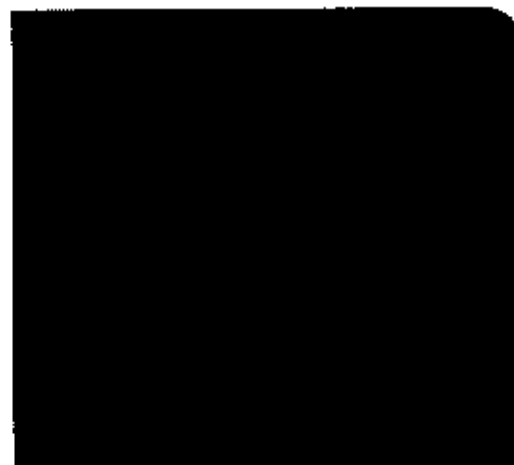


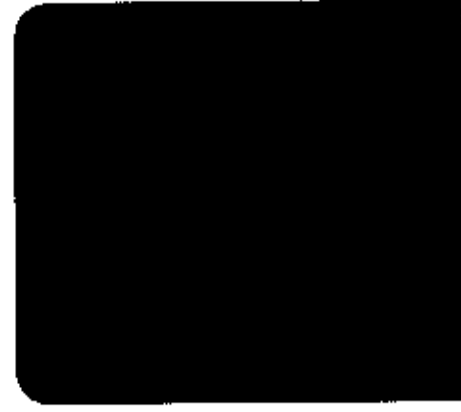


mode
transport planning

Persimmon Homes South Coast

Transport Statement

February 2016



Former Purbrook Park School Playing Field, Stakes Road,
Waterlooville, Hampshire
Transport Statement

Project No: J322565



transport planning

One St Aldates
St Aldates
Oxford
OX1 1DE

☎ 01865 591 553
✉ oxford@modetransport.co.uk
modetransport.co.uk

Prepared by:

Michael Deadman

Approved by:

David Frisby

Status: Final

Issue no: 1

Date: 29 February 2016

160229 322565 MD

(C) Copyright mode transport limited. All rights reserved.

This report has been prepared for the exclusive use of the commissioning party and unless otherwise agreed in writing mode transport limited, no other party may copy, reproduce, distribute, make use of, or rely on the contents of the report. No liability is accepted by mode transport limited for any use of this report, other than for the purposes for which it was originally prepared and provided.

Opinions and information provided in this report are on the basis of mode transport limited using due skill, care and diligence in the preparation of the same and no explicit warranty is provided as to their accuracy. It should be noted and is expressly stated that no independent verification of any of the documents or information supplied to mode transport limited has been made.

Contents

1	Introduction	1
1.1	Background	1
1.2	Policy Context	1
2	Planning Policy Guidance	3
2.1	Introduction	3
2.2	National Planning Policy Framework (NPPF)	3
2.3	National Planning Policy Guidance	4
2.4	Local Policies	4
2.5	Havant Borough Local Policies	5
2.6	Parking Standards	6
2.7	Summary	6
3	Description of the Site	7
3.1	Site Location	7
3.2	Background	8
3.3	Existing Local Highway Network	8
3.4	Road Safety	8
3.5	Public Transport	10
3.6	Walking & Cycling	12
4	Proposed Development	14
4.1	Introduction	14
4.2	Site Access Arrangement & Layout	14
4.3	Car Parking	16
4.4	Cycle Parking	17
4.5	Deliveries & Refuse Collection	17
4.6	Sustainable Travel Incentives	18
5	Traffic Generation	19
5.1	Introduction	19
5.2	Trip Generation & Traffic Impact	19
6	Summary & Conclusion	21
6.1	Summary	21
6.2	Conclusion	21

Appendix A – Extracts of Havant Borough Allocations Plan (ref W125)

Appendix B – Accident Data

Appendix C – Havant Cycle Routes

Appendix D – Swept Path Plan

Appendix E – TRICS Data

Appendix F – RSA 2



1 Introduction

1.1 Background

- 1.1.1 Mode transport planning (mode) have been appointed by Persimmon Homes South Coast to prepare a Transport Statement (TS) for submission, as part of an full planning application for the development of housing on land to north of Stakes Road within the village of Purbrook, in Hampshire.
- 1.1.2 The development site is the western portion of land formerly used as playing fields for Purbrook Park School and is allocated (Site Reference W125) within the Havant Borough Local Plan (Allocations) that was adopted in July 2014.
- 1.1.3 The development proposal is to comprise of up to 26 residential dwellings (8 x 2 bed units, 11 x 3 bed units and 7 x 4 bed units) of mixed tenure, with on-plot car parking spaces. The site is currently undeveloped with an existing gated vehicular access. The proposal will therefore result in an uplift of 26 units, accessed via Stakes Road. The site location is shown in **Figure 1.1**.

1.2 Planning Policy Context

- 1.2.1 Following the Department for Transport's (DfT's) Guidance on Transport Assessment (GTA), adopted in 2007, the new DfT guidance for Transport evidence bases in plan making (October 2014), and the scale of the development proposal, this TS is submitted in support of the planning application.
- 1.2.2 In preparing this report consideration has been given to the 'Havant Borough Local Plan (Allocations)', 'Havant Borough Core Strategy Local Development Framework', Havant Borough Residential Parking and Cycle Provision Supplementary Planning Document March 2010, and the 'Hampshire Local Transport Plan 2011-2031' – all of which are written to promote a transport vision for South Hampshire, which is to create "a resilient, cost effective fully-integrated sub-regional transport network, enabling economic growth while protecting and enhancing health, quality of life and environment".
- 1.2.3 Consideration has also been given to Government Guidance regarding the National Planning Policy Framework (NPPF) on the sustainability of the site in regard to reducing the reliance to travel by the private car. Included within the report is a description of the existing transportation network including cycle and pedestrian facilities, and the public transport links available.

- 1.2.4 Hampshire County Council (HCC) adopted in January 2011 a document titled 'Hampshire Parking Strategy' and Standards which forms part of the overarching policies set out in the Hampshire Local Transport Plan. This document sets out the format, thresholds and requirements of Transport Assessments, Transport Statements and Travel Plans associated with new development proposals throughout Hampshire. This document has been used in the preparation of this TS.
- 1.2.5 Two other documents taken into consideration while preparing this report are 'Manual for Streets' One and Two (MfS) published by the Department for Transport in conjunction with the Department of Culture and Local Government.
- 1.2.6 Another document that is also referred to within this TS is Trip Rate Calculation Section Parameters regarding traffic generation for residential uses based on information given by TRICS.
- 1.2.7 This TS also looks at where relevant to the proposal, that all development will be required to provide a safe, convenient and attractive pattern of movement into, out of and across the site.

2 Planning Policy Guidance

2.1 Introduction

- 2.1.1 This section of the report details the national and local transport policy documents guidance which the development proposal will be considered against.

2.2 National Planning Policy Framework (NPPF)

- 2.2.1 The NPPF was published in March 2012 and sets out the Government's policies for England and how these are expected to be applied. The Ministerial Foreword highlights that, *'Development which is sustainable should go ahead, without delay – a presumption in favour of sustainable development that is the basis for every plan, and every decision. The framework sets out clearly what could make a proposed plan or development unsustainable.'*
- 2.2.2 In paragraph 17 the NPPF sets out twelve core planning principles to underpin both plan making and decision taking. This includes the principles that planning should, *'actively manage the patterns of growth 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.'*
- 2.2.3 At paragraph 19 the NPPF states *'The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system'.*
- 2.2.4 The NPPF also states in paragraph 29 that *'.....the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas'.*
- 2.2.5 At paragraph 32, the document provides guidance for how developments should be assessed and determined. It states *'All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*
- The opportunities for sustainable transport modes have been taken up depending on 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 limit the significant impacts of the development. Development should only be*

prevented or refused on transport grounds where the residential cumulative impacts of development are severe.'

2.2.6 The NPPF also states that '*the purpose of the planning system is to contribute to the achievement of sustainable development*'. The three main parts of sustainable development are: economic, social and environmental.

2.2.7 This document sets out the Government's economic, environmental and social planning policies for England. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

2.3 National Planning Practice Guidance (NPPG)

2.3.1 The National Planning Practice Guidance (NPPG) web based source was made available in March 2014 by the Department for Communities and Local Government. This guidance covers all aspects and procedures of the planning process and supports the NPPF.

2.3.2 This guidance states that supporting transport assessments and statements for planning applications are important as they should support national planning policy which sets out how the planning process should manage patterns of growth in order to fully utilise the use of public transport, walking and cycling, and focus development in locations which are or can be sustainable.

2.3.3 Such assessments should be proportionate to the size and scope of the proposed development to which they relate to and build on existing information where possible. In addition to this, such assessments should be undertaken with consideration to local circumstances and the local area.

2.4 Local Policies

2.4.1 The Local Transport (LTP) was adopted by Hampshire County Council on June 2012 and was updated in May 2014. The LTP is written in two parts; a long term vision for how the transport network of Hampshire will be developed over the next 20 years; and a three year Implementation Plan.

2.4.2 Part A: Long Term Strategy 2011–2031 strategy details the County Council's main transport priorities for Hampshire alongside number of policy objectives which are structured under the following themes:

- Supporting the economy through resilient highways;
- Management of traffic;

- The role of public transport;
- Quality of life and place;
- Transport and growth areas

2.4.3 Part B: Implementation Plan covers the period of April 2013 to March 2016.

2.4.4 The LTP includes a programme for improvements across the county to meet priorities.

2.5 Havant Borough Local Policies

2.5.1 The Havant Borough District-Wide Local Plan was adopted in 2005. Since the Local Plan 2005 was adopted there have been a number of changes to the planning system including the introduction of the NPPF, which lead to a number of local policies becoming redundant or saved.

2.5.2 The Havant Borough Local Plan (Core Strategy) 2011 was adopted in March 2011 to cover the Borough of Havant by setting out the spatial planning strategy for the area up to 2026. This adopted document set out how any new homes and jobs are required in the borough and their distribution. It also sets out what services, facilities and infrastructure such as shops and community services are needed and when and how they will be delivered.

2.5.3 Following the adoption of the Core Strategy the Havant Borough Local Plan (Allocations) was adopted in July 2014. This document alongside the Core Strategy provides an overall plan for the Borough with up to date policies to encourage investment in new jobs, as well as providing more land for new homes. This Allocation Plan replaces the remaining saved policies for the Havant Borough District wide local plan and includes a number of policies in addition to those within the Core Strategy.

2.5.4 The proposed development site is allocated within the Allocations Plan and is referred to as Policy Number W125 (Former Purbrook Park School Playing Field). This site has some site specific development requirements to address for this allocation, such as:

- *Access directly onto Stakes Road or utilising potential connection with adjacent development;*
- *Heritage Statement, of an appropriate level of detail, to support planning application;*
- *Southern Water request connection to the sewerage system at the nearest point of adequate capacity.*

This site allocation also confirms the site has links to existing bus routes and school provisions, all of which are within walking distance.

2.6 Parking Standards

2.6.1 The car and cycle parking standards within Havant Borough Council are stated within the Havant Borough Residential Parking and Cycle Provision Supplementary Planning Document (adopted March 2010). These have been reproduced within **Table 2.1** below.

Table 2.1 – Car and Cycle Parking Standards

Unit Size	Car Parking Standards		Cycle Parking Standards	
	Maximum Parking Limits	Parking in town centre locations (maximum)	Long Stay	Short Stay
1 bedroom	1 space per unit	1 space per unit	1 space per unit	1 loop/hoop per unit
2 bedroom	2 spaces per unit	1 space per unit	2 spaces per unit	1 loop/hoop per unit
3 bedroom	2 spaces per unit	1 space per unit	2 spaces per unit	1 loop/hoop per unit
4 + bedroom	3 spaces per unit	2 spaces per unit	2 spaces per unit	1 loop/hoop per unit

* Source: Havant Borough Residential Parking & Cycle Provision SPD (adopted March 2010)

2.7 Summary

2.7.1 The key policies to note with regard to the proposed development are:

- Provide safe and acceptable access arrangements to the site;
- Provide sustainable transport choices;
- Make provision for pedestrian and cycle access;
- Ensure that the development is accessible to the public transport network;
- Seek to reduce the dependence on the private car;
- Adopt a sustainable level of parking provision within policy guidelines

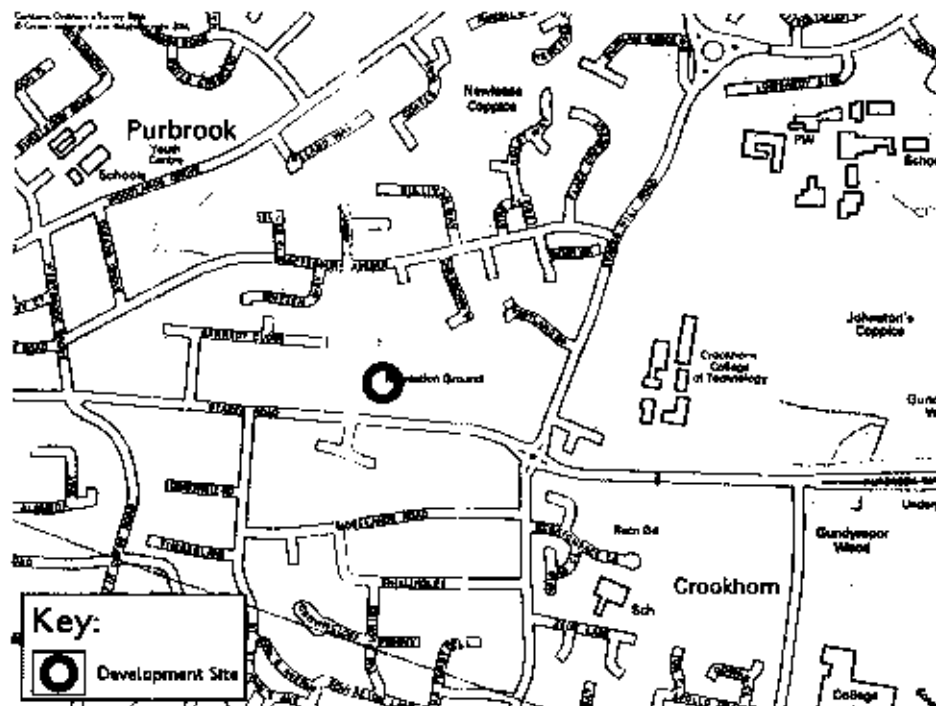
2.7.2 The remainder of this report will demonstrate and justify how this development proposal meets with these key policy objectives.

3 Description of the Site

3.1 Site Location

- 3.1.1 The proposed site is located the village of Purbrook on land to the north of Stakes Road. Purbrook is situated to the north and on the outskirts of Waterloooville town which is approximately 13 kilometres (8 miles) from the city of Portsmouth.

Figure 3.1 Site Location Plan



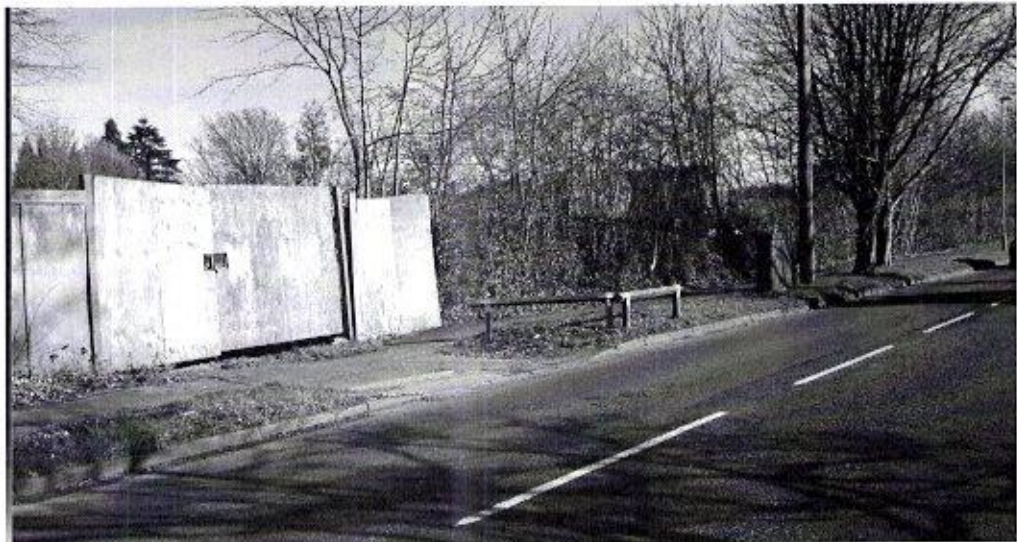
- 3.1.2 The site comprises of approximately of 0.72 hectares (1.77 acres). The site is bounded by Stakes Road to the south with existing residential areas to the north, east and west of the site. To the east of the site is the recently constructed residential development (Vancouver Avenue).
- 3.1.3 There are two main shopping centres within close vicinity of Purbrook. The closest is Waterloooville which offers a range of services and is served by a number of frequent bus services, such as the 39 operated by Stagecoach which runs past the development site.
- 3.1.4 Within close vicinity of the proposed development site are a number of local schools, such as Purbrook Infant School, St Peter's Catholic Primary School, Riverside Community Special School and Crookhorn College.

3.2 Background

- 3.2.1 The application site is allocated within the adopted Havant Borough Allocations Plan July 2014 and is referred to as Policy Number W125 (Former Purbrook Park School Playing Field). Within this policy it is clearly stated that vehicle access is to be directly taken onto Stakes Road and that the site has links to existing bus routes and school provisions within the local area, all of which are within walking distance.

3.3 Existing Local Highway Network

- 3.3.1 The application site has an existing and direct gated vehicle via Stakes Road and is located opposite the junction of Clarement Gardens. The carriageway width of Stakes Road within the vicinity of the site is 7.2m with central white lining. Along the length of road on both sides are footways that vary in width.



The width of the existing footway that runs along the frontage of the development is site 1.6m (with a 3.1m grass verge). The width of the footway on the opposite side of the Stakes Road is 1.8m. Both footways connect up to the existing network linking the site to Stakes Hill Road and Crookhorn Lane for eastward movements and Ladybridge Road and London Road for westward bound journeys.

- 3.3.2 Stakes Road is subject to a 30mph limit within the proximity of the application site.

3.4 Road Safety

- 3.4.1 Personal Injury Accident data has been obtained from Hampshire Constabulary for the period from 01/01/2013 to 31/12/2015. The full details of the accident data including the study area and location of accidents are attached in **Appendix B**. During this time period there were a total of 17 reported accidents within the search perimeter, six of which were

classified as 'serious' and 11 accidents were classified as 'slight'. There are no reported 'fatal' accidents.

3.4.2 In summary, 4 accidents occurred within the AM peak with 3 in the PM peak hour. A summary of the accidents that occurred within the study area is provided in Table 3.1 below.

Table 3.1: Summary of Personal Injury Data

Ref	Severity	Year	Time	Cause
1	Serious	2013	1820	Driver error
2	Serious	2013	1211	Driver error
3	Serious	2013	1540	Driver error
4	Slight	2013	0830	Driver error
5	Slight	2013	2042	Weather conditions and driver error
6	Slight	2014	0646	Driver error
7	Serious	2014	1435	Driver error
8	Slight	2014	0831	Driver error
9	Slight	2014	1742	Driver error
10	Serious	2014	0800	Driver error
11	Slight	2014	1730	Driver error
12	Slight	2014	1830	Weather conditions and driver error
13	Slight	2015	0810	Weather conditions and driver error
14	Slight	2015	1600	Driver error
15	Serious	2015	1745	Driver error
16	Slight	2015	1600	Driver error
17	Slight	2015	0655	Driver error

3.4.3 Two accidents were reported within close vicinity to the development site. The first is classed as a serious accident near the entrance to 139 Stakes Road involving 1 vehicle and a pedestrian (driver error). The second accident is classed as a slight accident and occurred at the junction of Stakes Road and Vancouver Avenue. This accident involved two vehicles, one of which involved a rear collision (driver error).

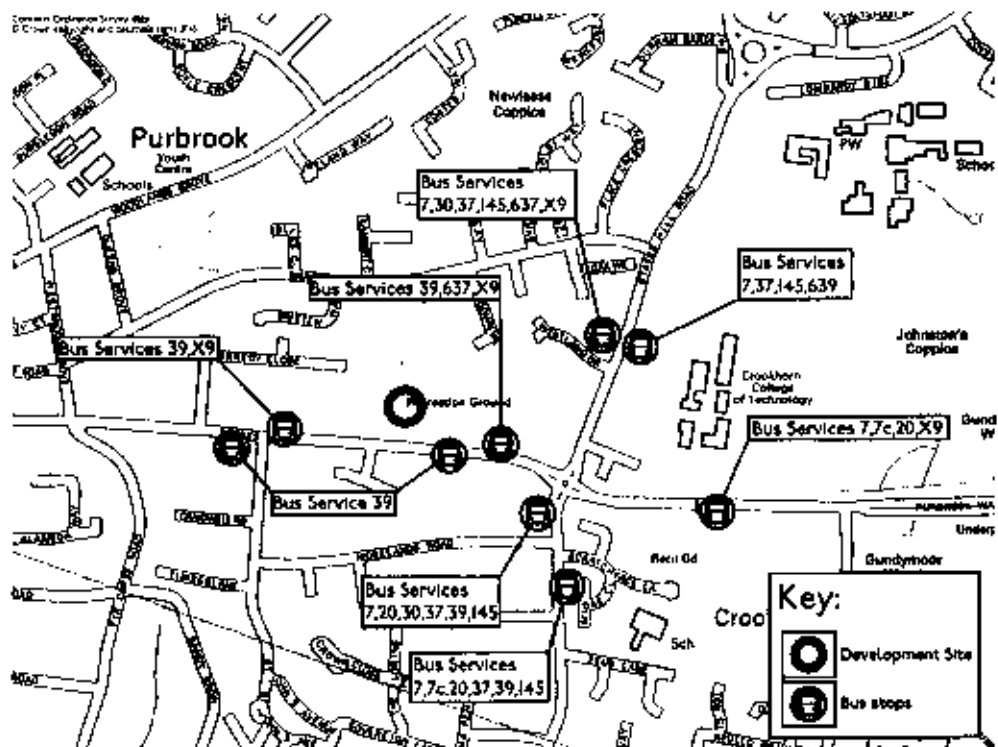
The remaining reported accidents occurred sporadically within the local study area, as indicated in **Appendix B**, the majority of which have been assessed as linked to driver error rather than the characteristics and design of the local highway network.

- 3.4.4 There are no patterns or causes, which suggest there is any specific road safety issue that needs to be addressed as part of the proposed development.

3.5 Public Transport

- 3.5.1 The area has access to excellent public transport infrastructure (existing bus shelters and modern signage flags, poles and display cases) and bus services, the closest of which is only 235m away from the development site. The bus stop locations are shown on **Figure 3.3**.

Figure 3.3 Bus Stop Locations



- 3.5.2 There are a number of frequent bus services that are available, including the 7, 7c, 20, 30, 37, and 39 operated by First and Stagecoach, whose destinations include Havant, Waterlooville, Wecock Farm, Portsmouth and Petersfield.
- 3.5.3 The 39 bus service is closest available service to the development site and broadly operates on a 10 minute basis between 0600 and 2157 Monday to Friday, with a Saturday service from 0705 to 2157. There is also a reduced hourly Sunday service available from 0900 to 1738 that operates up to the nearby Asda Superstore in Waterlooville.

3.5.4

The local bus service timetables are summarised in Table 3.2.

Table 3.2: Summary of bus services

Service	Operator	Route	Monday to Friday	Weekend Service
39	Stagecoach	Havant, Leigh Park, Waterlooville, Wecock Farm	0600 to 2157	Saturday service 0705 to 2157. Sunday service 0900 to 1738.
7	First Group	Southsea, City Centre, Cosham, Waterlooville, Wecock Farm	0553 to 2345	Saturday service 0553 to 2345 (every 20 minutes). Sunday service 0744 to 2345 (20 minute frequency).
7c	First Group	Hilsea, Cosham, Crookhorn Precinct South Downs College (College Days only)	0855 to 1707	No service
20	Stagecoach	Havant, Portsmouth, The Hard	0630 to 2015	Saturday service 0640 to 2015. No sunday service
30	Stagecoach	Havant, West Town, Beachlands, Eastoke, Mengham	0634 to 2133	Saturday service 0657 to 2133. Sunday service 0815 to 1827.
37	Stagecoach	Havant, Waterlooville, Clanfield, Petersfield	0643 To 1945	Saturday service 0720 to 1945. Sunday service 0900 to 1929
145	First	Hambledon to Elmsworth (school days only)	School times only	No service

3.5.5

It can be clearly seen from the above table that the proposed site is well served by public transport and in particular the frequent 10 minute service from Havant, Leigh Park, Waterlooville, Wecock Farm.

3.5.6

The nearest train station is located in Bedhampton, which is approximately 5 kilometres (3 miles) away from Purbrook, and is on the main train route between London and Portsmouth. Havant has direct and frequent rail links to Portsmouth, London (Waterloo)

and Brighton which are operated by South West Trains, Southern and Great Western Railway.

3.6 Walking & Cycling

3.6.1 The walking network available to the site to the surrounding local areas is based around existing footways adjacent to the road network.

3.6.2 Routes have been measured from the development site to the main local amenities, using the proposed access point to serve the site, which provides the most convenient and direct routes within Purbrook and its facilities, such as:

- *The nearest bus stops (St Johns Avenue) – 235m;*
- *Crookhorn College – 375m;*
- *Doctors Surgery & Pharmacy – 380m;*
- *Crookhorn School bus stops – 420m;*
- *Riverside Community Special School – 425m;*
- *Purbrook Chase Precinct (including a Co-Op, Take-aways, Hair Dressers, Barbers, Church, Phoenix Pre-School, bus stops, - 630m;*
- *Oaklands Catholic School & Sixth Form – 660m*

3.6.3 All these local facilities and services can be reached via the existing footway network, which includes formal and controlled crossing points and street lighting.

3.6.4 The above facilities are all within the 2km measure of a reasonable walking distance and the 5km measure of a reasonable cycling distance, as established by Planning Policy Guidance 13 Transport (PPG13). Although PPG13 has not been carried through into the NPPF or NPPG, there is no revised assessment at a national level that suggests this is no longer a reasonable empirically-based assessment. These walk / cycle distance thresholds are also reiterated in MfS which states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walk-time of residential areas, which residents may access comfortably on foot. However, MfS goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km. Further guidance is contained in the CIHT document "Guidance for Journeys on Foot", which states that the preferred maximum walking distance for commuters and education is 2km.

3.6.5 In addition to the local facilities available, there are also two main shopping centres within close vicinity of Purbrook and the development site. The closest is Waterlooville which offers a wide range of services, the other is the town of Havant and is served by a

number of frequent bus services, such as the 39 operated by Stagecoach which runs past the development site.

- 3.6.6 There are no formal cycle routes within close vicinity of the site along Stakes Road, but there are a number of formal and dedicated cycle routes within the local area which are within close cycling distance by using the road network (Appendix C).

4 Proposed Development

4.1 Introduction

The development proposal is to consist of up to 26 dwellings. An illustrative site layout is included in **Appendix C**. The schedule of development is summarised in **Table 4.1**.

Table 4.1 Development Schedule

Dwelling Tenure	Dwelling Type	Dwelling Size	Number
Affordable	House	2 bed	5
		3 bed	2
Private	House	2 bed	3
		3 bed	9
		4 bed	7
Total			26

4.2 Site Access Arrangement & Layout

- 4.2.1 The new vehicular access to serve the proposed development site is to be located in a position along Stakes Road, which maximises the MfS sightline requirements. The existing gated vehicle access is to be permanently closed with full face kerbing and the reinstatement of the highway verge and footway.
- 4.2.2 The access arrangement to serve the development via Stakes Road is to be in the form of a simple priority junction. The width of the access road to serve the development site will be 5.5m, which is wide enough to enable a car and refuse vehicle (or fire tender) to pass each other with ease (as shown in MfS, figure 7.1).
- 4.2.3 Observations and measurements on site at the location of the new access to the development demonstrated that the required MfS sightlines of 2.4m x 43m is easily achievable. The recorded measurements at a "X" distance of 2.4m looking towards Vancouver Avenue are were 120m+ (the "Y" distance), to the right looking towards Claremont Gardens is 60m.

Figure 4.1 View of sightline looking right along Stakes Road at location of new site access



Figure 4.2 View of sightline looking left along Stakes Road at location of new site access



4.2.4 The internal site layout has been designed in reference to MfS appropriate consideration for on-street parking has been considered within the development in line with MfS, and will be available for visitors to the site.

4.2.5 A 2m section of footway is to be provided within the site for pedestrian movements alongside a shared surface arrangement.

4.2.6 Sustainable access to the site will be via the new site access. Cyclists will be expected to cycle on the carriageway within the site boundary to link up to the existing local highway network and dedicated routes.

4.3 Car Parking

4.3.1 To accord with requirements for parking standards for this development, the car parking standards within Havant Borough Residential Parking and Cycle Provision Supplementary Planning Document (adopted March 2010) have been used.

4.3.2 Managing car parking provision in a more efficient and effective manner will help to:

- encourage more sustainable use of other modes of transport;
- reduce the land take of the development;
- promote linked trips;
- increase access to development for those without a car; and
- tackle congestion.

4.3.3 The Havant Borough Council Havant Borough Residential Parking and Cycle Provision Supplementary Planning Document (adopted March 2010) provides a guide to the standards of parking provision considered appropriate for new developments within Borough. Maximum standards for off-street car parking and minimum standards for cycle parking are set out in this document.

4.3.4 The adopted document also reflects the council's aim, which is to reduce excessive parking provision that encourages the non-essential use of the car, especially for peak time travel. The likely availability of parking space is an important factor in determining whether or not a journey is made by car.

4.3.5 Setting appropriate standards for the provision of on-site parking is consistent with the Council's strategic transport objectives to reduce the need for travel and the impact of road traffic on the surrounding environment and further integrate land use and transport. Development proposals in which parking provision is less than the standard will need to demonstrate that adequate provision has been made to reach the site by sustainable forms of transport. This will include measures that particularly facilitate and encourage movement by walking, cycling and public transport.

- 4.3.6 This will of course depend on the accessibility of the site, which in terms of public transport is considered good.
- 4.3.7 There are local amenities within the local area including a primary schools, which is within a good walking distance. However, to reach a wider range of services this may require the use of the private car, which means the parking levels for the development will need to be at an appropriate level.
- 4.3.8 The parking spaces for residents have been designed in line with Havant Borough Council's parking space dimension requirement of 2.4m x 4.8m. Each space will be provided with a clear area for manoeuvring and turning where possible.
- Car parking spaces located near garage doors will be provided with an additional 0.5m where possible to accommodate vehicle shyness i.e. additional 0.5m will enable a garage door to open outwards without hitting an obstruction.
- 4.3.9 Paragraph 7.6 of Havant Borough's adopted car and cycle parking standards states that an on-plot single garage can be counted as a parking space when the internal dimensions are 3m x 6m. MfS, paragraph 8.3.41 also states such dimensions for a garage size can be used for both storage and car parking.
- 4.3.10 The site layout shown in Appendix C clearly demonstrates that an appropriate level of allocated (on-plot) car parking will be provided as part of the submitted planning application alongside a number of unallocated visitor car parking spaces being designed and provided in line with MfS.
- 4.3.11 All the details regarding access and car parking are shown on the layout plan submitted with the application.

4.4 Cycle Parking

- 4.4.1 The cycle parking provision for the proposed development will be in line with Havant Borough's adopted car and cycle parking standards:
- 1 bedroom unit 1 space;
 - 2+ bedroom units 2 spaces;
- 4.4.2 Cycle parking will be provided in accordance with the minimum standards set out above. Such facilities will be sheltered and secure to encourage their use.

4.5 Deliveries & Refuse Collection

- 4.5.1 Post and couriers are anticipated to make daily deliveries of post either by bicycle or panel van. However, apart from vehicles turning into/out of the site access there would not be any additional vehicles on the highway network as a result.

- 4.5.2 On-line food deliveries are anticipated, and on average will generate two deliveries per day via 3.5 tonne panel vans. As with the postal services, it is anticipated that these vehicles are already on the local highway network linking the trip with another delivery in the area.
- 4.5.3 Household Goods deliveries such as white goods (washing machine, fridge etc) and/or DIY material would typically be undertaken using a 10 tonne rigid vehicle. It is anticipated that there would be no more than one or two deliveries by such vehicles per week. In most instances these deliveries will be linked with a delivery to another local destination in the town.
- 4.5.4 Moving house, apart from the initial stage when houses are first occupied, there will be occasions when people move in or out, either vacating the entire property or in some cases part of a property. Such scenarios are likely to require a 10 tonne rigid vehicle (or less). It is anticipated that there would not be more than one such scenario per month.
- 4.5.5 Refuse collection is anticipated to be carried out once a week at the same time as refuse is currently collected within the local area to the site. As such, there would not be any additional vehicular movement generated on the local highway network.
- 4.5.6 A swept path analysis is provided in **Appendix D** for a refuse vehicle (and fire tender) entering and exiting the main vehicle access to the application site.

4.6 Sustainable Travel Incentives

- 4.6.1 To promote sustainable travel as part of the proposed development, incentives are to be offered to residents. These are to include a welcome pack providing information about public transport routes, stops and services, walking and cycling routes, car sharing, local facilities such as schools that will facilitate and encourage travel by other modes than that of the private car.

5 Traffic Generation

5.1 Introduction

5.1.1 An assessment has been completed which demonstrates that the traffic associated with the proposed development will not have a material impact on the local highway network. This is concentrating on the proposed vehicle access onto Stakes Road.

5.1.2 The TRICS database (version 7.2.4) has been used for the proposed residential use. The database has been filtered in accordance with TRICS Good Practice Guide with the aim of achieving a balance between refining the dataset and maintaining a good survey sample. The process resulted in 30 sites being used for the residential development (Appendix E).

5.2 Trip Generation & Traffic Impact

5.2.1 To establish the potential trip generation from the development, a TRICS analysis has been performed for private housing ownership only. This provides a worst-case scenario as the development proposal is to consist housing units of mixed tenure. In addition some of the anticipated vehicle trips associated with the proposed development are likely to be reduced due to the benefit of having access to good public transport links within close proximity to the site.

Table 5.1 – Summary of trip rates and estimated traffic generation

Land Use		Developable Area		Forecast Trip Generation			
Private housing ownership	Private housing ownership	Trip Rate per dwelling			Total Trips		
AM Peak		Arrival	Depart	Total	Arrival	Depart	Total
08.00 – 09.00	26no	0.120	0.285	0.405	3.12	7.41	10.53
PM Peak							
17.00 – 18.00	26no	0.303	0.201	0.504	7.67	5.22	13.10
00.00 – 24.00	26no	2.192	2.289	4.481	56.99	59.51	116.50

- 5.2.2 Development traffic has been generated using a nationally recognised methodology for the land use, mixed private and affordable housing ownership, extracted from the TRICS database. From Table 5.1 it can be determined that the proposed development of up to 26 dwellings would generate a net increase of two-way vehicle trips of 11 and 13 in the AM and PM peak hours respectively equating to an average of a trip every 4-5 minutes.
- 5.2.3 The overall 24-hour trip rate generation is 117 movements.
- 5.2.4 The average hourly traffic movement over this 24-hour period is approximately 5 vehicles.
- 5.2.5 As previously stated, these figures provide a robust assessment, which alongside the government guidance within the NPPF are not considered to be significant i.e. *"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe"*.

6 Summary & Conclusion

6.1 Summary

6.1.1 This TS has been prepared in support of a full application of up to 26 dwellings. As a result of the reviews and analysis carried for this assessment it can be concluded that;

- i. The site conforms to both local and national policies;
- ii. The proposed development is well situated and is considered sustainable;
- iii. The proposed development site is allocated within the Havant Borough Local Plan (Allocations) document which was adopted in July 2014 as Policy Number W125 (Former Purbrook Park School Playing Field).
- iv. The design of the new vehicle access to serve the development site accords with the appropriate national standards in MfS.
- v. The permeability of the site for pedestrians and its location encourages trips by foot to and from the nearby bus stops for on-ward journeys;
- vi. The area has access to a excellent bus services which are all within a reasonable walking distance from the development site.
- vii. There are no patterns or causes within the local area which suggest there are existing road safety issues that would require additional highway mitigation works.
- viii. A Construction Traffic Management Plan (CTMP) will be provided and this can be conditioned as part of the planning process.

6.2 Conclusion

6.2.1 In conclusion, it has been demonstrated that the proposals would deliver a development, which is accessible, by a range of modes of transport. The traffic impact of the proposed development on the surrounding highway network has been assessed as negligible.

6.2.2 This proposal will not create any residual cumulative impacts that are considered severe and therefore in accordance with recent Government advice in the NPPF, the proposal should be considered acceptable in transport terms.

Appendix A – Extracts of Havant Borough Allocation Plan

Site Name:	Former Purbrook Park School Playing Fields (Reading)
Description of Site:	The site concerns the western portion of land formerly used as playing fields by Purbrook Park School. The land to the east of the site also once formed part of the playing fields and is currently under construction for residential development.
Known Constraints:	• TPOs adjacent to site • Moderate potential for previously unidentified archaeological deposits • Southern Water have advised that sewerage capacity in network closest to site is limited
Existing Transport Provision:	• Bus routes within walking distance of the site
Existing Accessibility to Local Services/Facilities:	• School provision (primary and secondary) within walking distance
Site Opportunities:	• Provide new homes including affordable housing
Policy W125 - Site Specific Development Requirements:	• Access directly onto Stakes Road or utilising potential connection with adjacent development • Heritage Statement, of an appropriate level of detail, to support planning application • Southern Water request connection to the sewerage system at the nearest point of adequate capacity

Waterlooville Policies Map



- Borough Boundary
- AL2 Urban Area Boundaries and Undeveloped Gaps Between Settlements
- AL3.1 Town, District and Local Centres
- AL3.3 Primary Frontages
- AL3.4 Secondary Frontages
- AL5 Indicative Cross Borough
- BRT Route
- AL8 Local Green Spaces
- DM23 Uncertain Sites Brent Geese and/or Waders
- DM23 Important Sites Brent Geese and/or Waders
- Housing Allocations
- Mixed Use Allocations

Copyright Reserved 2012
Licence No LA100019017

Salient Wetters and Brent Geese Strategy 2010 Mapping Layers
used by permission created using OS Open Data
Ref: Hing. D. (2010) Salient Wetters and Brent Geese Strategy 2010
Hampshire and Isle of Wight Wildlife Trust



Havant
BOROUGH COUNCIL

Appendix B – Accident Data

From: <collision.records@hampshire.pnn.police.uk>
Date: Thursday, 18 February 2016 11:41
To: Michael Deadman <michaeldadman@modetransport.co.uk>
Subject: Stats Data - Stakes Road, Purbrook

Our ref: NS.18/02/2016
Your ref: J322565
Location: Stakes Road, Purbrook

Dear Sirs

Collision Data: - 1st November 2010 to 30th November 2015

We write with reference to your correspondence dated 17th February 2016 and attach the Data Export of Injury Road Collisions, as requested.

We would like to advise that we only record collision data for incidents involving injury, in accordance with Home Office guidelines. The description of any collision is an expression of opinion of the reporting officer. It is recorded for our own internal purposes only and we cannot be held liable for any error.

This data has primarily been recorded for statistical purposes and analysis, to assist Local Authorities in casualty reduction engineering and road safety improvements, and although correct to the best of our knowledge, should not be relied upon as evidence of fact.

In order to retrieve this data we may have searched on a wider area than you specified, however, the relevant information is contained within this report.

We acknowledge receipt of a scanned copy of your cheque and once the original has been received a receipt will be issued. A copy of the receipt will be emailed to you and after 7 days the original will be destroyed unless we are notified otherwise by return of email.

Yours faithfully

Collision Records Team

Hampshire Constabulary,
Criminal Justice Dept,
Summary Justice Unit,
Collision Records Team,
PO Box 112, Winchester, SO23 7YY
External: 02380 479678



Mode Transport - Purton, Stakes Road

© Crown copyright. Map data licensed by Ordnance Survey.

SCALE	1 : 5000
DATE	18/02/2016
DRAWING No.	
ORIGIN BY	

Accidents between dates 01/01/2013 and 31/12/2015 (36) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -HC - RPU
Statistics Request ("JP Purbrook"); Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("JP
Purbrook")

Selected Polygon:JP Purbrook

130036976 29/01/2013 Time 1820 Vehicles 2 Casualties 1 Serious
E:467908 N: 107778 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 Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DFT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING W ALONG STAKES ROAD SLOWED TO TURN RIGHT INTO A DRIVEWAY. VEH 2 (VAN) FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 1.
Occurred on STAKES ROAD AT JUNCTION WITH NUMBER 101 DRIVEWAY, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn 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 Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 33 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under 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 41 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/01/2013 and 31/12/2015 (36) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -HC - RPU
Statistics Request ("JP Purbrook"); Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("JP
Purbrook")

130244567 04/07/2013 Time 1211 Vehicles 2 Casualties 1 Serious
E:467888 N:107782 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 1	Very Likely
2nd: Distraction outside vehicle		Vehicle 1	Very Likely
3rd: Road layout (eg bend, hill crest)		Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING E ALONG STAKES ROAD WAS DISTRACTED BY A VEH REVERSING AT THE JUNCTION OF WESTBOOK GROVE AND FAILED TO NOTICE VEH 2 (CAR) PARKED AND UNATTENDED AGAINST NORTH KERB OF STAKES ROAD CAUSING COLLISION.

Occurred on STAKES ROAD OUTSIDE NUMBER 99, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc 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 20 Male
Not hit and run Breath test Not requested
Left hand drive: No

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

Vehicle Reference 2 Car Parked
Vehicle movement from Park to Parked No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back 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 01/01/2013 and 31/12/2015 (36) months

Selection:

; Refined using Accidents within selected Polygons -HC - RPU
Statistics Request ("JP Purbrook"); Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("JP
Purbrook")

Notes:

130380743 07/10/2013 Time 1540 Vehicles 2 Casualties 1 Serious
E467197 N: 107776 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
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING S ALONG A3 LONDON ROAD SLOWED TO TURN RIGHT INTO PURBROOK HEATH ROAD. VEH 1 (CAR) FAILED TO BRAKE IN TIME AND COLLIDED WITH THE REAR OF VEH 2.

Occurred on A3 LONDON ROAD AT JUNCTION WITH PURBROOK HEATH ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Female
Not hit and run Breath test Not requested Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 40 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning right
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 34 Female
Not hit and run Breath test Not requested Left hand drive: No

Accidents between dates 01/01/2013 and 31/12/2015 (36) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -HC - RPU
Statistics Request ("JP Purbrook"); Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("JP
Purbrook")

130428806 13/11/2013 Time 0830 Vehicles 2 Casualties 1 Slight
E:467317 N:107962 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:

	Factor:	Causation	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry		Vehicle 1	Very Likely
2nd:	Failed to look properly		Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed		Vehicle 1	Very Likely
4th:	Defective brakes		Vehicle 1	Very Likely
5th:	Vehicle travelling along pavement		Vehicle 1	Very Likely
6th:				

VEH 1 (P/CYCLE) TRAVELLING SW ALONG LONDON ROAD DOWN HILL ON THE PAVEMENT AND
COLLIDES WITH VEH 2 (CAR) TRAVELLING IN THE OPPOSITE DIRECTION TURNING RIGHT INTO THE
GARAGE.

Occurred on LONDON ROAD AT JUNCTION WITH NUMBER 38 TO 40, PURBROOK, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from N 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 1 First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 15 Male
Not hit and run Breath test Not applicable
Left hand drive: No

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

Vehicle Reference 2 Car Turning right
Vehicle movement from SW to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Male
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates 01/01/2013 and 31/12/2015 (36) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -HC - RPU
Statistics Request ("JP Purbrook"); Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("JP
Purbrook")

130486774 30/12/2013 Time 2042 Vehicles 2 Casualties 2 Slight
E:467771 N: 107934 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jet Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to judge other persons path or speed	Vehicle 1	Possible
2nd: Sudden braking	Vehicle 2	Very Likely
3rd: Slippery road (due to weather)	Vehicle 1	
4th:		
5th:		
6th:		

VEH 1 (VAN) TRAVELLING N ALONG WESTBROOK GROVE FAILED TO STOP IN TIME FOR VEH 2 (CAR),
WHICH WAS SLOWING DUE TO A VEHICLE PARKING AHEAD, AND COLLIDED WITH THE REAR OF VEH 2.
Occurred on WESTBROOK GROVE AT JUNCTION WITH IVY COURT, PURBROOK, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 22 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 20 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Stopping
Vehicle movement from S to N 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 42 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/01/2013 and 31/12/2015 (36) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -HC - RPU
Statistics Request ("JP Purbrook"); Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("JP
Purbrook")

140113729 01/04/2014 Time 0646 Vehicles 2 Casualties 1 Slight
E:467228 N:107821 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wct/Damp
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 (VAN) TRAVELLING W ALONG LADYBRIDGE ROAD PULLED OUT ONTO THE RBT AT A3 LONDON ROAD INTO THE PATH OF VEH 2 (P/CYCLE) TRAVELLING S ALONG LONDON ROAD, CAUSING VEH 2 TO COLLIDE WITH THE OFFSIDE OF VEH 1.

Occurred on A3 LONDON ROAD AT JUNCTION WITH LADYBRIDGE ROAD, PURBROOK, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Starting
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave car 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 N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave car Age of Driver 50 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 50 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/01/2013 and 31/12/2015 (36) months

Selection: Notes:

; Refined using Accidents within selected Polygons -HC - RPU
Statistics Request ("JP Purbrook"); Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("JP
Purbrook")

140297657 17/08/2014 Time 1435 Vehicles 2 Casualties 1 Serious
E:468517 N: 107683 First Road: U Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING W ALONG PURBROOK WAY ENTERED RBT AND WAS HIT BY VEH 2 (P/CYCLE)
POSSIBLY TRAVELLING S ACROSS THE RBT ISLAND.

Occurred on PURBROOK WAY AT JUNCTION WITH CROOKHORN LANE, WATERLOOVILLE, HAMPSHIRE

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

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 15 Male
Not hit and run Breath test Not applicable
Left hand drive: No

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

Accidents between dates 01/01/2013 and 31/12/2015 (36) months

Selection: Notes:

; Refined using Accidents within selected Polygons -HC - RPU
Statistics Request ("JP Purbrook"); Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("JP
Purbrook")

140299734 19/08/2014 Time 0831 Vehicles 3 Casualties 1 Slight
E:467306 N: 107946 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (VAN) TRAVELLING S ALONG A3 LONDON ROAD, FAILS TO SLOW IN TIME AND COLLIDES WITH
THE REAR OF VEH 2 (CAR) STATIONARY, SHUNTING VEH 2 INTO THE REAR OF VEH 3 (CAR) STATIONARY
IN QUEUE OF TRAFFIC.

Occurred on A3 LONDON ROAD OUTSIDE OF NUMBER 32 TO 34, PURBROOK, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 30 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Stopping
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 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 29 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 29 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt: Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2013 and 31/12/2015 (36) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -HC - RPU
Statistics Request ("JP Purbrook"); Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("JP
Purbrook")

Vehicle Reference	3	Car	Stopping	
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	Not at, or within 20M of Jct	First impact	Back	Hit vehicle:
Hit object in road	None	Off road:	None	
Did not leave carr		Age of Driver	42	Male
Not hit and run	Breath test	Negative	Left hand drive:	No

Accidents between dates 01/01/2013 and 31/12/2015 (36) months

Selection: Notes:

; Refined using Accidents within selected Polygons -HC - RPU
Statistics Request ("JP Purbrook"); Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("JP
Purbrook")

140310221 27/08/2014 Time 1742 Vehicles 2 Casualties 1 Slight
E:468513 N:107707 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING E ALONG STAKES ROAD ENTERED THE RBT AT CROOKHORN LANE INTO THE
PATH OF VEH 2 (P/CYCLE) TRAVELLING N INTENDING TO GO STRAIGHT ON INTO STAKES HILL ROAD.
VEH 2 COLLIDED WITH THE OFFSIDE OF VEH 1.

Occurred on STAKES ROAD AT JUNCTION WITH STAKES HILL ROAD, PURBROOK, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 31 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/01/2013 and 31/12/2015 (36) months

Selection:

; Refined using Accidents within selected Polygons -HC - RPU
Statistics Request ("JP Purbrook"); Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("JP
Purbrook")

Notes:

140325371 08/09/2014 Time 0800 Vehicles 2 Casualties 1 Serious
E:468498 N:107612 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: Elsewhere DIT Special Projects:

Causation

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

VEH 1 (P/CYCLE) WAS TRAVELLING N ALONG CROOKHORN LANE WHEN VEH 2 (CAR) TRAVELLING E
TURNED RIGHT FROM MORELANDS ROAD AND COLLIDED WITH THE REAR WHEEL OF VEH 1 CAUSING
THE RIDER TO FALL.

Occurred on CROOKHORN LANE AT JUNCTION WITH MORELANDS ROAD, PURBROOK, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jet Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Not applicable Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 18 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 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 Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted Left hand drive: No

Accidents between dates **01/01/2013 and 31/12/2015** (36) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -HC - RPU
 Statistics Request ("JP Purbrook"); Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("JP
 Purbrook")

140354120 30/09/2014 Time 1730 Vehicles 2 Casualties 1 Slight
 E:467782 N:107868 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: Elsewhere DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING S ALONG WESTBROOK GROVE TURNED RIGHT INTO PINK FARM ROAD ACROSS
 PATH OF VEH 2 (P/CYCLE) TRAVELLING N ALONG WESTBROOK GROVE CAUSING COLLISION.

Occurred on WESTBROOK GROVE AT JUNCTION WITH PINK FARM ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Turning right
 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 Mid Junction - on roundabout or 1 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 S to N No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 26 Male
 Not hit and run Breath test Not applicable
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 26 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/01/2013 and 31/12/2015 (36) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -HC - RPU
Statistics Request ("JP Purbrook"); Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("JP
Purbrook")

140458511 26/12/2014 Time 1830 Vehicles 2 Casualties 1 Slight
E:467613 N: 107792 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

Factor:

Participant:

Confidence:

1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Slippery road (due to weather)	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W ALONG LADYBRIDGE ROAD COLLIDED WITH REAR OF VEH 2 (CAR)
STATIONARY IN FRONT WAITING TO TURN RIGHT INTO STAKES ROAD.

Occurred on LADYBRIDGE ROAD AT JUNCTION WITH STAKES 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 Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 10 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Vehicle Reference 2 Car Waiting to turn right
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 Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/01/2013 and 31/12/2015 (36) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -HC - RPU
Statistics Request ("JP Purbrook"); Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("JP
Purbrook")

150031209 28/01/2015 Time 0810 Vehicles 2 Casualties 3 Slight
E:468351 N:107741 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining with high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:		Participant:	Confidence:
1st: Distraction in vehicle		Vehicle 1	Very Likely
2nd: Careless/Reckless/In a hurry		Vehicle 1	Possible
3rd: Following too close		Vehicle 1	Possible
4th: Rain, sleet, snow, or fog		Vehicle 1	Possible
5th: Failed to look properly		Vehicle 1	Possible
6th:			

VEH 1 (CAR) TRAVELLING W ALONG STAKES ROAD IS DISTRACTED IN VEH AND FAILS TO SEE VEH 2
(CAR) AHEAD WAITING TO TURN RIGHT INTO VANCOUVER AVENUE. VEH 1 COLLIDES INTO THE REAR OF
VEH 2.

Occurred on STAKES ROAD AT THE JUNCTION WITH VANCOUVER AVENUE, 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 21 Male
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates 01/01/2013 and 31/12/2015 (36) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -HC - RPU
 Statistics Request ("JP Purbrook"); Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("JP
 Purbrook")

Vehicle Reference 2 Car Waiting to turn 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 Jet Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 38 Female
 Not hit and run Breath test Not requested
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 10 Male Passenger Severity: Slight

Not a pupil

Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Casualty Reference: 2 Vehicle: 2 Age: 13 Female Passenger Severity: Slight

Not a pupil

Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Casualty Reference: 3 Vehicle: 2 Age: 38 Female Driver/rider Severity: Slight

Not a pupil

Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2013 and 31/12/2015 (36) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -HC - RPU
Statistics Request ("JP Purbrook"); Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("JP
Purbrook")

150067856 26/02/2015 Time 1600 Vehicles 2 Casualties 1 Slight
E:467227 N:107822 First Road: A 3 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled 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: Elsewhere DfT Special Projects:

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

VEH 2 (CAR) TRAVELLING S ALONG A3 LONDON ROAD ENTERS RBT AND COLLIDES WITH VEH 1 (CAR)
TRAVELLING W ALONG LADYBRIDGE ROAD AND ENTERING RBT TO TURN RIGHT.

Occurred on A3 LONDON ROAD AT JUNCTION WITH LADYBRIDGE ROAD, PURBROOK, HAMPSHIRE

Vehicle Reference 1 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 Mid Junction - on roundabout or T First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 17 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or T First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/01/2013 and 31/12/2015 (36) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -HC - RPU
 Statistics Request ("JP Purbrook"); Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("JP
 Purbrook")

150106699 15/03/2015 Time 1745 Vehicles 1 Casualties 1 Serious
 E:468172 N: 107765 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: Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:		
4th:		
5th:		
6th:		

VEH 1 (CAR) TRAVELLING S OUT OF NUMBER 139 ONTO STAKES ROAD, PULLED OUT INTO PATH OF CAS 1 (PEDESTRIAN) RUNNING E ALONG NORTH PAVEMENT OF NUMBER 139. CAS 1 HAD SLOWED DOWN FOR JUNCTION BUT RAN INTO SIDE OF VEH 1 AS IT PULLED OUT.

Occurred on STAKES ROAD AT JUNCTION WITH NUMBER 139, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 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 Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave car Age of Driver Female
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 50 Male Pedestrian Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist
 On footpath / verge E bound
 Movement U/K

Accidents between dates 01/01/2013 and 31/12/2015 (36) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -HC - RPU
Statistics Request ("JP Purbrook"); Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("JP
Purbrook")

150194995 09/06/2015 Time 1600 Vehicles 2 Casualties 1 Slight
E:467188 N:107774 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jet 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:

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

VEH 2 (CAR) TRAVELLING SW ALONG A3 LONDON ROAD, TURNS RIGHT INTO PURBROOK HEATH ROAD
ACROSS THE PATH OF VEH 1 (P/CYCLE) TRAVELLING IN THE OPPOSITE DIRECTION AND COLLIDES.

Occurred on A3 LONDON ROAD AT JUNCTION WITH PURBROOK HEATH ROAD, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from SW to NE 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 r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Male
Not hit and run Breath test Not applicable
Left hand drive: No

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

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 Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/01/2013 and 31/12/2015 (36) months

Selection: Notes:

; Refined using Accidents within selected Polygons -HC - RPU
Statistics Request ("JP Purbrook"); Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("JP
Purbrook")

150294348 24/08/2015 Time 2030 Vehicles 2 Casualties 1 Slight
E:468503 N: 107690 First Road: U Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Disobeyed Give Way or Stop sign or markings	Vehicle 2	Very Likely
2nd: Careless/Reckless/In a hurry	Vehicle 2	Very Likely
3rd: Loss of control	Vehicle 1	
4th:		
5th:		
6th:		

VEH 2 (CAR) TRAVELLING NE ALONG CROOKHORN LANE ENTERS RBT ACROSS THE PATH OF VEH 1
(M/CYCLE) TRAVELLING W ALONG PURBROOK WAY ON RBT. VEH 1 TAKES EVASIVE ACTION NOT TO
COLLIDE WITH VEH 2 CAUSING THE RIDER TO FALL OFF.

Occurred on PURBROOK WAY AT JUNCTION WITH CROOKHORN LANE, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc 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 1 First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 47 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/01/2013 and 31/12/2015 (36) months

Selection: Notes:

; Refined using Accidents within selected Polygons -HC - RPU
Statistics Request ("JP Purbrook"); Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("JP
Purbrook")

130028341 23/01/2013 Time 0655 Vehicles 2 Casualties 1 Slight
E:467656 N: 107784 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 2 (CAR) TRAVELLING N ALONG PARK AVENUE TURNED RIGHT ONTO STAKES AVENUE ACROSS
PATH OF VEH 1 (M/CYCLE) TRAVELLING W ALONG STAKES AVENUE CAUSING VEH 1 TO COLLIDE WITH
VEH 2 AND RIDER TO FALL ONTO BONNET OF VEH 2.

Occurred on STAKES ROAD AT JUNCTION WITH PARK AVENUE, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under 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 1 First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 41 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning right
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/01/2013 and 31/12/2015 (36) months

Selection:

Notes:

; Refined using Accidents within selected Polygons -HC - RPU
Statistics Request ("JP Purbrook"); Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("JP
Purbrook")

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	3	5	8
2-wheeled motor vehicles	0	1	2	3
Pedal cycles	0	2	5	7
Horses & other	0	0	0	0
Total	0	6	12	18

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	2	4	6
Passenger	0	0	4	4
Motorcycle rider	0	1	2	3
Cyclist	0	2	5	7
Pedestrian	0	1	0	1
Other	0	0	0	0
Total	0	6	15	21

Appendix C – Havant Cycle Routes

Navigation - The Highway Guide applies to cyclists as well as other road users.

- **T = Right to code on the government unless sign an affidavit**
- **Know Right Way of traffic sign and signals**
- **Should refer to The Highway Code for further detailed information, sign codes, or signposts**

Here is a selection of the most commonly used food types for cyprinids:

- Route recommended for cyclists or wheelchair
- Route Designed by cyclists ONLY
- Grouped destinations and cycle route
- Segregate cycle and pedestrian route
- Customize cycle route

DESIGN

-  Cruise and Gas Icons
-  Mid-Range cycle icon shows
to take less priority of other vehicles
-  Warning for entering
Cycle mode ahead
-  No cycling
-  Motor Vehicle Prohibited
(Bikes are allowed)

Cycle water.

- You must display front and rear signs at night - so will be more reflective
- Reflective on reflective - increasing your safety
- Reflective on reflective - always wear a reflective vest at night
- Reflective on reflective - always wear a reflective vest at night



Produced by David J. Little, Jr.
© Harcourt, Brace & World 1994
Covers: Original Series: David J. Little, Jr. and Harcourt, Brace & World 1994

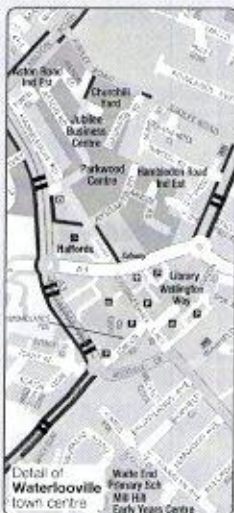
Including Watnallville, Ensworth, Haying Island,
Homestead, Gaylord and Rowland Caves

Cycle Paths | Cycle Shops | Cycle Safety

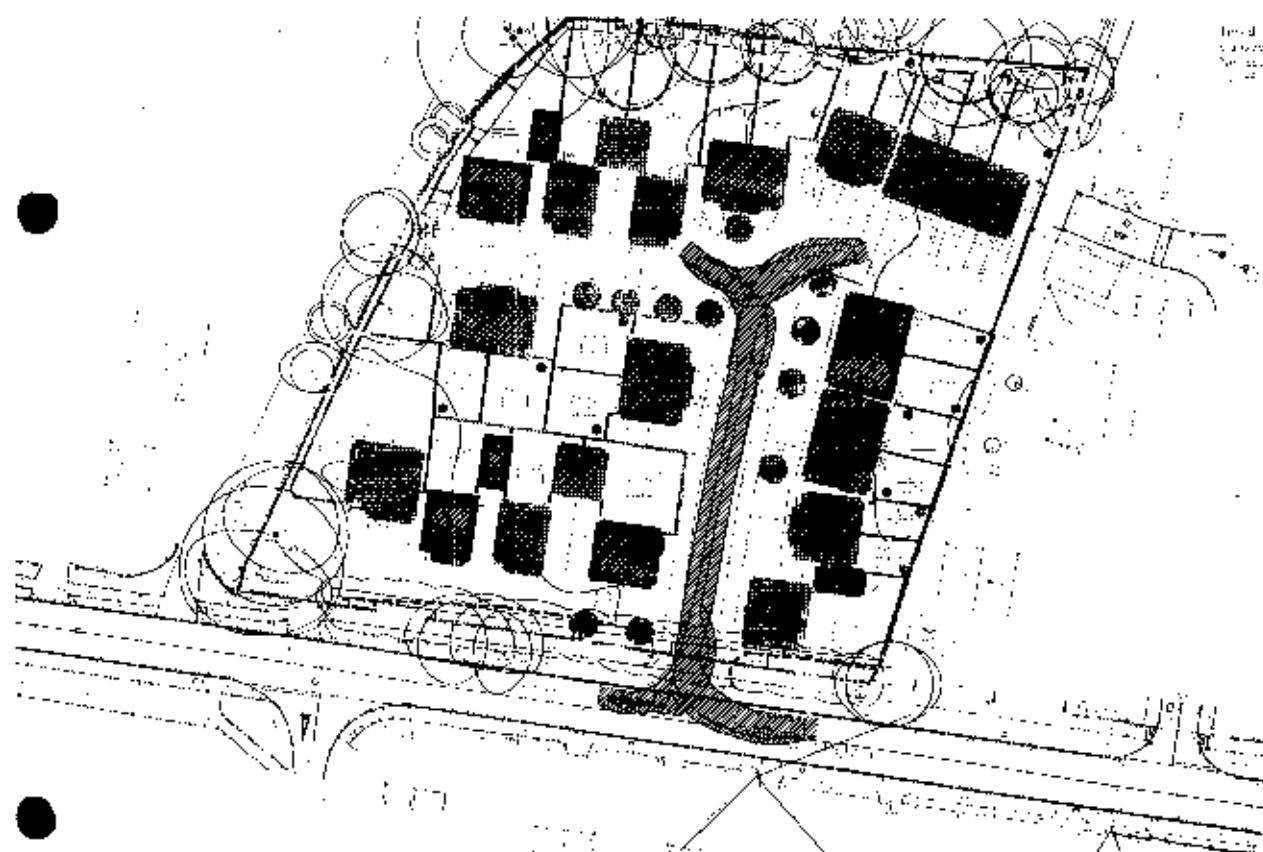
Cycle Shops

There are a good range of retailers in the area offering new bikes, accessories, and servicing. Look for this symbol

- FAIRBORN'S FISH AND CHIPS**
41-1180 10th Ave., Brooklyn
PO Box 94
Tel: (718) 338-1180
www.fairborns.com
Trading hours: Mon-Fri 10:00-1:30
- FAIRPORTS**
3000 Hill Rd., Mount
Sinai, NY
Call: (516) 431-8028
www.fairports.com
Trading hours: Mon-Fri 9:30-5:00
Sat 10:00-5:00
- HANSEN'S FISH & CHIPS**
2001 3rd Ave., Brooklyn
PO Box 101
Call: (718) 844-3661
www.hansens.com
Trading hours: Mon-Fri 10:00-1:30
- 7th Avenue Food**
Akersville, PO Box 10
Call: (410) 826-8848
www.7thavefood.com
Trading hours:
Mon-Fri 9:30-5:00
Sat 10:00-5:00
Sun 10:00-3:00
- DAVID'S FISH**
10-10th Ave., Mount
Sinai, PO Box 10
Call: (718) 434-3666
www.davidfish.com
Mon-Thurs 10:00-1:30
Fri 10:00-3:00



Appendix D – Swept Path Plan



Les plans de ce projet sont soumis à l'approbation
du conseil municipal.
Les plans de ce projet sont soumis à l'approbation
du conseil municipal.



Plan de Concept 100% Final

Projet de loi 100% Final

mode transport building

Projet de loi 100% Final

mode

500/4/1
juni
d'octobre

date	description	remarque
10/10/2011	100% Final	

152-2545-05-001

[illegible]

For a complete description of the analysis

© 2006 American Meteorological Society

made to support planning

mode

! 300024

with

11:02:06

1. *Abolition of the death penalty*

2-4365-P5-03

12-4365-P5-037

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	KI KINGSTON	2 days
	KN KENSINGTON AND CHELSEA	1 days
	SK SOUTHWARK	1 days
	WE WESTMINSTER	1 days
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	MS MERSEYSIDE	2 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
Actual Range: 6 to 195 (units:)
Range Selected by User: 6 to 4334 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 12/11/15

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

Selected survey days:

Monday	5 days
Tuesday	7 days
Wednesday	4 days
Thursday	5 days
Friday	4 days
Saturday	1 days
Sunday	4 days

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

Selected survey types:

Manual count	30 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PP56 Out of Centre)	30
------------------------------------	----

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

Selected Location Sub Categories:

Residential Zone	29
Built-Up Zone	1

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

Filtering Stage 3 selection:Use Class:

C3	29 days
----	---------

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

Filtering Stage 3 selection (Cont.):Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	5 days
10,001 to 15,000	3 days
15,001 to 20,000	5 days
20,001 to 25,000	4 days
25,001 to 50,000	7 days
50,001 to 100,000	2 days
101,000 or More	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	3 days
125,001 to 250,000	8 days
250,001 to 500,000	5 days
500,001 or More	7 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	12 days
1.1 to 1.5	16 days

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

Travel Plan:

No	30 days
----	---------

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

LIST OF SITES relevant to selection parameters

1	BT-03-A-01	SEMI DETACHED		BRENT
	KENTON ROAD			
	BRENT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	82		
	Survey date: TUESDAY	20/11/07		Survey Type: MANUAL
2	CA-03-A-03	SEMI-DET.		CAMBRIDGESHIRE
	SUGAR WAY			
	WOODSTON			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: SUNDAY	11/05/08		Survey Type: MANUAL
3	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	THORPE PARK ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
4	CH-03-A-03	SEMI-DETACHED		CHESHIRE
	SPRING GARDENS			
	CREWE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	80		
	Survey date: SUNDAY	19/10/08		Survey Type: MANUAL
5	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
6	CW-03-A-02	SEMI D./DETACHED		CORNWALL
	BOSVEAN GARDENS			
	TRURO			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	73		
	Survey date: TUESDAY	18/09/07		Survey Type: MANUAL
7	DC-03-A-01	DETACHED		DORSET
	ISAACS CLOSE			
	POOLE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	51		
	Survey date: WEDNESDAY	16/07/08		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-17	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	36	
	Survey date: THURSDAY	12/11/15	Survey Type: MANUAL
9	HF-03-A-02	HOUSES	HERTFORDSHIRE
	BLACK FAN ROAD		
	PANSHANGER		
	WELWYN GARDEN CITY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	195	
	Survey date: SUNDAY	20/07/08	Survey Type: MANUAL
10	KI-03-A-01	DETACHED	KINGSTON
	COOMBE RISE		
	KINGSTON UPON THAMES		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	12	
	Survey date: THURSDAY	24/06/10	Survey Type: MANUAL
11	KI-03-A-02	DETACHED	KINGSTON
	WOLSEY CLOSE		
	KINGSTON UPON THAMES		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	20	
	Survey date: THURSDAY	24/06/10	Survey Type: MANUAL
12	KN-03-A-01	TERRACED	KENSINGTON AND CHELSEA
	BARLBY ROAD		
	NORTH KENSINGTON		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Number of dwellings:	24	
	Survey date: FRIDAY	26/01/07	Survey Type: MANUAL
13	LN-03-A-02	MIXED HOUSES	LINCOLNSHIRE
	HYKEHAM ROAD		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	186	
	Survey date: MONDAY	14/05/07	Survey Type: MANUAL
14	LN-03-A-03	SEMI DETACHED	LINCOLNSHIRE
	ROOKERY LANE		
	BOULTHAM		
	LINCOLN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	22	
	Survey date: TUESDAY	18/09/12	Survey Type: MANUAL
15	MS-03-A-02	DETACHED	MERSEYSIDE
	RIVERSIDE DRIVE		
	AIGBURTH		
	LIVERPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	31	
	Survey date: SUNDAY	05/09/10	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	OTTERSPOOL			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	15		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL
17	NF-03-A-01	SEMI DET. & BUNGALOWS		NORFOLK
	YARMOUTH ROAD			
	CAISTER-ON-SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	27		
	Survey date: TUESDAY	16/10/12		Survey Type: MANUAL
18	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	98		
	Survey date: MONDAY	22/10/12		Survey Type: MANUAL
19	NR-03-A-01	HOUSES		NORTHAMPTONSHIRE
	BOUGHTON GREEN ROAD			
	KINGSTHORPE			
	NORTHAMPTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	102		
	Survey date: SATURDAY	22/09/12		Survey Type: MANUAL
20	NY-03-A-06	BUNGALOWS & SEMI DET.		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	115		
	Survey date: FRIDAY	14/10/11		Survey Type: MANUAL
21	NY-03-A-08	TERRACED HOUSES		NORTH YORKSHIRE
	NICHOLAS STREET			
	YORK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	21		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
22	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	52		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23	SF-03-A-01	SEMI DETACHED	SUFFOLK
	A1156 FELIXSTOWE ROAD		
	RACECOURSE		
	IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	77	
	Survey date: WEDNESDAY	23/05/07	Survey Type: MANUAL
24	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
25	SK-03-A-01	SEMI DET. & TERRACED	SOUTHWARK
	TIMBER POND ROAD		
	CANADA WATER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	15	
	Survey date: THURSDAY	23/10/08	Survey Type: MANUAL
26	ST-03-A-05	TERRACED & DETACHED	STAFFORDSHIRE
	WATERMEET GROVE		
	ETRURIA		
	STOKE-ON-TRENT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	14	
	Survey date: WEDNESDAY	26/11/08	Survey Type: MANUAL
27	SY-03-A-01	SEMI DETACHED HOUSES	SOUTH YORKSHIRE
	A19 BENTLEY ROAD		
	BENTLEY RISE		
	DONCASTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
28	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
29	WE-03-A-01	PRINCES MEWS	WESTMINSTER
	HEREFORD ROAD		
	NOTTING HILL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	18	
	Survey date: THURSDAY	15/10/09	Survey Type: MANUAL
30	WK-03-A-01	TERRACED/SEMI/DET.	WARWICKSHIRE
	ARLINGTON AVENUE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	6	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL

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

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

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	50	0.065	30	50	0.197	30	50	0.262
08:00 - 09:00	30	50	0.120	30	50	0.285	30	50	0.405
09:00 - 10:00	30	50	0.122	30	50	0.186	30	50	0.308
10:00 - 11:00	30	50	0.150	30	50	0.166	30	50	0.316
11:00 - 12:00	30	50	0.167	30	50	0.195	30	50	0.362
12:00 - 13:00	30	50	0.202	30	50	0.188	30	50	0.390
13:00 - 14:00	30	50	0.180	30	50	0.160	30	50	0.340
14:00 - 15:00	30	50	0.188	30	50	0.199	30	50	0.387
15:00 - 16:00	30	50	0.225	30	50	0.166	30	50	0.391
16:00 - 17:00	30	50	0.254	30	50	0.176	30	50	0.430
17:00 - 18:00	30	50	0.303	30	50	0.201	30	50	0.504
18:00 - 19:00	30	50	0.216	30	50	0.170	30	50	0.386
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.192			2.289			4.481

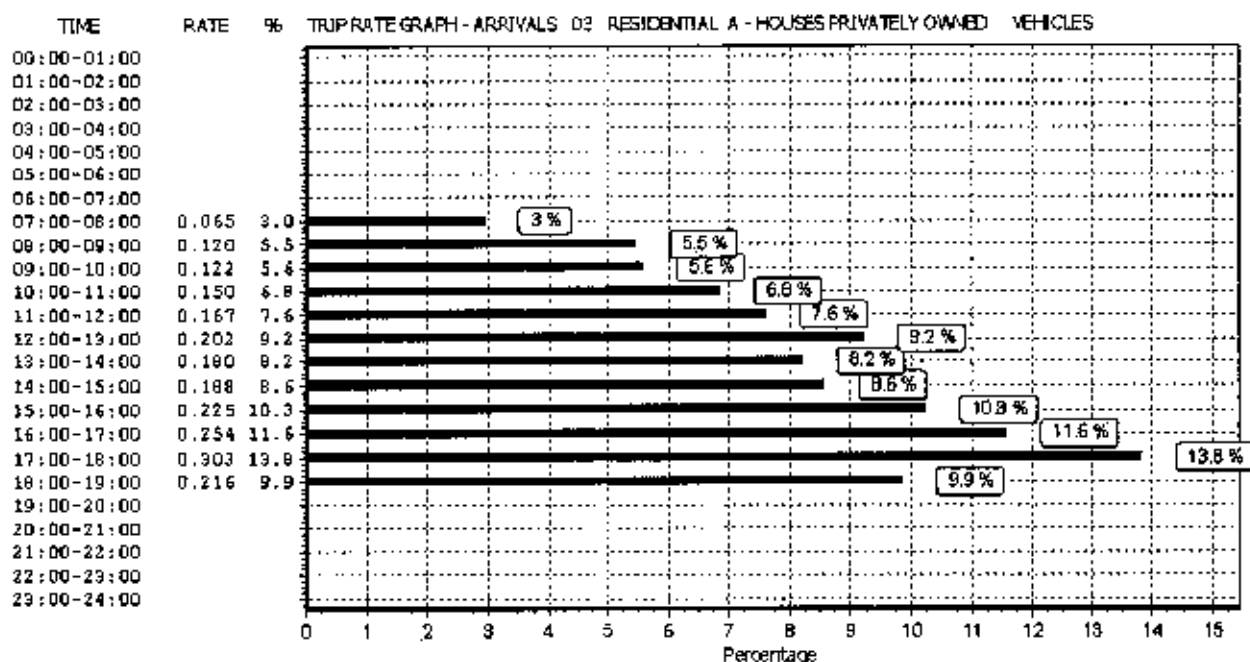
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

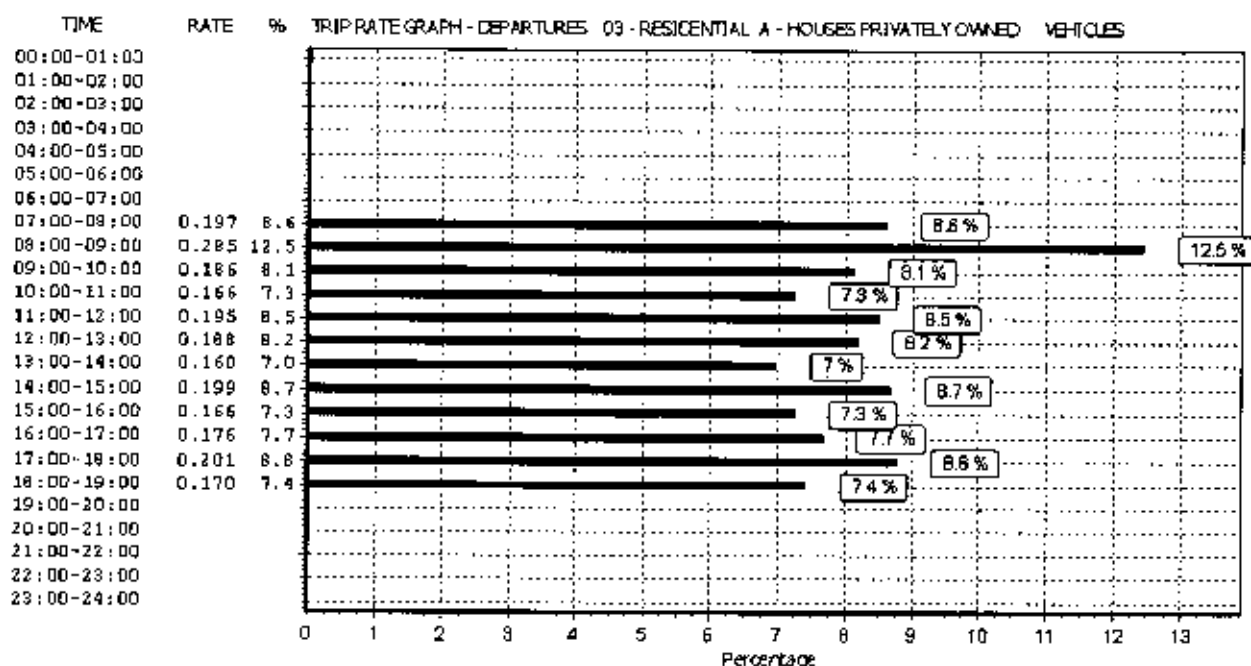
Parameter summary

Trip rate parameter range selected: 6 - 195 (units:)
 Survey date range: 01/01/07 - 12/11/15
 Number of weekdays (Monday-Friday): 25
 Number of Saturdays: 1
 Number of Sundays: 4
 Surveys manually removed from selection: 1

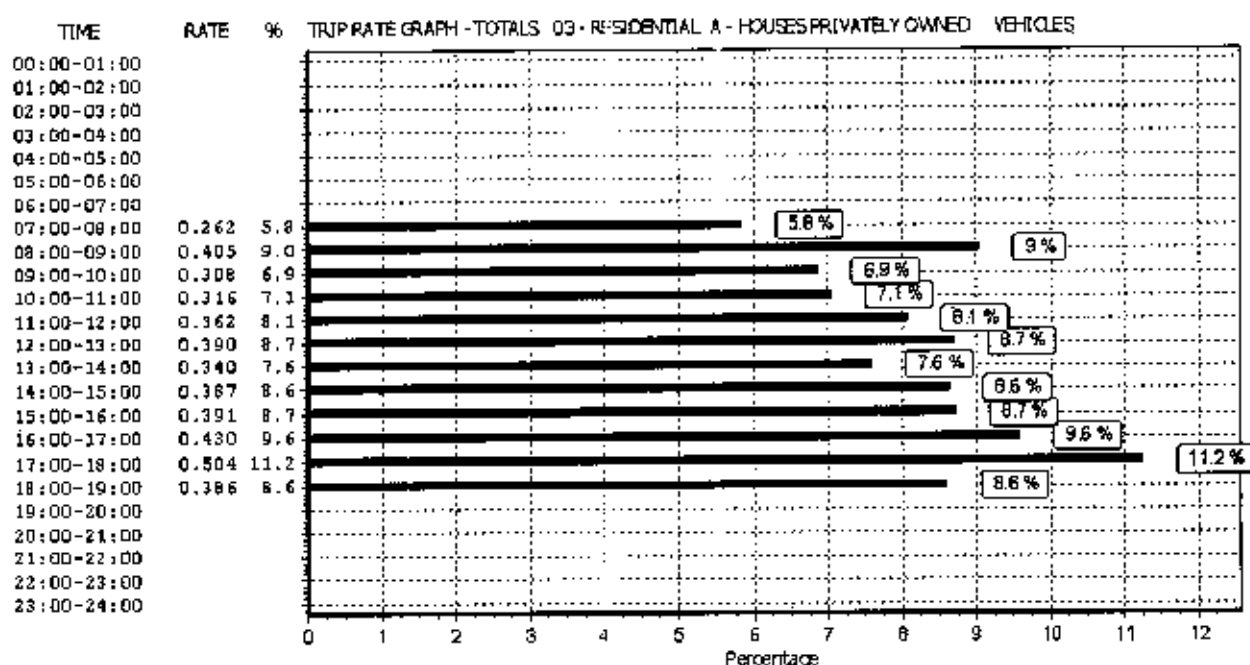
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

TAXIS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	50	0.001	30	50	0.002	30	50	0.003
08:00 - 09:00	30	50	0.002	30	50	0.002	30	50	0.004
09:00 - 10:00	30	50	0.001	30	50	0.001	30	50	0.002
10:00 - 11:00	30	50	0.003	30	50	0.003	30	50	0.006
11:00 - 12:00	30	50	0.001	30	50	0.001	30	50	0.002
12:00 - 13:00	30	50	0.000	30	50	0.000	30	50	0.000
13:00 - 14:00	30	50	0.001	30	50	0.001	30	50	0.002
14:00 - 15:00	30	50	0.003	30	50	0.003	30	50	0.006
15:00 - 16:00	30	50	0.003	30	50	0.003	30	50	0.006
16:00 - 17:00	30	50	0.001	30	50	0.003	30	50	0.004
17:00 - 18:00	30	50	0.003	30	50	0.004	30	50	0.007
18:00 - 19:00	30	50	0.004	30	50	0.004	30	50	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.027			0.050

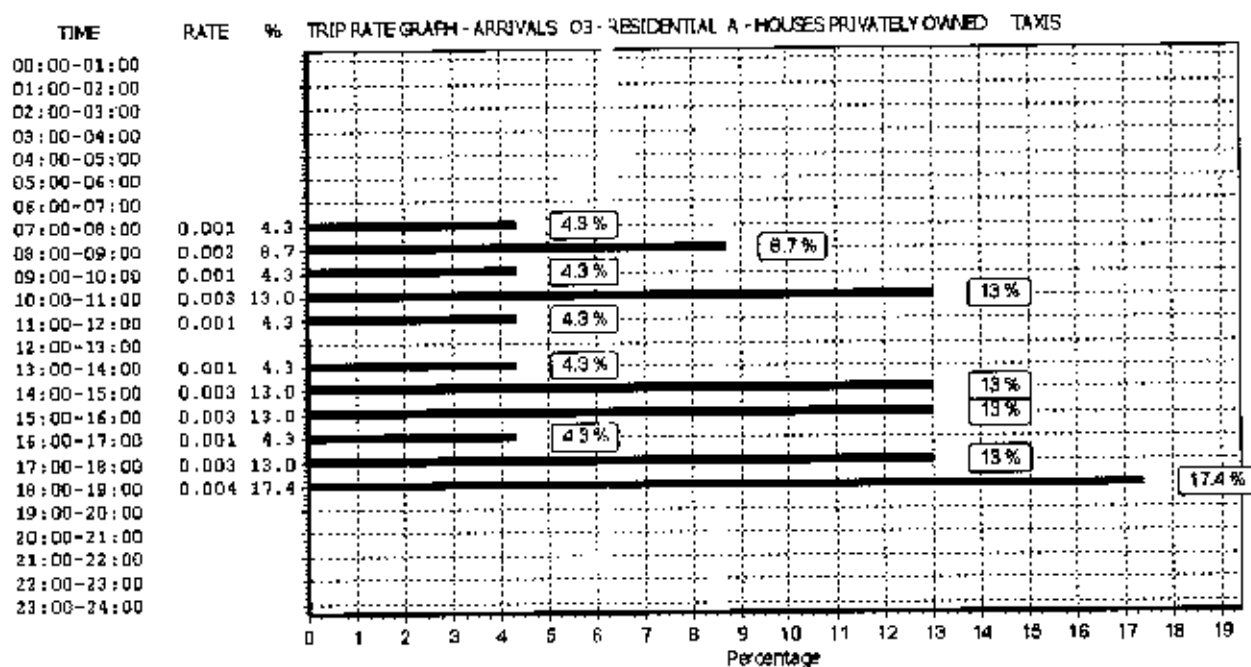
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

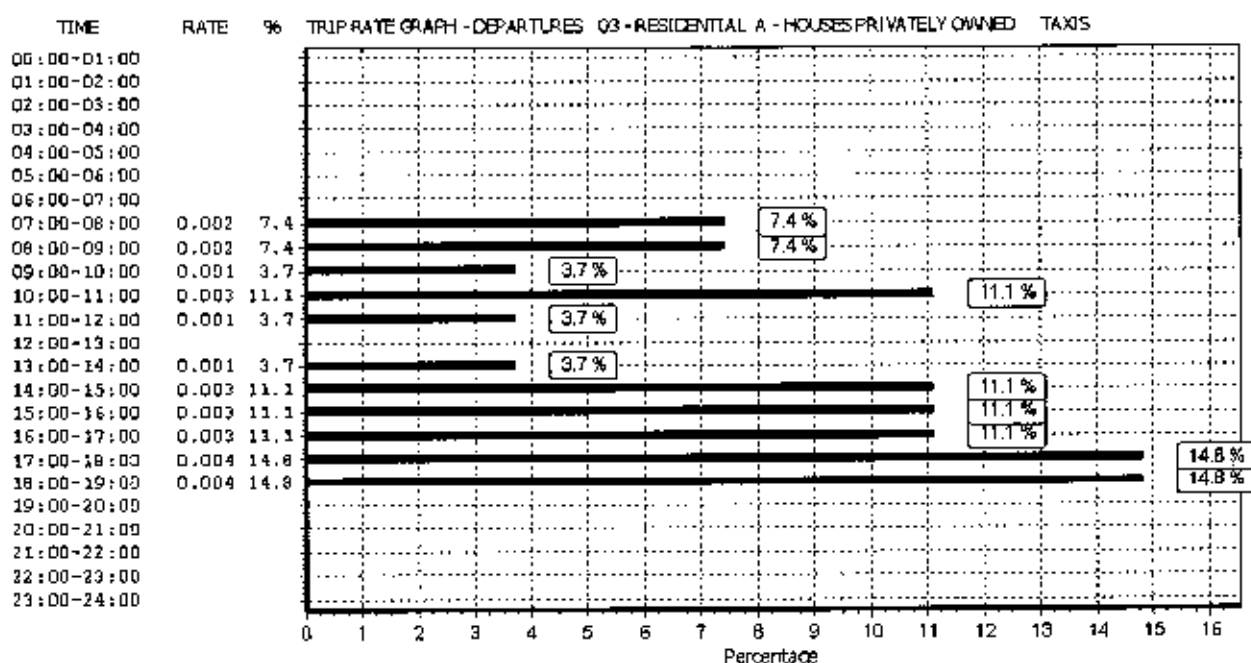
Parameter summary

Trip rate parameter range selected:	6 - 195 (units:)
Survey date range:	01/01/07 - 12/11/15
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	1
Number of Sundays:	4
Surveys manually removed from selection:	1

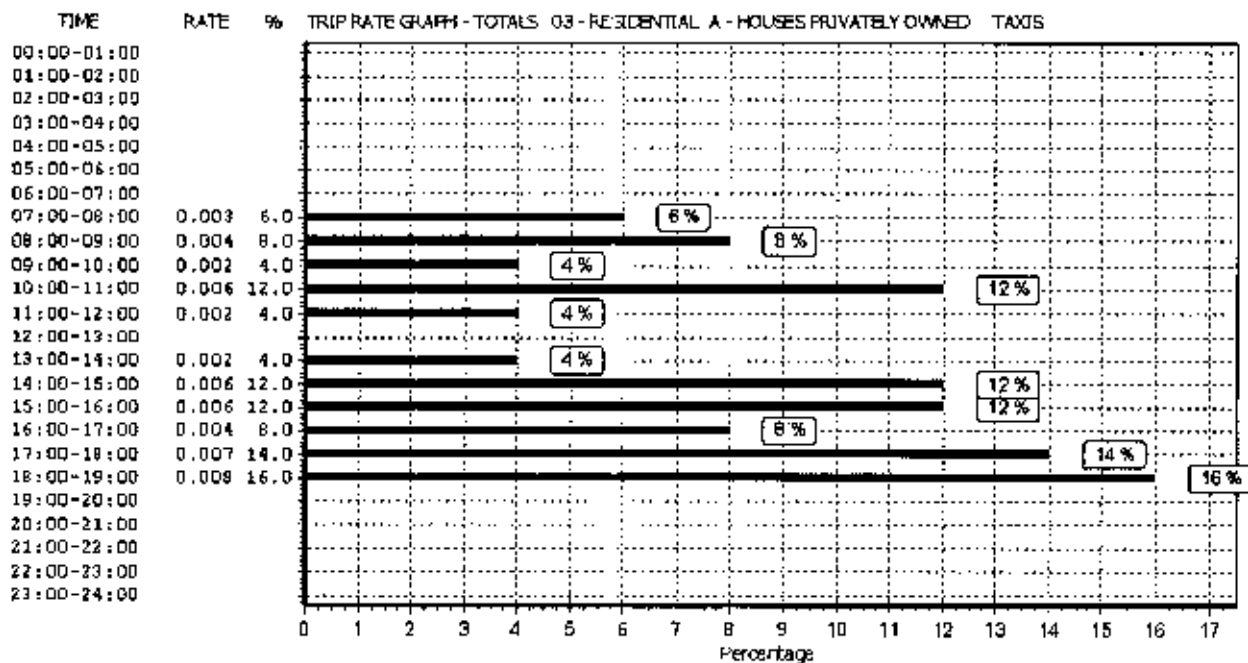
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

OGVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	50	0.001	30	50	0.000	30	50	0.001
08:00 - 09:00	30	50	0.001	30	50	0.002	30	50	0.003
09:00 - 10:00	30	50	0.002	30	50	0.003	30	50	0.005
10:00 - 11:00	30	50	0.002	30	50	0.001	30	50	0.003
11:00 - 12:00	30	50	0.005	30	50	0.003	30	50	0.008
12:00 - 13:00	30	50	0.002	30	50	0.001	30	50	0.003
13:00 - 14:00	30	50	0.001	30	50	0.001	30	50	0.002
14:00 - 15:00	30	50	0.002	30	50	0.003	30	50	0.005
15:00 - 16:00	30	50	0.001	30	50	0.002	30	50	0.003
16:00 - 17:00	30	50	0.001	30	50	0.001	30	50	0.002
17:00 - 18:00	30	50	0.001	30	50	0.001	30	50	0.002
18:00 - 19:00	30	50	0.001	30	50	0.000	30	50	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.018			0.038

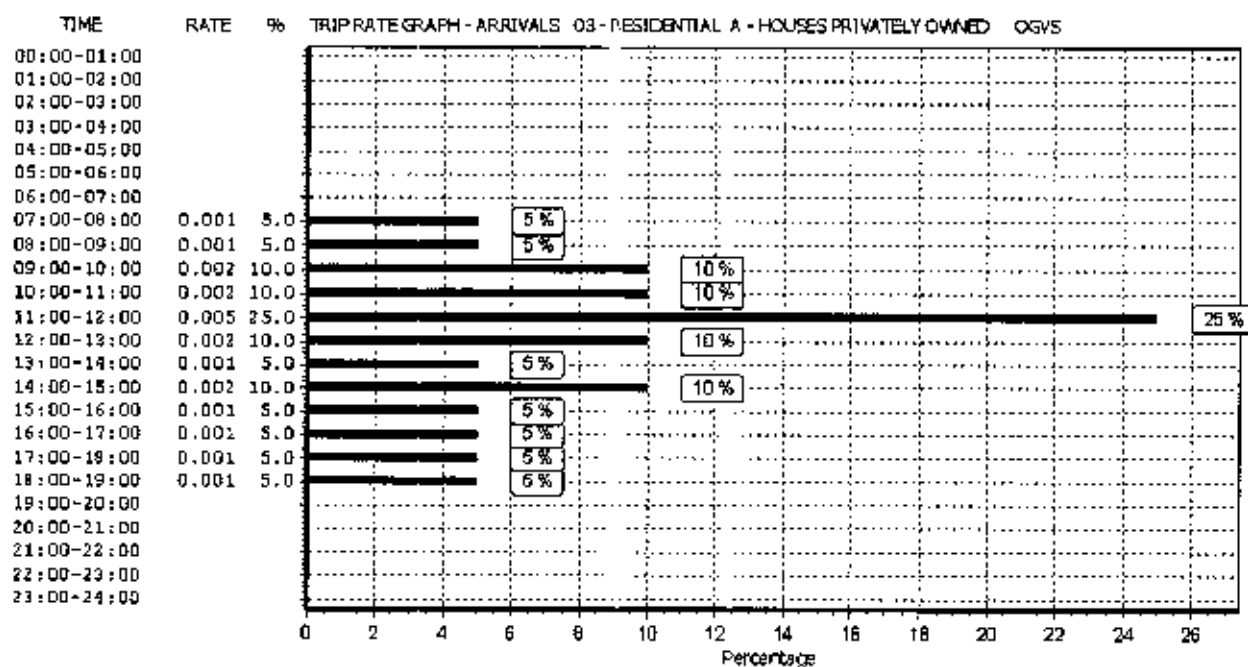
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

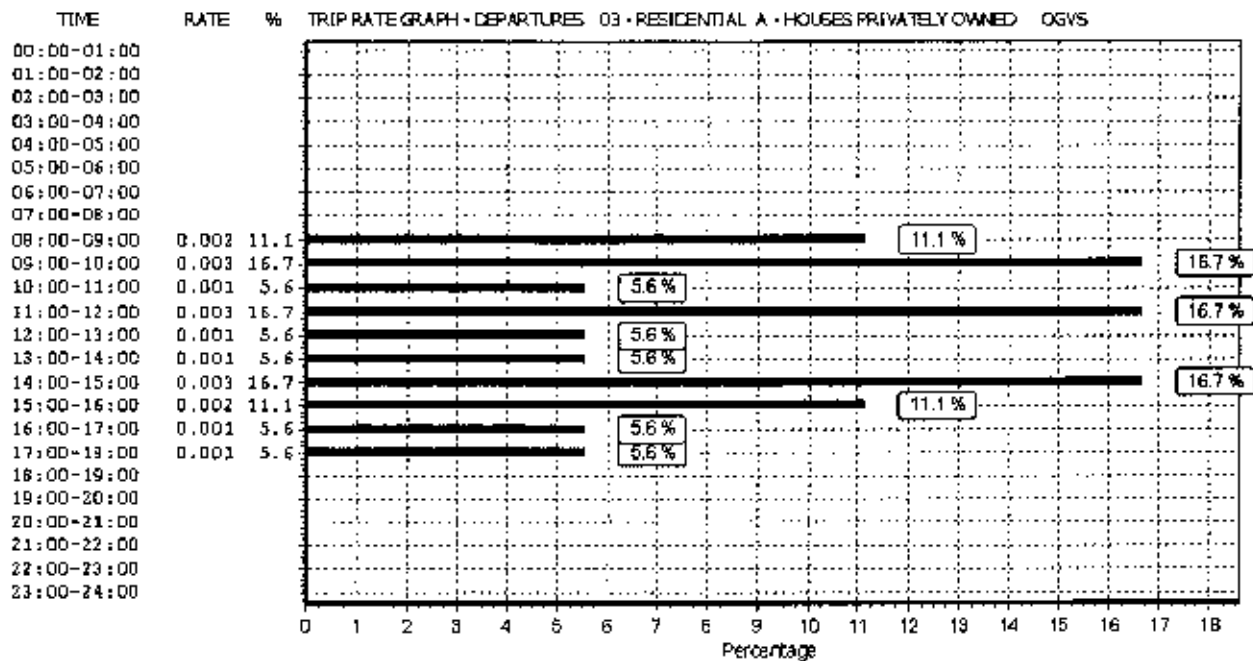
Parameter summary

Trip rate parameter range selected:	6 - 195 (units:)
Survey date range:	01/01/07 - 12/11/15
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	1
Number of Sundays:	4
Surveys manually removed from selection:	1

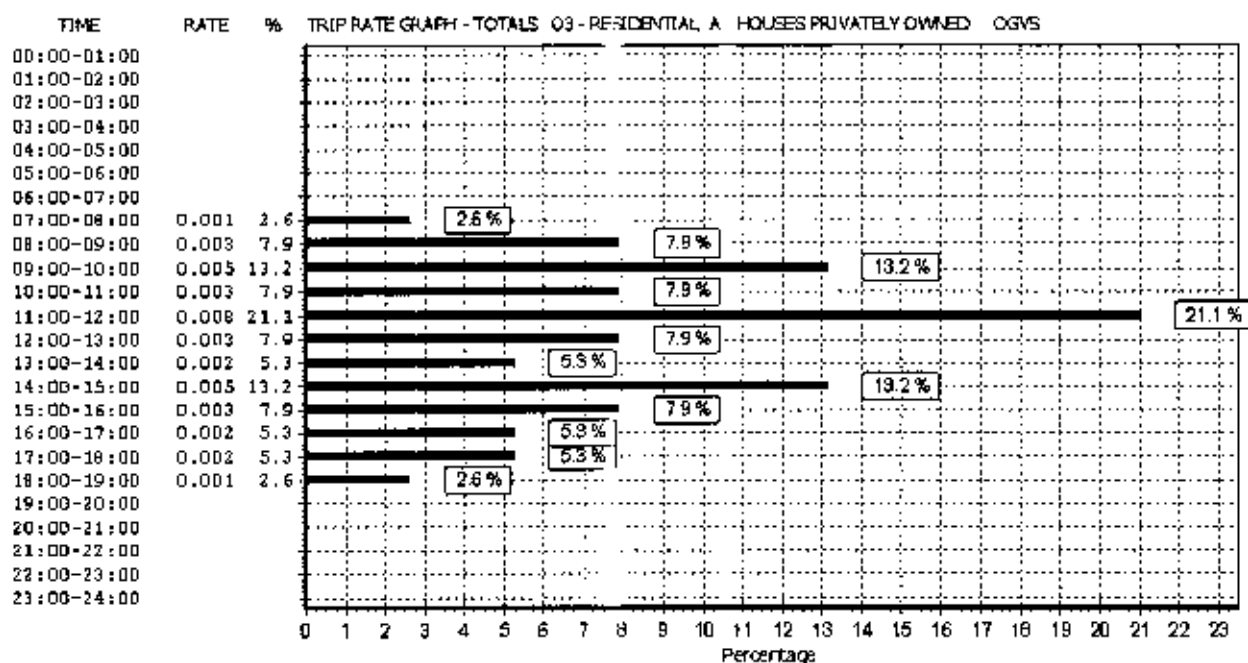
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

PSVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	50	0.000	30	50	0.000	30	50	0.000
08:00 - 09:00	30	50	0.000	30	50	0.000	30	50	0.000
09:00 - 10:00	30	50	0.000	30	50	0.000	30	50	0.000
10:00 - 11:00	30	50	0.001	30	50	0.000	30	50	0.001
11:00 - 12:00	30	50	0.000	30	50	0.001	30	50	0.001
12:00 - 13:00	30	50	0.000	30	50	0.000	30	50	0.000
13:00 - 14:00	30	50	0.000	30	50	0.000	30	50	0.000
14:00 - 15:00	30	50	0.000	30	50	0.000	30	50	0.000
15:00 - 16:00	30	50	0.000	30	50	0.000	30	50	0.000
16:00 - 17:00	30	50	0.001	30	50	0.000	30	50	0.001
17:00 - 18:00	30	50	0.000	30	50	0.000	30	50	0.000
18:00 - 19:00	30	50	0.000	30	50	0.000	30	50	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.001			0.003

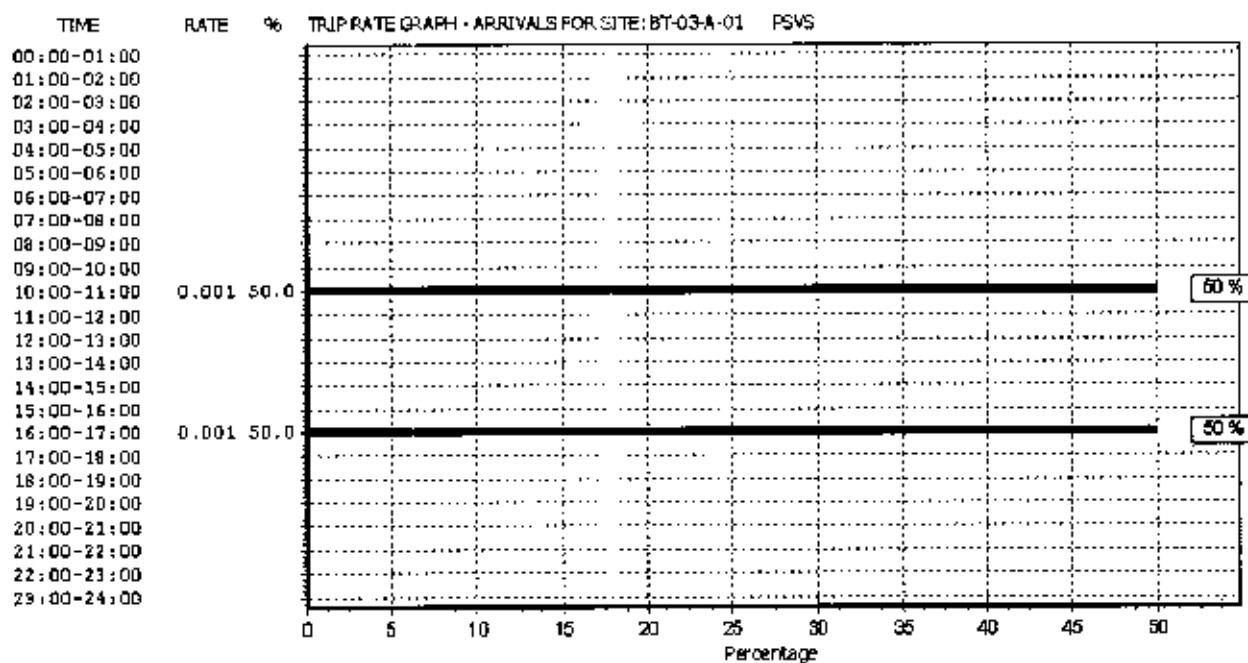
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

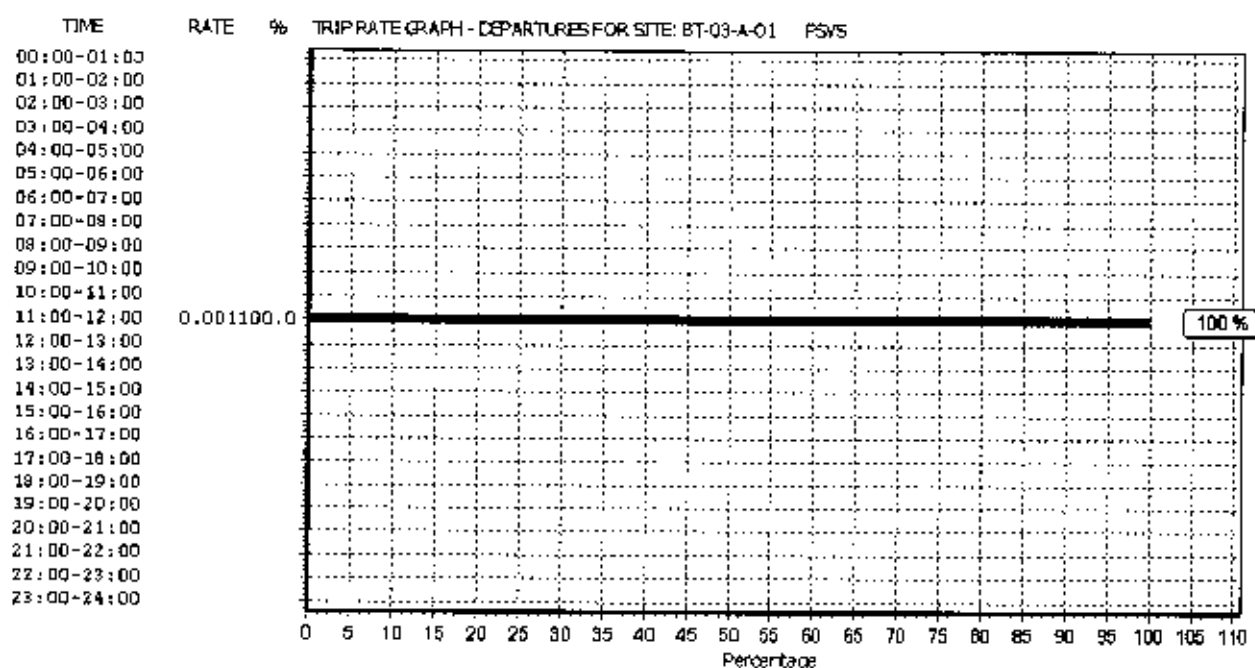
Parameter summary

Trip rate parameter range selected: 6 - 195 (units:)
 Survey date range: 01/01/07 - 12/11/15
 Number of weekdays (Monday-Friday): 25
 Number of Saturdays: 1
 Number of Sundays: 4
 Surveys manually removed from selection: 1

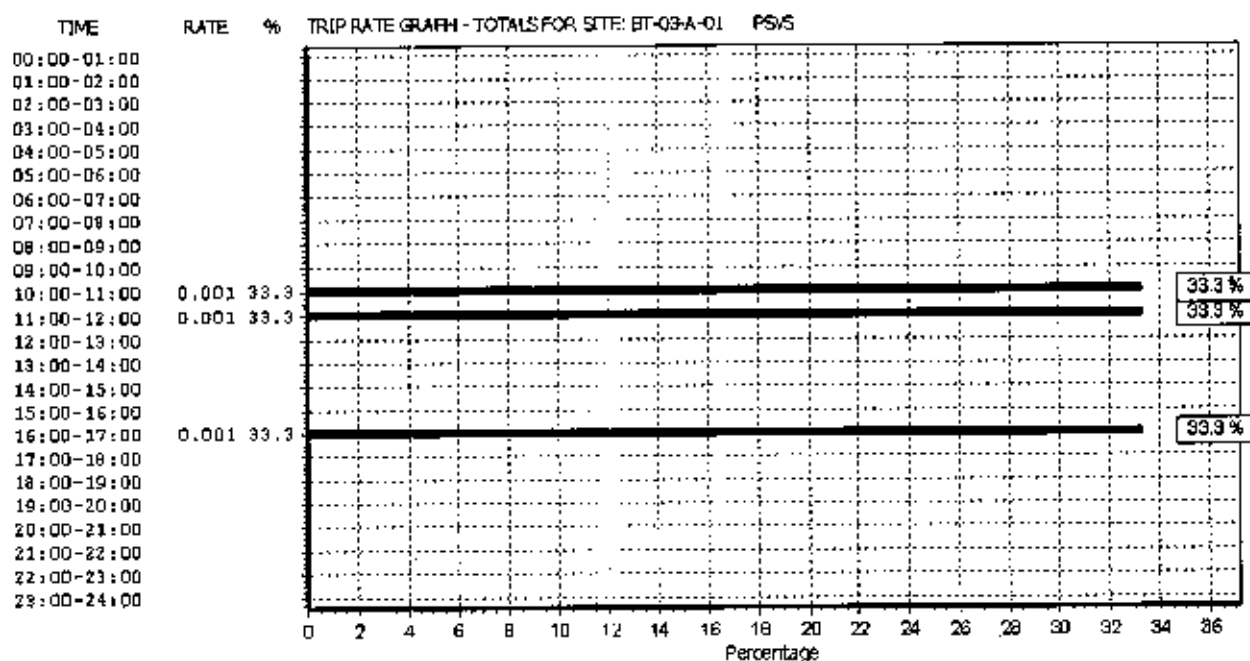
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The sum time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

CYCLISTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	50	0.006	30	50	0.018	30	50	0.024
08:00 - 09:00	30	50	0.005	30	50	0.029	30	50	0.034
09:00 - 10:00	30	50	0.005	30	50	0.009	30	50	0.014
10:00 - 11:00	30	50	0.005	30	50	0.011	30	50	0.016
11:00 - 12:00	30	50	0.008	30	50	0.005	30	50	0.013
12:00 - 13:00	30	50	0.009	30	50	0.010	30	50	0.019
13:00 - 14:00	30	50	0.007	30	50	0.004	30	50	0.011
14:00 - 15:00	30	50	0.005	30	50	0.013	30	50	0.018
15:00 - 16:00	30	50	0.024	30	50	0.008	30	50	0.032
16:00 - 17:00	30	50	0.021	30	50	0.011	30	50	0.032
17:00 - 18:00	30	50	0.021	30	50	0.014	30	50	0.035
18:00 - 19:00	30	50	0.012	30	50	0.005	30	50	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.128			0.137			0.265

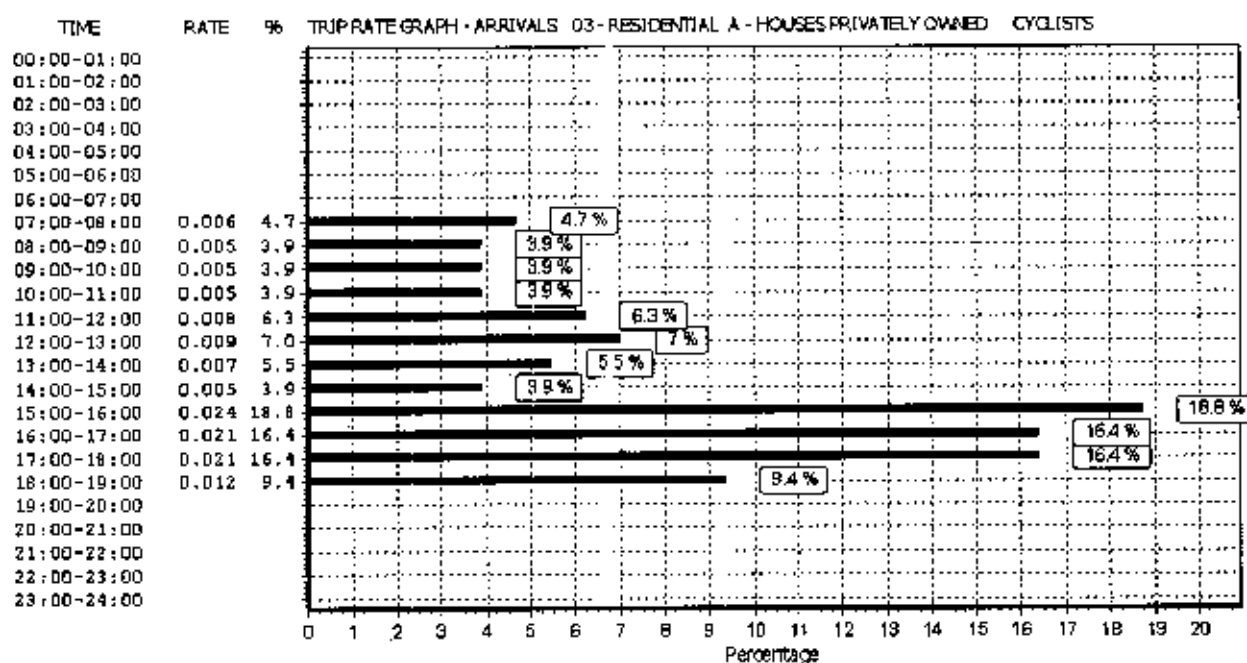
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

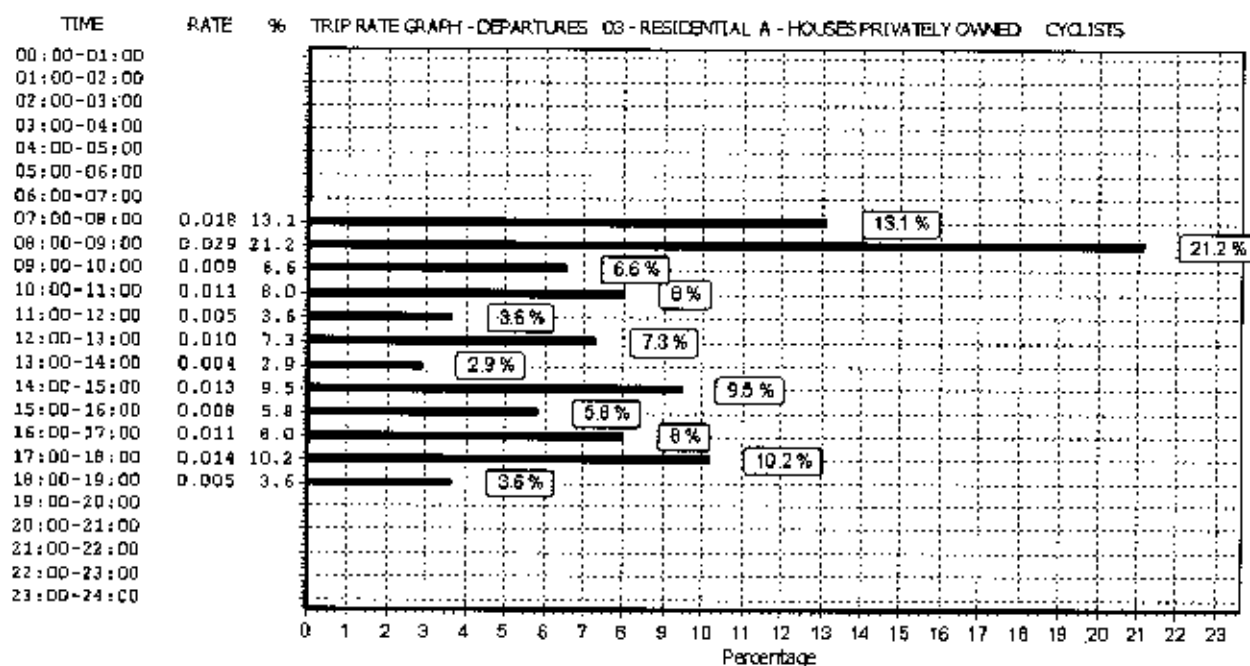
Parameter summary

Trip rate parameter range selected: 6 - 195 (units:)
 Survey date range: 01/01/07 - 12/11/15
 Number of weekdays (Monday-Friday): 25
 Number of Saturdays: 1
 Number of Sundays: 4
 Surveys manually removed from selection: 1

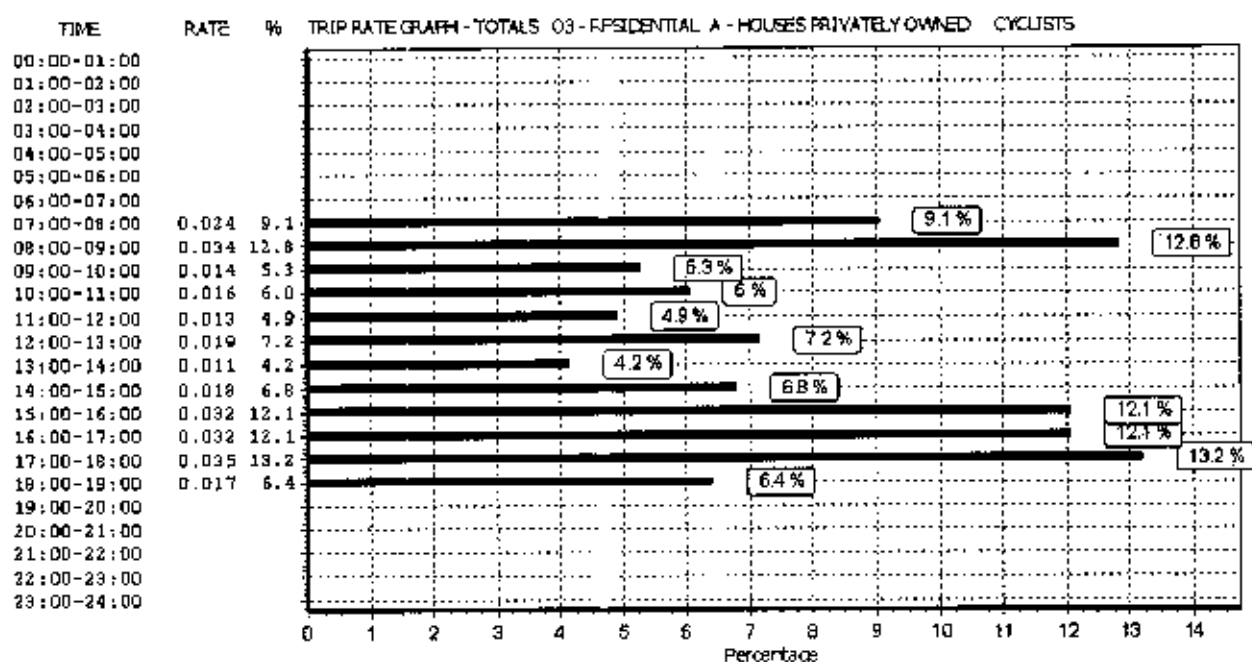
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Appendix F – RSA 2



roadsafetyinitiatives

FORMER PURBROOK PARK SCHOOL PLAYING FIELD, SECTION 278 WORKS

Stage 2 Road Safety Audit
Mode transport planning

27/02/2016



Quality Management

ISSUE	REVISION	DESCRIPTION	DATE	PREPARED BY	CHECKED
1		Draft	25 February 2015	<i>M Morley</i>	<i>W Toottli</i>
1	a	Final	27 February 2015	<i>M Morley</i>	<i>W Toottli</i>
Project number - RSI-MM-0216-002					

roadsafetyinitiatives

FORMER PURBROOK PARK SCHOOL PLAYING FIELD, SECTION 278 WORKS

Stage 2 Road Safety Audit

27/02/2016

Client

Mode transport planning

Consultant

Road Safety Initiatives LLP

www.roadsafetyinitiatives.co.uk

Registered Address



Enquiries regarding this audit should be made to

M Morley

Partner

Road Safety Initiatives LLP

Tel: +44 (0)7758 408396

mailto: martin@roadsafetyinitiatives.co.uk

Table of Contents

1	Introduction	5
2	Items Raised At This Stage 2 Road Safety Audit.....	8
3	Audit Team Statement	9
	Appendices, Figures and Tables	10

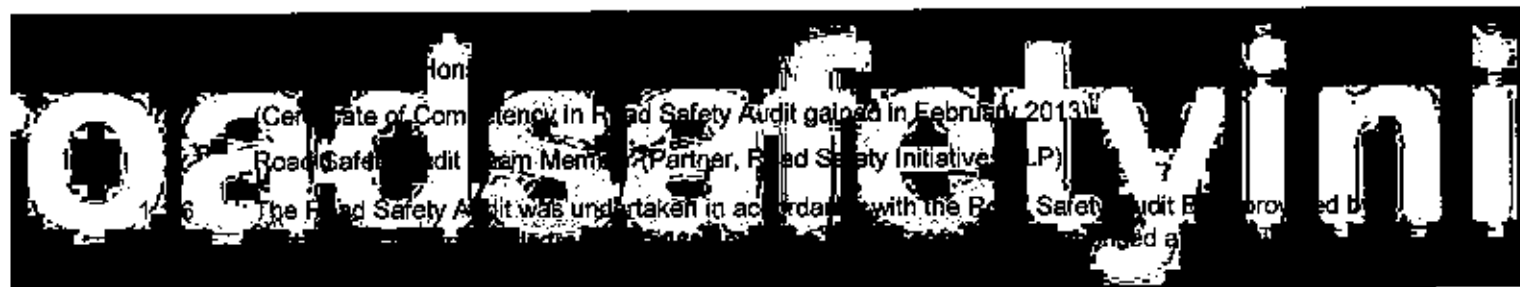
APPENDIX A - Scheme Documents Issued for Road Safety Audit

APPENDIX B – Key Plan



1 Introduction

- 1.1.1 This report results from a Stage 2 Road Safety Audit carried out on the Section 278 Agreement Layout, associated with the proposed residential development at the former Purbrook Park School playing field, at the request of Michael Deadman, mode transport planning.
- 1.1.2 The Road Safety Audit was carried out by experienced Road Safety Engineers, employed by Road Safety Initiatives LLP, who have not been involved with the design process.
- 1.1.3 The terms of reference of the Road Safety Audit are described in HD 19/15. The Road Safety Audit Team has only reported on road safety implications in the context of the chosen scheme design. No attempt has been made to comment on the justification of the scheme or to carry out a technical/ design standards check. Consequently, the Road Safety Auditors accept no responsibility for the design or construction of the scheme.
- 1.1.4 It is confirmed that this is a "Stage 2" Road Safety Audit, i.e. undertaken at completion of detailed design. As far as the Road Safety Audit Team is aware, no Road Safety Audits have been undertaken on this scheme beforehand.
- 1.1.5 The Road Safety Audit Team membership consisted of:
M Morley, BSc (Hons), MCIHT, MSoRSA
(Certificate of Competency in Road Safety Audit gained in February 2013)



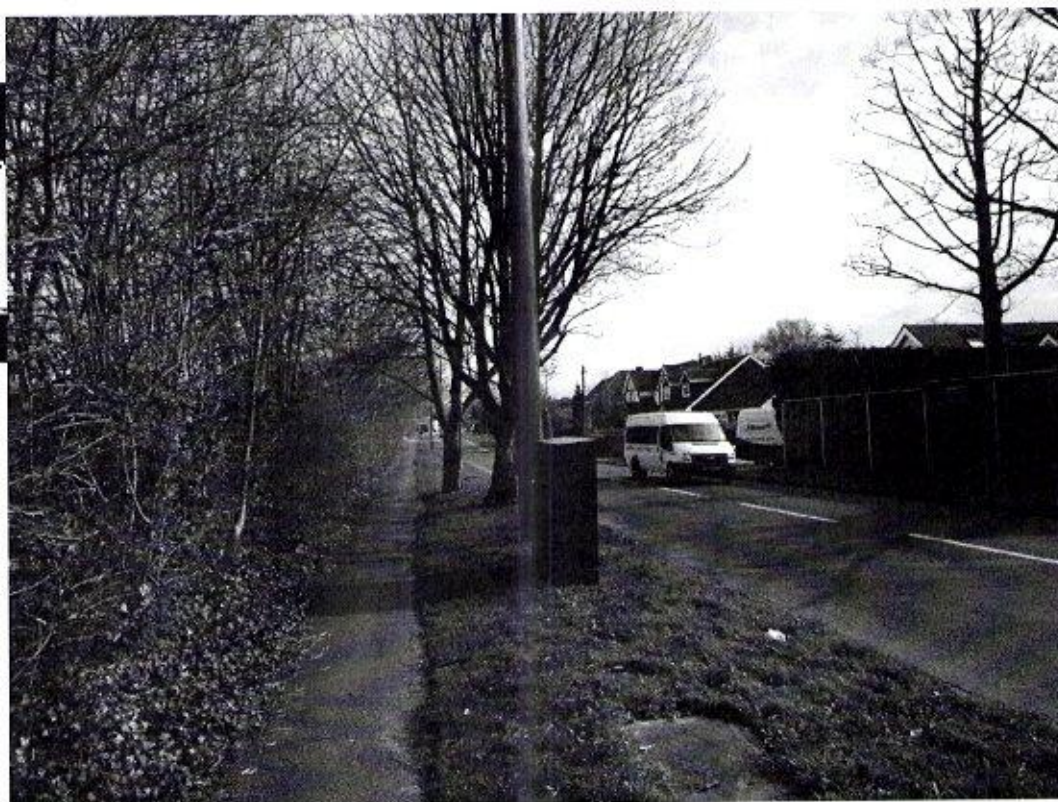
- 1.1.7 The Road Safety Audit Team was not provided with any cross-sections, long-sections, drainage details or standard details and therefore was unable to provide road safety comments relating to these items.
- 1.1.8 The Road Safety Audit Team visited the site together on Wednesday 24 February 2016 between 12:00 and 12:45 hours. It was sunny and the road surfaces were dry at the time of the site visit. Traffic flows were moderate, pedestrian flows were low and cyclist flows were very low at the scheme location.
- 1.1.9 Matters which the Terms of Reference exclude from this report, but which the Road Safety Audit Team wishes to draw to the attention of the Project Sponsor, will be supplied in separate correspondence to this Road Safety Audit Report.
- 1.1.10 All Road Safety problems are referenced to the detailed design drawings and the locations have been indicated on the plans supplied with the Road Safety Audit Brief in Appendix B.

1.2 Scheme Description

- 1.2.1 It is proposed to construct a priority T-junction on the north side of Stakes Road, Purbrook (opposite no. 110 Stakes Road). This would be the vehicle access to a proposed residential development of 25 units. The access junction has been designed in accordance with *Manual for Streets* with a visibility splay of (or in excess of) 2.4m x 43m for a 30mph speed limit. (The Road Safety Audit Team was not provided with any measured speeds however.)
- 1.2.2 As part of the Section 278 works, the existing gated access to the vacant land will be closed and a new section of northern footway provided. This existing gated access is approximately opposite the junction with Claremont Avenue, which is on the south side of Stakes Road.

1.3 Site Description

- 1.3.1 Stakes Road is a single carriageway road with a 30mph speed limit passing east-west through a residential area in Purbrook. At the proposed location of the new access, the northern footway is separated from the Stakes Road carriageway by a verge. Within the verge and west of the proposed junction are two mature trees, a mobile phone mast and an associated equipment cabinet. There are houses opposite the development site, on the southern side of Stakes Road.



- 1.3.2 Further the east of the proposed junction there is an existing, similar junction (Vancouver Avenue) to a relatively-new residential development.
- 1.3.3 Bus service 39 (Havant - Leigh Park - Crookhorn - Stakes Hill - Waterloo - Wecock Farm) runs along Stakes Road every 10 minutes during the working day.

1.4 Traffic and Speed Survey Information

- 1.4.1 The Road Safety Audit Team was not provided with any existing or predicted traffic or speed survey information or junction modelling.

1.5 Collision Data

- 1.5.1 The Road Safety Audit Team was provided with reported Injury collision data covering a wide area (including the extents of the scheme) for the three year period from 1 January 2013 to 31 December 2015. In the section of Stakes Road between the crossroads with Westbrook Road and the roundabout at Stakes Hill Road, there were four reported Injury collisions of which three resulted in serious injury (a Killed/Seriously Injured ratio of 75%). From west to east the reported collision dates, times and summary descriptions were as follows:

- On 4 July 2013 at 12:11 an eastbound motorcyclist (distracted) collided with a parked car (serious injury collision);
- On 29 January 2013 at 18:20, a westbound van collided with the rear of a westbound car turning right into the driveway of 101 Stakes Road (serious injury collision);
- On 15 March 2015 at 17:45, a car pulled out of the entrance of 139 Stakes Road (Latham Lodge Nursing Home) into the path of a pedestrian running along the northern footway (serious injury collision);



2 Items Raised At This Stage 2 Road Safety Audit

- 2.1.1 Following careful consideration of the information provided, together with a site visit, the Stage 2 Road Safety Audit Team was unable to identify any items of concern pertaining to road safety.



3 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with HD 19/15.

ROAD SAFETY AUDIT TEAM LEADER

M Morley

Partner

Road Safety Initiatives LLP

Martin Morley Signed

27 February 2016

..... Date

ROAD SAFETY AUDIT TEAM MEMBER

W Tootill

Partner

Road Safety Initiatives LLP

W Tootill Signed

27 February 2016

..... Date



Appendices, Figures and Tables



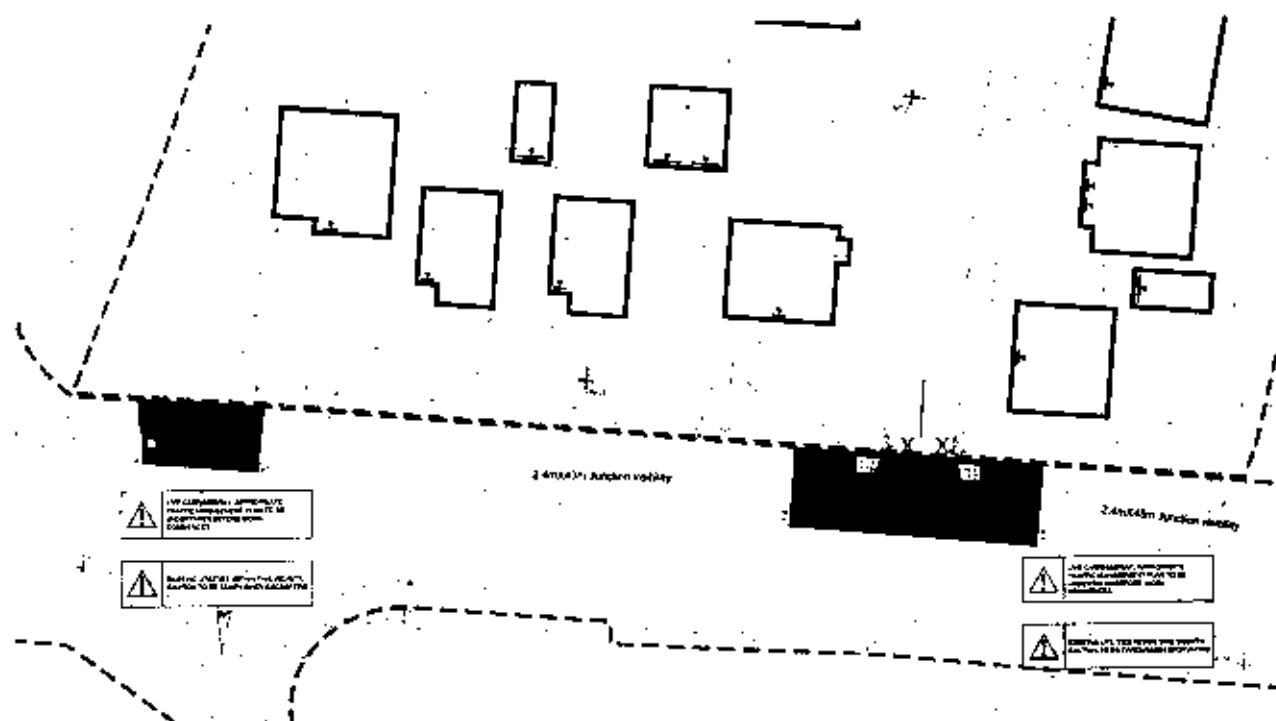
Appendix A: Scheme Documents Issued for Road Safety Audit

Drawing No.	Rev	Title
471-E-200	/	Section 278 Agreement Layout

The Road Safety Audit Team was also provided with two location plans.



Appendix B: Key Plan





Road Safety Initiatives LLP
c/o Harlands Accountants
Prospect House, Prospect Business Park
Leadgate, Consett
County Durham
DH8 7PW

www.roadsafetyinitiatives.co.uk

roadsafetyinitiatives

Developing your team for a safer future