

**RESIDENTIAL-LED MIXED-USE DEVELOPMENT
WELLINGTON WAY, WATERLOOVILLE**

**TRANSPORT ASSESSMENT
ON BEHALF OF CPI WELLINGTON WAY 2 LTD**

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1.0 INTRODUCTION

1.1 The Site

1.1.1. This report has been prepared by Odyssey on behalf of CPI Wellington Way 2 Ltd. It contains an assessment of the highway and transportation requirements of a proposed mixed-use development on land at Wellington Way in Waterlooville, Hampshire. The site lies within the jurisdiction of Havant Borough Council who act as the planning authority, with Hampshire County Council acting as the local Highway Authority.

1.1.2. The site on Wellington Way is currently occupied by a small pedestrianised shopping parade with retail/commercial units on the ground floor and storage for the retail units on the first floor. The proposals seek to provide 264 residential studio units set over 9 floors, with some ground floor space used as a D2 gym and A3 café use. The residential units are proposed as ‘private rented sector’ units with onsite concierge and building management services, with facilities such as cinema/tv room, access to the gym and some communal kitchen/dining space. The architect site layout plan is included at **Appendix A**.

1.1.3. This report has been prepared to support a planning application for the proposed development. The report has been produced in accordance with the guidelines for Transport Assessments as set out in the NPPF, Hampshire County Council and Havant Borough Council.

1.2 Scope of Assessment

1.2.1. Public consultation meetings and Pre-Application discussions have been undertaken with the local community and Havant Borough Council. The scheme has received positive feedback, with any queries raised feeding into the Transport Assessment and accompanying Travel Plan.

1.2.2. Following this introduction, **Section 2** considers local and national policy relevant to the development proposals while **Section 3** of this report reviews the existing highways and transport conditions in the vicinity of the site. **Section 4** describes the site’s access to sustainable transport.

1.2.3. **Section 5** provides a description of the development proposals, including the site access arrangements, parking provisions. **Section 6** analyses the car parking and car ownership potential of the scheme. **Section 7** considers practical matters relating to delivery and servicing particularly refuse collection for the development. **Section 8** provides an analysis of trips expected to be generated by the proposed development, across various modes of travel and the impact of the development on the local highway network. **Section 9** sets out our conclusions.



2.0 POLICY BACKGROUND

2.1 National Policy

2.1.1. National transport policy is set out in the Government's National Planning Policy Framework (NPPF), adopted in March 2012. The NPPF supersedes Planning Policy Statements (PPS) and Planning Policy Guidance (PPG) including PPG13: Transport.

2.1.2. NPPF guidance considers the economic, social and environmental aspects of new development schemes. The main thrust of NPPF guidance is a presumption in favour of sustainable development, with Local Authorities required to meet the development needs of local areas.

2.1.3. The core objectives of the NPPF are as follows:

- Assist in empowering local people to shape, improve and enhance their surroundings;
- Help to support sustainable economic development by promoting the use or redevelopment of previously utilised land;
- Actively promote business growth and seek to make the fullest possible use of public transport, walking and cycling; and
- Focus significant development in locations which are and can be made sustainable.

2.1.4. The NPPF acknowledges that development is necessary; however, that such development should only take place sustainably. With regard to transport matters, the NPPF states that growth should be *“actively managed, to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable”*.

2.1.5. NPPF at paragraph 32 states that “Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”

2.2 Local Policy – Havant Borough Council

2.2.1. The Vision for Havant Borough Council as specified in the Core Strategy adopted in 2011 is *‘working towards a cleaner, safer more prosperous borough’*.

2.2.2. Policy CS9 Housing point 4 states that *“Planning permission will be granted for housing proposals that will: Achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form.”*



2.2.3. Policy CS20 Transport and Access Strategy outlines that

Development will be permitted that:

1. Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy.
2. Does not increase congestion and promotes better use of existing transport networks.
3. Improves accessibility to goods, services and employment and promotes equality in the transport system.
4. Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.
5. Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.
6. 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.
7. Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park.

2.2.4. In summary the development location and proposals concur with the above policy in providing a scheme which is in an accessible location in terms of sustainable travel with bus, cycle and rail infrastructure nearby, and includes excellent proximity to Town Centre services and facilities.



3.0 EXISTING CONDITIONS/SURROUNDING HIGHWAY NETWORK

3.1 The Site

3.1.1. The application site is located within the Havant Borough of Hampshire, approximately 100 metres south of Maurepas Way (A3) in Waterlooville Town Centre. The site is currently known as the 'Wellington Way Shopping Centre' and lies between the Wellington Way Car Park and Hambledon Road in the Town Centre. **Figure 1** shows the site location and its local context.

3.1.2. The site is well connected to public transport infrastructure with several existing bus stops located adjacent to the site on Hambledon Road known as the Waterlooville 'Precinct', along with pedestrian and cycling infrastructure. Details of the sustainable transport opportunities at the site and the wider area are outlined in **Section 5**.

3.1.3. The site currently comprises a 2 storey shopping centre building. The ground floor has access to an open-air shopping area with multiple retail units (approximately half of which are currently vacant) centred around a pedestrianised walkway through the site. The first floors, where occupied, provide retail storage space for the units below.

3.2 Existing Conditions

Hambledon Road

3.2.1. Hambledon Road is of a northwest-southeast alignment and links Stakes Hill Road to the east with Maurepas Way (A3) to the northwest. At the eastern extent of Hambledon Road only buses can continue to Stakes Hill Road with other vehicular traffic directed south towards Swiss Road. **Photo 3.1** shows Hambledon Road looking north towards the site.

3.2.2. Hambledon Road has double yellow waiting restrictions with no loading allowed at any time within the vicinity of the site. A pedestrian refuge island crossing is located adjacent to the centre of the site, this includes tactile paving and dropped kerbs. There is some guard railing present at the existing pedestrian entrance to the shopping area, adjacent to Hambledon Road



Photo 3.1 Hambledon Road



Wellington Way Car Park/Gyratory

3.2.3. Wellington Way Car Park is accessed from Wellington Way via a left turn in from Maurepas Way (A3) to the north. Upon entering the gyratory the road is restricted with double yellow lines and permit holder only bays surrounding the outer edge of the car park. The car park to the inside of the gyratory is a public car park totaling 129 bays with pay and display restrictions, although vehicles with 'shopper' parking permits can park between 08:00-10:30 and 16:00-18:00. Overnight parking is unrestricted. This is one of a number of Town Centre car parks available for parking.

3.2.4. Upon leaving the car park and the Wellington Way gyratory a left turn out on to Maurepas Way/A3 leads west to the Hambledon Road/A3 roundabout. **Photo 3.2** shows the gyratory and parking arrangements at Wellington Way Car Park.



Photo 3.2 Wellington Way Car Park – Gyratory



Wellington Way Shopping

3.2.5. The current shopping area consists of wide pedestrian footways linking the existing retail units. The footway links the Wellington Way Car Park to the north, the retail units within the shopping area and Hambledon Road to the south. **Photo 3.3** shows the existing shops and footway of Wellington Way Shopping Centre.



Photo 3.3 Wellington Way Shopping



Rockville Drive Car Park

3.2.6. The Rockville Drive car park is accessed via Rockville Drive from Maurepas Way (A3) to the southwest and provides 73 bays. The car park is a pay and display car park with restrictions between 08:00 and 18:00 hours Monday to Saturday. The car park allows parking for vehicles with 'shopper' parking permits enabling parking between 08:00-10:30 and 16:00-18:00. Overnight parking is unrestricted. **Photo 3.4** shows the Rockville Drive car park.



Photo 3.4 Rockville Drive Car Park



3.3 Accident Analysis

3.3.1. A summary of the most recent available Personal Injury Accident (PIA) Data has found that in the 5 most recent years (to 31st October 2017), three accidents occurred within the immediate vicinity of the site with a further four occurring further away along Hambledon Road and Stakes Hill Road. Each of the accidents resulted in slight injuries. The full PIA Output report is included for reference at **Appendix B**.

3.3.2. The first incident involved a passenger alighting from a bus at the westbound bus stop at the WaterlooVille Precinct. They misjudged the kerb and fell resulting in a 'slight' injury.

3.3.3. The second incident involved occurred when a car travelling south east on Hambledon Road approached the junction with Swiss Road and collided on the nearside with a pedestrian who was crossing the road. The collision resulted in 'slight' injuries to the pedestrian.

3.3.4. The third incident occurred approximately 50m to the north west of the site and occurred at the junction with Portland Road. A car was turning right from Portland Road onto Hambledon Road. The driver noticed a pedestrian using the pedestrian refuge island crossing and attempted to brake but instead pressed the accelerator and collided with the pedestrian. This collision also resulted in 'slight' injuries.



3.3.5. The remaining incidents occurred with three at the Hambledon Road/A3 Maurepas Way junction (to the north west of the site). A car failed to stop at traffic signals and collided with a bus; a car collided with a crossing pedestrian; and a rear shunt in waiting traffic whereby a car collided with a car was waiting to join Maurepas Way westbound. The final incident occurred at the junction of Stakes Hill Road and Rockville Drive (to the south east of the site) whereby an intoxicated pedestrian entered the carriageway causing a collision with a car. Each of the above resulted in 'slight' injuries.

3.3.6. Given the relatively low frequency and severity of accidents in the vicinity of the site, there is not deemed to be a highway safety concern.



4.0 SUSTAINABLE TRANSPORT ACCESSIBILITY

4.1 Public Transport - Bus Provision

4.1.1. The nearest bus stops are located on Hambledon Road within the Waterlooville 'Precinct'. The 3 stops are located on Hambledon Road and allow access to multiple routes and services. These are summarised in **Table 4.1** below with a map of the public transport accessibility in **Figure 2**.

Table 4.1 Bus Services Operating within the Vicinity of the Site

SERVICE	ROUTE	WEEKDAY FREQUENCY
D1	Waterlooville – Hambledon The Gardens	Every 30 minutes
D2	Waterlooville – Denmead Green	Every 30 minutes
Star 7	Portsmouth – Waterlooville – Wecock Farm	Every 10 minutes
Star 8	Portsmouth – Waterlooville - Clanfield	Every 15 minutes
37	Havant - Purbrook – Waterlooville - Cowplain – Horndean – Clanfield - Petersfield	Every 60 minutes
39	Wecock Blackbird Close – Waterlooville – Purbrook – Bedhampton – Leigh Park – Havant Bus Station	Every 12 minutes

4.1.2. The Star 7 and Star 8 services offer an efficient bus service to and from Portsmouth City Centre with services operating at approximately 10-15-minute intervals throughout the day. These services also provide access to Cosham Railway Station to the south. The D1 and D2 services provide access to the surrounding residential conurbations near to Waterlooville. The 37 and 39 services offer services to the other nearby towns such as Havant and Petersfield.

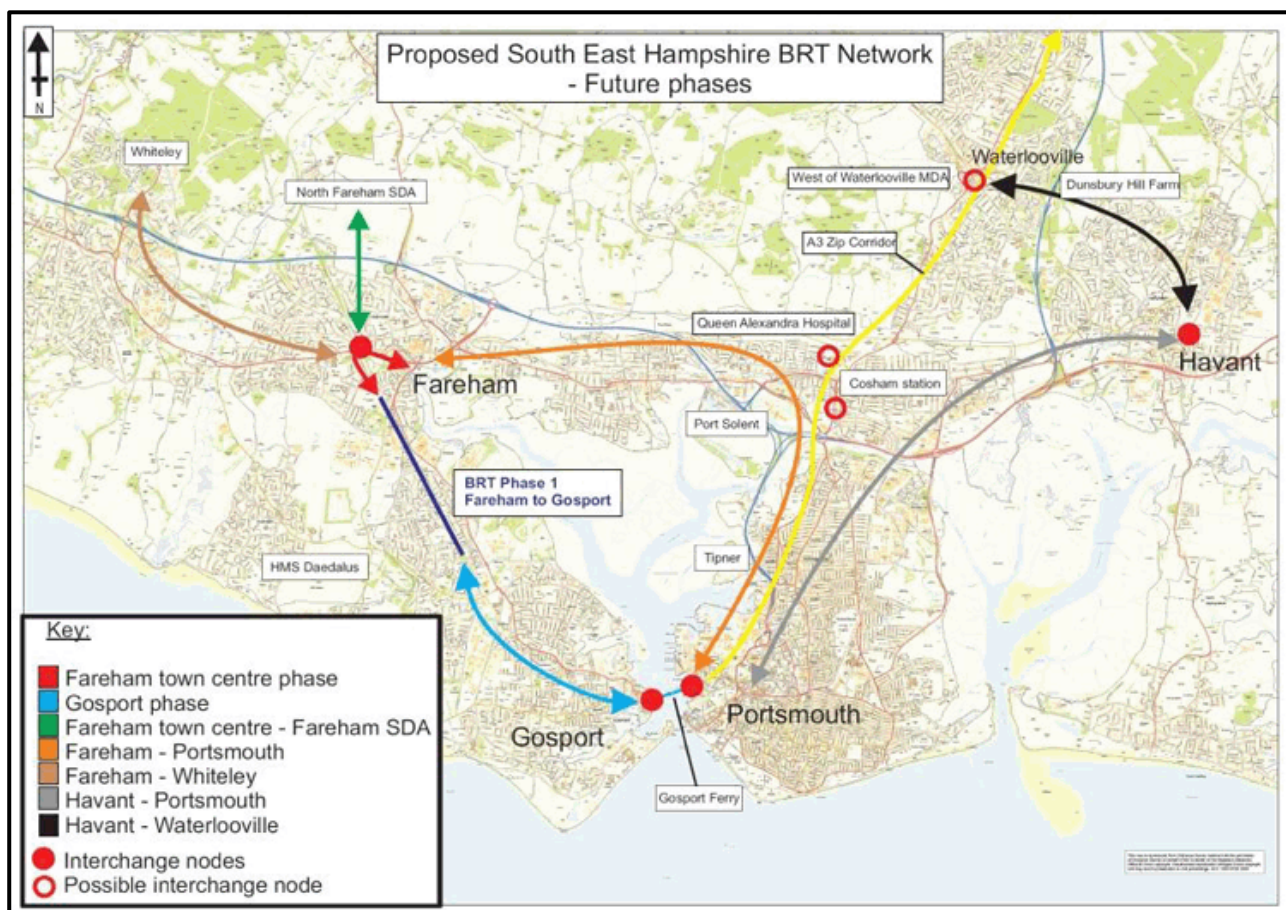
4.1.3. The A3 Bus Priority Corridor (ZIP) runs from Clanfield to the north of Waterlooville, through the Town Centre and towards Portsmouth City Centre (Gunwharf Quays). The bus corridor has bus lanes and junction timing alteration to improve accessibility and travel times for bus users travelling on the routes towards Portsmouth City Centre. The Waterlooville 'Bus-only' carriageway adjacent to the site on Hambledon Road was an improvement added as part of the original Bus Priority Corridor scheme.

4.1.4. **Appendix C** includes two bus network maps, one for Waterlooville and the other for Portsmouth City Centre.



4.1.5. Investigation of the Census data shows that a high proportion (69%) of Waterlooville residents work within the vicinity (Havant or Portsmouth), with 22% of these working in Waterlooville or the output areas immediately adjacent. The bus services described above offer an attractive and sustainable travel opportunity for this local commuting whilst reducing reliance on the private car. Further analysis and description on this is included in **Section 8**.

4.1.6. It should be noted that the Bus Rapid Transit network in place in south-east Hampshire currently operating between Fareham and Gosport has a long term strategic expansion plan to include other areas within the vicinity. Waterlooville and Havant are included in this aspiration as shown in the figure below outlining the existing and possible future routes. These will be achieved by upgrading existing junctions and roads to provide bus lanes, adjusting signal timings to allow bus priority and construction of some sections of new bus-only routes.



(Source: Hampshire County Council, 2012)

4.2 Public Transport - Rail Accessibility

4.2.1. Cosham station, although not the nearest, is the most accessible railway station and situated approximately 7.9km from the site. The bus routes Star 7 and Star 8 provide access to this station taking approximately 15-20 minutes. The station is located to the south of Waterlooville via the A3 London Road. The station is managed by South Western Railway and provides direct services to



London, Portsmouth, Southampton, Cardiff and Brighton, as well as intermediate stations. **Table 4.2** below summarises the frequency of these services.

Table 4.2 Rail Accessibility from Cosham

DESTINATION	ROUTE	WEEKDAY FREQUENCY
Portsmouth & Southsea	Hillsea – Fratton – Portsmouth & Southsea	4 services per hour
Portsmouth Harbour	Fratton – Portsmouth & Southsea – Portsmouth Harbour	3 services per hour
Southampton Central	Portchester – Fareham – Swanwick – Southampton Central	4 services per hour
London Waterloo	Havant – Rowlands Castle – Petersfield – Liss – Liphook – Haslemere – Godalming – Farncombe – Guildford – Worplesdon – Woking – Clapham Junction – London Waterloo	1 service per hour
London Victoria via Horsham	Havant – Emsworth – Southbourne – Chichester – Barnham – Horsham – Crawley – Three Bridges – Gatwick Airport – East Croydon – Clapham Junction – London Victoria	1 service per hour
Cardiff Central	Fareham - Southampton Central – Romsey – Salisbury – Warminster – Westbury – Trowbridge - Bradford-on-Avon - Bath Spa – Bristol Temple Meads - Filton Abbey Wood - Newport (South Wales) - Cardiff Central	1 service per hour
Brighton	Havant – Warblington – Emsworth – Southbourne – Nutbourne – Bosham – Fishbourne (Sussex) – Chichester – Barnham – Ford – Angmering – Goring-by-Sea – Durrington-on-sea – West Worthing – Worthing – Iancin – Shoreham-by-Sea – Southwick – Portslade – Hove - Brighton	1 service per hour

4.2.2. It is worth noting that Bedhampton Station and Havant Station are slightly closer to the site at approximately 5.8km to the south east of Waterlooville. Therefore, if arriving by cycle this provides a more suitable location for rail travel. Bedhampton Station provides direct services to Portsmouth & Southsea, London Waterloo and Littlehampton, whilst Havant Station provides direct services to Portsmouth Harbour, Southampton Central, London Waterloo, London Victoria, Littlehampton and Brighton.

4.3 Cycle Accessibility

4.3.1. There are a network of cycle lanes and routes across Havant Borough which link the local conurbations and points of interest. **Figure 3** shows the local cycle infrastructure, whilst **Appendix D** shows a map which has been prepared by Havant Borough Council and illustrates the cycle infrastructure available across the borough.



4.3.2. In addition to the local routes and cycle lanes, National Cycle Route 222 passes through Waterloooville on a north-south axis which joins Portsea Island to the south with Petersfield to the north. Other long-distance routes also join with the National Cycle Route 222 providing access further afield. More detail can be found on the Sustrans website (<https://www.sustrans.org.uk/ncn/map>).

4.4 Walking Accessibility

4.4.1. The development site is situated in the middle of Waterloooville Town Centre with multiple facilities within a short walking distance. Large ASDA and Waitrose stores, and an Iceland are located within 200 metres, the local library is located within 300 metres and multiple other retail and leisure facilities are situated nearby. Several bank branches and a post office can also be found within the Town Centre, easily accessible on foot.



5.0 PROPOSED DEVELOPMENT

5.1 General

5.1.1. The proposed development seeks to provide 264 studio apartments set over 9 floors on land currently occupied by the Wellington Way shopping centre in WaterlooVille. A gym and café use will be located on the ground floor with car parking, cycle parking and servicing/delivery vehicular access. The architect's site plans are included at **Appendix A**.

5.2 Access

5.2.1. The site will be accessed by a shared surface area to the north-western side of the development, this leads to 6 car parking spaces (including 1 disabled bay) and main entrance to the residential accommodation. Internally this leads towards the shared garden space and communal kitchen/dining area. This shared surface is in the position of an existing servicing access and so this will be 'stopped-up', whilst still providing informal access to vehicles accessing the parking area with a priority towards pedestrians. This shared surface will allow pedestrian permeability through the site towards the Wellington Way Car Park from Hambledon Road.

5.2.2. A pedestrian entrance in the centre of the site to the southwest boundary leads from Hambledon Road as an alternative access to the residential accommodation and the associated outdoor shared garden space. This also allows access to the cinema/tv room.

5.2.3. A vehicular access to the south of the site leads to the remaining 12 onsite car parking spaces, and provides space for servicing and delivery vehicles to manoeuvre.

5.3 Car Parking

5.3.1. Car Parking will be provided with a total of 18 spaces on-site, and a further 50 parking permits available for residents to purchase to enable parking in two local public car parks, which has been agreed with the Car Parking Team Leader at Havant and East Hampshire District Council. These permits will be applicable for the nearby Wellington Way Car Park (approximately 50m to the north) and the Rockville Drive car park (approximately 200m to the south). The permit will be available to residents at a cost of £50 per permit and will be available through Havant Borough Council. Overnight parking (between 18:00 and 08:00 hours) is unrestricted. The details and analysis of the existing and proposed situation are discussed in detail in **Section 6.0**.

5.4 Cycle Parking

5.4.1. Cycle parking will be provided on the ground floor of the development with 265 spaces plus visitor spaces located in a ground floor secure internal cycle parking area. The cycle parking area will be accessible via an external entrance on to the shared surface access to the north, and an



internal access from the foyer area. The cycle parking included in the scheme exceeds the requirement from the Havant Borough Council Parking SPD (adopted July 2016) to provide 1 space per dwelling.

5.4.2. 6 short stay spaces are located at ground level at the north of the site which provide cycle parking options for visitors to the residential element of the scheme and the gym/café use. Furthermore, there will be a selection of rental cycles available for residents to use for either commuting or leisure, some will include electric assistance. These cycles will be available from the building management team on site (see image below for examples of typical electric cycles).



5.4.3. The architect's plans, included at **Appendix A**, provides further detail of the cycle facilities and access arrangements at the development.

5.5 Car Club

5.5.1. It is proposed that Car Club bays will be included on site and provide a car club opportunity for both residents of the development and other residents and businesses in WaterlooVille Town Centre. The Car Club will be provided by a supplier with a network of similar vehicles. At this stage two interested companies have made proposals and will be consulted going forward; 'Enterprise' and 'CoWheels' car clubs. **Appendix E** shows relevant information from these companies, with additional information on 'Enterprise' below.



Resident Benefits

Enterprise Car Club provides residents with access to more than 1000 vehicles 24/7/365 in 23+ UK cities.

RESIDENT BENEFITS:

- Access to a vehicle without the financial burden of ownership
- Access to vehicles across the UK
- Low hourly and daily rates
- Preferential membership options
- Zero vehicle maintenance responsibilities
- Mode of travel which complements public transport
- Vehicles can be reserved in advance or at the last minute
- Dedicated Clubhouse team available 24/7

5.5.2. It is the intention of the development that each resident would have a starting amount of free membership credit upon occupation of their flat in which to make use of the vehicle as part of their daily/weekly routine, with the continued membership included as part of their tenancy. This would help increase interest and use of the Car Club and greatly reduce reliance on use of the private car.

5.5.3. The benefits of the car club are important and extend beyond the immediate use of the vehicle by residents of the development. Car clubs are a popular alternative to private car ownership as they offer convenience without the responsibilities and capital outlay. The use of one shared vehicle by multiple occupants reduces the impact of local congestion and relieves pressure for on-street parking. Car club vehicles are also often low emission/electric/hybrid and so have a reduced impact in terms of air pollution and carbon emissions.

5.6 Travel Plan

5.6.1. As part of the proposals a Framework Travel Plan has been prepared which outlines measures and mitigation to reduce reliance on the private car and markets the benefits of sustainable travel. The Framework Travel Plan is included for reference at **Appendix F**.



6.0 CAR PARKING & CAR OWNERSHIP

6.1 Car Parking

6.1.1. As part of the liaison and pre-application process Havant Borough Council alongside East Hampshire District Council (EHDC) were involved with discussions with the developer to incorporate the under utilised overnight space in the nearby public car parks, namely the Wellington Way and Rockville Drive public car parks, providing additional parking provision for the development. These car parks are located approximately 50m to the north and 200m to the south of the site respectively. These car parks are pay and display car parks that are used during the day by shoppers visiting the Town Centre but overnight these bays are often largely vacant.

6.1.2. These car parks are subject to restrictions Monday to Saturday 08:00 – 18:00 hours, with no restrictions outside of these hours. Therefore, it is proposed that some of the parking that is associated with the scheme would be accommodated in these car parks. Given the scheme is largely residential, the peak parking demand is overnight whereby the aforementioned car parks are likely to have capacity as the retail parking demand is nonexistent.

6.1.3. The Car Parking Team Leader at East Hampshire District Council has agreed a permit on these grounds that would allow residents to park in these car parks. There are no overnight restrictions. Residents with a permit would be able to park overnight, but during the day when the public car park is required for retail parking demand, the demand for residents parking is reduced.

6.1.4. To ascertain the occupancy of the car parks to inform the above, EHDC undertook parking surveys to assess the capacity of the local public car parks. These were completed as a parking beat survey with a morning and afternoon beat survey over 8 separate days in July 2017. The results of these surveys and the associated vacant percentage is included in the tables below.

6.2 Survey Results

6.2.1. **Table 6.1** and **6.2** shows the Wellington Way Car Park morning and afternoon parking beat survey results respectively.

**Table 6.1 Wellington Way Car Park (98 spaces) – AM Parking Beat Survey Results**

DATE	SURVEY TIME	VEHICLES PARKED	VACANT SPACES	% VACANT
Wed 12/07/2017	08:00	0	98	100%
Thur 13/07/2017	08:54	13	85	87%
Fri 14/07/2017	08:34	5	93	95%
Tues 18/07/2017	10:08	27	71	72%
Wed 19/07/2017	10:05	45	53	54%
Thur 20/07/2017	09:15	18	80	82%
Fri 21/07/2017	08:35	9	89	91%
Average			81	83%

Table 6.2 Wellington Way Car Park (98 spaces) – PM Parking Beat Survey Results

DATE	SURVEY TIME	VEHICLES PARKED	VACANT SPACES	% VACANT
Wed 12/07/2017	17:03	19	79	81%
Thur 13/07/2017	17:18	13	85	87%
Fri 14/07/2017	17:08	15	83	85%
Mon 17/07/2017	17:05	18	80	82%
Tues 18/07/2017	17:05	21	77	79%
Wed 19/07/2017	17:07	13	85	87%
Thur 20/07/2017	17:00	23	75	77%
Average			81	83%

6.2.2. **Table 6.1** and **6.2** above indicate that at the beginning and the end of the days surveyed a large proportion of the bays in the Wellington Way Car Park are vacant with a minimum of 53 spaces available in the morning and 75 spaces available in the evening. Therefore, this car park provides feasible space for overnight residential car parking, available to residents in possession of the aforementioned permit.

6.2.3. **Table 6.3** and **6.4** shows the Rockville Drive car park morning and afternoon parking beat survey results respectively.

Table 6.3 Rockville Drive Car Park (73 spaces) – AM Parking Beat Survey Results

DATE	SURVEY TIME	VEHICLES PARKED	VACANT SPACES	% VACANT
Wed 12/07/2017	07:55	7	66	90%
Thur 13/07/2017	08:59	43	30	41%
Fri 14/07/2017	08:36	29	44	60%
Tues 18/07/2017	10:30	44	29	40%



Wed 19/07/2017	10:32	35	38	52%
Thur 20/07/2017	10:05	50	23	32%
Fri 21/07/2017	08:45	31	42	58%
Average			39	53%

Table 6.4 Rockville Drive Car Park (73 spaces) – PM Parking Beat Survey Results

DATE	SURVEY TIME	VEHICLES PARKED	VACANT SPACES	% VACANT
Wed 12/07/2017	17:10	36	37	51%
Thur 13/07/2017	17:21	32	41	56%
Fri 14/07/2017	17:23	32	41	56%
Mon 17/07/2017	17:11	41	32	44%
Tues 18/07/2017	17:20	35	38	52%
Wed 19/07/2017	17:26	29	44	60%
Thur 20/07/2017	17:05	40	33	45%
Average			38	52%

6.2.4. Similarly, **Table 6.3** and **6.4** above indicate that at the beginning and the end of the days surveyed a large proportion of the bays in the Rockville Drive car park are vacant with a minimum of 23 spaces available in the morning and 32 spaces available in the evening. Therefore, this car park also provides feasible space for overnight residential car parking, available to residents in possession of a respective permit.

6.3 Car Ownership

6.3.1. The site is to be utilised as a Private Rented Sector scheme whereby the development consists of small residential units, geared to be affordable with access to high quality centrally managed facilities. Given the tenure and scale of development the expected car ownership of tenants in the development will be lower than the typical car ownership level in WaterlooVille.

6.3.2. Investigation of the local census data (available online through the NOMIS website, <https://www.nomisweb.co.uk/>) confirms the average car ownership for all dwellings in the ward is 1.4 cars per dwelling. This takes into account all types of dwelling, with approximately 80% of WaterlooVille's housing supply being made up of Houses or Bungalows this is not representative of a flatted development.

6.3.3. Therefore, for flats (approximately 20% of the housing supply in WaterlooVille), the smaller dwelling size and typically fewer number of inhabitants has an effect on the car ownership of these dwellings. This is shown in the census data indicating that an average car ownership of people living in flats is 0.56 cars per dwelling.



6.3.4. This development consists of small studio flats in a Town Centre location and with good access to local sustainable transport opportunities, namely the bus and cycle network as well as rail network via bus and so it is expected that the car ownership of the tenants in the proposed dwellings would be significantly lower than the levels described above.

6.3.5. Furthermore, a recently published academic report commissioned by the Department for Transport and prepared by the Centre for Transport and Society (UWE, Bristol) and Transport Studies Unit (University of Oxford) has investigated the travel habits and trends in young people (17-29 years). This included detailed analysis of the changes in car ownership and aspirations to have a driving license/car, and the increased uptake of public transport use by this age group. Data and analysis was undertaken from the UK and other similar countries to build up a picture of changing habits and trends.

6.3.6. The study found that in the last 20 years driver license uptake in the age group 21-29 years has fallen by 12%, over a similar time frame the number of car born trips by the age group 17-29 has reduced with a fall of 44% for men and 26% for women.

6.3.7. Within the article the notion of car sharing/borrowing vs car ownership is discussed:

“... Millennials have a weaker ‘auto orientation’ – a term meaning the ‘propensity to value the freedom and independence gained from owning cars and to disagree with the concept that borrowing or sharing a car is just as good as owning one’ - compared to other age groups (Coogan et al., 2016).” This indicates that the aspiration of owning a car is less prevalent in ‘millennials’.

6.3.8. Based on the above, and the target market tenants for which the proposed flats are aimed at for future habitation it is reasonable to assume that car ownership will be lower than expected and reliance on public transport more prevalent.

6.4 Summary

6.4.1. In summary, the car parks described above have good capacity for additional permit holder parking alongside the on-site provision. With the 18 spaces on site, and the 50 permits available to residents this equates to a provision of 0.25 spaces per unit for the 264-dwelling scheme.

6.4.2. The Havant Borough Council parking SPD (adopted July 2016) outlines that 1-bedroom dwellings in the Town Centre of Waterlooville should have a maximum of 0.6 spaces per unit. Point 2 below Table 4B of the aforementioned document outlines that:

“Tenure can influence car ownership. Rented accommodation, particularly socially rented housing can have fewer cars than owner occupied households of a similar size and type.”



6.4.3. On this basis the parking provision onsite and through the agreed permits is compliant with the council's parking standards.



7.0 REFUSE COLLECTION, SERVICING AND DELIVERIES

7.1 Refuse Collection

7.1.1. Refuse will be stored in a bin store located on the ground floor on the southern side of the site near the vehicular access to the servicing and onsite parking area. Waste arising from the development will be collated in the storage area before being collected. Any necessary movement of bins between the bin stores will be undertaken by building management staff in advance of collection. Building management will return the cleared bins to the bin store following collection. A total of thirty-nine 1,100 litre Euro bins will be located in the bin store to collect the refuse.

7.1.2. Refuse vehicles will access the site via the southern access point off Hambledon Road and dwell parallel to the designated service area on the southern side of the building before performing a turning manoeuvre in the car park and returning to Hambledon Road. The swept path analysis has demonstrated that the refuse vehicle will be able to access and manoeuvre within the site to satisfactorily undertake refuse collection activity, as shown on **Drawing 17-310-101** at the end of this report.

7.2 Deliveries, Servicing & Emergency Access

7.2.1. Akin to the strategy for accommodating refuse vehicles, service vehicles will access the site via the southern access point off Hambledon Road and dwell parallel to the designated service area on the southern side of the proposed building before performing a turning manoeuvre in the car park and returning to Hambledon Road. It is anticipated that the proposed development will attract in the order of 10-12 service/delivery trips per day throughout the weekday daytime. It will be the responsibility of building management to ensure the efficient management of the servicing area so as to avoid conflict.

7.2.2. Personal deliveries (such as Amazon etc) will not be a concern with regard to the servicing area as these vehicles can dwell for short periods within empty residential parking bays during the day. The concierge/building management service will take in deliveries for these services allowing for an efficient delivery, shorter dwell time and no repeat visits from these vehicles.

7.2.3. Swept path **Drawing 17-310-102** shows a 10 metre rigid vehicle accessing and egressing the proposed servicing area. This represents a worst-case scenario for larger, infrequent deliveries, and it is easily merged within the proposed development.

7.2.4. Swept path **Drawing 17-310-103** shows a long wheel base fire tender vehicle accessing and egressing the site.



8.0 TRIP GENERATION & IMPACT

8.1 Trip Generation

8.1.1. As identified earlier in this report, the proposed development seeks to develop a 9-storey development comprising 264 residential studio flats.

8.1.2. Trip generation analysis has been undertaken to identify the net anticipated trips at the development site across various transport modes resultant from the development proposals. The TRICS database contains a collection of surveyed data on various land uses or sites across the UK.

8.1.3. Interrogation of the TRICS database identified three comparable sites in England, with a parking to dwelling ratio of between 0.2 and 0.5 spaces per dwelling, a Town Centre or edge of Town Centre location and affordable rented tenure. Accordingly, the trip rates selected are considered to be suitably robust.

8.1.4. The output data from the TRICS analysis is included in **Appendix G. Table 8.1** shows the derived multi-modal trip rates from comparable sites. These trip rates have been applied to the proposed development.

Table 7.1 Trip Rates per Dwelling

MODE	AM PEAK HOUR (08:00-09:00)		PM PEAK HOUR (17:00-18:00)		DAILY TRIPS (07:00-19:00)	
	IN	OUT	IN	OUT	IN	OUT
Vehicles	0.105	0.079	0.118	0.079	1.011	0.959
Taxi	0.026	0.026	0.013	0.013	0.156	0.156
Other Goods Vehicles	0	0	0	0	0.013	0.013
Public Transport	0	0.026	0.039	0	0.26	0.381
Pedestrians	0.066	0.145	0.092	0.026	1.314	1.304
Cycles	0	0	0	0	0	0.013
All Modes	0.197	0.276	0.262	0.118	2.754	2.826

8.1.5. **Table 7.2** presents the estimated number of trips associated with the proposed residential development based on the above trip rates.

8.1.6. For information, the TRICS database categorises 'Vehicles' as all vehicles entering and exiting the site and includes goods vehicles (OGV's) and taxis.

**Table 7.2 Forecast Trips for Proposed Residential Units – 264 Dwellings**

MODE	AM PEAK HOUR (08:00-09:00)		PM PEAK HOUR (17:00-18:00)		DAILY TRIPS (07:00-19:00)	
	IN	OUT	IN	OUT	IN	OUT
Vehicles	28	21	31	21	267	253
Taxi	7	7	3	3	41	41
Other Goods Vehicles	0	0	0	0	3	3
Public Transport	0	7	10	0	69	101
Pedestrians	17	38	24	7	347	344
Cycles	0	0	0	0	0	3
All Modes	52	73	69	31	727	746

8.2 Impact

8.2.1. Although the trip generation suggests the development will generate in the order of 520 daily vehicular movements, it is considered that given the low car parking ratios and the Town Centre location with excellent access to public transport provision, in practice this is unlikely to materialise. It is anticipated that a number of vehicular trips to the site will be taxis and service/ delivery vehicles. As such, a significant proportion of vehicular traffic generated by the site is likely to take the form of pick-up/ drop-off trips, with the majority of these vehicles arguably already on the highway network.

8.2.2. Given the location of the site, and the local public transport provision it is not envisaged that any new trips on the network will arise from the gym and café use onsite. These land uses will be mainly accessed by residents of the proposed development, and so on this basis will most likely be accessed on foot, or as a linked trip already on the network.

8.2.3. The existing occupied retail units onsite are due to be relocated to other vacant units in the Town Centre, therefore it is worth noting that the possible trip generation potential of the currently vacant retail units on-site that will be removed due to the redevelopment of the site, will be a net benefit to the local highway network.

8.2.4. Given the provision made for access, deliveries and servicing, Travel Plan mitigation measures and the Town Centre location enabling a number of trips to be made by foot, it is anticipated that the estimated number of trips for the development would have no material impact on traffic on the immediate highway network.

8.2.5. By way of an investigation of the 'Location of usual residence and place of work by method of travel to work' census data (available online at the NOMIS website) it is possible to ascertain where



people travel to for work from Waterlooville. **Table 8.1** below outlines the main locations of work for residents within the Town Centre.

Table 8.1 Census Data – ‘Location of usual residence and place of work by method of travel to work’ – Havant Output Area 005 (Waterlooville Town Centre)

PLACE OF WORK	RESIDENTS	% Of TOTAL
Havant	899	39%
Portsmouth	675	30%
East Hampshire	177	8%
Chichester	120	5%
Fareham	118	5%
Winchester	101	4%
Other	193	8%
Total	2,283	100% (rounded)

8.2.6. **Table 8.1** indicates that the majority of residents from Waterlooville Town Centre work within Havant or Portsmouth. Further investigation of the Havant data shows that 12% of the total residents live and work within the Havant 005 output area (Waterlooville), with a further 11% working in the output areas immediately adjacent.

8.2.7. The findings of this census data output indicate that a large proportion of the Waterlooville Town Centre residents work either within the town and are therefore living close to their place of work. The other large proportion of employees work in Portsmouth. As previously discussed Portsmouth is easily accessible via the Star bus services and so each of the two main employment areas are accessible via sustainable means.



9.0 SUMMARY & CONCLUSIONS

9.1.1. This report has considered the transport impact of the proposed development on the land at Wellington Way, Waterlooville in the Borough of Havant. The proposal comprises the development of a 9-storey building to provide 264 residential units to be let to the rented market. The development proposals include a shared surface area leading to car parking and allowing pedestrian permeability, two pedestrian entrances and the retained access to the south of the site from Hambledon Road leading to an additional car parking area.

9.1.2. It has been demonstrated that the site is accessible by sustainable means of transport including bus, rail, cycle and walking.

9.1.3. The proposed car parking is in line with local car parking standards. The 18 spaces and 50 parking permits equate to a parking ratio of 0.25 spaces per unit, which is within the maximum allowable and applicable to the tenure and size of the residential units.

9.1.4. 265 cycle parking spaces are provided for residents with spaces for visitors, and 6 short stay spaces at ground level within the public realm. Rental cycles (some with electric assistance) will be available from the building management team for leisure and/or commuting.

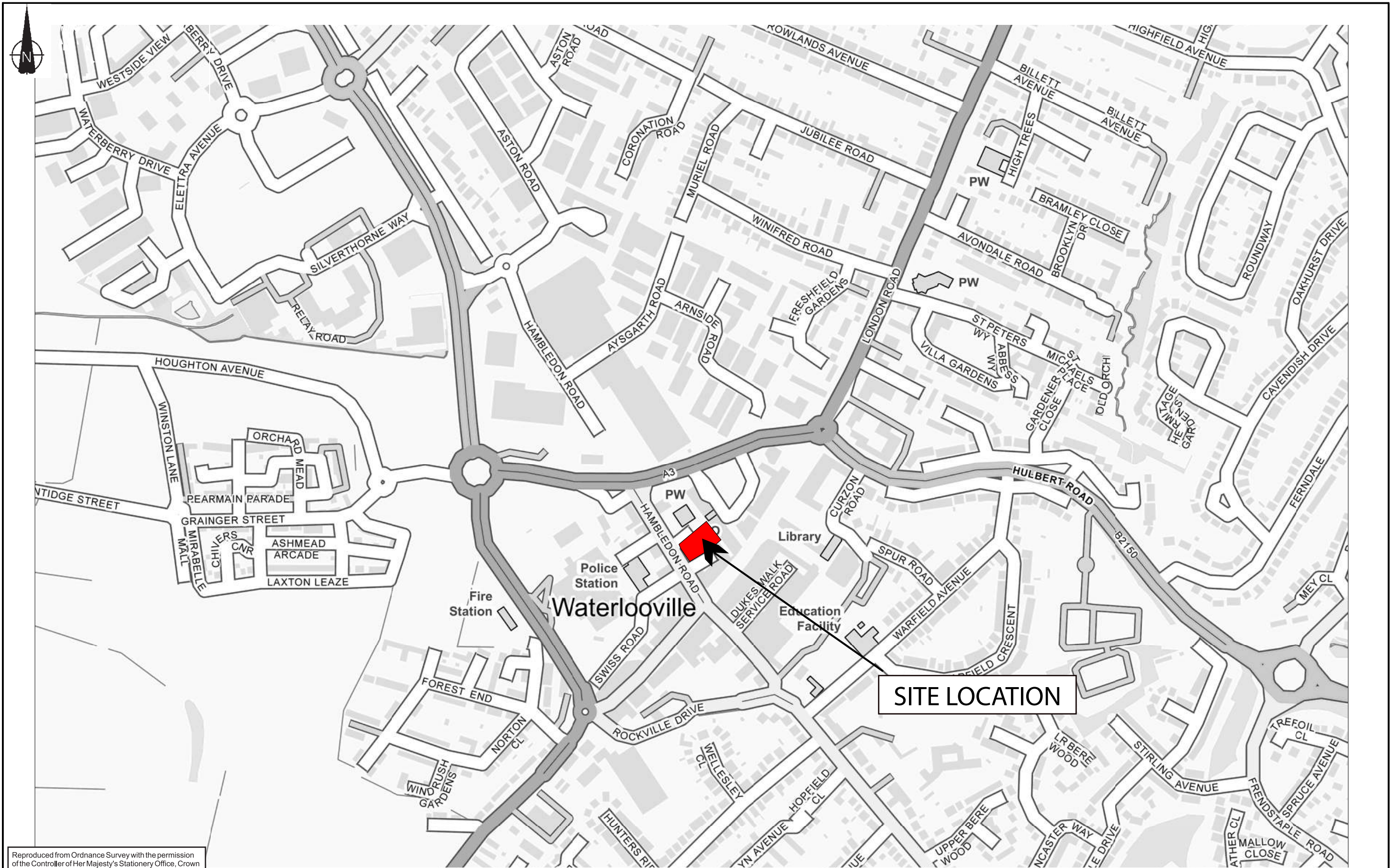
9.1.5. Refuse and delivery/servicing vehicles for the scheme will access the bin store and plant area to the south of the site, with sufficient space for vehicles to manoeuvre and return to Hambledon Road in a forward gear.

9.1.6. Trip generation assessment has confirmed that the proposed development will result in a non-material uplift in vehicular trips on the surrounding highway network. No detrimental impact on the highway network is therefore expected.

9.1.7. The vast majority of Waterlooville residents work either in Havant (mainly Waterlooville) or Portsmouth, and it has been demonstrated that these employment areas are accessible via sustainable means.

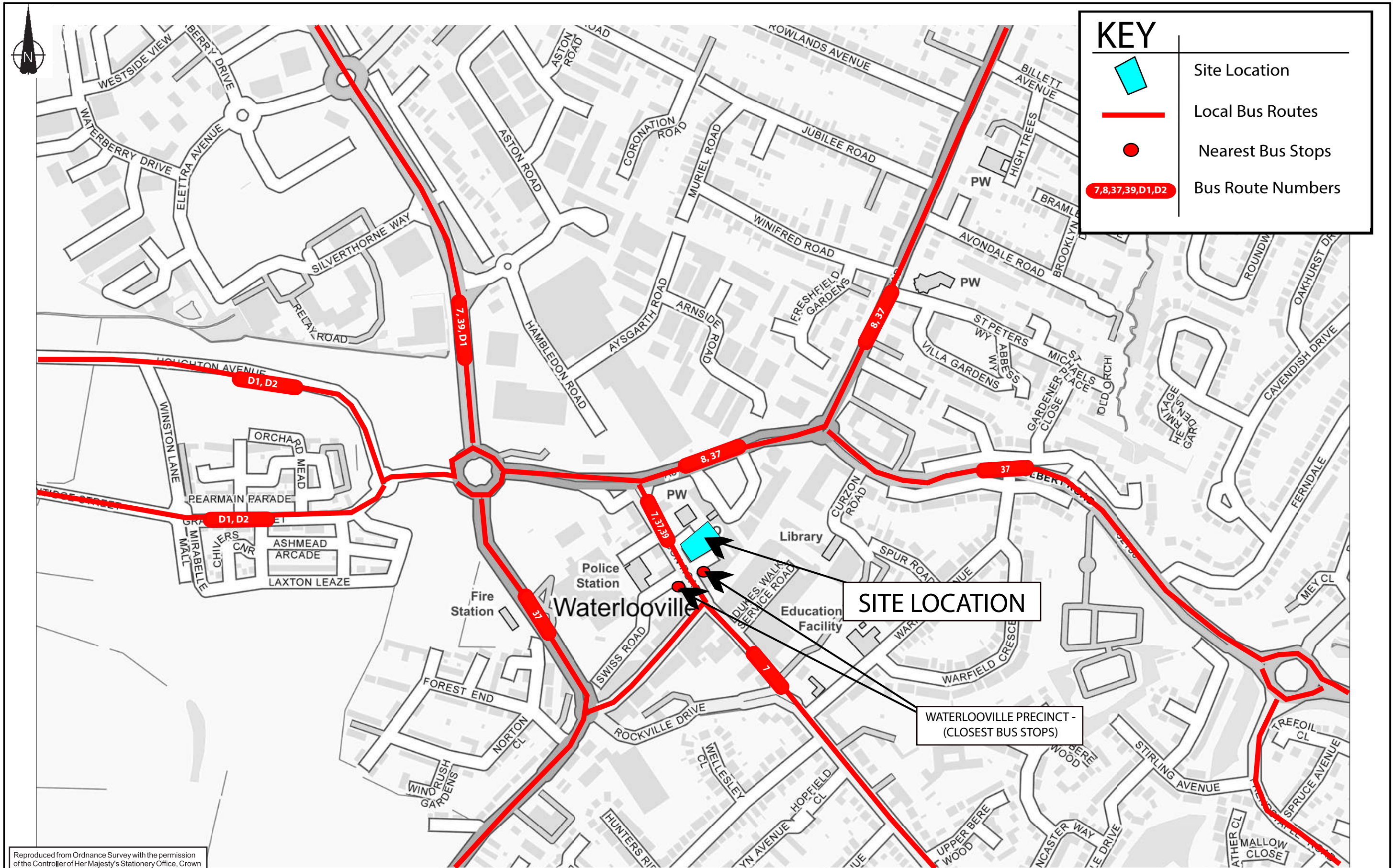
9.1.8. The proposals meet or exceed all applicable standards. Therefore there are no highways or transport related concerns which would hinder this application in gaining planning approval.

FIGURES



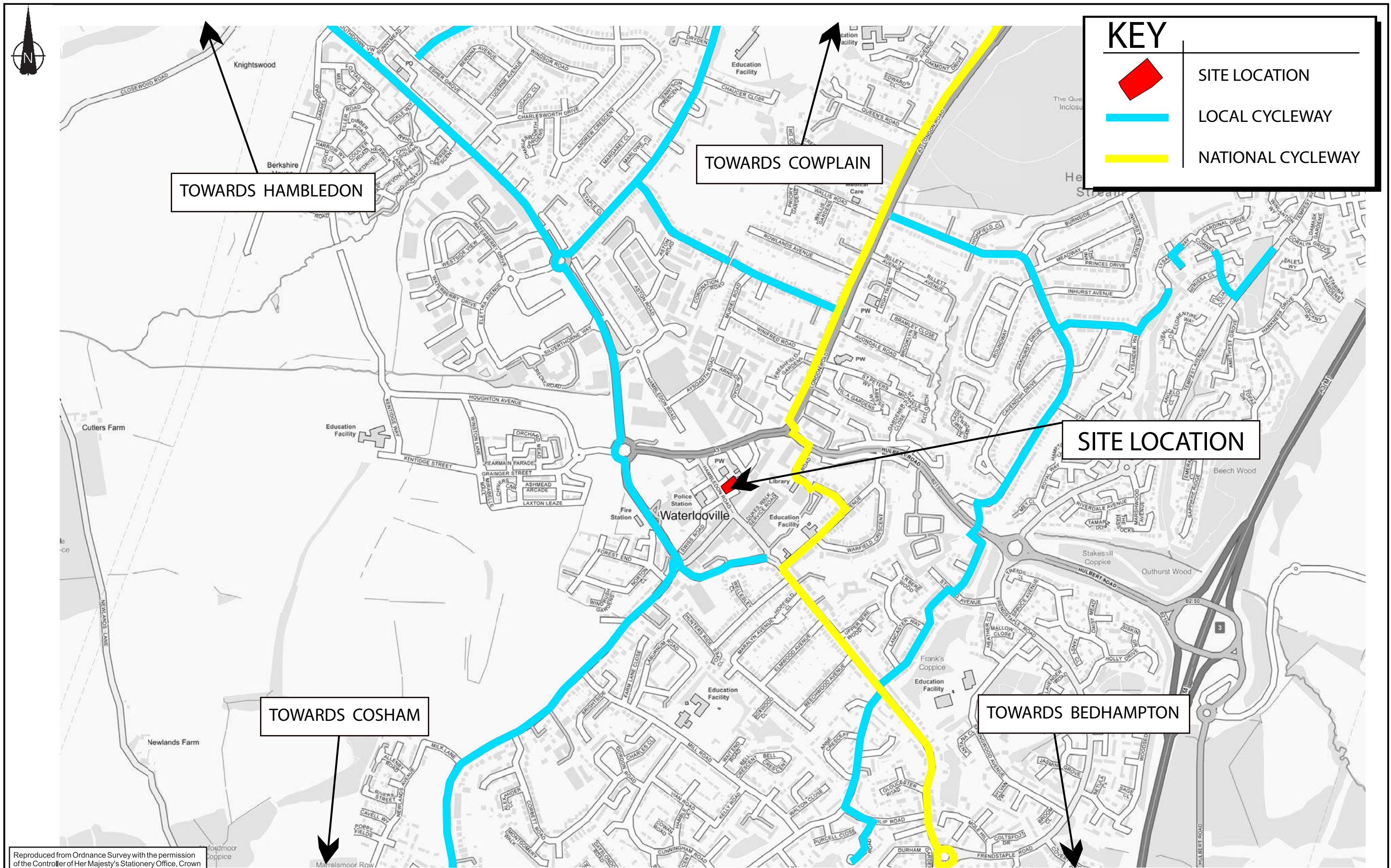
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 ODYSSEY DEVELOPING JOURNEYS	Elizabeth House 39 York Road London SE1 7NQ Telephone: 0207 620 2444 Fax: 0207 620 1168 E: info@odysseyconsult.co.uk W: www.odysseyconsult.co.uk	Job Title	WELLINGTON WAY, WATERLOOVILLE	Client	Scale		Date	Designed		Rev
		Drawing Title	SITE LOCATION PLAN		NTS		DEC' 17	LO		
					LO		SE	SRB		
					Job No 17-310		Figure No FIGURE No.1		A	
CPI WELLINGTON WAY 2 LIMITED										



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		Drawing Title	PUBLIC TRANSPORT ACCESSIBILITY			Drawn	LO	Checked	SE	Approved		SRB
						Job No	17-310	Figure No		FIGURE No.2		Rev



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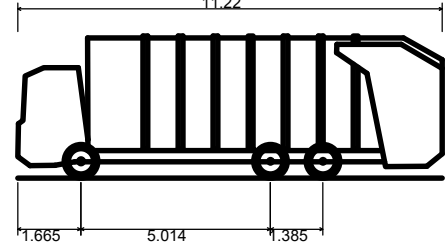
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		Drawing Title				LOCAL CYCLE ROUTES	Drawn	LO	Checked	SE	Approved	
							Job No	17-310	Figure No	FIGURE No.3		Rev

DRAWINGS

Entry Manoeuvre

Exit Manoeuvre

NOTES



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 3.750m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.550m

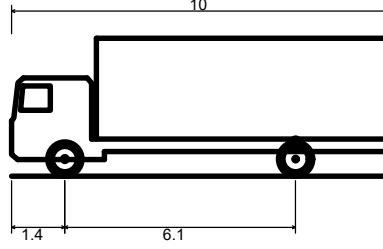
Q:17-310 - Wellington Way, WaterloovilleTechAcadDrawings17-310 101 Swept Path Assessment - Large Refuse Vehicle.dwg

Rev				Amendments	Dim	Chk	App	Date
				 ODYSSEY Elizabeth House, 39 York Road, London, SE1 7ND Telephone: 02076 205444 Fax: 02076 201168 E: info@odysseyconsult.co.uk W: www.odysseyconsult.co.uk				
				Job Title Wellington Way Waterlooville				
				Drawing Title Swept Path Assessment Large Refuse Vehicle				
				Client CPI Wellington Way 2 Limited				
Scale 1:250 @A1		Date DEC 17		Designed TN				
Drawn TN		Checked MJB		Approved SRB				
Job No 17-310		Drawing No 17-310-101					Rev -	

Entry Manoeuvre

Exit Manoeuvre

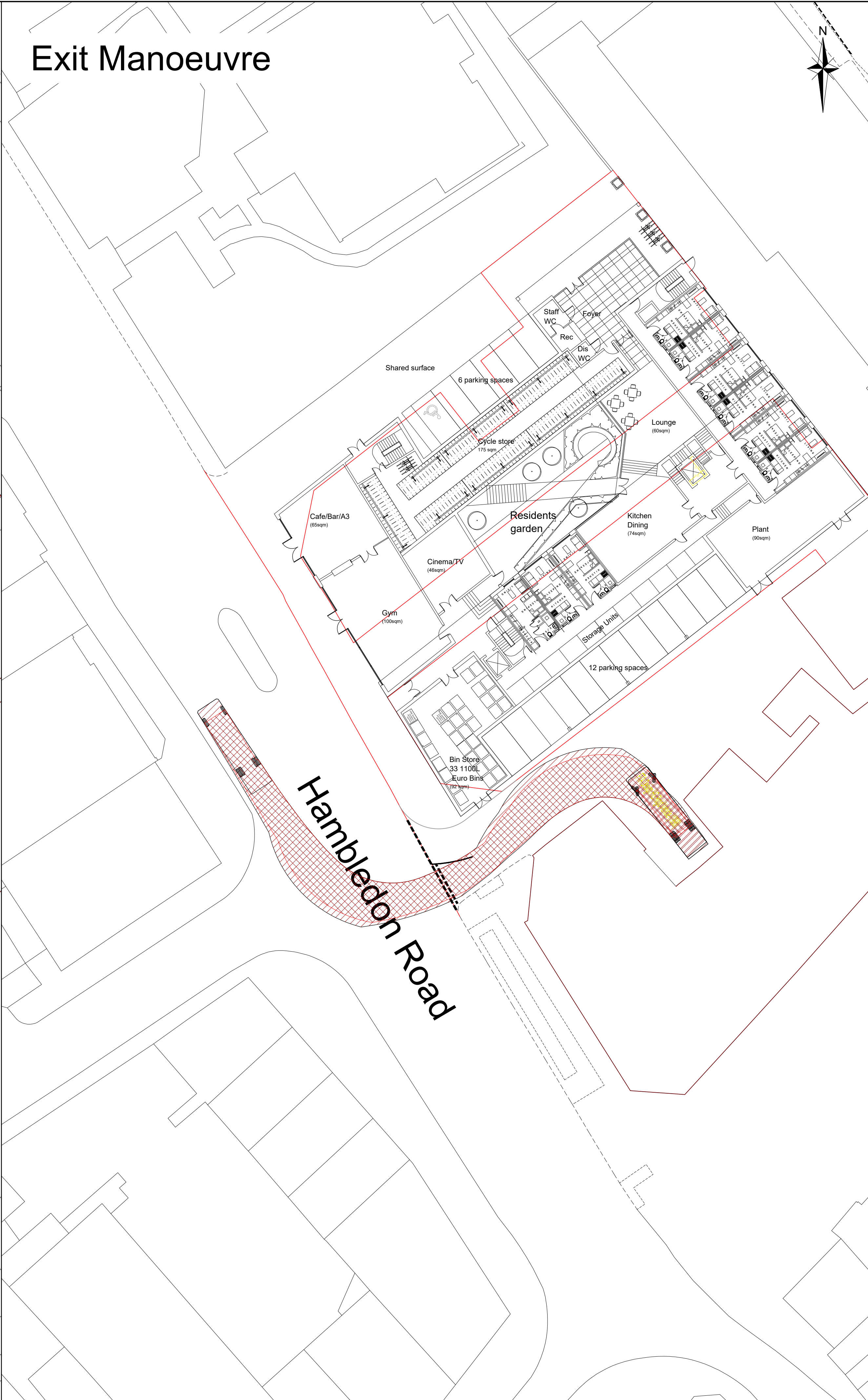
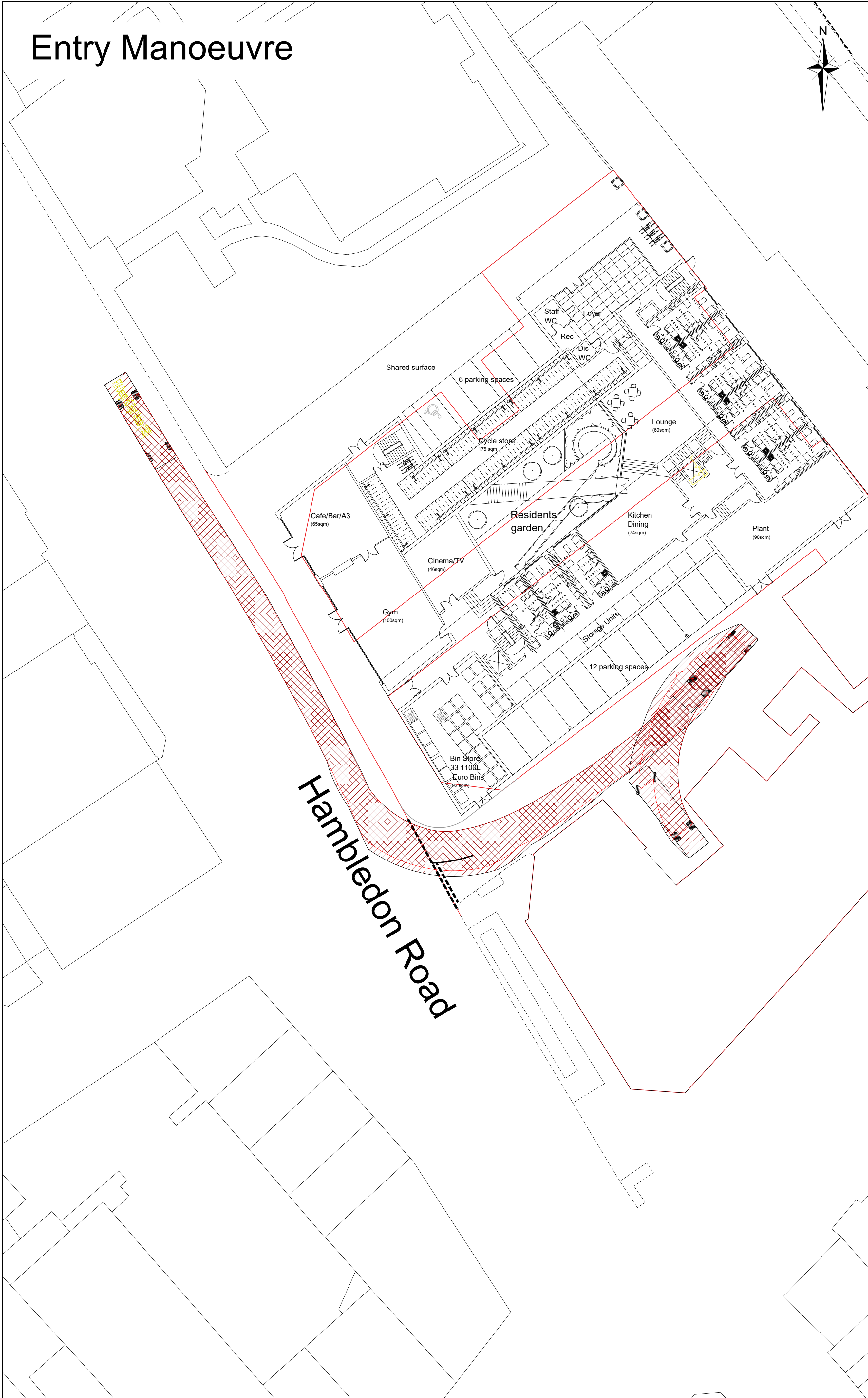
NOTES



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Q:17-310 - Wellington Way, WaterlooVilleTechAcadDrawings17-310 102 Swept Path Assessment - 10m Rigid vehicle.dwg

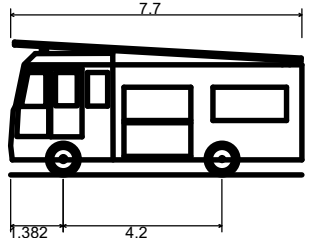


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				 ODYSSEY				
				Elizabeth House, 39 York Road, London, SE1 7ND				
				Telephone: 02076 202444 Fax: 02076 201168 E: info@odysseyconsult.co.uk W: www.odysseyconsult.co.uk				
				Job Title				
				Wellington Way Waterlooville				
				Drawing Title				
				Swept Path Assessment 10m Rigid Vehicle				
				Client				
				CPI Wellington Way 2 Limited				
Scale		Date		Designed				
1:250 @A1		DEC 17		TN				
Drawn		Checked		Approved				
TN		MJB		SRB				
Job No		Drawing No		Rev				
17-310		17-310-102		-				

Entry Manoeuvre

Exit Manoeuvre

NOTES



Dennis Sabre Fire Tender (LWB)
Overall Length7.700m
Overall Width2.430m
Overall Body Height3.512m
Min Body Ground Clearance0.397m
Track Width2.380m
Lock to lock time5.00s
Kerb to Kerb Turning Radius7.400m

Q:17-310 - Wellington Way, WaterloovilleTechAcadDrawings17-310 103 Swept Path Assessment - LWB Fire Tender.dwg

Hambledon Road

Hambledon Road

Rev	Amendments	Dm	Chk	App	Date



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Job Title
Wellington Way
Waterlooville

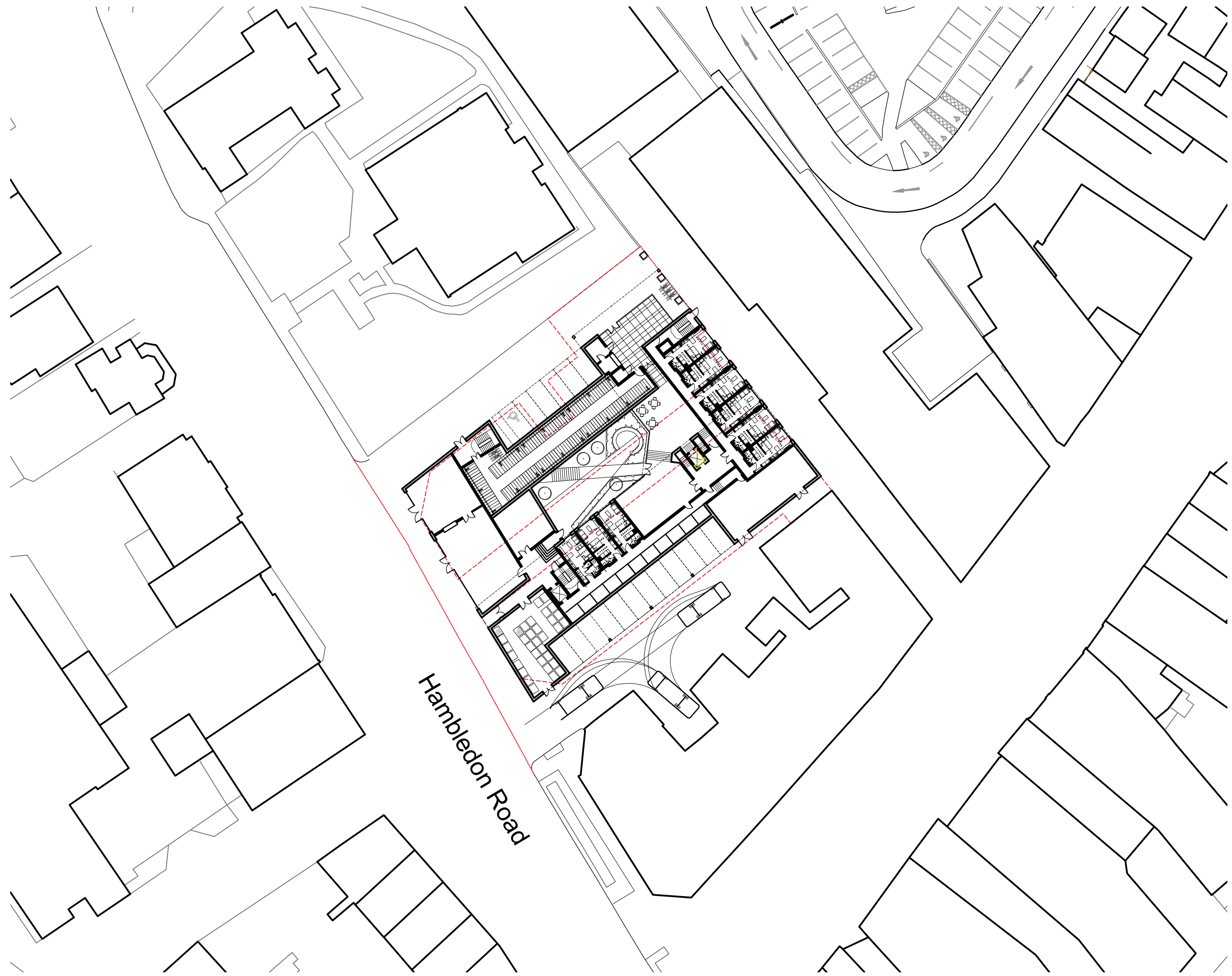
Drawing Title
Swept Path Assessment
Long Wheel Base Fire Tender

Client
CPI Wellington Way 2 Limited

Scale 1:250 @A1	Date DEC 17	Designed TN
Drawn TN	Checked MJB	Approved SRB
Job No 17-310	Drawing No 17-310-103	Rev -

APPENDIX A

ARCHITECT SITE LAYOUT PLAN



Hambleton Road

Rev.	Date	Details
Issued for:		
Project/Client:		
Project No:		
Dwg No:		
Rev:		
Drawing:		
Scale:		
Drawn By:		
Checked By:		



27 Glasshouse Studios, Fryern Court Road, Farnham
Hampshire, SP6 1QX T: (01425) 6558

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APPENDIX B

PIA DATA OUPUT



WATERLOOVILLE



Waterlooville

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Licence No. 01021C 2018

SCALE	1 : 1490
DATE	05/02/2018
DRAWING No.	
DRAWN BY	

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 -
WATERLOOVILLE")

Selected Polygon: NS - WATERLOOVILLE

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 -
WATERLOOVILLE")

130099865 18/03/2013 Time 0940 Vehicles 2 Casualties 2 Slight
E:468093 N: 109468 First Road: A 3 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 2	Possible
2nd:	Junction overshoot	Vehicle 2	Possible
3rd:	Poor turn or manoeuvre	Vehicle 2	
4th:			
5th:			
6th:			

VEH 1 (BUS) TRAVELLING E ALONG A3 MAUREPAS WAY TURNED RIGHT FOR HAMBLEDON ROAD WHEN
VEH 2 (CAR) TRAVELLING W FAILED TO STOP AT THE TRAFFIC LIGHTS, CAUSING VEH 1 TO COLLIDE
WITH THE OFFSIDE OF VEH 2.

Occurred on A3 MAUREPAS WAY AT JUNCTION WITH HAMBLEDON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Bus or coach 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 Leaving main road First impact Front 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 Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 73 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Not car passenger Seated bu

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 72 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 72 Male 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:

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

Notes:

130346409 12/09/2013 Time 0040 Vehicles 1 Casualties 1 Slight
E:468275 N: 109208 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal 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:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG STAKES HILL ROAD HAVING TURNED LEFT FROM ROCKVILLE DRIVE, CAS 1 (PEDESTRIAN) TRAVELLING SE ALONG STAKES HILL ROAD ON THE PAVEMENT IN DRINK FALLS INTO THE ROAD AND COLLIDES.

Occurred on STAKES HILL ROAD AT JUNCTION WITH ROCKVILLE DRIVE, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Starting
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 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 Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 22 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr not crossing Direction Unknown
Movement U/K

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 -
WATERLOOVILLE")

140167066 08/05/2014 Time 1100 Vehicles 1 Casualties 1 Slight
E:468132 N: 109377 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:	Other	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

CF1 999 - CAS 1 MISJUDGED STEP OFF VEH 1
CAS 1 (PASSENGER) ALIGHTING FROM VEH 1 (BUS) WHICH WAS STATIONARY AGAINST WEST KERB OF
HAMBLEDON ROAD WHEN CAS 1 MISJUDGES STEP AND FELL OVER.
Occurred on HAMBLEDON ROAD OUTSIDE NUMBER 5, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Bus or coach Going ahead but held up
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 Did not impact 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

Casualty Reference: 1 Vehicle: 1 Age: 68 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Not car passenger Alighting

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 -
WATERLOOVILLE")

160260016 12/07/2016 Time 2300 Vehicles 1 Casualties 1 Slight
E:468108 N: 109470 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING W ALONG A3 MAUREPAS WAY COLLIDED WITH CAS 1 (PEDESTRIAN) WHO
WAS CROSSING FROM THE OFFSIDE.

Occurred on A3 MAUREPAS WAY AT JUNCTION WITH HAMBLEDON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach 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 Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 21 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
On Ped Crossing S bound
Driver's offside

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 -
WATERLOOVILLE")

Notes:

160425541 11/11/2016 Time 0616 Vehicles 2 Casualties 1 Slight
E:468080 N: 109463 First Road: A 3 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
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:	Loss of control	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG HAMBLEDON ROAD WAS WAITING TO TURN LEFT INTO A3
MAUREPAS WAY. VEH 2 (CAR) WAS WAITING BEHIND WHEN THE DRIVER'S FOOT SLIPPED OFF THE
BRAKE, CAUSING VEH 2 TO COLLIDE WITH THE REAR OF VEH 1.

Occurred on A3 MAUREPAS WAY AT JUNCTION WITH HAMBLEDON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn left
Vehicle movement from SE 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 54 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 48 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Going ahead but held up
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 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

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 -
WATERLOOVILLE")

44170394663 11/10/2017 Time 1250 Vehicles 1 Casualties 1 Slight
E:468125 N: 109403 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Zebra crossing Road surface Wet/Damp
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:	Other	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

FOOT SLIPPED OF BRAKE

VEH 1 HAS STARTED TO MAKE A RIGHT TURN FROM A MINOR ROAD TO A MAJOR ROAD. CLOSE TO THE
JUNCTION IS A CROSSING. VEH 1 HAS SEEN THE ELDERLY MALE CROSSING, HAS GONE TO BRAKE AND
HER FOOT HAS SLIPPED OFF THE BRAKE AND LURCHED FORWARD AND HIT THE ELDERLY
Occurred on HAMBLEDON ROAD JUNCTION WITH PRTLAND ROAD WATERLOOVILLE HAMPSHIRE

Vehicle Reference 1 Car Turning 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 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 48 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 64 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
On Ped Crossing SW bound
Driver's offside

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 -
WATERLOOVILLE")

130080448 20/02/2013 Time 1930 Vehicles 1 Casualties 1 Slight
E:468153 N: 109364 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
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SE ALONG HAMBLEDON ROAD APPROACHED THE JUNCTION WITH SWISS ROAD THEN COLLIDED ON ITS NEAR SIDE WITH CAS 1 (PEDESTRIAN) THAT WAS ATTEMPTING TO CROSS THE ROAD.

Occurred on HAMBLEDON ROAD AT JUNCTION WITH SWISS ROAD, WATERLOOVILLE, 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 Near side Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 15 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
On Ped Crossing SW bound
Driver's nearside

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 - WATERLOOVILLE")

Notes:

Accidents involving:

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

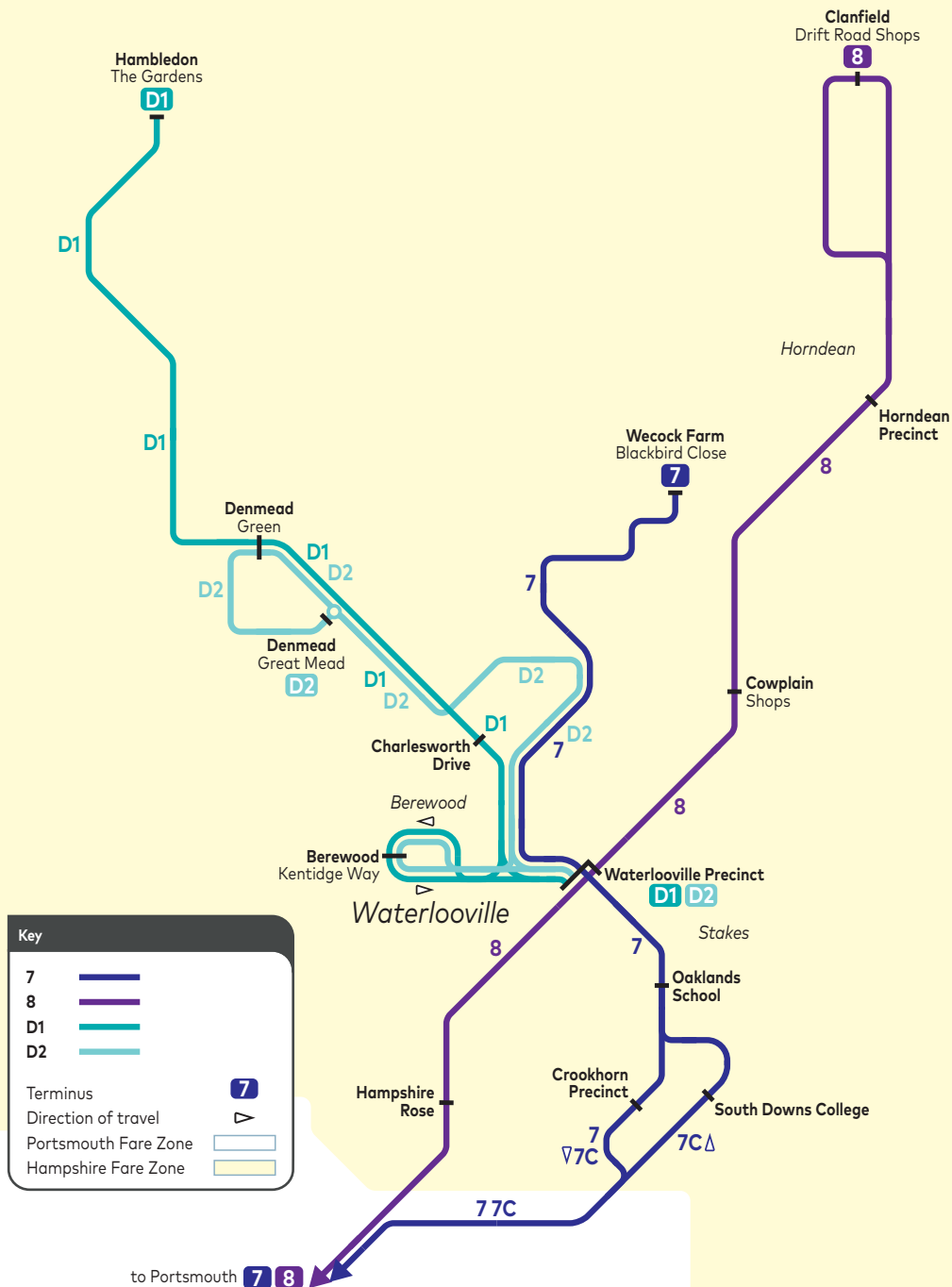
Casualties:

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

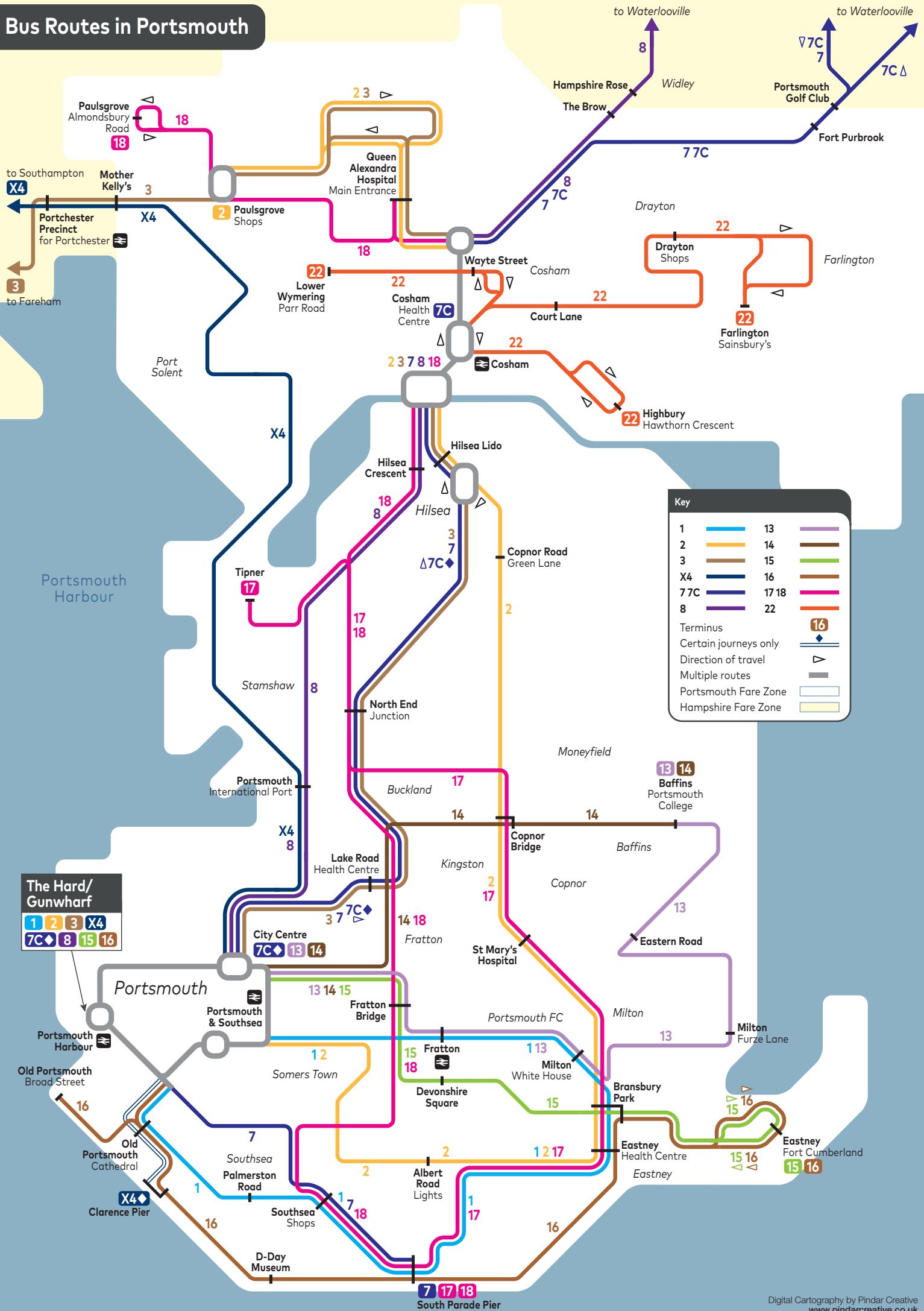
APPENDIX C

BUS ROUTE NETWORK MAPS

Bus Routes in Waterlooville



Bus Routes in Portsmouth



APPENDIX D

HAVANT BOROUGH COUNCIL CYCLE MAP