

RIDGE

PROPERTY & CONSTRUCTION CONSULTANTS



TRANSPORT ASSESSMENT

Land to the north of Harts Farm Way, Havant PO9 1HS

Prepared for

Salmon Property
2nd Floor
Prince Frederick House
35-39 Maddox House
London
W1S 2PP

Prepared by

Ridge and Partners LLP
Partnership House
Moorside Road
Winchester
Hampshire
SO23 7RX

Tel: 01962 834400

CONTENTS

1. INTRODUCTION	4
1.1 Overview	4
2. PLANNING POLICY	6
2.1 National Planning Policy Framework (2012)	6
2.2 Draft Revised NPPF (2018)	6
2.3 Hampshire Local Transport Plan (2011-2031)	7
2.4 Hampshire County Council's Thresholds for requiring a Transport Assessment	7
2.5 Havant Borough Council Core Strategy 2011-2026	8
2.6 Havant Borough Council Parking Supplementary Planning Document (July 2016)	8
3. BASELINE CONDITIONS	10
3.1 Overview	10
3.2 Existing Highway Network	10
3.3 Existing Traffic Flows	11
3.4 Public Transport – Bus	14
3.5 Public Transport – Rail	14
3.6 Walking and Cycling	14
3.7 Sustainability of Site Location	15
3.8 Personal Injury Collision Data	16
4. DEVELOPMENT PROPOSAL	20
4.1 Overview	20
4.2 Parking Provision	20
4.3 Access and Visibility	21
5. TRIP GENERATION	23
5.1 Approach	23
5.2 Vehicles trip rates for proposed B8 usage	23
5.3 Vehicle trip rates for proposed B2 usage	23
5.4 Generated Vehicle Trips	24
5.5 Workplace Travel Plan	24
5.6 Impact on Local Highway Network	24
5.7 Vehicle Speeds	27
6. SUMMARY AND CONCLUSION	28
6.1 Summary	28

APPENDIX A – PROPOSED DEVELOPMENT LAYOUT	30
APPENDIX B – PIC DATA REPORT	31
APPENDIX C – VEHICLE TRACKING AND VISIBILITY SPLAYS	32
APPENDIX D – TRAFFIC SURVEY RESULTS	33
APPENDIX E – TRICS OUTPUTS	34

1. INTRODUCTION

1.1 Overview

1.1.1. Ridge & Partners LLP has been commissioned by Salmon Property to provide transport planning consultancy services to support the submission of a planning application for the development of a former council depot site located within Harts Farm Way Industrial Estate, Havant.

1.1.2. The proposed development comprises 3982 sqm GIA of employment floorspace covering B2 (general industrial) and B8 (storage and distribution) usage. The development will be delivered in two phases. 68 car parking spaces are proposed in total. The site is Plot 4, Hermitage Park, for which a major outline planning permission was secured in 2007 and extended in 2011 (ref: APP/10/00737).

1.1.3. The proposed development site is located on former council depot land off Harts Farm Way, Havant and is bounded by the A27 to the north and industrial properties to its east, south and west (Figure 1). The site layout is shown in Appendix A.



Figure 1. Site Location. Source google maps

1.1.4. This Transport Assessment has been produced in accordance with the latest guidance contained within the National Planning Policy Framework (NPPF), Hampshire County Council Transport Assessment guidance and Havant Borough Local Plan. The report will address aspects of the proposed development in terms of trip generation and distribution, historical accident analysis, sustainability of the site as well as access and parking proposals.

1.1.5. A Transport Assessment scoping report and subsequent note on trip generation approach was submitted to Hampshire County Council in February 2018 for comment. The recommendations provided by the Highways Consultee have been incorporated within the production of this Transport Assessment. A pre-application meeting was also held with Havant Borough Council on 28th February 2018.

1.1.6. This Transport Assessment is structured as follows:

- Chapter 2 provides a summary of the relevant policies from the NPPF (including 2018 revisions) and the Havant Borough Council Core Strategy 2011-2026 in relation to the proposed development;
- Chapter 3 summarises the baseline highway network, public transport availability, sustainability of the site and an analysis of traffic collision data obtained from Hampshire Constabulary;
- Chapter 4 provides an overview of the proposed development, parking and access provisions along with layout suitability;
- Chapter 5 sets out the trip rates for the development and assesses the impact of the development on the local highway network;
- Chapter 6 presents the summary and conclusions of the Transport Assessment.

2. PLANNING POLICY

2.1 National Planning Policy Framework (2012)

2.1.1. The National Planning Policy Framework (NPPF) was published by the Department for Communities and Local Government in March 2012 to replace National Planning Policy Guidance Notes and Planning Policy Statements. Paragraph 32 of the NPPF states that “all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment”.

2.1.2. The NPPF recognises the importance transport policies have in facilitating development but also contributing to wider sustainability and health objectives. The NPPF advocates that planning policies and decisions should consider whether:

- The opportunities for sustainable transport modes have been taken up depending upon the nature and location of the site to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual impacts of development are severe.

2.1.3. 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; and
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

2.1.4. The NPPF also stresses the importance of providing a Travel Plan for all developments that generate significant amounts of movement.

2.2 Draft Revised NPPF (2018)

2.2.1. The draft revised NPPF was published on 5th March 2018, building on the first Framework. At the heart of the Framework is still a presumption in favour of sustainable development. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- 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 mitigation and for net gains in environmental quality; and
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

2.3 Hampshire Local Transport Plan (2011-2031)

2.3.1. 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.

2.3.2. 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"*.

2.3.3. 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.

2.4 Hampshire County Council's Thresholds for requiring a Transport Assessment

2.4.1. Figure 2 shows the HCC thresholds above which a Transport Assessment is required. Although the B8 land use is under the threshold for a transport assessment because of the flexibility of the B2 usage, a Transport Assessment has been undertaken.

Land Use	Threshold above which a Transport Assessment is required
Residential	50 units
Commercial: B1 and B2	2500 sqm
Commercial: B8	5000 sqm
Retail	1000 sqm
Education	2500 sqm
Health Establishments	2500 sqm
Care Establishments	500 sqm or 5 bedroom
Leisure: General	1000 sqm
Leisure: Stadia, ice rinks	All (1500 seats)
Miscellaneous Commercial	500 sqm

Figure 2: Transport Assessment Thresholds. Source: www.hants.gov.uk

2.5 Havant Borough Council Core Strategy 2011-2026

2.5.1. 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.

2.5.2. 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”.

2.5.3. Policy DM11 Planning for More Sustainable Travel states that every opportunity should be made to increase integration to sustainable travel modes and the availability of non-motorised modes by appropriate measures.

2.5.4. Policy DM12 Mitigating the Impacts of Travel requires that new developments mitigate their travel impact through 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.

2.5.5. DM14 Car and Cycle Parking on Development (excluding residential) states that development will only be permitted where it provides for cars, motor cycles and cycles in accordance with the relevant standards. Such parking provision must be appropriately located in relation to the development and be practical for its intended use.

2.6 Havant Borough Council Parking Supplementary Planning Document (July 2016)

2.6.1. Table 1 sets out Havant Borough Council’s off-street parking standards relating to new development.

Land use	Car Parking Standard (minimum)	Cycle Standard (minimum)	
		Long Stay	Short Stay
B2 General Industrial	1 space per 45 sqm	1 stand per 350 sqm	1 stand per 500 sqm
B8 Warehouse	1 space per 90 sqm	1 stand per 500 sqm	1 stand per 1000 sqm

Table 1: Havant Borough Council Parking Standards

2.6.2. For all major commercial developments, a transport assessment and a company or site wide travel plan will be required. Disabled parking should be provided in the ratio of 5% of total allocation.

2.6.3. On brownfield sites outside town centres, it may be possible to reduce the number of car parking spaces required where developments are within a reasonable distance of good public transport links. Planning applications will be considered on a case by case basis.

2.6.4. Any reductions in parking standards should be justified in the Transport Assessment or the Design and Access Statement accompanying a planning application.

3. BASELINE CONDITIONS

3.1 Overview

3.1.1. The proposed development site is located within an existing industrial estate off Harts Farm Way, Havant, PO9 1HS. The site is currently vacant.

3.2 Existing Highway Network

3.2.1. Harts Farm Way is a two-way single carriageway road subject to a 30mph speed limit (Photo1). A private access road, Hermitage Park, lies to the east of the site and will provide the main access into Phase 1 of the site (Photo 2). Harts Farm Way to the west provides a link to the A27 which connects to the M275 providing access to Portsmouth and the A3 providing access to Waterlooville and Petersfield. To the east Harts Farm Way has a junction with Brockhampton Road which to the north connects to Havant.



Photo 1: Harts Farm Way



Photo 2: Hermitage Park

3.3 Existing Traffic Flows

3.3.1. 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.

3.3.2. An ATC was placed for one week (from 27th February 2018) on Harts Farm Way (approximately 90m east of Hermitage Park). Due to adverse weather conditions experienced during the placement of the ATC on the 1st and 2nd of March it has been decided to analyse the ATC data collected on Wednesday 28th February (the same day that a MCC was undertaken at the junction of Hermitage Park with Harts Farm Way/Havant Business Centre). The ATC data showed that peak hour flows to be between 07:00-08:00 and between 15:00-16:00 on Harts Farm Way with a flow of 1,319 and 1,158 vehicles respectively.

3.3.3. Classified turning counts during peak hours on Wednesday 28th February 2018 were also undertaken at the junction of Hermitage Park with Harts Farm Way/Havant Business Centre as shown in Figures 3 and 4 below.

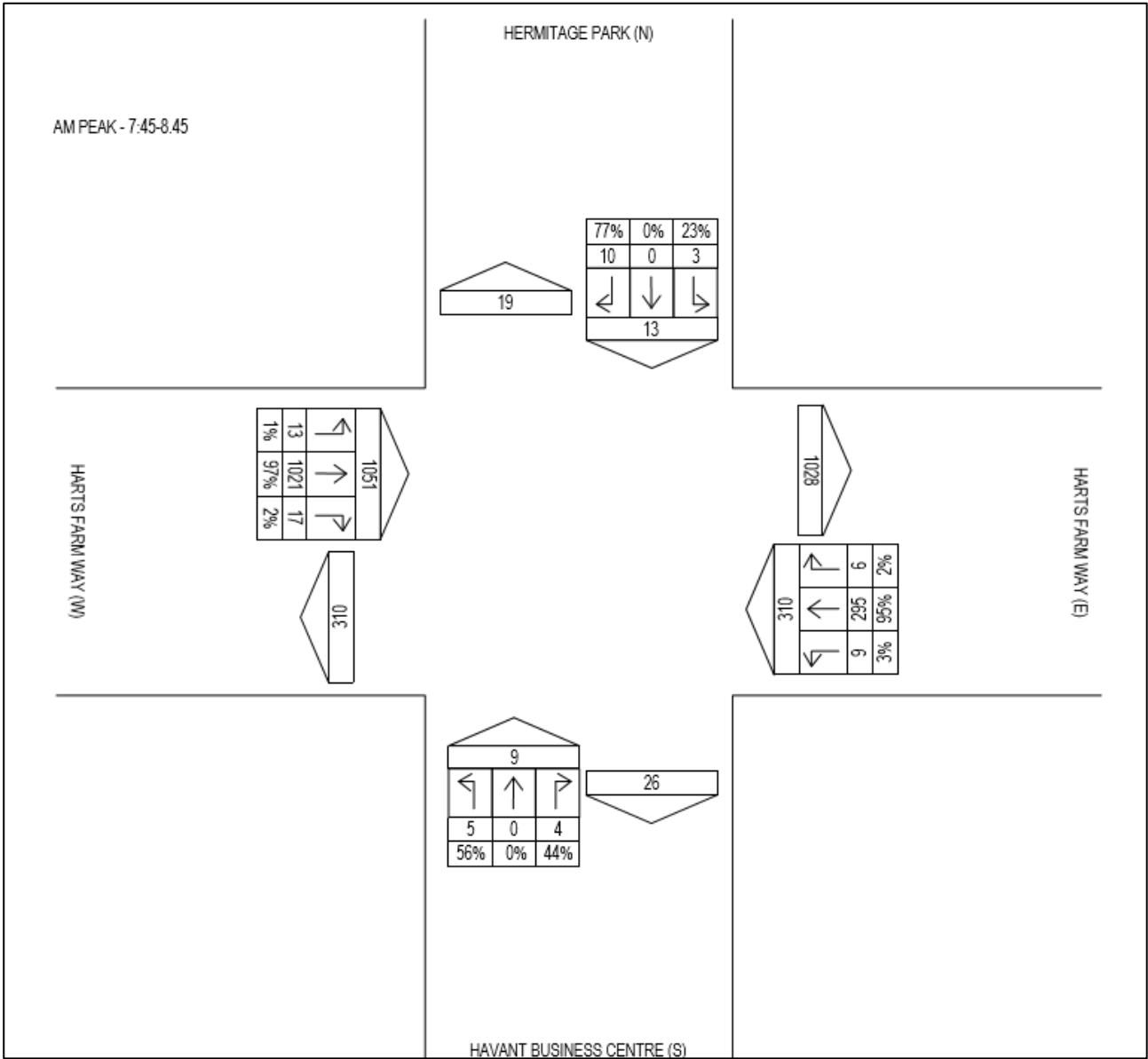


Figure 3: Existing Traffic Flows AM Peak (0745-0845)

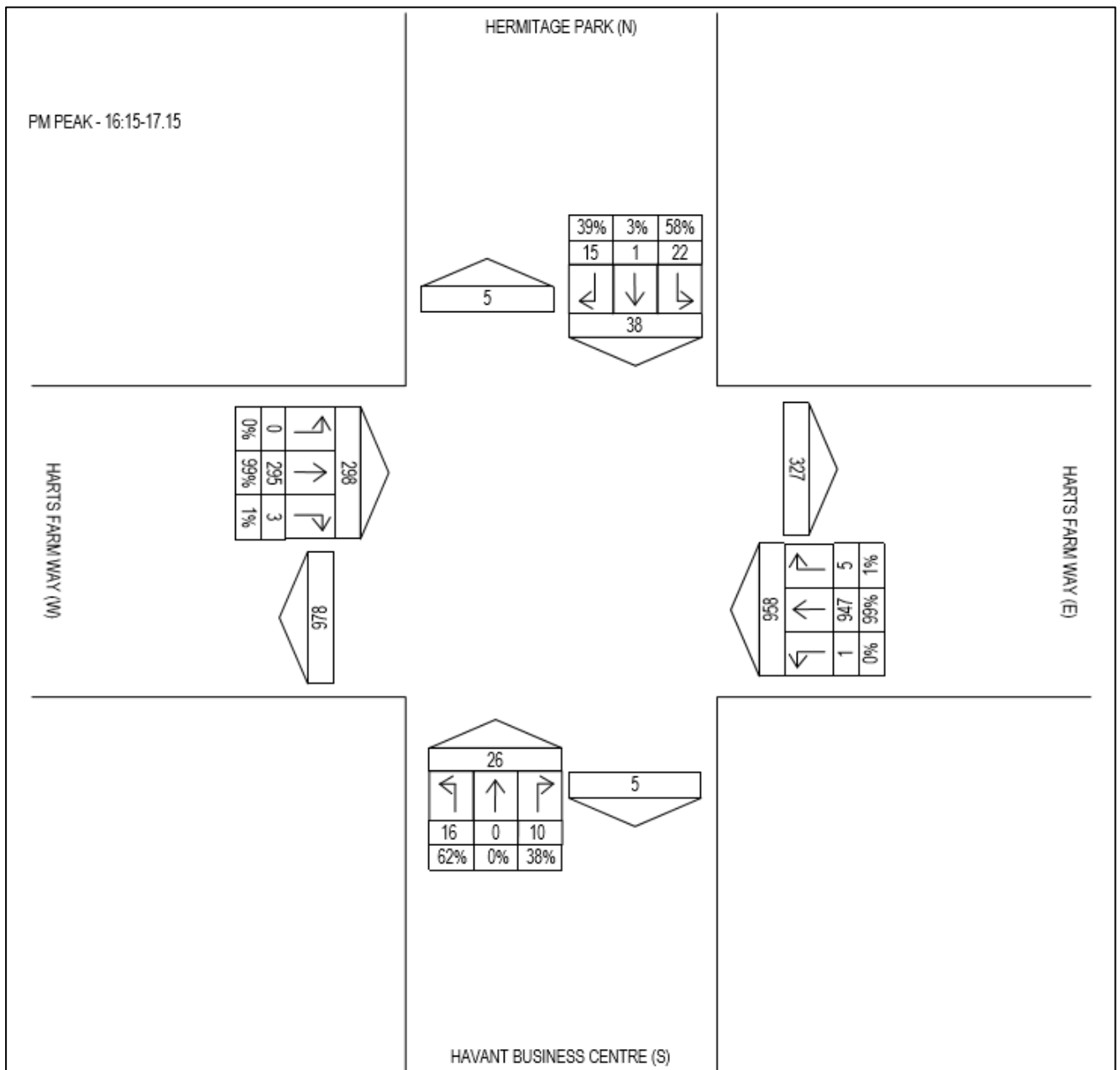


Figure 4: Existing Traffic flows PM Peak (1645-1745)

3.4 Public Transport – Bus

3.4.1. The closest bus stops to the development are located on Park Road South, approximately 1.2km from the development site. These bus stops are serviced by 3 routes; 30, 31 and 700 which provides access to Havant, Bognor Regis and Portsmouth. Routes and frequencies are shown below (Table 2).

Bus Stop	Service	Route	Approximate Frequency	Bus Operator
Solent Road	30	Havant - West Town – Hayling Island - Eastoke	4 buses per hour	Stagecoach
	31	Havant – Eastoke- Hayling Island -West Town - Havant	4 buses per hour	Stagecoach
	700	Felpham – Bognor Regis – Chichester – Southbourne – Emsworth – Havant- Hilsea – North End - Mile End - Portsmouth City Centre - Gunwharf	3 buses per hour	Stagecoach

Table 2. Bus Services operating within close proximity of the proposed development

3.5 Public Transport – Rail

3.5.1. The development is located approximately 1km south of Bedhampton railway station, which runs frequent services to / from Portsmouth & Southsea, Littlehampton and London Waterloo. There are footways present on both sides of Harts Farm Way between the site and rail station (one of which is a shared pedestrian/cycleway), facilitating good pedestrian access.

3.6 Walking and Cycling

3.6.1. A shared pedestrian cycleway outside of the site on Harts Farm Way enables good cycling and walking connections to various facilities within Havant (Photo 3). Footways connecting the development to bus stops and the train station enables connective public transport trips, therefore offers the opportunity for staff and visitors to travel by modes other than motor vehicle.



Photo 3: Shared pedestrian cycleway on Harts Farm Way

3.7 Sustainability of Site Location

3.7.1. The proposed development is located within walking and cycling proximity to several public transport and other core amenities, potentially minimising trips generated by the development. The approximate walking and cycling distances between these amenities and the site are summarised within Table 3 below. All distances have been calculated from the centre of the site.

Name	Distance (m)	1km walking ¹	4km cycling ²
Retail			
Marks & Spencer Havant	880	✓	✓
Tesco Extra	980	✓	✓
Burger King	1,200	×	✓
Aldi	1,360	×	✓
Public Transport			
Bedhampton Rail Station	1,140	×	✓
Park Road South – Bus Stops	1,230	×	✓
Havant Rail Station	1,860	×	✓
Health			
Bosmere Medical Centre	770	✓	✓
Emsworth Specialist Practice	1,400	×	✓
Genix Healthcare Dental Clinic	1,690	×	✓
Other			
Havant Park	1,560	×	✓
Barclays Bank	1,650	×	✓
Bedhampton Sub-Post Office	1,880	×	✓
Havant Leisure Centre	2,600	×	✓

Table 3. 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

3.7.2. Based upon the data within Table 3 it can be surmised that the proposed development site offers reasonable opportunity for walking and cycling to a number of core amenities.

3.8 Personal Injury Collision Data

3.8.1. Personal Injury Collision (PIC) data has been obtained from Hampshire Constabulary for the most recently available five-year period (01/11/2012-31/10/2017) for the area shown in Figure 5. The accidents displayed in Figure 5 are colour coded according to severity, with red representing fatal accidents, blue representing serious injury accidents and yellow representing slight injury accidents.

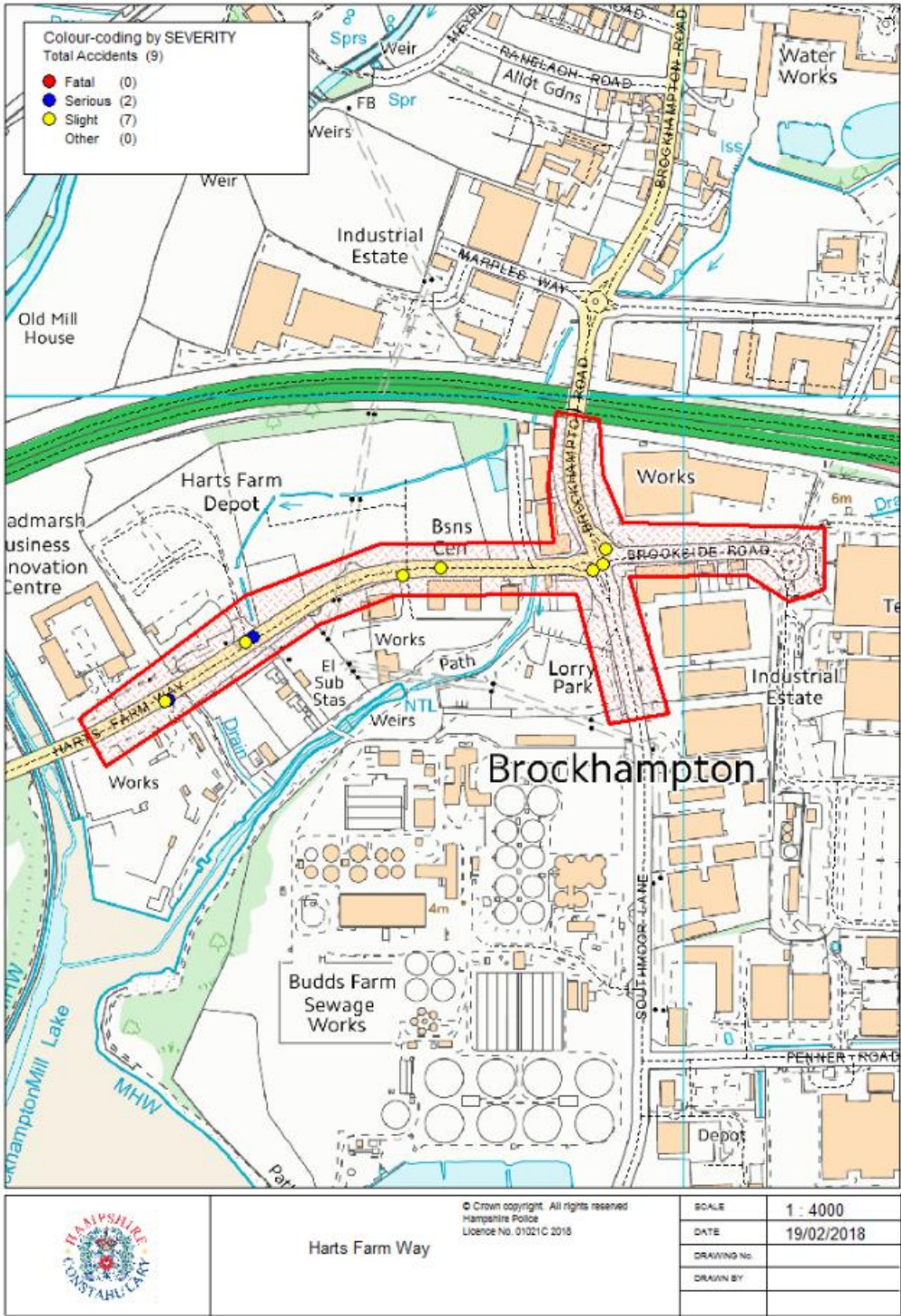


Figure 5: PIC data obtained from Hampshire Constabulary

3.8.2. Within the study area a total of 9 recorded injury accidents occurred over the five-year period, with 7 being classified as slight and 2 classified as serious. No fatal accidents were recorded. The full PIC data report is included as Appendix B. Tables 4 and 5 show the breakdown of accidents.

	Fatal	Serious	Slight	Total
Motor Vehicles only (excluding 2-wheels)	0	0	2	2
2-Wheeled Motor Vehicles	0	1	1	2
Pedal Cycles	0	1	4	5
Horses & Other	0	0	0	0
Total	0	2	7	9

Table 4: PIC Data Breakdown: Injury Accidents

	Fatal	Serious	Slight	Total
Vehicle Driver	0	0	2	2
Passenger	0	0	0	0
Motorcycle Rider	0	1	1	2
Cyclist	0	1	4	5
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	2	7	9

Table 5. PIC Data breakdown - Casualties

3.8.3. The closest accident to the proposed site occurred at the junction of Harts Farm Way with Havant Business Centre. This slight injury accident was the result of a cyclist travelling east along Harts Farm Way and colliding with a car turning out of Havant Business Centre. The cause of the accident is recorded as the cyclist failing to give way.

3.8.4. Two serious injury accidents were recorded on Harts Farm Way. The first was a cyclist on the cycle path on Harts Farm Way crossing into the path of a car turning out of the TJ Recycling depot. The cause of this accident was recorded as cyclist failing to give way and vegetation at side of the road limiting visibility. The other serious injury accident involved a motorbike overtaking a turning vehicle. Reasons given for the accident were recorded as the motorbike travelling too fast, failing to judge other persons path or speed and a poor manoeuvre.

3.8.5. 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 injury accidents that did occur can be classified as being due to human error, as opposed to operational problems with the highway network.

4. DEVELOPMENT PROPOSAL

4.1 Overview

4.1.1. The proposed development will be delivered in two phases. Phase 1 comprises of four buildings (Buildings 1,2,3 and 4) totalling 3081 sqm of employment floorspace including B2 and B8 in addition to 51 car parking spaces. Phase 2 comprises one building (Building 5) of 822 sqm of employment (B2 and B8) floorspace with 17 car parking spaces.

4.1.2. Phase 1 proposes a new vehicular entrance from Hermitage Park which links to Harts Farm Way. The existing access to the site from Harts Farm Way, which served the former council depot use, Harts Farm will be sealed off as part of this development. Phase 2 proposes a separate vehicular entrance at the western cul de sac end of the from Hermitage Park estate road. Appendix A shows the site layout.

4.2 Parking Provision

4.2.1. The minimum requirements for car and cycle parking for each building within the development are set out in Table 6 below, split by building number. These are based on requirements set out by Havant Borough Council as discussed in Section 2.5 of this report.

Building Number	Land Use Mix	Car Parking Numbers (minimum)	Cycle Parking Numbers (minimum)	
			Long Stay	Short Stay
1	414sqm B2 414sqm B8	15	2	1
2	585.5 sqm B2 585.5 sqm B8	20	4	3
3	213.5 sqm B2 213.5 sqm B8	8	2	2
4	367 sqm B2 367 sqm B8	12	3	2
5	411 sqm B2 411 sqm B8	14	3	2
Total	3982 sqm	69	14	10

Table 6: Parking Standards and Provision. Source (Havant Borough Council, Supplementary Planning Document July 2016)

4.2.2. The number of car parking spaces proposed for the development are set out below.

Building Number	Car Parking Numbers
1	12
2	19
3	8
4	12
5	17
Total	68

Table 7: Proposed Car Parking Numbers

4.2.3. Total car parking for the development is one space short of the minimum requirements as set out by Havant Borough Council. However, buildings 3, 4 and 5 do meet minimum standards based on requirements. Although the car parking numbers for building 1 and building 2 fall slightly below the required minimum standards (by 3 spaces and 1 space respectively) it is considered the site offers good opportunity for travel to and from the site by public transport, walking and cycling. The slight under provision of car parking spaces was discussed with Havant Borough Council within the pre-application meeting on 28th February 2018. HBC stated a balanced view would be taken with regard to parking, especially as the site will increase employment in the area supporting the Draft Local Plan for Havant (Policies C1 and CS2). In addition, a Framework Workplace Travel Plan has been produced for the whole site to encourage staff and visitors to travel by sustainable modes, with targets set to reduce single occupancy car trips by 10%.

4.2.4. As stated within HBC parking standards (2016), for brownfield sites outside town centres, it may be possible to reduce the number of car parking spaces required where developments are within a reasonable distance of good public transport links.

4.2.5. Disabled parking is provided in the ratio of 5% of total allocation (four spaces).

4.2.6. Cycle parking will be provided for staff and visitors of the five units – 18 long stay parking spaces which will be fully secure and covered, and 12 short stay spaces, in line with HBC standards.

4.3 Access and Visibility

4.3.1. The existing access to the site from Harts Farm Way which previously served the council depot will be closed off (Photo 4) with a new access for Phase 1 being constructed from Hermitage Park Estate Road (a previously permitted access road to serve this development land) into the north of the site.



Photo 4 Access to existing site to be closed off

4.3.2. Vehicle tracking of a 12m large rigid truck (the largest vehicle that would be accessing the development) has been carried out to ensure the feasibility of the proposed layout of the parking area. Drawing 5004378-RDG-XX-XX-PL-C-2200 (Appendix C) shows tracking for phases 1 and 2.

4.3.3. Visibility splays at the Phase 1 access have been drawn as shown in Drawing 5004378-RDG-XX-XX-PL-C-2600 (Appendix C). Visibility in both directions is well within the standard 43m required for the access road category. The Phase 2 access is also considered adequate as it is located at a turning head where approaching vehicle speeds will be low, and visibility is clear eastwards.

5. TRIP GENERATION

5.1 Approach

5.1.1. During scoping discussions with HCC, it was agreed that trip rates from TRICS would be applicable for the development. Trip rates were derived for B2 and B8 land use and vehicle trips generated for the five buildings individually as each building will accommodate a different tenant. The split of B2/B8 for the purposes of this assessment is 50:50.

5.2 Vehicles trip rates for proposed B8 usage

5.2.1. Trip rates have been extracted from the TRICS database, category Employment, Warehousing (Commercial). Sites of a similar size in suburban and edge of town locations were used, and sites in Ireland, Scotland and Greater London were removed. Trip rates as extracted from TRICS are shown below. Full outputs are within Appendix E.

B8 Warehousing (Commercial)		Arrivals	Departures	Total
Trip rate per 100sqm	Network AM Peak (08:00-09:00)	0.392	0.212	0.604
	Network PM Peak (17:00-18:00)	0.166	0.392	0.558
	Total 05:00-21:00	3.559	3.434	6.993

Table 8: B8 Trip Rates (source: TRICS)

5.3 Vehicle trip rates for proposed B2 usage

5.3.1. Trip rates have been extracted from the TRICS database, category Employment, Industrial Estate. Sites of a similar size in suburban and edge of town locations were used, and sites in Ireland, Scotland and Greater London were removed. Trip rates as extracted from TRICS are shown below. Full outputs are contained with Appendix E.

B2 Employment (Industrial Estate)		Arrivals	Departures	Total
Trip rate per 100sqm	Network AM Peak (08:00-09:00)	1.224	0.796	2.020
	Network PM Peak (17:00-18:00)	0.345	0.796	1.141
	Total 05:00-21:00	12.078	12.058	24.136

Table 9: B2 Trip Rates (Source: TRICS)

5.3.2. Using the trip rates above, the corresponding vehicle trips have been calculated for each building within the development. Trips are shown below.

5.4 Generated Vehicle Trips

5.4.1. Table 10 shows the resultant generated AM and PM vehicle trips for the total development, split by building number.

Building Number	Network AM Peak (08:00-09:00)			Network PM Peak (17:00-18:00)			DailyTrips (0500 – 2200)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
1 (414 sqm B2, 414 sqm B8)	7	5	12	3	5	8	65	65	129
2 (585.5 sqm B2, 585.5 sqm B8)	10	7	16	3	8	11	92	91	183
3 (213.5 sqm B2, 213.5 sqm B8)	4	3	7	2	3	5	34	35	67
4 (367 sqm B2, 367 sqm B8)	7	4	11	3	5	8	58	58	115
5 (411 sqm B2, 411 sqm B8)	7	4	11	3	5	8	65	65	130
Total (3982 sqm)	35	23	57	14	26	40	314	314	624

Table 10: Generated Vehicle Development Trips, split by building

5.5 Workplace Travel Plan

5.5.1. A Framework Workplace Travel Plan will support the planning application for the site, covering all five units. This will include a package of measures and actions that would be appropriate to introduce at the site to reduce single car occupancy trips and increase use of sustainable transport modes. It is envisaged, based on our experience with travel plans, that vehicle trips to and from the site could be reduced in the order of 10%.

5.6 Impact on Local Highway Network

5.6.1. Development trips as presented in Table 10 above have been distributed onto the local highway network using the existing distribution pattern as shown in Figures 5 and 6. Figures 6 and 7 show the existing plus development traffic for AM and PM peak periods distributed onto the Hermitage Park / Harts Farm Way junction.

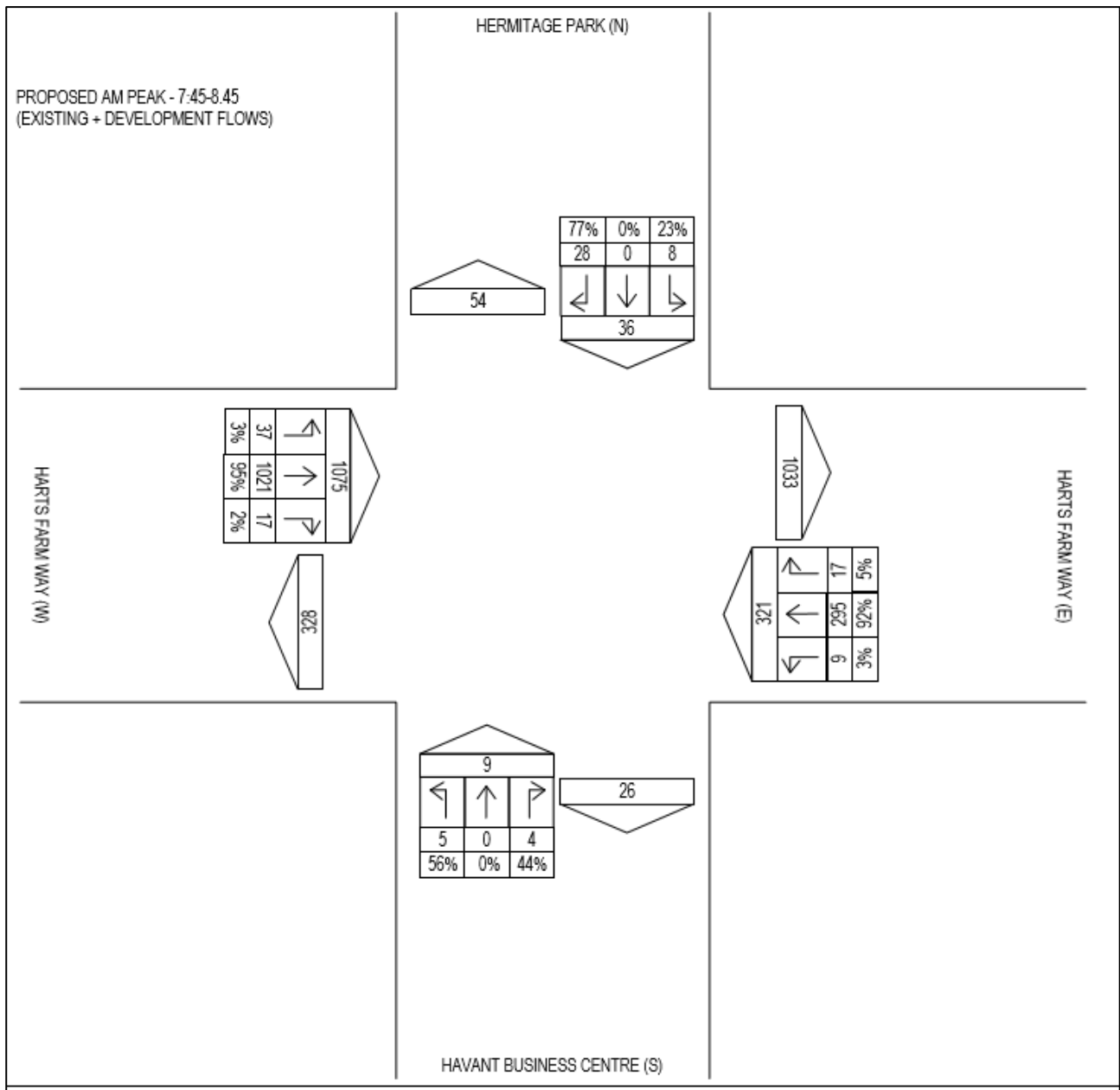


Figure 6: Existing Plus Development Trips AM peak

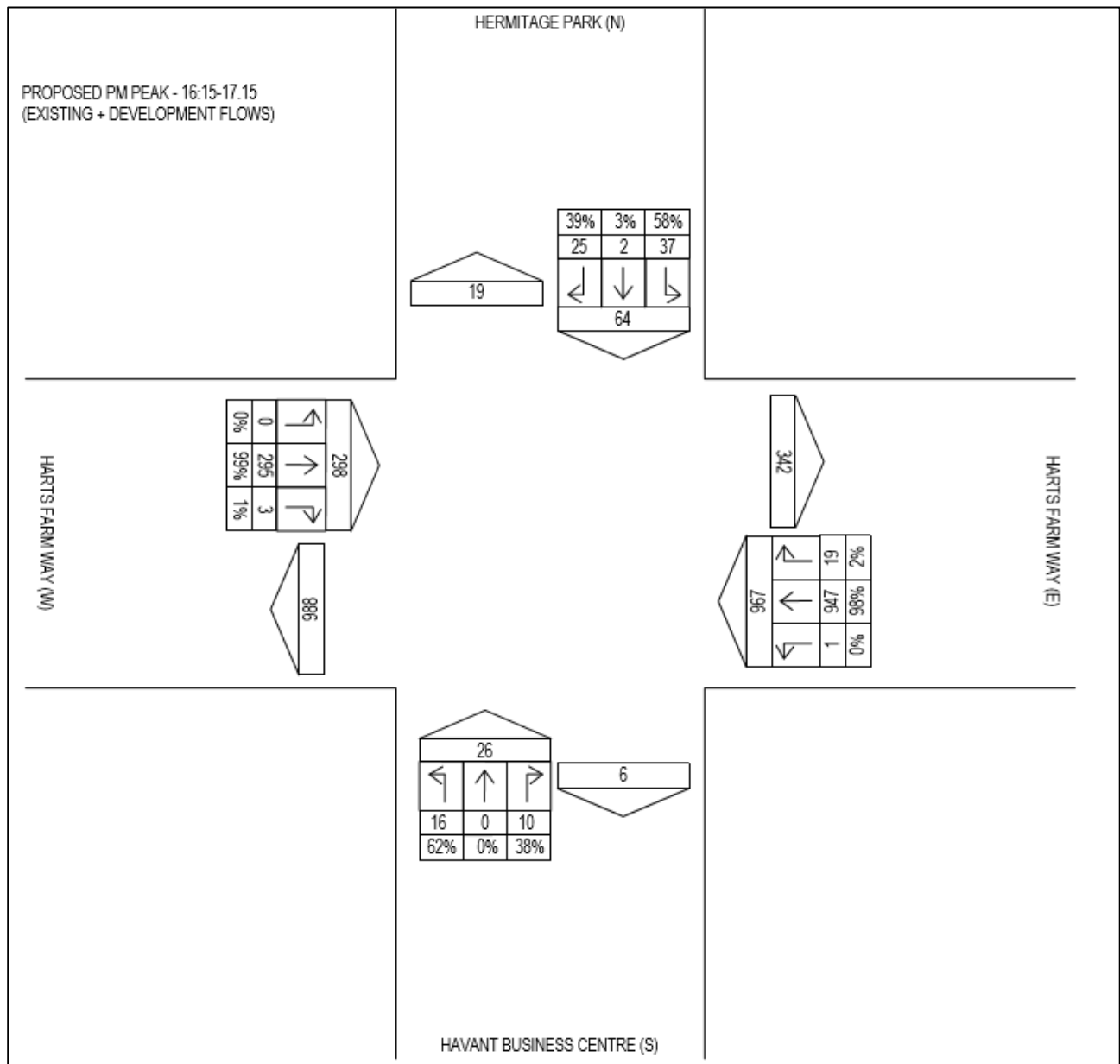


Figure 7: Existing plus Development Trips PM peak

Harts Farm Way	Two Way Base Flow (2018)	Total Development Traffic	% Impact
AM Peak	1361	57	4.18
PM Peak	1256	40	3.18

Table 11: Percentage Impact of development trips on Harts Farm Way

5.6.2. Table 11 compares the total trips being generated for the development against the baseline traffic flows (2018) on Harts Farm Way. The development traffic compared with the flows recorded on Harts Farm Way show that the increase in average traffic levels 57 on 1361 in the AM Peak and 14 on 1256 in the PM Peak which is not considered to be significant or severe representing an increase of 4.18% and 3.18% respectively during the peak hour. Percentage Impact for each arm of Harts Farm Way is shown in Table 12. The greatest impact is seen on Harts Farm Way West arm in the AM peak where there is a percentage impact of just over 3%, again not considered a severe impact.

	Arm	Two Way Base Flow (2018)	Total Development Traffic	% Impact
AM PEAK	HFW East	1338	16	1.19
	HFW West	1361	42	3.08
PM PEAK	HFW East	1285	29	2.25
	HFW West	1276	10	0.78

Table 12: Percentage Impact on each arm Harts Farm Way, AM and PM Peak

5.6.3. Based on Design Manual for Roads and Bridges (DRMB) TA 79/99 Amendment 1 Traffic Capacity on Urban Roads, Harts Farm Way falls well within the theoretical capacity of the road therefore it is considered that the development trips generated will not impact severely on the surrounding highway network.

5.6.4. In addition, it should be noted that the percentage impact on the local highway network has been calculated as a worst case as reductions in trips of up to 10% are expected following the implementation of the Travel Plan for the whole site.

5.7 Vehicle Speeds

5.7.1. Harts Farm Way has a 30mph speed limit. The speed survey data (analysed from data obtained on Wednesday 28th February) showed that the 85th speed between an 12hr period (07:00 – 19:00) on Harts Farm Way was 34.8 mph and 35 mph for eastbound and westbound respectively.

6. SUMMARY AND CONCLUSION

6.1 Summary

6.1.1. Ridge and Partners LLP has been commissioned by Salmon Property to provide transport planning consultancy services to support the submission of a planning application for the development of a former council depot site located within Harts Farm Way Industrial Estate, Havant.

6.1.2. The proposed development comprises 3982 sqm GIA of employment floorspace covering B2 (general industrial) and B8 (storage and distribution). The development will be delivered in two phases. 68 car parking spaces are proposed in total. The site is Plot 4, Hermitage Park, for which a major outline planning permission was secured in 2007 and extended in 2011 (ref: APP/10/00737).

6.1.3. The closest bus stops to the development are located on Park Road South, approximately 1.2km from the development site. These bus stops are serviced by 3 routes; 30, 31 and 700 which provides access to Havant, Bognor Regis and Portsmouth. Bedhampton Railway Station lies approximately 1km north of site.

6.1.4. A shared pedestrian cycleway outside of the site on Harts Farm Way enables good cycling and walking connections to various facilities within Havant. Footways connecting the development to bus stops and the train station enables connective public transport trips, therefore offers the opportunity for staff and visitors to travel by modes other than motor vehicle.

6.1.5. Accident data presented from last five years showed two serious and seven slight injury accidents occurred over the five-year period within proximity of the proposed development with no specific accident clusters. This showed that there were no safety issues within the local highway network around the site. the PIC data presented does not suggest there are any existing issues with the highway network immediately local to the site.

6.1.6. Trip rates for the development were derived from the TRICS database for B2 and B8 land use, and vehicle trips generated for each of the five buildings as each will accommodate a different tenant. A Framework Workplace Travel Plan will support the planning application for the site, covering all five units. This will include a package of measures and actions that would be appropriate to introduce at the site to reduce single car occupancy trips and increase use of sustainable transport modes. It is envisaged, based on experience with travel plans, that vehicle trips to and from the site could be reduced in the order of 10%.

6.1.7. The estimates of development traffic compared with the flows recorded on Harts Farm Way show that the increase in average traffic levels 57 on 1361 in the AM Peak and 14 on 1256 in the PM Peak is not considered to be significant or severe representing an increase of 4.18% and 3.18% respectively during the peak hours. Percentage Impact for each arm of Harts Farm Way shows the greatest impact is seen on Harts Farm Way West arm in the AM peak where there is a percentage impact of just over 3%, again not considered a severe impact.

6.1.8. Based on Design Manual for Roads and Bridges (DRMB) TA 79/99 Amendment 1 Traffic Capacity on Urban Roads, Harts Farm Way falls well within the theoretical capacity of the road therefore it is considered that the development trips generated will not impact severely on the surrounding highway network.

6.1.9. It should also be noted that the percentage impact on the local highway network has been calculated as a worst case as reductions in trips of up to 10% are expected following the implementation of the Travel Plan for the whole site.

6.1.10. Vehicle tracking of a large 12m rigid lorry has been carried out to ensure the feasibility of the proposed layout of the parking area. Visibility in both directions for the Phase 1 access is well within the standard 43m required.

6.2 Conclusion

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

APPENDIX A – PROPOSED DEVELOPMENT LAYOUT

NOTES:

1. Dimensions are in millimetres unless stated otherwise
2. Levels are in meters AOD unless stated otherwise
3. Dimensions govern. Do not scale off the drawing
4. All dimensions to be verified on site before proceeding
5. All discrepancies on this drawing to be notified in writing to the Architect.
6. Drawing only to be used for the purposes it was issued for



FOR INFORMATION

PROJECT

Harts Farm Way

Havant

DRAWING

Site Layout

1:200

DRAWING N°
001 103 01 201

CAD REF. 001.103.01.2018 Site Layout.dwg

McCurdy Russell Architects

Southern D + E The Lion Brewery St Thomas Street Oxford OX1 1JG
T. 01865 202021 E. southd@mcourtyrussell.com W. www.mcourtyrussell.com

APPENDIX B – PIC DATA REPORT

Accidents between dates 01/11/2012 and 31/10/2017 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0218034 - HARTS FARM WAY")

Notes:

Selected Polygon: NS CHQSR0218034 - HARTS FARM WAY

130221028 17/06/2013 Time 1817 Vehicles 2 Casualties 1 Serious
E:470509 N: 105711 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (P/CYCLE) TRAVELLING W ALONG HARTS FARM WAY ON CYCLE PATH CLOSE TO HEDGE, DID NOT STOP AT GIVE WAY LINE AND CROSSED PATH OF VEH 1 (CAR) TRAVELLING N OUT OF TJ RECYCLING DEPOT CAUSING RIDER TO FALL OFF.

Occurred on HARTS FARM WAY AT JUNCTION WITH TJ RECYCLING DEPOT, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn 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 i 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

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
Cycle lane (on main carriageway) No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 39 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/11/2012 and 31/10/2017 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0218034 - HARTS FARM WAY")

140125452 10/04/2014 Time 0739 Vehicles 2 Casualties 1 Slight
E:470925 N: 105855 First Road: U 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 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:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) TRAVELLING S ALONG BROCKHAMPTON ROAD BEGINS TO MOVE ONTO RBT TO TURN RIGHT ONTO HARTS FARM WAY BUT STOPS CAUSING FOLLOWING VEH 2 (CAR) TO MOVE FORWARDS AND COLLIDE WITH REAR OF VEH 1.

Occurred on BROCKHAMPTON ROAD AT JUNCTION WITH HARTS FARM WAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Starting
Vehicle movement from N to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 37 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Car Starting
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 60 Male
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates 01/11/2012 and 31/10/2017 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0218034 - HARTS FARM WAY")

140300130 19/08/2014 Time 1345 Vehicles 2 Casualties 1 Slight
E:470732 N: 105829 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:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) TRAVELLING E ALONG HARTS FARM WAY ON SOUTH PAVEMENT FAILS TO GIVE WAY AND ENTERS THE JUNCTION ACROSS THE PATH OF VEH 1 (CAR) TRAVELLING N OUT OF HAVANT BUSINESS CENTRE TURNING LEFT ONTO HARTS FARM WAY AND COLLIDES.

Occurred on HARTS FARM WAY AT JUNCTION WITH HAVANT BUSINESS CENTRE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from SW to E No tow / articulation Leaving the main road
Cycleway or shared use footway (not part of main car No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Male
Not hit and run Breath test Not applicable
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 20 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 Car Turning left
Vehicle movement from S 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 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 Not requested
Left hand drive: No

Accidents between dates 01/11/2012 and 31/10/2017 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("NS
CHQSR0218034 - HARTS FARM WAY")

140430149 01/12/2014 Time 1708 Vehicles 2 Casualties 1 Slight
E:470923 N: 105840 First Road: U 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 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:	Junction overshoot	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ALONG HARTS FARM WAY TURNED RIGHT ON THE RBT FOR SOUTHMOOR LANE. VEH 2 (CAR) TRAVELLING W ALONG BROOKSIDE ROAD ENTERED THE RBT AND COLLIDED WITH THE NEAR SIDE OF VEH 1.

Occurred on HARTS FARM WAY AT JUNCTION WITH BROOKSIDE ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from W to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 55 Male
Not hit and run Breath test Not requested
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 55 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 E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Female
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates 01/11/2012 and 31/10/2017 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("NS
CHQSR0218034 - HARTS FARM WAY")

150109820 01/04/2015 Time 0820 Vehicles 2 Casualties 1 Slight
E:470505 N: 105709 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CEMENT LORRY) TRAVELLING NW OUT OF SOLENT AGGRIGATES ACROSS THE PATH OF VEH 2 (P/CYCLE) TRAVELLING NE ALONG HARTS FARM WAY ON THE CYCLE PATH AND COLLIDES, CAUSING THE RIDER TO FALL OFF.

Occurred on HARTS FARM WAY AT JUNCTION WITH SOLENT AGGRIGATES, HAVANT, HAMPSHIRE

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

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
Cycleway or shared use footway (not part of main car No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Male
Not hit and run Breath test Not applicable
Left hand drive: No

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

Accidents between dates 01/11/2012 and 31/10/2017 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0218034 - HARTS FARM WAY")

Notes:

150331841 24/09/2015 Time 1630 Vehicles 2 Casualties 1 Serious
E:470589 N: 105771 First Road: A 2030 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:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Poor turn or manoeuvre	Vehicle 1	
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING SW ALONG A2030 HARTS FARM WAY, INDICATES AND BEGINS TO TO TURN RIGHT INTO AMENITY REFUSE CENTRE. VEH 1 (M/CYCLE) BEHIND VEH 2 FAILS TO SEE INDICATION AND OVERTAKES VEH 2 AS IT TURNS CAUSING COLLISION.

Occurred on A2030 HARTS FARM WAY AT JUNCTION WITH AMENITY REFUSE CENTRE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Overtaking moving 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 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 30 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 30 Male Driver/rider Severity: Serious
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 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 60 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/11/2012 and 31/10/2017 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0218034 - HARTS FARM WAY")

Notes:

160168833 05/05/2016 Time 1315 Vehicles 2 Casualties 1 Slight
E:470582 N: 105766 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 judge other persons path or speed	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING SW ALONG HARTS FARM WAY WAS FILTERING PAST A QUEUE OF TRAFFIC WHEN VEH 2 (CAR) TURNED RIGHT FOR THE RECYCLING CENTRE AHEAD, CAUSING VEH 1 TO COLLIDE WITH THE OFFSIDE OF VEH 2.

Occurred on HARTS FARM WAY AT JUNCTION WITH RECYCLING CENTRE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc 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 Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
O/S Age of Driver 44 Male
Not hit and run Breath test Negative
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 44 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/11/2012 and 31/10/2017 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0218034 - HARTS FARM WAY")

160182911 16/05/2016 Time 0625 Vehicles 2 Casualties 1 Slight
E:470913 N: 105834 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Mini roundabout 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:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Dazzling sun	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG SOUTHMOOR LANE TURNED LEFT AT THE RBT AT HARTS FARM WAY INTO THE PATH OF VEH 2 (P/CYCLE) TRAVELLING W ACROSS THE RBT, CAUASING VEH 2 TO COLLIDE WITH THE OFFSIDE OF VEH 1.

Occurred on SOUTHMOOR LANE AT JUNCTION WITH HARTS FARM 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 Entering roundabout First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Male
Not hit and run Breath test Negative
Left hand drive: 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 56 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 56 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/11/2012 and 31/10/2017 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0218034 - HARTS FARM WAY")

130071654 25/02/2013 Time 0800 Vehicles 3 Casualties 1 Slight
E:470768 N: 105836 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING E ALONG HARTS FARM WAY STOPS FOR STATIC QUEUING TRAFFIC AHEAD. FOLLOWING VEH 2 (CAR) STOPS BEHIND VEH 1. FOLLOWING VEH 3 (CAR) COLLIDES WITH REAR OF VEH 2, SHUNTING VEH 2 INTO REAR OF VEH 1.

Occurred on HARTS FARM WAY OUTSIDE HAVANT BUSINESS CENTRE, HAVANT, HAMPSHIRE

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

Vehicle Reference 2 Car Stopping
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 Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 27 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/11/2012 and 31/10/2017 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS CHQSR0218034 - HARTS FARM WAY")

Vehicle Reference 3 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 36 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents involving:

Casualties:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	2	2
2-wheeled motor vehicles	0	1	1	2
Pedal cycles	0	1	4	5
Horses & other	0	0	0	0
Total	0	2	7	9

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	0	0	0
Motorcycle rider	0	1	1	2
Cyclist	0	1	4	5
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	2	7	9