20	Portsmouth – Havant	3 per hour	Stagecoach
	21	Portsmouth – Havant via Havant Road	3 per hour	Stagecoach
	23	Southsea – Leigh Park	6 per hour	Stagecoach
	27	Emsworth – Rowlands Castle	5 per day	First
	28A	Southbourne - Horndean	School Service	Emsworth and District
	621	Portsmouth College – Havant Bus Station	School Service	Stagecoach South
Bramdean Drive - EB	39	Wecock Farm - Havant	5 per hour	Stagecoach
	641	Southbourne – Oaklands School	School Service	Emsworth and District
Bramdean Drive - WB	39	Havant – Wecock Farm	5 per hour	Stagecoach
	641	Oaklands School - Southbourne	School Service	Emsworth and District

Table 1. Bus Services operating within close proximity of the proposed redevelopment.

3.4 Public Transport – Rail

3.4.1. The redevelopment site is located within close proximity of three rail stations; Bedhampton, Havant and Warblington approximately 2.6km, 3km and 3.2km from the site respectively.

3.4.2. Bedhampton rail station runs frequent services to/from Portsmouth & Southsea, Littlehampton and London Waterloo. There are secure cycle parking facilities available for 20 bicycles that are covered by CCTV. Havant rail station runs frequent services to/from Portsmouth, Southampton, London Victoria and London Waterloo. There are secure cycle parking facilities available for 92 bicycles. Warblington rail station runs hourly services to/from Portsmouth & Southsea and Littlehampton. The station offers 30 secure cycle parking stands.

3.4.3. There are continuous footways and crossings present between the proposed redevelopment and the rail stations, enabling good connectivity to rail transport infrastructure.

3.5 Walking and Cycling

3.5.1. There are footways and street lighting present on all roads within the vicinity of the redevelopment and to local bus stops, which enables good connectivity to public transport. Dunsbury Way provides (refer Photograph 1) opportunities for cycling both on road and off with a shared pedestrian cycleway present on one side of the carriageway. Dunsbury Way itself is a low speed road with traffic calming features where cycling can occur safely on street.

3.5.2. The redevelopment site is situated approximately 1.2km west of National Cycle Network Route 22. Though this route is under construction the section between Bordon and Portsmouth is already open. In total this is a 64-mile route mainly on road which will connect Banstead and Brockenhurst via Dorking, Guildford, Petersfield, Havant, Portsmouth and the Isle of Wight.

3.6 Sustainability of Site Location

3.6.1. The proposed redevelopment site is located within good walking and cycling proximity to several public transport and other core amenities, potentially minimising trips by private motor vehicle generated by the redevelopment. The approximate walking and cycling distances between these amenities and the site are summarised within Table 2 below. All distances have been calculated from the centre of the site.

Name	Distance (m)	1km walking ¹	4km cycling ²
Retail			
Iceland Foods	500	✓	✓
Lidl	610	✓	✓
Tesco Metro	780	✓	✓
The Meridian Centre	2450	×	✓
Public Transport			
Dunsbury Way Bus Stops	80	✓	✓
Havant Rail Station	2800	×	✓
Education			
Riders Infant School	540	✓	✓
Front Lawn Primary Academy	665	✓	✓
Park Community School	1050	×	✓
Havant & South Downs College	1450	×	✓
Health			
Rowlands Pharmacy	1500	×	✓
Park Lane Medical Centre	1800	×	✓
Other			
Funfayre Leisure	400	✓	✓
Havant & Waterlooville Football Club	1250	×	✓
Warren Post Office	1400	×	✓

Table 2. Walking/Cycling distances from the proposed development and local core amenities.

¹Guidelines for Providing Journeys on Foot, IHT 2000

²LTN 1/04 Policy, Planning and Design for Walking and Cycling

3.7 Personal Injury Collision Data

3.7.1. Personal Injury Collision (PIC) data has been obtained from Hampshire Constabulary for the most recently available five-year period (01/08/2012-31/07/2017) for the area shown in Figure 2. The accidents displayed in Figure 2 are colour coded according to severity, with red representing fatal accidents, blue representing serious injury accidents and yellow representing slight injury accidents.

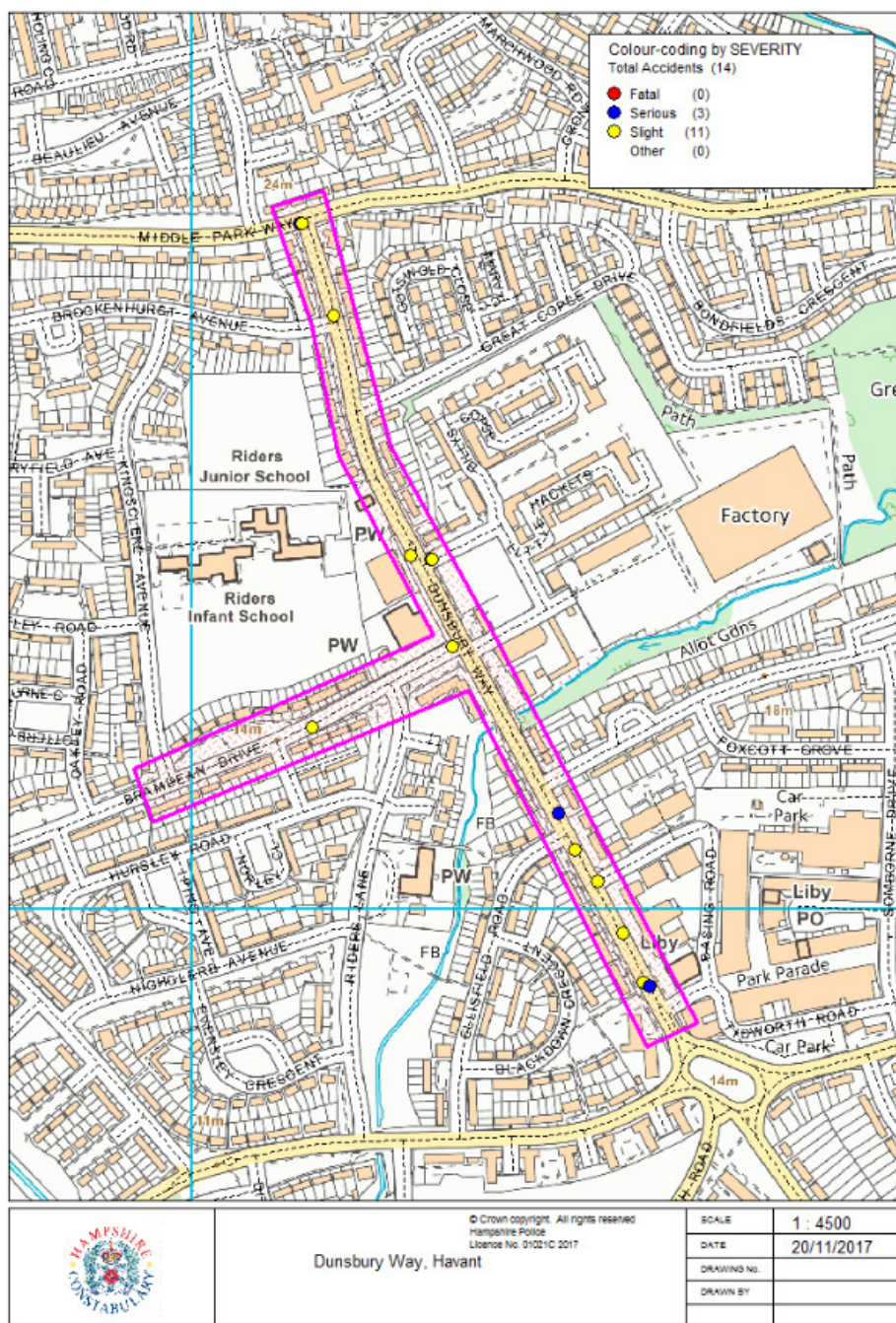


Figure 2. PIC data obtained from Hampshire Constabulary.

3.7.2. Within the study area a total of 14 accidents occurred over the five-year period, with 11 being classified as slight and 3 classified as serious. The accidents are spread fairly evenly across the study area with no specific clusters identified. No fatal accidents were recorded during this time. The accidents and casualties from the PIC data have been tabulated and are displayed in Tables 3 and 4 below. The full PIC data report is included as Appendix B.

	Fatal	Serious	Slight	Total
Motor Vehicles only (excluding 2-wheels)	0	1	6	7
2-Wheeled Motor Vehicles	0	0	1	1
Pedal Cycles	0	2	4	6
Horses & Other	0	0	0	0
Total	0	3	11	14

Table 3. PIC Data breakdown - Accidents

	Fatal	Serious	Slight	Total
Vehicle Driver	0	0	3	3
Passenger	0	0	2	2
Motorcycle Rider	0	0	1	1
Cyclist	0	2	4	6
Pedestrian	0	1	1	2
Other	0	0	0	0
Total	0	3	11	14

Table 4. PIC Data breakdown - Casualties

3.7.3. The closest accident to the proposed site occurred at the junction of Bramdean Drive and Dunsbury Way. This involved a car travelling south-east along Dunsbury Way which cut the corner when turning right into Bramdean Drive and collided with a cyclist waiting at the junction to turn right into Dunsbury Way. The causation factor given for the accident was “failed to look properly”. The accident was recorded as slight.

3.7.4. It is considered that, based on the above analysis, the PIC data presented does not suggest there are any existing issues with the highway network immediately local to the site. No fatal accidents were recorded within the study area and the serious and slight accidents that did occur can be classified as being due to driver error, as opposed to operational problems with the highway network.

4. DEVELOPMENT PROPOSAL

4.1 Overview

4.1.1. The redevelopment proposal relates to the relocation of the existing Funeral Care Business on the proposed development site approximately 220m south to 194-196 Dunsbury Way, and the subsequent demolition of the remaining Dairy Crest depot and commercial yard. The site will then be redeveloped to provide 42 one-bedroom and 36 two-bedroom apartments as illustrated in drawing 1200 rev B, which is included as Appendix A.

4.2 Parking Provision

4.2.1. Parking provisions as set out by Havant Borough Council along with the required and provided numbers for the proposed site use (C3, Dwelling houses) is tabulated below in Table 5. From the table it is apparent that whilst the car parking provision is slightly below the standard, the cycle parking provision for long and short stay for the site exceeds the required standard.

Category	Standard	Required	Provision
Car	0.9 per one- bedroom 1.3 per two-bedroom for unallocated	85	78
Cycle	Long Stay 1 per one-bedroom and 2 per two-bedroom	114	140
	Short Stay 20% of Long Stay	23	

Table 5. Parking Standards and Provision.

Source (Havant Borough Council, Supplementary Planning Document July 2016)

4.2.2. Due to the sustainable location of the site with respect to the availability and accessibility of public transport and cycling facilities together with the introduction of a Travel Plan a lower number of car parking spaces than standard is acceptable. This approach would be in line with the Local and National policies of promoting sustainable transport.

4.3 Access and Visibility

4.3.1. The existing access to the site is shown in Photograph 2, overleaf. The access to the proposed redevelopment is a frontage access via a dropped kerb to/from Fulflood Road. Access to the proposed redevelopment is as illustrated in drawing 1020 rev B (refer Appendix A). The proposed access is adjacent to the existing access to the site and hence there would be no issues for safe access and egress from the site.



Photo 2 Access to existing site

4.3.2. Vehicle tracking of a large car has been carried out to ensure the feasibility of the proposed access and layout of the parking area. This is illustrated in drawing 5003415-RDG-XX-XX-PL-X-2200, included as Appendix C, which shows that the layout geometry of the access and the parking area would allow safe vehicle movements.

4.3.3. A floor space of 60m² has been provided to store refuse bins on the ground floor as shown in drawing 1020 rev B (refer Appendix A). As this the area is adjacent to Fulflood Road a refuse vehicle can be parked on this road for collection immediately adjacent to the access doors.

5. TRAFFIC IMPACT

5.1 Traffic Surveys

5.1.1. Traffic surveys have been undertaken on the highway network within close proximity to the site in order to build a profile of existing traffic flows. An MCC turning count was undertaken on Wednesday January 17th, 2018 between 06:30-09:30 and 15:00-18:15 respectively at the junction of Dunsbury Way, Fulflood Road and Bramdean Drive. The peak turning count (Passenger Car Units) origin/destination matrix is shown in Table 5. The survey results are detailed in Appendix D.

AM (08:00 – 09:00)				
	Dunsbury Way (N)	Fulflood Road	Dunsbury Way (S)	Bramdean Drive
Dunsbury Way (N)	0	14	172	39
Fulflood Road	5	0	32	17
Dunsbury Way (S)	160	36	0	60
Bramdean Drive	33	22	66	0
PM (15:00 – 16:00)				
Dunsbury Way (N)	0	4	162	39
Fulflood Road	11	0	34	13
Dunsbury Way (S)	179	37	0	72
Bramdean Drive	30	9	65	0

Table 5. Existing Origin/Destination Matrix.

5.1.2. An ATC was placed for one week (from 17th January 2018) on Fulflood Road and on Dunsbury Way (at approximately 70m northwest of Fulflood Road). The ATC data showed that peak hour flows to be between 08:00-09:00 and between 15:00 – 16:00 on Dunsbury Way with a 5-Day Average flow of 374 and 416 vehicles respectively. The Southeast bound and Northwest bound data has been combined to create a vehicle flow profile for a 5-Day average flow on Dunsbury Way as shown in Figure 3 below (Refer Appendix D for detailed ATC data). The peak periods are similar to the total traffic volume at the junction derived from the MCC survey as shown in Table 5.

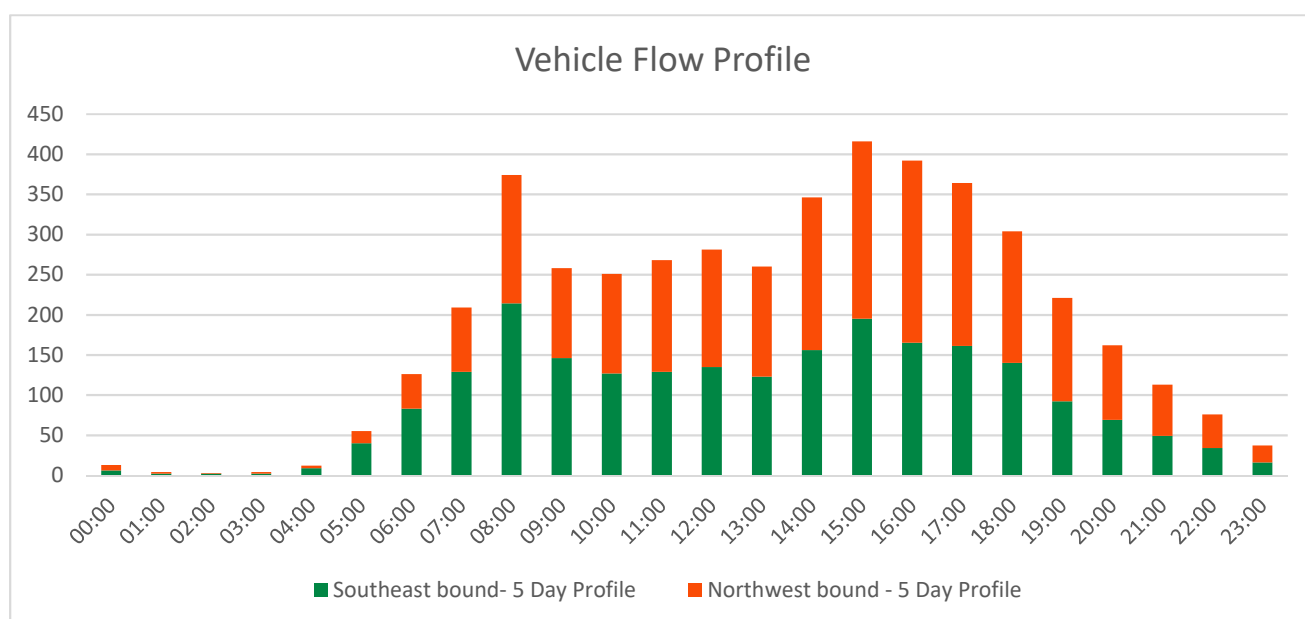


Figure 3 Vehicle Flow Profile on Dunsbury Way.

5.1.3. A vehicle flow profile for vehicles entering and exiting Fulflood Road is shown in Figure 4 below. The data showed the peak periods to be between 08:00-09:00 and 15:00-16:00 respectively with a 5-Day average flow of 103 and 120 vehicles respectively as shown in Figure 4 below (Refer Appendix D for details).

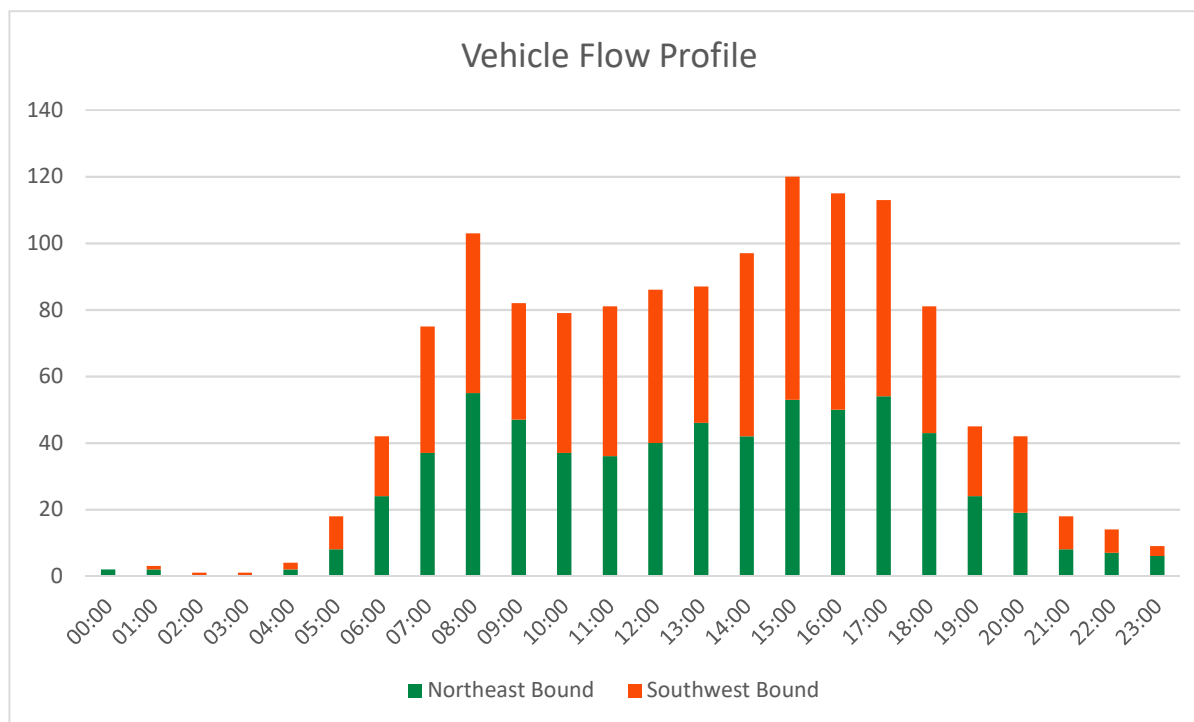


Figure 4. Vehicle Flow Profile - Fulflood Road.

5.2 Vehicular Trip Generation

5.2.1. The TRICS database has been interrogated and trip rates for the proposed redevelopment were derived. The TRICS output is provided in Appendix E and the derived trip rates generation are detailed in Table 6 below. To provide a more robust analysis it has been decided not to off-set any trips that would have been generated by the Dairy Crest depot and commercial yard. As the Funeral Care business is moving 220m south (subject to separate planning application) of the proposed redevelopment this can be considered to remain within the local highway network, therefore these trips have also not been off-set against the trips generated by the proposed redevelopment.

		Arrivals	Departures	Total
Trip rate per dwelling	AM Peak (08:00-09:00)	0.057	0.197	0.254
	PM Peak (17:00-18:00)	0.194	0.096	0.290
	Total 07:00-22:00	1.601	1.524	3.125
		Arrivals	Departures	Total
Trips generated by redevelopment	AM Peak (08:00-09:00)	5	16	21
	PM Peak (17:00-18:00)	16	8	24
	Total 07:00-22:00	131	125	256

Table 6 Trip rates and generation (Source: TRICS database)

5.2.2. The resulting trip matrix with redevelopment flows are as detailed in Table 7.

AM (08:00 – 09:00)				
	Dunsbury Way (N)	Fulflood Road	Dunsbury Way (S)	Bramdean Drive
Dunsbury Way (N)	0	15	172	39
Fulflood Road	6	0	42	23
Dunsbury Way (S)	160	38	0	60
Bramdean Drive	33	24	66	0
PM (15:00 – 16:00)				
Dunsbury Way (N)	0	5	162	39
Fulflood Road	12	0	37	14
Dunsbury Way (S)	179	43	0	72
Bramdean Drive	30	10	65	0

Table 7. Origin Destination matrix updated with Redevelopment flows

5.3 Highway and Junction Impact

5.3.1. The number of trips being generated during the peak periods are relatively low and will not have a severe impact at the junction of Dunsbury Way, Fulflood Road and Bramdean Drive. The interrogation of the TRICS database has shown that the proposed redevelopment will increase the traffic flow by 3.2% at the junction of Dunsbury Way, Fulflood Road and Bramdean Drive in the AM peak and 2.1% during the junction PM peak.

5.3.2. During the peak periods the total increase in two- way flow on Fulflood Road due to the redevelopment has been calculated as 16.5% (21 trips) and 13% (14 trips) during the junction AM and PM peaks respectively. Given the present volume of traffic at the junction this increase is determined not to be severe.

5.3.3. Analysis of ATC data on Dunsbury Way shows that the proposed redevelopment will increase traffic flow by 5.6% in the ATC AM peak and 3.4% in the ATC PM peak. The increase in flow along Dunsbury Way is considered to not be severe. It should be remembered also that the former use of the sites here would have generated traffic including HGV's associated with the operation of the Dairy Depot and cars in association with the Funeral Care business and these trips have not been deducted from the trips generated by the redevelopment.

5.3.4. Whilst impact at the junction of Dunsbury Way, Fulflood Road and Bramdean Drive is considered to be low, to understand the impact of the redevelopment trips on the local highway network, modelling has been undertaken on the staggered junction between Fulflood Road, Bramdean Drive and Dunsbury Way. Although numbers of vehicles being generated are not considered high it is important to understand whether the junction operates within capacity at peak times.

5.3.5. In terms of the wider highway network, it is believed that the number of trips being generated will not have a severe impact on the roundabout junction (Dunsbury Way with Purbrook Way) and the junction between Dunsbury Way and Middle Park Way. Therefore, modelling has not been undertaken on those junctions.

5.4 Junction Modelling

5.4.1. A PICADY model using Junctions 8 modelling software was built for the staggered junction between Fulflood Road, Dunsbury Way and Bramdean Drive. Surveyed base flows were used to build the base model and the higher value of trips generated by empirical calculations were added to the base flow to assess the impact. The flows used are detailed in the Model Results which are included as Appendix F.

5.4.2. Results from the models, Table 8, showed that the junction was operating within capacity. The maximum Ratio of Flow to Capacity (RFC) was 0.60 during the PM peak on Bramdean Drive which is well below the acceptable level of 0.85.

	Base AM				Base PM			
	Queue (PCU)	Delay (S)	RFC	LOS	Queue (PCU)	Delay (S)	RFC	LOS
Dunsbury Way (S)	0.23	7.34	0.12	A	0.22	7.0	0.11	A
Bramdean Drive	1.5	22.73	0.58	C	1.52	22.45	0.60	C
Dunsbury Way (N)	0.27	5.95	0.15	A	0.23	6.26	0.13	A
Fulflood Road	0.86	19.11	0.44	C	0.93	20.34	0.44	C
	Dev AM				Dev PM			
	Queue (PCU)	Delay (S)	RFC	LOS	Queue (PCU)	Delay (S)	RFC	LOS
Dunsbury Way (S)	0.24	7.39	0.13	A	0.26	7.09	0.13	A
Bramdean Drive	1.53	22.71	0.59	C	1.51	22.27	0.60	C
Dunsbury Way (N)	0.27	5.96	0.15	A	0.23	6.25	0.13	A
Fulflood Road	0.78	19.24	0.42	C	0.93	20.48	0.44	C

Table 8 Model Result for Fulflood Road Junction

5.4.3. With the increase in traffic due to the redevelopment the increase in RFC during both peaks are negligible as shown in Table 8 with the maximum RFC of 0.60 on Bramdean Drive during PM peak. It can therefore be determined that the junction will still operate well within capacity with the increase in the flow due to the redevelopment.

5.5 Vehicle Speeds

5.5.1. All the highways on the local network around the site (Dunsbury Way, Fulflood Road and Bramdean Drive) have 20mph speed limits. The speed survey data (collected over a 7- day period from 17th January 2018) showed that the 85th percentile speed in a 12-hour period (07:00 – 19:00) on Dunsbury Way 27.5mph and 25.8mph for southeast and northwest bound respectively.

5.5.2. The ATC data for Fulflood Road showed that the 85th percentile speed between a 12-hour period (07:00-19:00) on Fulflood Road was 23.6mph and 25.3mph for northeast and southwest bound respectively.

6. SUMMARY AND CONCLUSION

6.1 Summary

6.1.1. Ridge and Partners LLP has been commissioned by Jones Lang LaSalle (JLL) to produce a Transport Assessment on behalf of Southern Co-operative to support the Planning Application for a proposed residential redevelopment at the existing Dairy Crest depot and Funeral Care site in Havant, Hampshire.

6.1.2. The proposed redevelopment site is located off Dunsbury Way, Havant approximately 2.7km east of Junction 4 of the A3 (M) which provides access to London and Portsmouth. The site is bounded by industrial properties to the east, residential housing to the south and west and a current vacant paved plot of land to the north.

6.1.3. The redevelopment proposal relates to the relocation of the existing Funeral Care Business on the proposed redevelopment site approximately 220m south to 194-196 Dunsbury Way (to be the subject of a separate planning application), and the demolition of the remaining Dairy Crest depot and commercial yard. The site will then be redeveloped to provide 42 one-bedroom and 36 two-bedroom apartments

6.1.4. The proposed redevelopment site is situated within close proximity to a number of bus stops along Dunsbury Way and Bramdean Drive. The closest bus stop that serves the site is located on Dunsbury Way, approximately 80m from the centre of the redevelopment. Bus stops on Bramdean Drive are also within very close proximity, approximately 130m from the centre of the redevelopment. The services operate between 3 to 6 per hour.

6.1.5. The redevelopment site is located within close proximity of three rail stations; Bedhampton, Havant and Warblington approximately 2.6km, 2.8km and 3.2km from the site respectively with frequent services to/from Portsmouth & Southsea, Littlehampton and London Waterloo.

6.1.6. There are footways and street lighting present on all roads within the vicinity of the redevelopment and to local bus stops, which enables good connectivity to public transport. Dunsbury Way provides opportunities for cycling both on road and off with a shared pedestrian cycleway present on one side of the carriageway. Dunsbury Way itself is a low speed road with traffic calming features where cycling can occur safely on street.

6.1.7. The proposed redevelopment is located within good walking and cycling proximity to several public transport and other core amenities, potentially minimising trips generated by the redevelopment.

6.1.8. Accident data presented from last five years showed three serious and 11 slight injury accidents occurred over the five-year period within proximity of the proposed redevelopment with no specific accident clusters. This showed that there were no safety issues within the local highway network around the site.

6.1.9. Due to the sustainable location of the site with respect to availability of public transport and cycling facilities a lower number of car parking spaces have been provided along with a maximum number of parking spaces for cycles.

6.1.10. Vehicle tracking for a large car has been carried out to ensure the feasibility of the proposed layout of the parking area. The proposed access is adjacent to the existing access to the site and hence there would be no issues for safe access and egress from the site.

6.1.11. The TRICS database has been interrogated to determine the likely number of trips to be generated by the redevelopment of the site to provide a total of 78 apartments which shows that some 21 trips and 24 trips are likely to be generated in the AM and PM peak hours respectively. No deduction has been made for the traffic movements associated with the existing permitted uses on the site.

6.1.12. The number of trips being generated during the peak periods are relatively low and will not have a severe impact at the junction of Dunsbury Way, Fulflood Road and Bramdean Drive. The PICADY modelling result showed that the maximum RFC with base flow was on Bramdean Drive during the PM peak (0.60) which is well below the acceptable limit of 0.85, showing that the junction will operate well within capacity with the associated traffic from the proposed redevelopment.

6.2 Conclusions

6.2.1. The site is in a sustainable location with close proximity to bus stops, rail stations and local amenities and well served by well-lit footways and cycle paths. This is in line with the local and national policy of promoting sustainable transport.

6.2.2. Having regard to the scale of development, the resultant traffic generation and the existing local highway conditions, together with the implementation of a Travel Plan it is considered that the proposed redevelopment would not result in a severe impact upon the local highway network in terms of operation or safety.

APPENDIX A – PROPOSED REDEVELOPMENT LAYOUT



APPENDIX B – PIC DATA REPORT

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 DUNSBURY WAY HAVANT")

Notes:

Selected Polygon:AW DUNSBURY WAY HAVANT

130293106 06/08/2013 Time 1156 Vehicles 2 Casualties 1 Serious
E:471432 N: 107927 First Road: U Road Type Single carriageway
Speed limit: 20 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SE ALONG DUNSBURY WAY COLLIDED WITH VEH 2 (P/CYCLE) TRAVELLING NE ACROSS DUNSBURY WAY ON PEDESTRIAN CROSSING. VEH 2 EMERGED FROM ALLEYWAY WITHOUT STOPPING.

Occurred on DUNSBURY WAY OUTSIDE LIBRARY, 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 48 Male
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 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 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 18 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 18 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: 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 DUNSBURY WAY HAVANT")

130387620 12/10/2013 Time 1800 Vehicles 2 Casualties 1 Slight
E:471382 N: 108026 First Road: U Road Type Single carriageway
Speed limit: 20 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present but unlit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SE ALONG DUNSBURY WAY COLLIDED WITH THE OFFSIDE OF VEH 2 (CAR) TRAVELLING SW WHICH TURNED RIGHT FROM BISHOPSTOKE ROAD INTO DUNSBURY WAY.

Occurred on DUNSBURY WAY AT JUNCTION WITH BISHOPSTOKE ROAD, 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 Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 71 Female
Not hit and run Breath test Not requested
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 71 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning right
Vehicle movement from NE to NW 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 64 Male
Not hit and run Breath test Not requested
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 DUNSBURY WAY HAVANT")

130450461 29/11/2013 Time 2000 Vehicles 2 Casualties 1 Serious
E:471345 N: 108090 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Cyclist entering road from pavement	Vehicle 2	Very Likely
2nd:	Stationary or parked vehicle	Vehicle 2	Possible
3rd:	Stationary or parked vehicle	Vehicle 1	
4th:			
5th:			
6th:			

VEH 2 (P/CYCLE) TRAVELLING SW ACROSS DUNSBURY WAY ENTER ROAD FROM PAVEMENT ACROSS THE PATH OF VEH 1 (CAR) TRAVELLING SE ALONG DUNSBURY WAY AND COLLIDES, CAUSING THE RIDER TO FALL OFF.

Occurred on DUNSBURY WAY OUTSIDE OF NUMBER 202, LEIGH PARK, 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

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact 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: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: 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 DUNSBURY WAY HAVANT")

140034941 30/01/2014 Time 0548 Vehicles 2 Casualties 1 Slight
E:471245 N: 108248 First Road: U Road Type Single carriageway
Speed limit: 20 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:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG DUNSBURY WAY CUT THE CORNER WHEN TURNING RIGHT INTO BRAMDEAN DRIVE AND COLLIDED WITH VEH 2 (P/CYCLE) WHICH WAS WAITING AT THE JUNCTION TO TURN RIGHT INTO DUNSBURY WAY.

Occurred on DUNSBURY WAY AT JUNCTION WITH BRAMDEAN DRIVE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from NW to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road 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

Vehicle Reference 2 Pedal Cycle Waiting to turn right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Male
Not hit and run Breath test Not applicable
Left hand drive: No

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

140263369 23/07/2014 Time 1215 Vehicles 1 Casualties 1 Serious
E:471101 N: 108648 First Road: U Road Type Single carriageway
Speed limit: 20 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (MINIBUS) TRAVELLING W ALONG MIDDLE PARK WAY AND COLLIDES WITH CAS 1 (PEDESTRIAN)
TRAVELLING N ACROSS MIDDLE PARK WAY IN A WHEEL CHAIR, CAUSING CAS 1 TO FALL OUT OF
WHEEL CHAIR. VEH 1 FAILED TO STOP.

Occurred on MIDDLE PARK WAY AT JUNCTION WITH DUNSBURY WAY, HAVANT, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 51 Female Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr elsewhere N bound
Driver's nearside

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
DUNSBURY WAY HAVANT")

140306028 23/08/2014 Time 2015 Vehicles 1 Casualties 1 Slight
E:471206 N: 108334 First Road: U Road Type Single carriageway
Speed limit: 20 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (P/CYCLE) FELL WHILST TRAVELLING NW ALONG DUNSBURY WAY.

Occurred on DUNSBURY WAY AT JUNCTION WITH BILLYS COPSE, HAVANT, HAMPSHIRE

Vehicle Reference 1 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 Cleared junction or waiting/park First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Not applicable
Left hand drive: No

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

140359293 04/10/2014 Time 1757 Vehicles 2 Casualties 1 Slight
E:471112 N: 108172 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SW ALONG BRAMDEAN DRIVE OVERTAKING A STATIONARY VEH, PULLS BACK INTO THE NEARSIDE AND DONE QUICKLY TO AVOID COLLISION WITH VEH 2 (BUS) TRAVELLING IN THE OPPOSITE DIRECTION.

Occurred on BRAMDEAN DRIVE OUTSIDE OF NUMBER 62, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Overtaking stat vehicle O/S
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 Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 56 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 58 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

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

150249561 20/07/2015 Time 1547 Vehicles 1 Casualties 1 Slight
E:471361 N: 108056 First Road: U 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 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	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

CAS 1 (PEDESTRIAN) TRAVELLING SW ACROSS DUNSBURY WAY RUNS INTO THE ROAD FROM THE
CENTRAL ISLAND ACROSS THE PATH OF VEH 1 (CAR) TRAVELLING NW ALONG DUNSBURY WAY AND
COLLIDES, CAUSING CAS 1 TO BUT DID NOT FALL OVER.

Occurred on DUNSBURY WAY AT JUNCTION WITH ELLISFIELD ROAD, LEIGH PARK, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 6 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
On refuge SW bound
Driver's offside

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
DUNSBURY WAY HAVANT")

150305474 02/09/2015 Time 1715 Vehicles 2 Casualties 1 Slight
E:471406 N: 107977 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING SE ALONG DUNSBURY WAY COLLIDES WITH THE REAR OF VEH 2 (CAR)
SLOWING IN FRONT.

Occurred on DUNSBURY WAY OUTSIDE OF COMMUNITY CENTRE, 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 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 42 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 42 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 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 36 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 DUNSBURY WAY HAVANT")

160057466 07/02/2016 Time 1557 Vehicles 2 Casualties 1 Slight
E:471225 N: 108330 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine with high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Rain, sleet, snow, or fog	Vehicle 2	Very Likely
2nd:	Other	Vehicle 2	Very Likely
3rd:	Road layout (eg bend, hill crest)	Vehicle 2	
4th:			
5th:			
6th:			

HIGH WINDS & SLOPE CAUSED VEH 2 TO BE BLOWN INTO SIDE OF VEH 1
VEH 2 (P/CYCLE) TRAVELLING SE ALONG DUNSBURY WAY ON PAVEMENT, THE WIND BLOWS VEH 2 INTO THE SIDE OF VEH 1 (VAN) TRAVELLING SE ALONG DUNSBURY WAY AND TURNS LEFT ONTO BILLYS COPSE.

Occurred on DUNSBURY WAY AT JUNCTION WITH BILLYS COPSE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from NW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 52 Male
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 4 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 4 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

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 DUNSBURY WAY HAVANT")

160123897 31/03/2016 Time 1917 Vehicles 2 Casualties 1 Slight
E:471133 N: 108561 First Road: U Road Type Single carriageway
Speed limit: 20 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING E ALONG BROCKENHURST AVENUE, TURNS LEFT ONTO DUNSBURY WAY INTO THE PATH OF VEH 2 (BUS) TRAVELLING SE ALONG DUNSBURY WAY AND COLLIDES.

Occurred on DUNSBURY WAY AT JUNCTION WITH BROCKENHURST AVENUE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from W to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park 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 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Bus or coach Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Male
Not hit and run Breath test Not requested
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 DUNSBURY WAY HAVANT")

160462927 08/12/2016 Time 2035 Vehicles 2 Casualties 1 Slight
E:471103 N: 108648 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG DUNSBURY WAY, FAILS TO SEE AND TURNS LEFT ONTO MIDDLE PARK WAY ACROSS THE PATH OF VEH 2 (P/CYCLE) TRAVELLING W ALONG MIDDLE PARK AND COLLIDES.

Occurred on MIDDLE PARK WAY AT JUNCTION WITH DUNSBURY WAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from S to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 36 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

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 DUNSBURY WAY HAVANT")

Notes:

44170173069 09/05/2017 Time 1145 Vehicles 2 Casualties 1 Slight
E:471226 N: 108331 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (POLICE CAR) REVERSING IN SW DIRECTION ALONG BILLYS COPSE AFTER OFFENDERS DECAMPED FROM VEH IN FRONT AND COLLIDES WITH THE FRONT OF VEH 2 (M/CYCLE) TRAVELLING NE ALONG BILLYS COPSE JUST HAVING TURNED IN FROM DUNSBURY WAY

Occurred on DUNSBURY WAY AT JUNCTION WITH BILLYS COPSE, HAVANT, HAMPSHIRE

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

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 23 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:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW DUNSBURY WAY HAVANT")

130174384 14/05/2013 Time 1345 Vehicles 2 Casualties 1 Slight
E:471426 N: 107930 First Road: U Road Type Single carriageway
Speed limit: 20 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING NW ALONG DUNSBURY WAY WHEN NEARSIDE OF VEH COLLIDED WITH NEARSIDE OF VEH 1 (CAR) PARKED AND UNATTENDED AGAINST WEST KERB FACING SE. VEH 2 FAILED TO STOP.

Occurred on DUNSBURY WAY OUTSIDE NUMBER 3, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Parked
Vehicle movement from Park to Parked No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 57 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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 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

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 DUNSBURY WAY HAVANT")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	6	7
2-wheeled motor vehicles	0	0	1	1
Pedal cycles	0	2	4	6
Horses & other	0	0	0	0
Total	0	3	11	14

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	3	3
Passenger	0	0	2	2
Motorcycle rider	0	0	1	1
Cyclist	0	2	4	6
Pedestrian	0	1	1	2
Other	0	0	0	0
Total	0	3	11	14