



LAND NORTH OF WOODCROFT FARM, PHASE 3, HORNDEAN

WALKING, CYCLING AND HORSE-RIDING ASSESSMENT REVIEW

October 2024

Grainger

RESIDENTIAL
LAND NORTH OF WOODCROFT FARM, PHASE 3
HORNDEAN

WALKING, CYCLING AND HORSE-RIDING ASSESSMENT REVIEW

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1. INTRODUCTION

- 1.1 This Walking, Cycling and Horse-riding Assessment and Review (WCHAR) has been prepared by Paul Basham Associates on behalf of Grainger to support an Outline planning application for a residential development of up to 164 units with associated vehicular access and landscaping (all matters reserved except access) at Land to the north of Woodcroft Farm, Horndean. The site will be referred to as Woodcroft Farm Phase 3.
- 1.2 The existing site comprises a circa 7-hectare area of grazing land and is located within the southernmost extent of the East Hampshire District Council (EHDC) boundary. The site is bound to the west by Clarendon Farm and existing residential development to the east. Immediately to the north of the site lies James Copse; an Ancient Replanted Woodland and SINC (sites of importance for nature conservation), beyond which are further open grazing fields, existing residential developments and a solar farm.
- 1.3 Along its southern boundary, the site abuts the previously consented development known as Catherington Park (APP/13/00804). This falls within the boundary of Havant Borough Council (HBC) and consists of a 288 residential dwelling scheme, with a dedicated vehicular access onto Eagle Avenue.
- 1.4 The site location is shown below in **Figure 1**, with an indicative masterplan included in **Appendix A**.



Figure 1: Site Location

- 1.5 The Outline planning application was submitted in March 2023 under planning application reference 55625/003. To support the planning application, Paul Basham Associates provided a Transport Assessment (TA) and Travel Plan (TP) in accordance with the pre-application advice provided by Hampshire County Council (HCC) as the local highway authority.
- 1.6 Following the application, Highway comments from HCC were provided in July 2024 (dated 19th July) (**Appendix B**) which included the request to provide a WCHAR.
- 1.7 This WCHAR has been produced to respond to HCC's comments which can be summarised as follows:
- All Public Rights of Way routes surrounding the site
 - Public Rights of Way within and surrounding the Catherington Park Development
 - Internals of Catherington Park – Merrit Way and Wilkes Way
 - Route to local bus stops
 - Routes to local shops
 - Route to Woodcroft Primary School
 - Route to Doctors Surgery
 - Routes to Horndean Technology College
- 1.8 This WCHAR has been prepared in accordance with guidance set out in HCC's Technical Guidance Note 19 (TG19).

Proposed Highway Scheme

- 1.9 To assess the suitability of the local road network for walking, cycling and horse-riding, consideration must be given to the land uses and proposed highway works being implemented as part of the development proposals.

Development Proposals

- 1.10 The proposed development will comprise of up to 164 residential units with associated vehicular access and landscaping at Land to the north of Woodcroft Farm, Horndean.
- 1.11 The development is split into two development parcels, each with their own point of access from the Catherington Park development (south of the proposed development). Whilst the application is at Outline stage the exact split of residential units is still to be confirmed, but based on current proposals the western parcel will provide access to a higher number of units than the eastern parcel (circa 60% of traffic from the western parcel and 40% from the eastern).

- 1.12 As this application is Outline, the current unit types are unknown although they are likely to be a mixture of 1-2 bed flats and 2, 3 and 4 bed houses.
- 1.13 The eastern parcel will take access from Merritt Way which is accessed to the east of Powell Drive and the road currently forms a dead end at the boundary with the proposed development site. The existing carriageway is of sufficient width, at 6m to ensure that two-way vehicle movements are achievable. In addition, there are no known reports of collisions over this section of carriageway.
- 1.14 A further vehicular access is proposed for the western parcel from Wilkes Way. Wilkes Way is accessed off Hudson Gardens, which is accessed from Merrit Way to the west of the junction with Powell Drive. The carriageway measures 6m in width and is designed to support two-way vehicle movements and there have been no reported collisions over this section of the development.
- 1.15 The internal roads within the Catherington Park development are flanked with footways and there are a number of PRow routes within and surrounding the site which provide a link to local facilities and wider pedestrian infrastructure.
- 1.16 It is proposed that as part of the Woodcroft Farm Phase 3 development, a shared footway/cycleway will be provided along both site access roads and will connect into the existing infrastructure in Catherington Park.
- 1.17 Proposals to deliver new and enhanced pedestrian/cycle infrastructure in the wider vicinity of the site will be explored further within this report.

Multi-Modal Trip Generation

- 1.18 To understand the likely pedestrian, cycle and public transport trip generation associated with the proposed development, multi-modal trip rates have been derived from the TRICS (v7.10.2) database utilising the following parameters (which were agreed with HCC at pre-application stage):
- Residential – Private Houses
 - 100-350 units
 - Edge of Town and Suburban Area
 - Weekday Surveys
 - Sites with no Travel Plan
 - Sites in England (excluding Greater London)

- 1.19 HCC requested that a decide and provide approach was undertaken for the development site (a separate Technical Note detailing the methodology has been submitted alongside this WCHAR and a 27% reduction in vehicle trips has been implemented with a 27% increase in sustainable travel. It is anticipated that 10% of the overall reduction will come from the improvements/contributions set out within the WCHAR and the further 17% from the Travel Plan (a separate Decide and Provide Technical Note and Travel Plan update have been submitted and should be read in conjunction to this WCHAR).
- 1.20 The trip rates and generation (with the 27% reduction in vehicle trips and 27% increase in sustainable travel modes) are summarised within **Table 1** and **Table 2**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Vehicular Trip Rate (-27%) – 60% mode share	0.099	0.254	0.247	0.105	3.073
Trip Generation (164 units)	16	42	41	17	504
Reduction in vehicle trips	-13	-32	-31	-13	-387

Table 1: Vehicular Trip Generation (with decide and provide 27% reduction)

	Daily (12 hours)	Difference from predict and provide approach
Pedestrian Trip Generation (164 units) – 14% mode share	255	+113
Cyclist Trip Generation (164 units) – 8% mode share	74	+61
Public Transport Trip Generation (164 units) -13% mode share	163	+102

Table 2: Multi-modal Trip Generation (with decide and provide 27% increase)

- 1.21 This assessment therefore suggests that the development could expect to generate 255 daily pedestrian movements (including pedestrian access to public transport) and 74 daily cycle movements. Such values are important when considering opportunities for improvements and how these may be secured, funded or delivered.

Further Details of Walking, Cycling and Horse-riding Infrastructure

Walking

- 1.22 At present, there are no footways within the site (as it is still grazing land. Footways are present within the Catherington Park development; however, these are currently not part of the adopted highway. There are also a number of PROWs in the vicinity of the site to the north, west, east and south as shown within **Figure 2**.



Figure 2: Public Rights of Way

- 1.23 As shown within **Figure 2**, the site is bound by byway 119/46/1 to the north, bridleway 108/1b/1 to the east and bridleway 119/30/1 to the west. Both bridleways also provide a connection to the Catherington Park development, with bridleway 108/1b/1 implemented as part of Catherington Park and will cross the proposed vehicular access onto Merritt Way.

Cycling

- 1.24 There is no designated cycle infrastructure in the direct vicinity of the site, however, the road widths and low speed limits (30mph) along Eagle Avenue, Milton Road and roads in the 'Catherington Park' development encourage on-road cycling due to their residential nature and low posted speed limits (30mph).

- 1.25 In addition, there is a good provision of shared footways/cycleways to the south of the site along Milton Road, Sunnymead Drive, Hart Plain Avenue (E) and B2150 Hambledon Road which provide connections to local facilities.
- 1.26 Section 5.5.1 of the East Hampshire District Council LCWIP 2020 sets out the proposed interventions for Horndean, mainly looking at routes to the east of the site from the A3, towards Horndean Technology College. If considered appropriate, these routes will be considered within this WCHAR.
- 1.27 In addition, Havant LCWIP (2023) sets out the proposed interventions for Havant and Waterlooville. The route in the vicinity of the site is route 359 Portsmouth Road (A3) to Hambledon Road (B2150) where there is proposals to investigate a toucan crossing on Catherington Lane to the north of Merchistoun Road junction, investigate the potential for providing a Dutch style roundabout to improve cycle connectivity, explore the option to provide cycle tracks between Frogmore Lane and Lovedean Land and improvements for cycling along Milton Road. Where appropriate the WCHAR will make considerations to this route.
- 1.28 It is likely that this route would be used by residents of the development site, and therefore it is important to understand the plans and ensure the development takes cycle routes (both existing and proposed) into consideration.

Visually and mobility impaired access

- 1.29 The design and the location of the site has been considered for both visually and mobility impaired users. This report will also give consideration (and commentary where appropriate) to the following:
- Soft gradients in close proximity of the site access.
 - Provision of Shared Footway/Cycleway surfaces;
 - Footway provision along the carriageways and Public Rights of Way;
 - Provision of tactile paving at crossing points for key routes, if missing; and
 - Provision of dropped kerbs at appropriate points for key routes, if missing.

Equestrian Facilities

- 1.30 Given the low demand for equestrian facilities, no specific provision for equestrian use is proposed to be delivered through this development. However, commentary will be made in relation to the existing bridleways surrounding the site.

Scope of Assessment

1.31 The extent of the assessment required within this report has been discussed and agreed with HCC highway officers through pre-application discussions and subsequent correspondence, as well as a review of the Active Travel England and Healthy Streets assessment requirements. Specifically, the areas assessed as part of this WCHAR, are summarised below:

- All Public Rights of Way routes surrounding the site
- Public Rights of Way within and surrounding the Catherington Park Development
- Internals of Catherington Park – Merrit Way and Wilkes Way
- Route to local bus stops
- Routes to local shops
- Route to Woodcroft Primary School
- Route to Doctors Surgery
- Routes to Horndean Technology College

2. BASELINE CONDITIONS

Review of Policies and Strategies

2.1 The following documents have been considered as part of the development proposals and this assessment:

- National Planning Policy Framework (NPPF) (December 2023);
- HCC Local Transport Plan 4 (March 2024);
- EHDC Local Cycling and Walking Infrastructure Plan (LCWIP) (August 2020);
- EHDC Local Plan (Reg 18): Site Allocations (2021-2040);
- East Hampshire District Council Local Plan (Reg 18);
- East Hampshire District Local Plan: Joint Core Strategy (June 2014);
- East Hampshire Local Plan second review – saved policies (2006);
- Healthy Streets Indicators;
- Department for Transport (DfT) Circular (01/2022); and
- Active Travel England Toolkit.

Active Travel England

2.2 As part of this WCHAR, the Active Travel England (ATE) path check has been utilised to score each route out of the 30 criteria. Each of the 30 criteria are about accessibility, comfort, directness, attractiveness and cohesion and is scored either 0, 1 or 2.

2.3 A score of 0 either means the route is not appropriate or has barriers, a score of 1 means sections of the route are not suitable or not compliant with all guidance and a score of 2 means the route is compliant with guidance and suitable for all users.

2.4 The routes will be scored utilising the ATE path check to understand where the route is scoring 0 and what improvements could be made to enhance the ATE score and where the route could be improved to be in line with guidance.

Healthy Streets

2.5 The Healthy Streets assessment has 10 key indicators which focus on peoples experience and needs on all streets. These indicators have been considered along the routes within this WCHAR to understand where improvements could be made to ensure people can have a better experience along the routes, making them more likely to utilise them.

Collision Data

- 2.6 To understand whether there are any existing highways safety issues with the surrounding highway network, information has been obtained from Hampshire Constabulary for the latest available 5-year period (01.10.2018-30.09.2023).
- 2.7 The area reviewed, and the location of the personal injury accidents is shown in **Figure 2**, with the full PIA data report is attached as **Appendix C** with the accidents summarised within **Table 3**.



Figure 2: PIA Data Search Area

Location	Severity	Date/Time	Description	Reason
Eagle Avenue (Outside No. 23)	Slight	25.11.18 19:37	Vehicle 1 was parked with pedestrian leaning into window of passenger door. Vehicle 2 travelling west hits door of vehicle 1, knocking pedestrian into car	Failed to look properly
A3 Portsmouth Road (Junction with Rondor Court)	Slight	21.03.19 12:25	Car waiting to turn right, car behind stops but car behind them fails to notice cars have stopped and collides.	Following too close Failing to judge path/speed
Lovedean Lane (at Junction with A3)	Slight	20.04.19 09:33	Cyclist travelling on pavement fails to stop, travels across junction and is hit by car	Cyclist entering road from pavement Inexperienced driver
Milton Road (at the junction with Hart Plain Avenue)	Slight	07.07.19 19:30	Car travelling along Hart Plain Avenue failed to give way at the junction with Milton Road and collided	Failed to adhere to road markings
Lovedean Lane (at Junction with Milton Road)	Serious	09.08.20 13:57	Cyclist slows to turn right while vehicle behind failed to stop in time and collided	Failed to look properly
Lovedean Lane (at Junction with Milton Road)	Serious	17.09.20 17:43	Car turned right onto Lovedean Lane without giving way to cyclist travelling along Lovedean lane	Failed to look properly
A3 Portsmouth Road (at Junction with Dell Piece West)	Slight	08.11.20 13:17	Car fails to stop in time and collides with the rear of the car in front, stopped at the traffic lights	Failing to judge path/speed
Lovedean Lane (at Junction with Frogmore Lane)	Serious	01.12.20 12:16	Vehicle turned out of Frogmore Lane and immediately stopped to let pedestrian cross. Vehicle behind overtook stopped car and collided with pedestrian	Failing to judge path/speed Failed to look properly
Milton Road (outside no. 414)	Fatal	23.07.21 23:56	Motorcyclist lost control and fell into path of oncoming vehicle	Travelling too fast for conditions Loss of control
A3 Portsmouth Road (by Keydell Avenue)	Slight	29.07.21 19:15	Motorcyclist is struck by vehicle turning into their path	Failing to judge path
Hart Plain Avenue (Outside One Stop)	Slight	06.08.21 18:10	Vehicle parked outside One Stop struck by another vehicle and injures pedestrian stood nearby	Failed to look properly
Milton Road (outside no. 159)	Slight	06.08.21 19:03	Cyclist travelling on pavement falls into carriageway in the path of a car	Poor/defective road surface
Lovedean Lane (at Junction with A3)	Slight	24.08.21 17:46	Car turning right from Lovedean Lane onto A3 fails to see vehicle turning right from A3 to Lovedean Lane and collides	Poor turn
Hart Plain Avenue (Outside 156)	Slight	22.10.21 18:18	Vehicle edging out behind parked car collides with cyclist	Stationary or parked vehicle
Hart Plain Avenue/Milton Road	Serious	25.03.22 17:45	Cyclist collides with car	Failed to look properly
Lovedean Lane (at Junction with Gladys Avenue)	Slight	26.04.22 08:02	Van turning right failed to look properly and collided with motorcycle	Failed to look properly Failing to judge path/speed
Milton Road (at the Junction with Eagle Avenue)	Slight	12.05.22 09:18	Car driving through road works loses control and collides with wall	Poor turn
A3 Portsmouth Road (at Junction with Hazleton Way)	Slight	12.05.22 14:15	Car slows mid junction for unknown reason, car behind fails to slow in time and collides and another vehicle collides with the middle vehicle	Following too close Failing to judge path/speed
A3 London Road (at Junction with Lovedean lane)	Slight	16.08.22 09:09	Motorcyclist turned left, vehicle slipped and caused rider to fall	Slippery Road
Junction of Keydell Avenue/A3 Portsmouth Road	Slight	09.12.22 07:49	Car pulls out of Keydell Avenue into path of motorcyclist and collides	Failed to look properly

Junction of Lovedean Lane/Parklands Avenue	Slight	26.01.23 18:18	Vehicle 1 slips on oil and collides with vehicle 2 and 3.	Travelling too fast for conditions Debris on road
Hart Plain Avenue (Outside 112)	Slight	26.02.23 20:13	Car loses control and collides with bus and overturns	Reckless driving Impaired by drugs
Lovedean Lane (Outside no. 9B)	Slight	18.05.23 16:32	Parked vehicle began to roll due to handbrake fault and collided with wall	Defective breaks
Hart Plain Avenue (south of Chaplains Avenue)	Serious	18.09.23 13:45	Vehicle stopped and opened door into path of mobility scooter, causing rider to fall	Failed to look properly

Table 3: Personal Injury Accident Data

- 2.8 As summarised within **Table 3**, there were a total of 24 recorded accidents over the latest available 5-year period (01.10.2018-30.09.2023). Of these, there was 1 accident classed as fatal, 5 serious and 18 which were slight in severity.
- 2.9 Of these incidents, 12 involved drivers, 1 involved a passenger, 5 involved motorcyclists, 6 involved cyclists, 3 involved a pedestrian and 1 involved a mobility scooter, totalling 27 casualties across the 24 accidents.
- 2.10 There is no indication that there is any pattern in the data which suggests there is fault with the road surface or any junction layouts and there are no specific clusters of recorded incidents. All incidents were of a separate nature and due to drivers/riders failing to look properly, following other vehicles too closely, travelling too fast for the road conditions or having impairments on the car. In addition, we have not been made aware of there being any recorded accidents within the Catherington Park development.
- 2.11 Therefore, based on the information available there is not an existing issue with highway safety in the context of Paragraph 115 of the NPPF.

Public Transport Services and Interchange Information

- 2.12 There are three bus stops located in proximity to the site, all located along Eagle Avenue. Curlew Gardens Bus Stop is located to the east of the junction with Powell Drive and is a c.6 ½ minute walk from the site. The other two bus stops 'Dove Close' are located c.180m south the junction with Powell Drive and is a c.9-minute walk from the site. The bus stops offering northbound/eastbound services consist of a flagpole and the southbound bus stop consists of a flagpole, timetable and sheltered seating area. The bus services available from these stops are summarised within **Table 4**.

Service	Destination	Monday-Friday	Saturday	Sunday
7 The Star	Portsmouth City Centre- Wecock Farm	Every 12 minutes First Bus: 04:10 Last Bus: 23:15	Every 20 minutes First Bus: 04:10 Last Bus: 00:40	Every 30 minutes First Bus: 05:58 Last Bus: 23:15
39	Havant – Wecock Farm	Every 15 minutes First Bus: 05:30 Last Bus: 22:45	Every 15 minutes First Bus: 06:15 Last Bus: 22:45	Hourly First Bus: 07:45 Last Bus: 20:45

Table 4: Bus Services

- 2.13 As summarised within **Table 4**, there are services every 12-15 minutes between Havant and Wecock Farm and services every 20 minutes between Portsmouth and Wecock Farm Monday-Saturday. Services are as frequent as every 30 minutes on a Sunday.
- 2.14 In addition to the services in **Table 4**, 8 The Star runs between The Hard and Clanfield and operates every 20 minutes Monday- Saturday and every 30 minutes on a Sunday. This service can be accessed from bus stops along the A3 (c1.8km – 25-minute walk).
- 2.15 The closest Railway Stations to the site are Rowlands Castle (7.4km) which can be accessed by bike in 24 ½ minutes, Bedhampton (8.9km) which can be accessed by bike in 29 ½ minutes and Havant Railway Station (9.2km) which can be accessed by bike in 31 minutes. In addition, bus service 39 provides a connection to Havant Bus Station (c.40-minute journey) which is a 5-minute walk from Havant Railway Station.
- 2.16 Rowlands Castle Station provides 26 car parking spaces and 4 cycle storage spaces. The Station provides hourly services towards Portsmouth (30-minute journey) and London Waterloo (1 hour journey). These services also call at Petersfield (10-minutes), Liss (15-minutes), Liphook (23-minutes), Havant (5-minutes), Bedhampton (10-minutes) and Hilsea (15-minutes).
- 2.17 Bedhampton Station provides no car parking but does provide 20 cycle storage spaces. The Station provides hourly services to London Waterloo (1 hour 30-minute journey), hourly services to Littlehampton (45-minute journey) and two services an hour towards Portsmouth (14-minute journey). These services also call at Hilsea, Fratton, Havant, Emsworth, Chichester, Rowlands Castle and Petersfield.

- 2.18 Havant Railway Station provides 492 car parking spaces and 92 cycle storage spaces and is accessible by public transport (bus 39). The station provides hourly services to London Victoria (1 hour 50-minute journey), London Waterloo (1 hour 30-minute journey), Littlehampton (40-minute journey) and Southampton Central (40-minute journey), as well as two services an hour towards Portsmouth (15-minute journey). These services also call at Brighton, Worthing, Cosham, Fareham, Fratton, Rowlands Castle, Petersfield, Chichester, Horsham and Crawley.

Trip Generators

- 2.19 The site is located in proximity to a number of local facilities which are outlined within **Table 5**. The distances have been measured from the centre of the site.

Facility	Distance (from the centre of the site)	Walking Time (80m per minute)	Cycling Time (250m per minute)
Woodcroft Primary School	480m	6 minutes	2 minutes
Curlew Gardens Bus Stop	550m	7 minutes	2 minutes
Wecock Recreation Ground and Skate Park	600m	7 minutes	2 minutes
Dove Close Bus Stops	650m	8 minutes	2 minutes
Tesco Express (Woodcroft Lane/Lovedean Lane Local Shop)	700m	9 minutes	3 minutes
Wecock Church	800m	10 minutes	3 minutes
Premier Convenience Store	800m	10 minutes	3 minutes
Eagle Avenue/Milton Road Local Shops	800m	10 minutes	3 minutes
The Acorn Community Centre	800m	10 minutes	3 minutes
Rachel Madocks School	1.2km	15 minutes	4 minutes
Lovedean Post Office	1.3km	16 minutes	5 minutes
Milton Road/Hart Plain Avenue Local Shops	1.9km	23 minutes	7 minutes
Hart Plain Infant School	2.1km	25 minutes	7 minutes
Hart Plain Junior School	2.1km	25 minutes	7 minutes
Dryden Close Surgery	2.2km	26 minutes	8 minutes
Horndean Technology College	2.3km	28 minutes	8 minutes
The Cowplain School	2.4km	29 minutes	9 minutes

Table 5: Local Facilities

- 2.20 As summarised within **Table 5**, there are a variety of facilities including bus stops, schools, convenience stores and supermarkets, a pharmacy, post office and community and recreation areas all within 1.3km of the site. A number of facilities are within 800m of the site, fitting CIHT and MfS description of a 'walkable neighbourhood'.
- 2.21 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (April 2015) document identifies that the average length of pedestrian journeys is now 1.37km (page 6). Therefore, the development provides a good opportunity to promote journeys by walking and other sustainable modes of travel, given many amenities are within this average length, thus reducing the reliance on motorised vehicles.

- 2.22 In addition, MfS also states that walking has the potential to replace journeys up to 2km, making a greater range of facilities within a walkable distance from the site.
- 2.23 CIHT 'Planning for Cycling' document suggests that 80% of cycle trips undertaken are less than 5 miles (8km), with 40% being less than 2 miles (3.2km). Therefore, there is potential for all facilities stated within **Table 5** to be accessed by bike.

Site Visit

- 2.24 A site visit has been undertaken during daylight hours on 31st July 2024 when weather conditions were hot and dry. The site visit included walking the key routes that prospective residents would be most likely to use to access local services, within 2.0km of the site. The walkover route undertaken during the site visit is shown in **Figure 4** below and was agreed with HCC and **Figure 5** shows the local facilities which are covered within the walkover route.

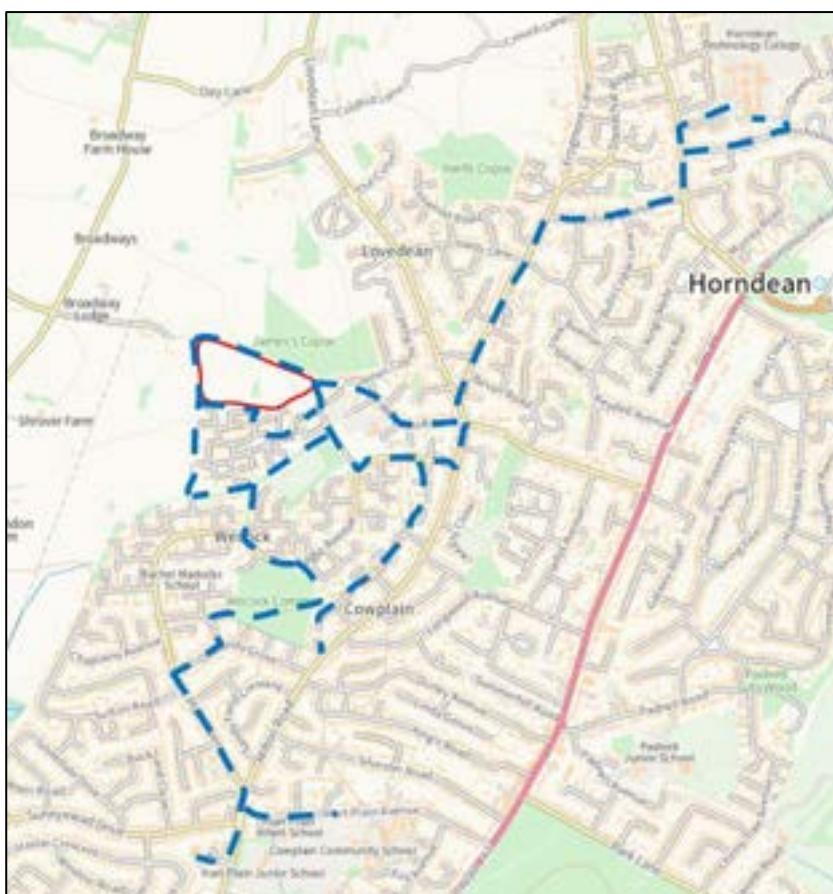


Figure 4: Walkover Route

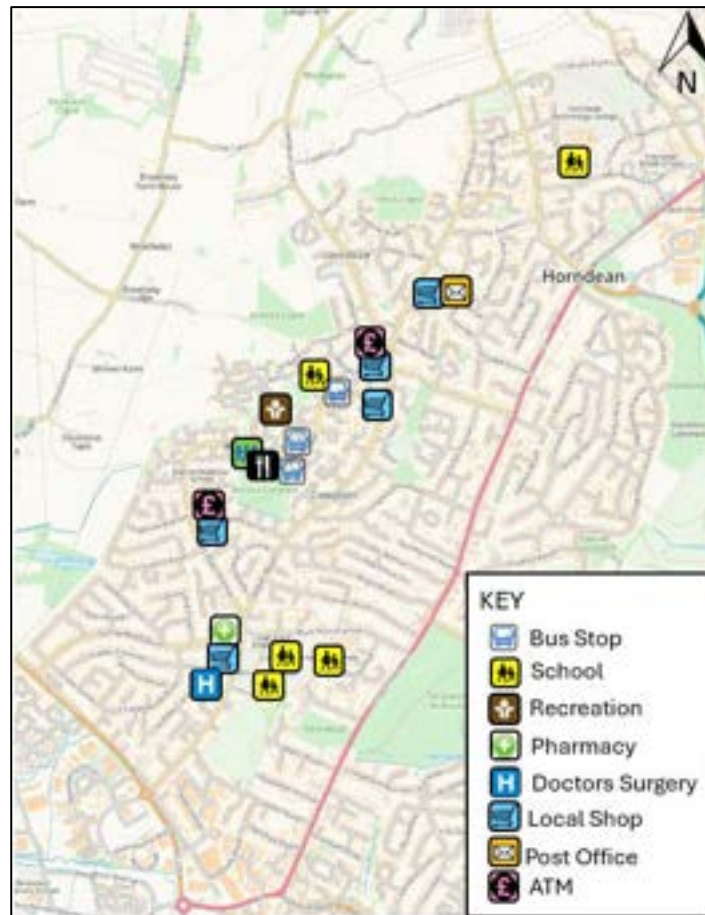


Figure 5: Local Facilities within the Walkover Route

2.25 The level of use and condition of each route was recorded during the site visit and potential improvements, repairs and connections were noted. The primary findings of the site visit were:

- No evidence of horse riders within the study area or immediate surroundings.
- Multiple buses were observed while on site (**Photograph 1-3**)
- Cyclists were observed on Hart Plain Avenue (**Photograph 4**)
- Pedestrians were observed while on site (**Photograph 5**)



Photograph 1: Bus at Blackbird Close bus stop



Photograph 2: Bus along Milton Road



Photograph 3: Bus at Hart Plain Avenue/Milton Road
Junction



Photograph 4: Cyclist on Hart Plain Avenue



Photograph 5: Pedestrian along Eagle Avenue

Consultation with Key Stakeholders

- 2.26 Multiple meetings have taken place with key stakeholders through the pre-application and application process. This includes pre-application discussions with HCC, attendance at Parish Council Meetings and a public consultation.

3. EXISTING WALKING, CYCLING AND EQUESTRIAN FACILITIES – CATHERINGTON PARK CONDITIONS SURVEY

- 3.1 Catherington Park is the Linden Homes housing development directly south of the proposed development. As part of the development proposals there will be two points of access from the Catherington Park development into the site. The eastern access will be onto Merritt Way and the western access will be onto Wilkes Way, as outlined in **Figure 6**.



Figure 6: Access Locations

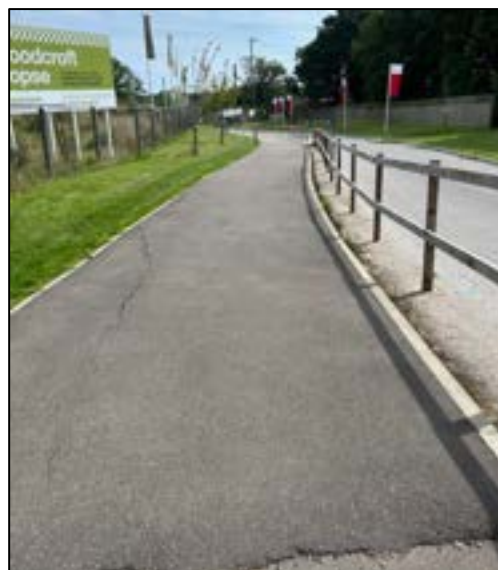
- 3.2 At present the internal road network of the Catherington Park development (which connects to the highways network at Eagle Avenue from Powell Drive) is not adopted. Therefore, a conditions survey has been undertaken to determine whether the roads of Merritt Way, Wilkes Way and Powell Drive are in suitable condition to accommodate the proposed development, and these are the only routes outlined within this chapter. This section of the report will not include reference to the PRow routes as these will be covered in Chapter 4 of this report.

Powell Drive

- 3.3 As aforementioned, Powell Drive is the main (and only) access to the Catherington Park development which connects to the highways network at Eagle Avenue via a T-junction (which is set to become a mini roundabout as part of the Eagle Avenue Traffic Calming Improvements Scheme). To the north, Powell Drive provides a connection to Budd Close (which provides access to c10 dwellings) and Merritt Way and also provides access to the pedestrian rout to Woodcroft Primary School to the east.
- 3.4 The existing conditions along Powell Drive are shown within **Photographs 6-11**.



Photograph 6: Footway to the North of Powell Drive



Photograph 7: Footway South of Pedestrian Access to Woodcroft Primary School



Photograph 8: Footway South of Powell Drive towards Eagle Avenue



Photograph 9: Crossing Point along Powell Drive



Photograph 10: Existing Road Conditions along Powell Drive



Photograph 11: Existing Road Conditions along Powell Drive

- 3.5 As shown in **Photograph 6**, there are c1.6m wide footways provided on both sides of the carriageway along Powell Drive from the junction with Merritt Way. A dropped kerb is provided between the two footways however no tactile paving is present. The footway on the eastern side of the carriageway continues to the junction with Eagle Avenue and widens to c2.5m (**Photograph 7 and 8**), however, the western footway terminates (**Photograph 11**) opposite the pedestrian access to Woodcroft Primary School where at present no crossing point is provided and fencing is in place on the opposite side of the carriageway (**Photograph 10**).
- 3.6 A pedestrian crossing point with tactile paving but no formal dropped kerbs are provided across Powell Drive (**Photograph 9**) which connects between the eastern and western footway along Powell Drive. At present, formal dropped kerbs are not provided at the crossing point, however, it is likely these will be in place once the construction works are completed.
- 3.7 As evident within **Photograph 7, 10 and 11**, a fence has been erected in the carriageway of Powell Drive, supposedly to provide a safety barrier between those walking to/from school and construction traffic. The fencing is c0.5m from the kerb and is c120m in length and reduces the carriageway width to c5.5m.
- 3.8 As shown within **Photograph 10 and 11** the existing surfacing of Powell Drive is uneven and not formally tarmacked. It is likely this will be resurfaced once construction is completed, especially is the road comes forward for adoption.

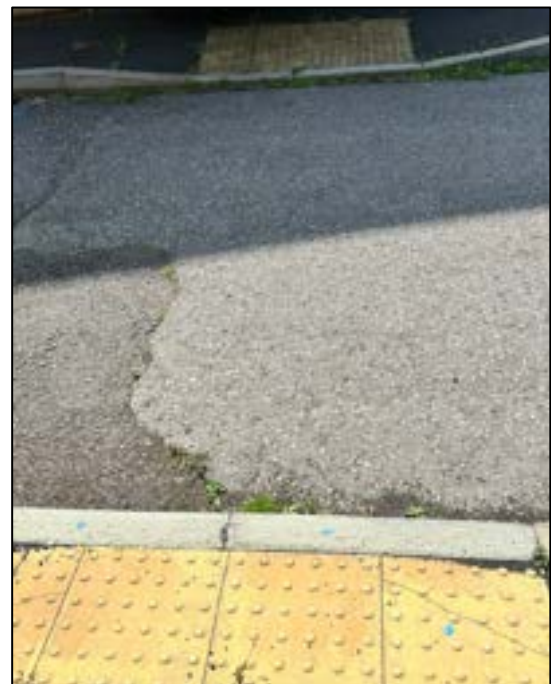
- 3.9 There is no specific on-carriageway cycle infrastructure along this route, however the internal carriageways of Catherington Park are suitable to accommodate cyclists due to a 20mph design speed and being residential in nature and Bridleways within the vicinity of the site can accommodate cyclists (this will be detailed within Chapter 4 of this report).

Merritt Way - East

- 3.10 Powell Drive forms a T-junction with Merritt Way. To the east, Merritt Way provides access to c20 dwellings before becoming a dead-end. To the west, Merritt Way continues to become Hudson Gardens which connects to Wilkes Way and a number of other residential roads. The existing conditions of Merritt Way to the east are shown within **Photographs 12-15**.



Photograph 12: Existing Footways along Merritt Way towards Powell Drive



Photograph 13: Dropped Kerb and Tactile Paving Crossing across Baker Close



Photograph 14: Existing Footways along Merritt Way towards Baker Close



Photograph 15: Existing Dead End and Connection to Bridleway

- 3.11 A c1.8m footway is provided from Powell Drive (**Photograph 12**) along the southern side of the carriageway, with a footway also provided on the northern side. The southern footway continues east to Baker Close where a dropped kerb and tactile paving crossing point is provided, as shown in **Photograph 13**, to facilitate safe pedestrian movement to the footway heading north on Merritt Way (**Photograph 14**) which continues to the new bridleway which runs to the north of Merritt Way and provides access to PRow routes to the east (**Photograph 15**).
- 3.12 The footways provided are in good condition and the widths align with HCC TG10 Guidance. A dropped kerb and tactile paving crossing point is also provided across the Merritt Way junction to provide a safe crossing point between the footways.
- 3.13 At present, there is no crossing point provided between the eastern and western footway along Merritt Way. A tactile paving crossing point is provided on the eastern side of the carriageway (**Photograph 16**), however, no dropped kerb or tactile paving is present on the western footway.



Photograph 16: Tactile Paving along the Eastern Footway of Merritt Way

- 3.14 There is no specific cycle infrastructure along this route, however the internal carriageways of Catherington park are suitable to accommodate cyclists due to a 20mph design speed and being residential in nature.

Merritt Way – West, Hudson Gardens and Wilkes Way

- 3.15 To the west of the junction with Powell Drive, c1.8m wide footways are provided on both sides of the carriageway as shown in **Photograph 17**. The footways in this location are in suitable condition, however, the carriageway has uneven surfacing and potholes which would need to be addressed.



Photograph 17: Footways along Merritt Way west of the Junction of Powell Drive

3.16 The footways continue on both sides of the carriageway between Merritt Way, Hudson Gardens and Wilkes Way. The existing conditions along the route are shown within **Photographs 18-25** and **Figure 7** indicates where each photo was taken.



Photograph 18: Existing Conditions along Merritt Way



Photograph 19: Existing Conditions along Merritt Way



Photograph 20: Existing Conditions along Merritt Way



Photograph 21: Dropped Kerbs across Gardiner Walk



Photograph 22: Existing Conditions along Hudson Gardens



Photograph 23: Existing Conditions along Hudson Gardens



Photograph 24: Existing Conditions along Wilkes Way



Photograph 25: Existing Conditions along Wilkes Way

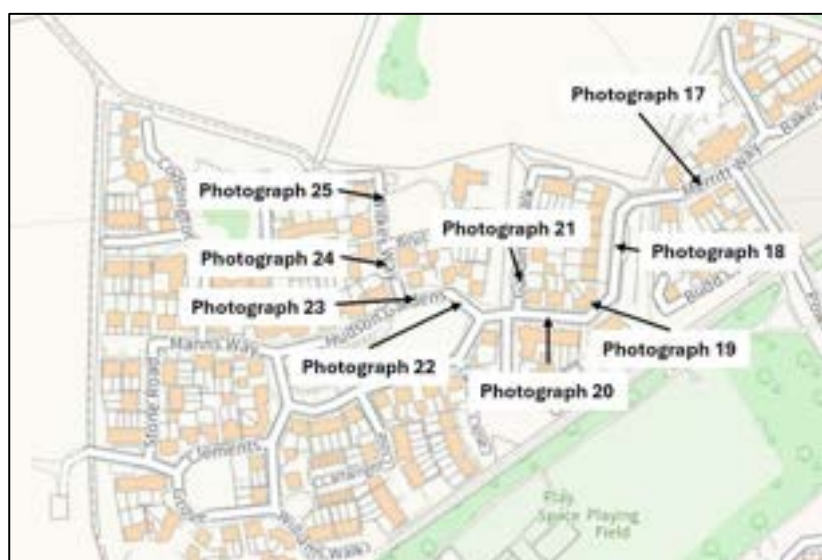


Figure 7: Photograph Locations Catherington Park

- 3.17 As shown in **Photograph 18, 19** and **20**, there are areas of the existing footway along Merritt Way where sections have been re-tarmacked and areas which do not have smooth surfacing at present. It is also evident from the photographs that the carriageway conditions are similar with areas of uneven surfacing.
- 3.18 Merritt Way becomes Hudson Gardens after the junction with Gardiners Walk. Although a dropped kerb crossing point is provided (**Photograph 21**) across the junction, it is located c8m north off the junction, away from the pedestrian desire line. In addition, the carriageway in this location has uneven and unfinished surfacing.

- 3.19 As shown in **Photographs 22** and **23** the existing footways along Hudson Gardens measure c1.8m in width and provide a continuous route to the footways along Wilkes Way. At present the surfacing is not complete with smooth tarmac, however, it is expected that this will be provided as part of the construction works, especially as it is understood the footways are to be adopted.
- 3.20 As shown in **Photographs 24** and **25** the footways along Wilkes Way do not appear fully surfaced and there are still raised drains and uneven surfacing across the carriageway. This area appears to still be under construction and therefore, although none are provided at present, crossing points may still be implemented between the footways and surfacing is likely to be implemented to a higher standard.
- 3.21 There is no specific cycle infrastructure along this route, however the internal carriageways of Catherington Park are suitable to accommodate cyclists due to a 20mph design speed and being residential in nature and Bridleway 108/1b/1 runs through the site (detailed in Chapter 4).

Active Travel England

- 3.22 When looking at Active Travel England (ATE) route check, the routes within Catherington Park score 28 out of a possible 60 points (from 30 criteria which can score a maximum of 2 points each). However, there were four areas for assessment that were not applicable to this route and therefore 6 points have been removed, making the route 28/52. It should be noted that a full ATE check was not undertaken, just the path check to identify the main areas which needed to be considered within the WCHAR.
- 3.23 The areas where the route scored 0 were 'suitability of crossing points' given that some of these are away from the desire line and not completed with dropped kerbs, 'potential for access points to be blocked by parking or loading' as there are no restrictions in these areas, 'distances between resting points and shelter' as these are not provided within the development and 'access to cycle parking' as there is no cycle parking present (apart from within the curtilage of the residences).
- 3.24 However, it is noted that construction on site is not yet complete and there is scope for these scores to improve, especially if the roads are to be offered for adoption. However, if improvements were not made to the route by the current developer, improvements may need to be made to some of the footway surfacing and crossing points (dropped kerbs) as all residents from the site would utilise parts of these routes to access local facilities.

- 3.25 In addition to the ATE path check rating, Healthy Streets indicators have also been utilised and the existing conditions of the Catherington Park development do not accord to the Healthy Streets principles including 'streets not being easy for everyone to cross' and 'places to stop and rest'. However, as Catherington Park is a route to facilities, places to stop and rest along all sections of the route is not deemed necessary. In terms of streets being easy to cross, once dropped kerbs and tactile paving areas are complete, streets will be easy for people to cross and therefore, the ATE score will improve.

Opportunities and Constraints

- 3.26 As aforementioned, there is uneven surfacing, fencing within the carriageway and unfinished dropped kerbs provided along Powell Drive. In order to accommodate the development traffic, dropped kerbs would need to be formalised, fencing within the carriageway should be removed and formal safety barriers may need to be considered to enhance pedestrian safety in the vicinity of the school, and the carriageway would need to be completed/resurfaced.
- 3.27 To the east of Merritt Way, a dropped kerb and tactile paving crossing point will need to be completed across Merritt Way to provide access between the two footways and ensure there are suitable crossing points provided.
- 3.28 To the west, the surfacing of both the footways and carriageways will need to be implemented on Merritt Way, Hudson Gardens and Wilkes Way to ensure the route will be suitable to accommodate an access point for the proposed development.

4. EXISTING WALKING, CYCLING AND EQUESTRIAN FACILITIES – PUBLIC RIGHTS OF WAY SURROUNDING THE SITE AND CATHERINGTON PARK

- 4.1 In addition to the footways provided within the Catherington Park development, there are a number of Public Rights of Ways (PRoW) through the development and surrounding the development as shown within **Figure 8** which also identifies the walkover route and **Figure 9** identifies where each photo in this section of the report was taken.



Figure 8: Public Rights of Way Walkover Route



Figure 9: Public Rights of Way Walkover Route Photo Locations

Unnamed Footpath from Powell Drive to Weccock Recreation Ground

- 4.2 From the western footway at the junction of Powell Drive and Eagle Avenue, a footway is provided (**Photograph 26**) which provides a connection to an unnamed footpath (**Photograph 27**) which provides a route to Weccock Recreation Ground and runs to the south of the recreation ground.



Photograph 26: Footway to the unnamed footpath



Photograph 27: Unnamed footpath

- 4.3 The footway measures c2m in width, reducing down to c1.5m along the route due to slight vegetation overgrowth. The route is lit with street lighting and tarmacked up to the entrance to the recreation field and continues to Kite Close to connect to the existing pedestrian footways provided through to The Acorn Community Centre, New Golden Leaf Takeaway and Wecock Church.

Public Footpath and Bridleway 108/1a/4

- 4.4 In addition, there are two routes which run to the north of Wecock Recreation ground. One is a Public Footpath which can be seen behind the signage in **Photograph 28** and the other is Bridleway 108/1a/4 which part of the route is shown within **Photograph 29**.



Photograph 28: Public Footpath – Signage for Horses to keep off



Photograph 29: Bridleway 108/1a/4 Conditions

- 4.5 The Public Footpath and Bridleway 108/1a/4 run parallel to one another to the north of Wecock Recreation Ground with the bridleway bordering the Catherington Park development and the footpath running through the vegetation area a couple of meters south. Both routes can be accessed from Powell Drive in the east, however, they are overgrown in various locations making the routes less attractive.
- 4.6 The Bridleway 108/1a/4 can be accessed from Bridleway 108/1b/1 from the Catherington Park development, which also provides access to the footpath and a cut through to the recreation ground. All surfacing along the route is unbound as shown within **Photographs 28** and **29**. The paths measure c1.2-1.5m in width, with no presence of street lighting.

- 4.7 The route between Catherington Park and the recreation ground is fairly well maintained and suitable for most to utilise with c2m unbound surface paths leading to the recreation field (**Photograph 30**). However, when continuing west along the bridleway there is more vegetation overgrowth and uneven/unbound surfacing making the route less suitable for those with mobility issues or with pushchairs. These users are more likely to leave the bridleway route and travel along routes within the recreation ground, utilising existing connections such as that shown in **Photograph 30**.



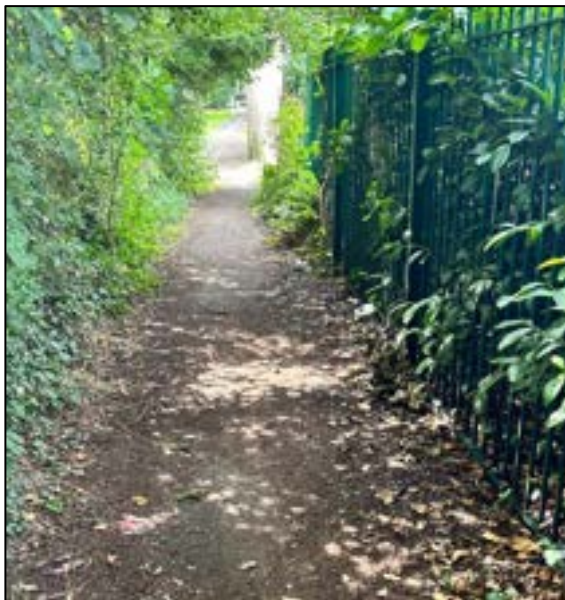
Photograph 30: Route from Bridleway 108/1a/4 and Public Footway to Recreation Ground

- 4.8 In terms of cyclists, they will utilise Bridleway 108/1a/4 for c100m to head west before utilising the cut through to the recreation ground where a tarmacked path is provided and continuing on road on Hobby Close and Kite Close.
- 4.9 The public footpath scores an ATE path check rating of 28/42 (as there were 9 categories not relevant to this section of the route). The route scored 0 for 'signage', 'cycle parking', 'places to rest' and 'areas of shelter'. However, there is no 'destination' on this route, it is part of the wider route to local facilities and therefore it is not considered that cycle parking would need to be provided on the route and in terms of places to rest, seating is provided at the recreation ground. However, there may be improvements which need to be considered in terms of signage.

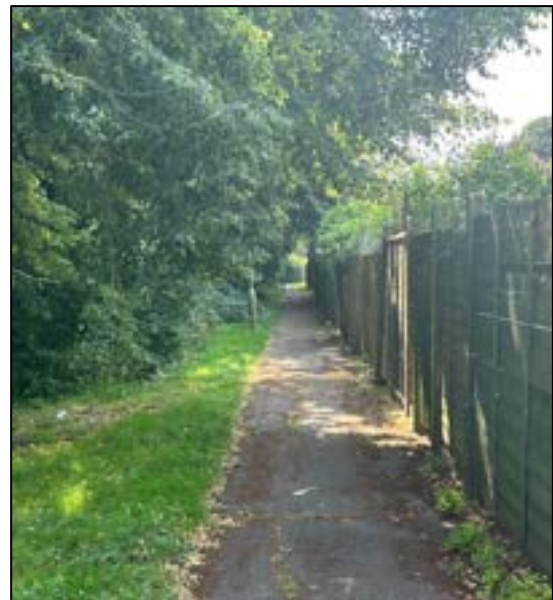
- 4.10 The Bridleway 108/1a/4 scores an ATE path check rating of 17/52 (as there were 4 categories not relevant to this section of the route). The route scored a 0 for 'width of the path' and 'suitable surfacing for pedestrians, cyclists and equestrians' along with 'lighting', 'distance to resting points' and 'areas of shelter'. These are the key points which may need to be considered should this be the most convenient route for pedestrians/cyclists. However, as it is a Public Right of Way route, discussions would also need to be had with HCC Countryside Service team.

Footpath 108/7/2

- 4.11 To the west, Footpath and Bridleway 108/1a/4 meet Public Rights of Way Footpath 108/7/2 which provides a connection to Kite Close and Eagle Avenue to the south. This in turn provides a connection towards The Acorn Community Centre, New Golden Leaf Takeaway and Wecock Church. The existing conditions of the route are shown within **Photographs 31** and **32**.



Photograph 31: Existing Conditions of PRow Footpath 108/7/2



Photograph 32: Existing Conditions of PRow Footpath 108/7/2

- 4.12 Footpath 108/7/2 has lighting along sections of the route and goes past the back of residential units and a derelict site. The route measures between 1.5m-1.8m and is a mix of tarmac and unbound surfacing making it suitable for a wide range of people, however, it may be a less attractive route for those with mobility issues or pushchairs.

- 4.13 The ATE path check rating of Footpath 108/7/2 is 23/38 (as there were 11 categories not relevant to this section of the route). The main areas which can be improved upon along this route are 'wayfinding signage', 'resting places' and 'places of shelter'. This will be discussed within Chapter 8 of this report, however, due to the nature of the route, places of rest and shelter are unlikely to be appropriate on the PRoW route.

Bridleway 108/1a/3 and 064/42/1

- 4.14 As aforementioned and shown within **Figure 7**, Bridleway 108/1a/4 continues west becoming Bridleway 108/1a/3, which runs along the southern boundary of Catherington Park, before meeting Bridleway 064/42/1 which heads north along the western boundary of Catherington Park. The existing conditions along both routes are shown within **Photographs 33-36**.



Photograph 33: Bridleway 108/1a/3



Photograph 34: Bridleway 064/42/1



Photograph 35: Bridleway 064/42/1 crossing Clements Grove



Photograph 36: Bridleway 064/42/1

- 4.15 As shown in **Photographs 33-36** the surfacing along Bridleway 108/1a/3 and Bridleway 064/42/1 is unbound and due to vegetation overgrowth, the paths appear less than 1m wide in places, however, widens to c2m along parts of the route (for Bridleway 108/1a/3).
- 4.16 None of the routes are lit with street lighting and there is no presence of bins or benches along the routes. In addition, along Bridleway 064/42/1 there is presence of metal fencing securing the route from the Catherington Park development and field to the west.
- 4.17 The routes have fairly uneven surfacing, especially Bridleway 064/42/1 which would be unsuitable for most to utilise. The route continues north to connect with BOAT 119/46/1 to the northwestern corner of the proposed development site.
- 4.18 From Bridleway 064/42/1, the route heads east providing a route between the Catherington Park development and the proposed development site, bringing the route into the Catherington Park development at Wilkes Way.



Photograph 37: Route between Bridleway 064/42/1 and Wilkes Way



Photograph 38: Route into Proposed Development Site

4.19 The route is overgrown and mainly trodden grass and unbound surface as shown within **Photographs 37** and **38**. The route provides access into the proposed development site (**Photograph 38**) and the section within the site's boundary is being considered as part of the wider internal proposals for Woodcroft Farm Phase 3. The route does not have any street lighting and would not be suitable for all users due to the width of the path being c1m in sections.

4.20 The bridleways can also be utilised by cyclists, however the current surfacing and vegetation overgrowth may not make this an attractive route for cyclists.

4.21 The ATE path check rating for these routes is 17/50 (as there were 4 categories not relevant to this section of the route). The main areas of improvement for this route would be 'surfacing type', 'width of shared surface area', 'distance to places to rest and places of shelter', 'lighting' and 'improvement to wayfinding'. As aforementioned, enhancements to these Public Rights of Way routes will require discussions with HCC Countryside Service team as to whether they are appropriate for the route.

Bridleway 108/1b/1

4.22 As aforementioned, route 108/1b/1 runs through the Catherington Park development, connecting to Restricted Byway 108/523/1 to the northeast and Bridleway 108/1a/4 to the south. The route is of unbound surfacing and measures c2m in width making it suitable for most users.



Photograph 39: Route 108/1b/1 crossing Merritt Way

- 4.23 As shown in **Photograph 39** the route runs either side of Merritt Way within the Catherington Park development. Where the route meets the road there are currently dropped kerbs provided along Merritt Way to provide access to the route to allow pedestrians and cyclists to safely cross to continue on the route. Due to the residential nature of the traffic utilising this route the crossing type (uncontrolled) complies with LTN 1/20.
- 4.24 There is no street lighting along the route, however it is overlooked by residential dwellings and an open route, making it safe for most users.
- 4.25 The ATE path check rating for this Bridleway is 34/58 and the main areas for improvement on this route from an ATE rating would be 'resting places', 'areas of shelter' and 'lighting' which can be discussed with HCC Countryside Services Team to understand whether these enhancements would be suitable for the route.

Restricted Byway 108/523/1

- 4.26 To the northeast of route 108/1b/1, Restricted Byway 108/523/1 and Byway Open to All Traffic 119/46/1 can be accessed (**Photograph 40**). There is wayfinding signage provided to ensure users of the route can clearly see which route to take.



Photograph 40: Wayfinding Signage for Restricted Byway 108/523/1 and Byway Open to All Traffic 119/46/1

- 4.27 Restricted Byway 108/523/1 runs between route 108/1b/1 and Woodcroft Lane. The route is unlit and comprises mostly unbound surfacing (**Photograph 41 and 42**). The path measures c2-2.5m in width and is overlooked by residential properties for a large section of the route, providing natural surveillance and making the route safe and suitable for most. There are areas of the route where vegetation growth reduces the width of the path, however, with maintenance of the route this can be resolved.



Photograph 41: Restricted Byway 108/523/1



Photograph 42: Restricted Byway 108/523/1

- 4.28 The route meets the road of Reed Walk (shared surface route) c15m before reaching the footways along Woodcroft Lane. The route is tarmacked in this location and the road measures c4m in width (**Photograph 43**). As the road provides access to c5 dwellings this is considered suitable to accommodate the vehicular and non-vehicular traffic. In addition, bollards are provided at the end of the byway before the route becomes shared surface making it safer for all road users.



Photograph 43: Restricted Byway 108/523/1 meeting Reed Walk

- 4.29 The Restricted Byway can also be utilised by cyclists and will provide a safe off-road route between the proposed development site and Reed Walk/Woodcroft Lane.
- 4.30 The ATE path check rating for this route is 34/58 and the main areas for improvement on this route would be 'type of surfacing' (as part of the route is unbound), 'resting places', 'areas of shelter' and 'lighting'.

BOAT 119/46/1

- 4.31 Travelling north of Restricted Byway 108/523/1, BOAT 119/46/1 can be accessed, which runs across the northern boundary of the proposed development site. At present the BOAT is not in a suitable condition with uneven surfacing and craters within the route making it unsafe for most to utilise. The current conditions are shown within **Photographs 44-46**.



Photograph 44: BOAT 119/46/1



Photograph 45: BOAT 119/46/1



Photograph 46: BOAT 119/46/1

4.32 As shown within **Photographs 44-46** the route is unsuitable due to the extremely uneven and cratered surfacing and vegetation overgrowth. There is also no lighting along the route, and it is not overlooked by properties, making it feel unsafe for many users.

- 4.33 An ATE path check rating has not been provided for this route as this route is not one being promoted for use as part of the proposed scheme due to the presence of better east-west connections within the site and therefore other enhancements to routes more likely to be utilised for the development are proposed instead.

Summary of PRow Routes

- 4.34 In summary route 108/1b/1 provides a connection through the Catherington Park development and is likely to be utilised by residents of the proposed development, as is the Restricted Byway 108/523/1. Therefore, these routes should be considered most as they reduce walk times to local facilities.
- 4.35 As these routes will be utilised by future residents surfacing upgrades in areas may be required to ensure the route is safe for all to utilise and lighting may be required along the route to enhance the safety.
- 4.36 In addition, Bridleway 108/1a/4 is likely to be utilised to access Footpath 108/7/2 and therefore discussions with HCC Countryside Services team should be undertaken to determine whether any improvements to the routes are suitable. Improvements could include bound surfacing, vegetation removal to ensure a continuous route of c2m and additional lighting.
- 4.37 However, the overgrown Public Footpath and BOAT 119/46/1 are unlikely to be utilised by residents of the development as they are not the quickest or most convenient routes to local facilities. Therefore, no changes are proposed to these routes.

5. EXISTING WALKING, CYCLING AND EQUESTRIAN FACILITIES – ROUTE TO MITON ROAD SHOPS, HART PLAIN SCHOOLS AND DRYDEN DOCTORS SURGERY

- 5.1 From the Woodcroft Farm, Phase 3, those from the western development parcel would come from Wilkes Way and those from the eastern parcel would come either from Merritt Way or use bridleway 108/1b/1 to then utilise either Powell Drive or the public rights of way network to access Eagle Avenue or Kite Close (routes set out in Chapter 4).
- 5.2 In terms of cyclists accessing Eagle Avenue, they would route through the recreation ground and onto Hobby Close/Kite Close or utilise the internal network of Catherington Park, coming down Powell Drive and cycle on-road along Eagle Avenue.

Eagle Avenue to Milton Road Shops

- 5.3 After walking along Powell Drive, the route would continue east along Eagle Avenue. The footway on the northern side of Eagle Avenue measure c1.8-2m and is separated from the carriageway by a grass verge (**Photograph 47**) between 1-2.5m in width along the majority of the footway until Milton Road and street lighting is provided.



Photograph 47: Eagle Avenue Footways and Curlew Gardens Bus Stop (looking west)

- 5.4 Approximately 20m east of the junction with Powell Drive, Curlew Gardens Bus Stop, which offers eastbound services, can be accessed. The bus stop has a flagpole and timetable as well as bus cage markings on the carriageway, as shown within **Photograph 47**. It is noted there is no shelter or real-time bus information present at the Curlew Gardens bus stop.
- 5.5 The footway continues towards Milton Road, with dropped kerb and tactile paving crossing points provided across Huntsman Close as shown in **Photograph 48**.



Photograph 48: Huntsman Close Crossing Point

- 5.6 There are two dropped kerb and tactile paving crossing points provided along Eagle Avenue in the vicinity of this route. One is to the west of the Powell Drive junction (**Photograph 49**) and the other before the mini roundabout on Milton Road (**Photograph 50**). Both provide access between the two footways on Eagle Avenue, connecting to wider infrastructure.



Photograph 49: Crossing Point on Eagle Avenue west of Powell Drive



Photograph 50: Crossing Point on Eagle Avenue north of Milton Road Mini Roundabout

- 5.7 Once heading north on Milton Road, a 6m paved area is provided across the frontage of the Milton Road shops. In this area a post box, litter bin and cycle storage hoops are provided as shown within **Photograph 51**.



Photograph 51: Milton Road Shops

- 5.8 In terms of cyclists accessing Milton Road shops, they would cycle along the carriageway of Eagle Avenue as there is no off-road cycle route in this location.

- 5.9 The locations of the photographs along Eagle Avenue are identified within **Figure 10**.



Figure 10: Photograph Locations along Eagle Avenue

Routes to the South

- 5.10 Those utilising the route from Merritt Way would likely travel along Powell Drive and Eagle Avenue to the east, to utilise the footway that runs between and parallel to Blackbird Close and Milton Road, before continuing to Thrush Walk before joining Milton Road (**Figure 11**).
- 5.11 Those utilising bridleway 108/1b/1 would then use bridleway 108/1a/4 and footpath 108/7/2 to end up at Kite Close before either using the underpass between Wecock church/Kingfisher Close or travelling east for a short section of Eagle Avenue to access Jackdaw Close and utilising the off-road route to Madocks Way before utilising the on-road route at Albretia Avenue and Oaklands Grove (**Figure 12**), of which there are many.



Figure 11: Routes from Eagle Avenue, South towards Hart Plain Avenue

- 5.12 Continuing south, those utilising the route from Thrush Walk would then access Milton Road and continue south to the local facilities (**Figure 12**) which is discussed later in this chapter.
- 5.13 Those utilising the Jackdaw Close route to Oaklands Grove would then travel down Hart Plain Avenue to the junction of Milton Road and continue south (**Figure 12**).



Figure 12: Routes to South of Hart Plain Avenue/ Milton Road

Route via Blackbird Close, Thrush Walk and Milton Road

- 5.14 The location of photographs taken along the routes from Eagle Avenue, South towards Hart Plain Avenue are shown within **Figure 13** and detailed within this chapter.



Figure 13: Location of Photos on Routes from Eagle Avenue, South towards Hart Plain Avenue

- 5.15 Those heading south of the site towards the Hart Plan Avenue/Milton Road junction would utilise one of the crossing points along Eagle Avenue (**Photograph 49** and **50**) to access the footways on the southern side of Eagle Avenue.
- 5.16 They would then access the footways which run parallel to the properties along Blackbird Close, which continue towards Sparrow Close, Coleridge Gardens, Swinburn Gardens, Spencer Gardens and onto Thrush Walk. There are a series of footways measuring c1.5-1.8m in width which provide a continuous connection to Thrush Walk, demonstrated within **Photographs 52-56**.



Photograph 52: Footway looking towards Eagle Avenue



Photograph 53: Paved footway with street lighting along the route



Photograph 54: Benches and Street Lighting along the Route



Photograph 55: Footways crossing Spencer Gardens



Photograph 56: Route between Thrush Walk and Milton Road

- 5.17 As shown in **Photographs 52-56** the route is paved and in good condition with vegetation largely maintained. The route crosses over a variety of residential roads, most with dropped kerb crossing points or direct links to footways, however, there are no dropped kerbs or tactile paving across Swinburn Gardens (south of Bunting Gardens shown in **Figure 11**) where the pedestrian route crosses the road and as shown in **Photograph 55**. There are also no dropped kerbs provided across Spencer Gardens (south of Thrush Walk (**Figure 11**) where the pedestrian connection continues) at the pedestrian desire line which continues the route to the end of Thrush Walk.
- 5.18 There is street lighting provided along sections of the route and benches provided in proximity to the footways to allow people to stop and rest (**Photograph 54**), making the route an attractive area.
- 5.19 As shown in **Photograph 56**, there are safety barriers provided between Thrush Walk and Milton Road, to inform pedestrians that the footway is continuing onto the main road. However, this may be an obstruction for those with mobility issues or pushchairs, although alternative routes are available.
- 5.20 Once onto Milton Road, footways of c2m are provided on both sides of the carriageway which provide a continuous connection south. Pedestrians are expected to travel on the western side of the road, with onward connections discussed later in this section.

- 5.21 In terms of cyclists accessing this area, they would cycle along the carriageway of Milton Road as there is no specific cycle infrastructure in the location and Milton Road is an on-road cycle route which the Havant LCWIP (2023) is looking to provide improvements too. The carriageway measures c6m in width, ample space to accommodate cyclists and the speed limit of 30mph makes cycling a safe option for most. As there is desire to provide improvements along this route, the proposed development could provide a contribution towards this section of the route considering it is a route towards local facilities likely to be utilised by residents of the development.
- 5.22 An ATE path check rating has been undertaken for this north-eastern route (which includes from Eagle Avenue and the score is 44/56 (as there were 2 categories not relevant to this section of the route as there are no equestrian facilities). The improvements to this route to improve the ATE score would be 'wayfinding signage', 'more rest areas' and 'areas of shelter'.
- 5.23 This route accords with the Healthy Streets criteria of having places to stop and rest, things to do and see, people feel safe and easy to cross.

Route via Jackdaw Close, Oaklands Grove, Hart Plain Avenue and Milton Road

- 5.24 An alternative route to the south, which most south-bound residents are expected to use is via Jackdaw Close. Residents could arrive from either Wilkes Way or Merritt Way to join onto route 108/1b/1 and connect to Bridleway 108/1a/4 and then utilise PRow Footpath 108/7/2 which are described in Chapter 4 of this report.
- 5.25 From PRow Footpath 108/7/2, pedestrians will arrive at Eagle Avenue and Kite Close (**Photograph 57**). Pedestrians can utilise the dropped kerb and tactile paving crossing point at the junction of Kite Close to utilise the footway provided east to The Acorn Community Centre (where cycle hoops are provided), New Golden Leaf Takeaway and Wecock Church. The footways measure c1.8-2m in width and are in suitable condition as shown within **Photograph 58** and lead to an underpass (**Photograph 59**) to allow pedestrians to cross under Eagle Avenue to reach the footways on the opposite side of the carriageway.



Photograph 57: Existing PRoW Footpath 108/7/2 to Eagle Avenue



Photograph 58: Footway down the side of Wecock Church leading to the underpass and The Acorn Community Centre



Photograph 59: Underpass between The Acorn Community Centre and the Southern Footways along Eagle Avenue

- 5.26 There is street lighting provided along this section of the route and the underpass is step-free making it accessible to those with mobility issues and pushchairs.
- 5.27 Alternatively, pedestrians can also travel west on Eagle Avenue before utilising a dropped kerb and tactile paving crossing point with a pedestrian refuse island across Eagle Avenue, providing access to the footways on the southern side of the carriageway as shown in **Photograph 60**, without using the underpass.



Photograph 60: Crossing Point on Eagle Avenue

5.28 Once onto the southern side of Eagle Avenue, footways remain in a suitable condition and measure c1.8m in width making them suitable for people to pass one another along the route. Pedestrians would then continue onto Jackdaw Close and utilise the dropped kerb crossing point across the junction (which at present does not have tactile paving) (**Photograph 61**) and continue along the eastern footway to connect to a shared footway/cycleway (**Photograph 62**) through to Madocks Way.



Photograph 61: Dropped Kerb crossing at Jackdaw Close



Photograph 62: Shared Footway/Cycleway between Jackdaw Close and Madocks Way

- 5.29 It is noted that the dropped kerb crossing point at Jackdaw Close does not have any tactile paving and therefore, as this route will likely be utilised by the development, tactile paving may need to be implemented.
- 5.30 The footways along Jackdaw Close and Madocks Way measure c1.8m in width and the shared surface route between measures c3m in width in line with LTN 1/20 guidance. There is street lighting provided along the route and litter bins available.
- 5.31 It is evident that there is a pedestrian/cycle desire line across the grass to access the shared footway/cycleway which is shown within **Photograph 63**.



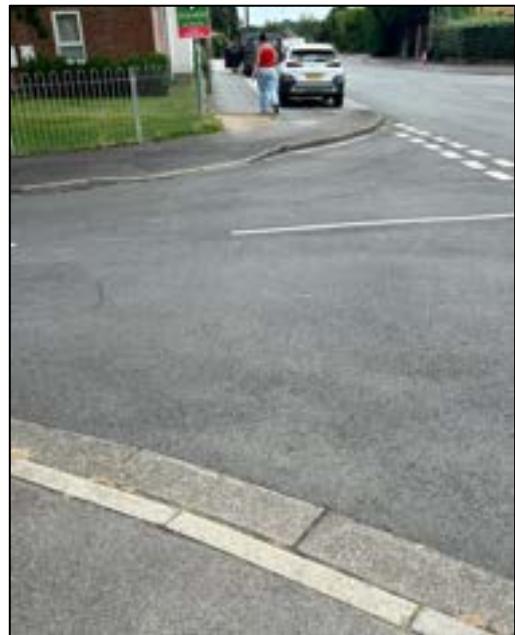
Photograph 63: Desire line to access shared footway/cycleway

- 5.32 Once at Madocks Way, cyclists are routed back onto the carriageway and pedestrians have access to footways along either side of the carriageway.
- 5.33 Once on Madocks Way pedestrians will head south on Hemlock Road and head west on Albretia Avenue to access Eagle Avenue/Hart Plain Avenue to reach One Stop (**Photograph 64**). The existing conditions along Eagle Avenue/Hart Plain Avenue to Access One Stop are shown in **Photographs 65 and 66**.

- 5.34 Alternatively, pedestrians will head east on Albretia Avenue to access Oaklands Grove where pedestrians can choose to head west onto Hart Plain Avenue or east onto Milton Road to then continue south to local facilities. It should be noted that the junctions of Hart Plain Avenue junction, Oaklands Grove and Maytree Gardens do not have tactile paving crossing points which should be provided to enhance road user safety.
- 5.35 Wayfinding signage for cyclists are present for northbound movements to Acorn Community Centre with signage locations (north to south) at the southern end of Jackdaw Close, on Madocks Way before entry to the green space, on Albretia Avenue (towards Hemlock Road) and on Oaklands Grove (towards Albretia Avenue)
- 5.36 The shared cycle / footway terminates at Madocks Way, where the remainder of the cycle route is on-street, with no formal cycle lanes provided.



Photograph 64: One Stop



Photograph 65: Eagle Avenue North of One Stop



Photograph 66: Hart Plain Avenue South of One Stop



Photograph 67: Albretia Avenue



Photograph 68: Junction of Oaklands Grove and Hart Plain Avenue



Photograph 69: Milton Road, south of Oaklands Grove

5.37 As shown in **Photographs 64-69** there are continuous footways along the route with suitable crossing points as all junctions have dropped kerbs crossing points with many also having tactile paving present. Street lighting is available on all routes and c1.8-2m footways are provided to the junction of Hart Plain Avenue/Milton Road where both routes the continue south along the same route, outlined below.

Route From Hart Plain Avenue/Milton Road Junction

- 5.38 Both the routes aforementioned join at the junction of Hart Plain Avenue and Milton Road. The location of photographs taken along this section of the route are shown within **Figure 14** and detailed within this chapter.



Figure 14: Locations of Photos on Routes to South of Hart Plain Avenue/ Milton Road

- 5.39 At the junction of Hart Plain Avenue and Milton Road, a dropped kerb crossing point is provide across the junction, as shown in **Photograph 70**. There is currently no tactile paving present across the junction which could enhance the safety of the crossing point.



Photograph 70: Hart Plain Avenue/Milton Road Crossing Point

- 5.40 Continuing south of the junction, footways provide a direct connection to Milton Parade on the western side of the carriageway, where convenience stores and take away shops can be accessed. There is a layby for vehicles to access and a crossing point is provided for pedestrians and cyclists, which also provides access to a signalised crossing point along Milton Road. This is demonstrated in **Photographs 71- 72.**



Photograph 71: Milton Parade Shops



Photograph 72: Signalised Crossing on Milton Road

- 5.41 A shared footway/cycleway is provided along both sides of the carriageway from Milton Parade starting from the signalised crossing point on the western side which then continues west along Sunnymead Drive with just a footway continuing south on Milton Road and on the eastern side starts north of the junction with Hart Plain Avenue (towards the infant and junior schools).

- 5.42 To access Hart Plain Infant and Junior Schools and The Cowplain School, pedestrians would cross at the signalised crossing point on Milton Road and then head east on Hart Plain Avenue to access all school sites. Alternatively, some may choose to walk south along Milton Road to access Hart Plain Junior School via a pedestrian only access. A crossing point with dropped kerbs and tactile paving (**Photograph 73**) is provided outside this access allowing pedestrians to utilise the shared footway/cycleway or footway on the western side of the carriageway to access the site.
- 5.43 The shared footway/cycleway measures c2.2m in width and has c2m grass verges provided between the route and the carriageway as demonstrated in **Photograph 74**. The footway on the western side of the carriageway measures c1.5-1.8m in width and is separated from the carriageway by grass verges (**Photograph 75**) and seating areas are available on both sides of the carriageway.



Photograph 73: Crossing Point outside Hart Plain Junior School



Photograph 74: Shared Footway/Cycleway on the Eastern side of Milton Road



Photograph 75: Footway on the Western side of Milton Road with bench and bin



Photograph 76: Crossing Point at Junction along Shared Footway/Cycleway on the Eastern side of Milton Road

- 5.44 The shared footway/cycleway can be utilised to access Hambledon Road where a number of local facilities and a footway and cycle route towards Waterlooville can be accessed.
- 5.45 The footway on the western side of the carriageway can be utilised to access Dryden Surgery via Dryden Close, c50m south of the crossing point at Hart Plain Junior School (**Photograph 73**). The footways are continuous measuring c1.8m and crossing points are provided along the route as shown in **Photograph 77**. However, to make this a more accessible route and suitable to all users, tactile paving should be provided across the junctions at Dryden Close.



Photograph 77: Route to Dryden Surgery

- 5.46 In summary the route is well lit, has footways of suitable width (c1.5m-2.2m), seating areas are available and surfaced footways with appropriate crossing points across most junctions. There is also cycle infrastructure available in the form of a shared footway/cycleway along the eastern side of Milton Road and the remainder of the cycle route is on-road routes with no dedicated infrastructure.
- 5.47 An ATE path check rating has been undertaken for this southern route (which is taken from Eagle Avenue) and the score is 48/56 (as there were 2 categories not relevant to this section of the route as there are no equestrian facilities). The improvements to this route to improve the ATE score would be 'wayfinding signage' (at the start of the route), 'cycle parking' and 'areas of shelter'.
- 5.48 This route accords with the Healthy Streets criteria of having places to stop and rest, things to do and see and easy to cross.

6. EXISTING WALKING, CYCLING AND EQUESTRIAN FACILITIES – ROUTE TO WOODCROFT PRIMARY SCHOOL, TESCO EXPRESS AND HORDEAN TECHNOLOGY COLLEGE

- 6.1 To access Woodcroft Primary School, those from the western parcel are likely to utilise the internal footpath network of Catherington Park and access the school via the pedestrian access on Powell Drive. Those from the eastern parcel would likely walk along Merritt Way and access Powell Drive and then the pedestrian access of Woodcroft Primary School. A review of these routes is provided in Chapter 3 and at present there will need to be improvements along the route however, the current developers have not completed construction and therefore the standards of these routes are likely to improve once complete.
- 6.2 However, an alternative route to Woodcroft Primary School and one likely to be taken (especially by those in the eastern parcel) is from Byway 108/532/1 through to Woodcroft Lane, where another access to the school is located. The remainder of the route would then utilise Lovedean Lane, Frogmore Lane, Victory Avenue and Catherington Lane to access Horndean Technology College. The walkover route is shown within **Figure 15** and **16**.

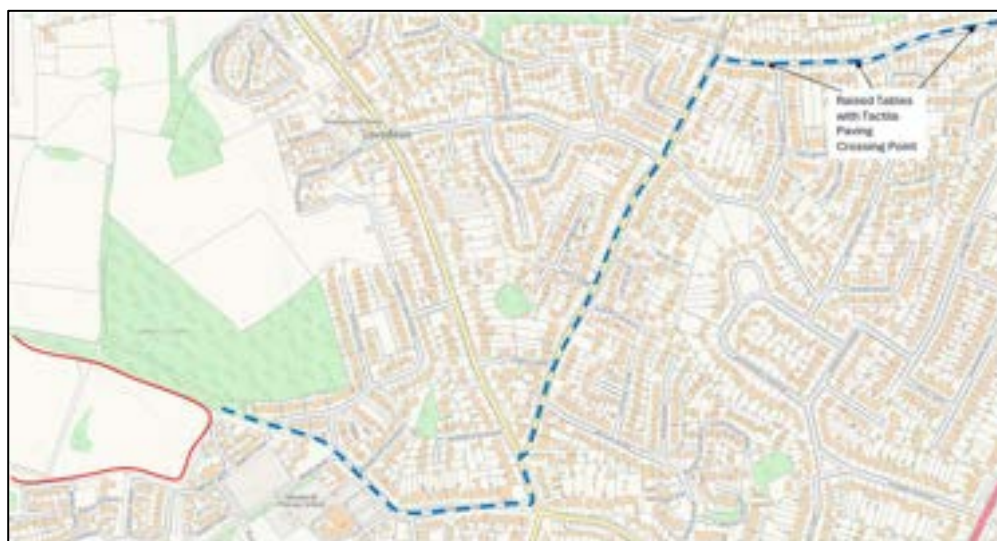


Figure 15: Walkover Route to Woodcroft Primary School, Tesco and Catherington Lane



Figure 16: Two Walkover Route to Horndean Technology College (from Victory Lane)

Route to Woodcroft Farm, Tesco and Catherington Lane

- 6.3 The location of each of the photos along this section of the route are shown within **Figure 17** and detailed within the chapter.



Figure 17: Location of Photos along Walkover Route to Woodcroft Primary School and Tesco

- 6.4 As mentioned within Chapter 4 of this report, Byway 108/532/1 connects, at its eastern extent, to the shared surface of Reed Walk and then onto the southern footway along Woodcroft Lane. There are footways along both sides of Woodcroft Lane which measure c2m in width, however, to avoid the main school access (as there is currently no formal crossing point in the vicinity of the access) and reach the pedestrian access or continue south on Woodcroft Lane, pedestrians would have to cross to the northern footway, however no crossing point is provided. There may be scope to cut back some of the existing vegetation along the northern footway where it runs alongside Reed Walk to enable pedestrians to access the northern footway and avoid needing to provide a crossing point along Woodcroft Lane (as there would be restrictions due to existing property access').

- 6.5 There is still a suitable dropped kerb and tactile paving crossing provided across Woodcroft Lane to allow access to Woodcroft Primary School c40m south of the main access which provides a safe and direct route into the school.
- 6.6 There is street lighting along the route and pedestrian crossing points to provide access to Woodcroft Primary School. The existing conditions are shown within **Photographs 78** and **79**.



Photograph 78: Footways along Woodcroft Lane



Photograph 79: Crossing Point on Woodcroft Gardens opposite Woodcroft Primary School

- 6.7 After Woodcroft Primary School, footways measuring c1.5-1.8m are provided along both sides of the carriageway, which continue to the junction with Lovedean Lane, although pedestrians are likely to remain on the northern footway. A crossing point in the form of dropped kerbs is provided on Woodcroft Lane, west of the junction with Lovedean Lane to allow pedestrians to cross to Tesco should they have crossed to the southern footway. It is not proposed that this needs to be upgraded as those from the development site will have already crossed onto the northern side of Woodcroft Lane. The conditions of this route are shown within **Photograph 80** and **81**.



Photograph 80: Footways along Woodcroft Lane



Photograph 81: Crossing Point opposite Tesco (looking north)

- 6.8 This section of the route has fairly well surfaced footways and crossing points in the form of dropped kerbs at all junctions with some junctions also having tactile paving.
- 6.9 An ATE path check rating has been undertaken for this section of the route and the score is 40/60. The improvements to this route to improve the ATE score would be surfacing along the route, crossing provision (Woodcroft Lane) wayfinding signage, more rest areas and areas of shelter.

Route to Horndean Technology College

- 6.10 The location of each of the photos along this section of the route are shown within **Figure 18** and detailed within the chapter.

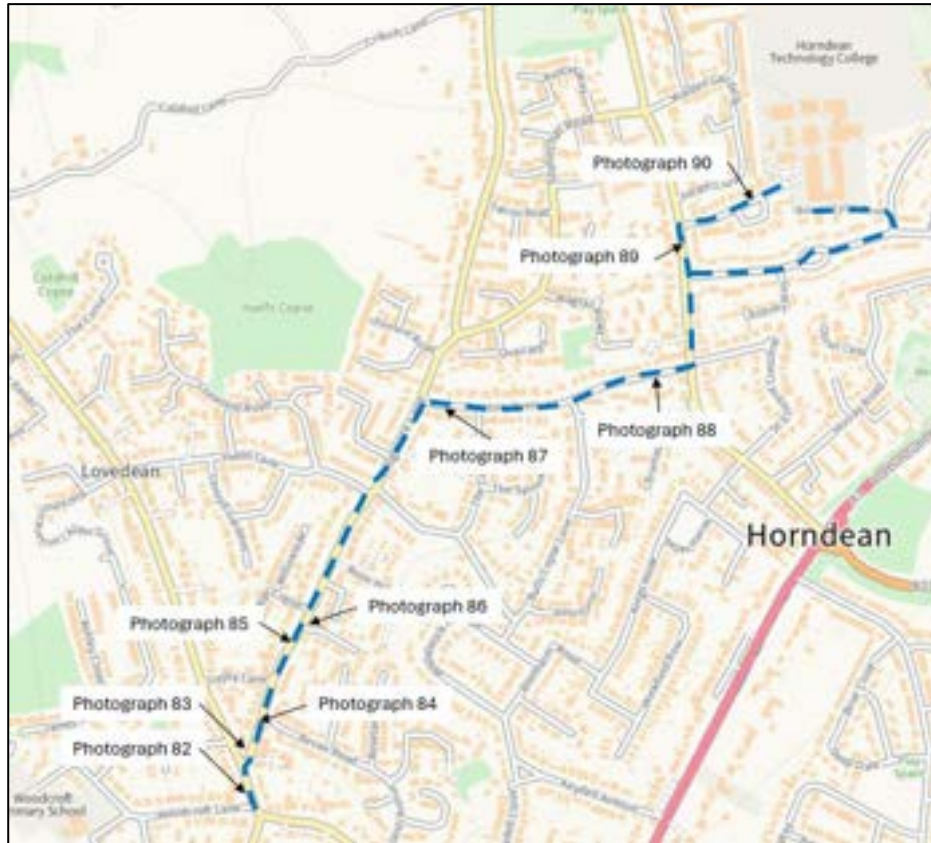


Figure 18: Location of Photos on Walkover Route to Horndean Technology College

- 6.11 Once onto Lovedeane Lane the remainder of the route is to Horndean Technology College. Pedestrians will have to cross Lovedeane Lane to access Frogmore Lane. At present there is no suitable crossing point provided in this location, although dropped kerbs to serve adjacent dwellings are situated to support the crossing of Lovedeane Lane (**Photograph 82**).



Photograph 82: Lovedean Lane looking to Frogmore Lane



Photograph 83: Benches at Frogmore Lane



Photograph 84: Bin along Frogmore Lane

- 6.12 As shown in **Photographs 83** and **84** there is the presence of street lighting, seating and litter bins along this route, making the area attractive to many as there are suitable locations to rest and amenities available.
- 6.13 The footways continue along Frogmore Lane and measure c2m in width. Street lighting is also present along Frogmore Lane and all junctions up until Victory Avenue have a dropped kerb crossing point across them as shown in **Photograph 85** and **86**.



Photograph 85: Footways along Frogmore Lane



Photograph 86: Dropped Kerbs across Junctions

- 6.14 Once at Victory Avenue, a dropped kerb crossing point is provided across the junction to enable access to the footways provided on both sides of the carriageway. Approximately 10m from the junction with Frogmore Lane is a raised table and tactile paving crossing point is provided as shown in **Photograph 87**. There are multiple raised table crossing points along Victory Avenue acting a traffic calming and a safe place to cross to the opposite side of the carriageway. The footway along the northern side of the carriageway becomes a shared footway/cycleway c.8m east of the first crossing point, also identified in **Photograph 87**.



Photograph 87: Raise Table Tactile Paving Crossing on Victory Avenue

- 6.15 The footway on the southern side of the carriageway measures c1.5m in width and the shared footway/cycleway on the northern side of the carriageway measures c2.6m in width. There is street lighting and signage provided across this section of the route.
- 6.16 At the eastern end of Victory Avenue before the junction with Catherington Lane, cyclists are diverted back onto the road via a dropped kerb and signage as shown in **Photograph 88**.



Photograph 88: Cyclists Routed back onto the Carriageway on Victory Avenue

6.17 At the eastern end, Victory Avenue connects to Catherington Lane where a c1.8m footway is present on both sides of the carriageway. Pedestrians would continue north on Catherington Lane for c100m to reach the signalised pedestrian crossing point (**Photograph 89**) to cross to the footway on the eastern side of the carriageway.



Photograph 89: Signalised Crossing Point on Catherington Lane

- 6.18 Once on the eastern side of the carriageway on Catherington Lane, c1.8m footways continue. Pedestrians can then choose to either head north and then east onto Barton Cross to access Horndean Technology College or head south and then east along Merchistoun Road, Queens Crescent and Bowes-Lyon Crescent to reach Horndean Technology College.
- 6.19 Both routes have footways of c1.8m and dropped kerb crossing points where the routes crosses junctions and there is also tactile paving crossing points provided along Barton Cross as shown in **Photograph 90**.



Photograph 90: Barton Cross Conditions

- 6.20 Along the route there is street lighting, signage, dropped kerb and tactile paving crossing points and continuous footways along all routes. There is also cycle infrastructure (shared routes and on-road routes) available which has been demonstrated along the route and the remainder of the cycle routes are on-road routes with no dedicated infrastructure.
- 6.21 It is noted that Horndean Technical College will have cycle parking locations on the site, to support future residents travelling the 2.3km route by bicycle.

- 6.22 An ATE path check rating has been undertaken for this section of the route and the score is 42/56 (as there are no equestrian facilities along this route so these are not applicable). The improvements to this route to improve the ATE score would be surfacing along the route, tactile paving and crossing provision (start of the route – Lovedean Lane), 3m width for shared surfacing, more rest areas and areas of shelter.
- 6.23 This route accords with the Healthy Streets criteria of having places to stop and rest, things to do and see, people feel safe and easy to cross (along most of the route). However, improvements could be made to the route (crossing along Lovedean Lane) to enhance people's feeling of safety, giving safe areas to cross and encouraging walking.

7. EQUESTRIAN FACILITIES

- 7.1 No equestrian facilities apart from the bridleways which are detailed with Chapter 4 were observed on the local highway network within the study area. No horse-riding was observed during the site visit and no evidence of horse-riding occurring along the routes was present. It is therefore considered that no improvements would need to be delivered through the proposed development, unless upgrades to the existing Bridleways are considered which will be discussed in Chapter 8.

8. OPPORTUNITIES FOR IMPROVEMENTS

- 8.1 Based on the observations and discussions within this report, **Table 6** sets out the opportunities relevant to the highway scheme which would improve/enhance the routes to the local facilities.

General Opportunities
Opportunity 1: Connection to footway on the northern side of Woodcroft Lane from Reed Walk (cut back of vegetation/verge to provide a connection from the shared surface area of Reed Walk.
Opportunity 2: Tactile Paving to be provided at: - the crossing point at Jackdaw Close - Hart Plain Avenue side roads, from the site inc. - Hart Plain Avenue junction, - Oaklands Grove and - Maytree Gardens.
Opportunity 3: An uncontrolled pedestrian crossing point to be provided across Lovedean Lane to formalise a pedestrian crossing location for those who wish to access Frogmore Lane and head towards Horndean Technology College. However, this may need to be in the form of a contribution to tie in with the existing S278 works as part of the Milton Road/Lovedean Lane junction upgrades.
Opportunity 4: Bus shelters and real time bus information to be provided at the Curlew Garden bus stop to enhance attractiveness of services and improve facilities for the anticipated increase of 189 utilising public transport from the development over a 12-hour period.
Strategic Opportunities
Opportunity 5: Havant (2023) LCWIP - It is understood there is desire to enhance the cycle network along Milton Road, Frogmore Lane and Catherington Lane and therefore these schemes could provide a contribution towards this as it is likely to be a route utilised by residents of the development. This contribution should be in line with the fact the proposed development anticipated c86 daily cycle movements per day associated with the proposed development.
Opportunities within Catherington Park
Opportunity 6: This opportunity is subject to whether the current developer brings the internal development roads up to an adoptable standard. If not, improvements may be required and the exact improvements should be sought from a conditions survey once all construction work at the Catherington Park development is complete.
Public Rights of Way Opportunities
Opportunity 7: Upgrades to Bridleway 108/1b/1 and 108/1a/4 (100m section, to the connection with footway 108/7/2) to include: - provide bound surfacing (if countryside services teams are in agreement as this is usually discouraged along bridleways) - review opportunities to provide lighting of the route (dependant on discussions with countryside services team), - provide additional wayfinding signage and - cut back existing vegetation along the route.
Opportunity 8: Upgrades to the surfacing on Restricted Byway 108/523/1 to include: - provide bound surfacing (if countryside services teams are in agreement) at start of the route, - provide wayfinding signage at the start and end of the route to Woodcroft Primary School and - investigate providing lighting along the route to improve the safety and attractiveness of the area.
Opportunities to improve ATE Score
Opportunity 9: Improved lighting along Bridleway 108/1b/1 within Catherington Park and 108/1a/4 up to the connection to PRoW Footpath 108/7/2 to make the routes more attractive and improve the perception of safety for all users.
Opportunity 10: Upgrades to surfacing along Bridleway 108/1b/1 and 108/1a/4 to ensure the surface in bound along sections anticipated to be utilised by residents (if countryside services teams are in agreement).
Pedestrian Specific Opportunities
Opportunity 11: Tactile paving to be provided across the junction of Hart Plain Avenue, Jackdaw Close, Oaklands Grove and Maytree Gardens.
Opportunity 12: Crossing point (dropped kerb and tactile paving) to be provided along Lovedean Lane
Cyclist Specific Opportunities:
Opportunity 13: Upgrades to surfacing (bound surfacing) and provision of lighting along 108/1a/4 to make the route suitable for cyclists.
Equestrian Specific Opportunities:

Opportunity 14: Upgrades to Bridleway 108/1b/1 and 108/1a/4 to ensure the path is suitable for all users and a suitable width for all route users and suitable surfacing is provided. Upgrades may include surfacing and lighting however discussions will need to be had with the countryside services team and HCC highways to come to an agreement.

Table 6: Opportunities for Improvements

- 8.2 Although this WCHAR also suggests the width of the shared surface route along Victory Avenue is below the 3m required by LTN 1/20, as this route is existing and there is little additional space to increase the width of the route, no changes are suggested for this aspect of the route to Horndean Technology College.
- 8.3 In the vicinity of the site there is a lack of wayfinding signage, especially associated with the PRoW routes and therefore locations will be considered for way markers to ensure routes to local facilities and recreational routes are clearly marked.
- 8.4 Any upgrades to the PRoW will need to be discussed with HCC Highways and the Countryside Services team to ensure upgrades to the routes are achievable and suitable for all users.
- 8.5 In terms of any upgrades to the Catherington Park development, as aforementioned, exact upgrades will need to be established once works have finished on site and the full conditions of the routes are known.
- 8.6 In terms of an upgraded crossing point a new crossing along Lovedean Lane is expected but we would need to understand the S278 works approved for the Milton Road/Lovedean lane junction to ensure this isn't already being resolved with the current layout.

9. WALKING, CYCLING AND HORSE-RIDING ASSESSMENT STATEMENT

- 9.1 As Lead Assessor, I confirm that this Walking, Cycling & Horse-Riding Assessment Report has been compiled in accordance with HCCs Technical Guidance Note 19 (TG19) and GG119, thus contains the appropriate information for the wider design team. The Walking, Cycling & Horse-Riding Assessment was undertaken by the following Assessment and Review Team:

Walking, Cycling & Horse-Riding Assessor

Caroline Duff

Transport Planner

Paul Basham Associates

Signed: C. Duff

Date: September 2024

- 9.2 As design team leader I confirm that the assessment has been undertaken at the appropriate stage of scheme development and that the wider design team has been involved in the process. I confirm that in my professional opinion the appointed Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG119.

Design Team Leader

Kim Hammonds

BA (Hons), MSc, MCIHT

Associate Transport Planner

Paul Basham Associates

Signed: K. Hammonds

Date: September 2024

Appendix A



- Planning Red line boundary
- Land owned by Grainger plc
- Key building frontages
- Indicative Private Garden
- Indicative Main Access Road
- Indicative Secondary Street
- Indicative Shared Street/Lane
- Indicative Private Drives
- Indicative Courtyard/private drive
- Indicative pedestrian streets
- Indicative Cycling Route
- Public Right of Way (PRoW)
- Existing Footpath
- Indicative Footpath
- Indicative SuDS
- Existing Vegetation
- Indicative New Trees
- Indicative Orchard
- LEAP (Locally Equipped Area for Play)
- Ecological Enhancement
- LAP (Local Area for Play)

Land at Woodcroft Farm

on behalf of Grainger plc

Published for the purposes of identification only and although believed to be correct accuracy is not guaranteed.
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drawing no.	IM001	drawing	Illustrative Masterplan
revision	I(28.10.24)	scale	1:2,500@A3
drawn by	AIL/JM	checked by	PF
date	08.11.2023	job no.	445315

Appendix B

East Hampshire District Council
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Winchester, Hampshire SO23 8UD

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Enquiries To Sophie Osborne

Direct Line

Date 19 July 2024

My reference 053391

Your reference 55625/003

Email eastdc@hants.gov.uk

Dear Mr Natt,

Land North of Woodcroft Farm, James Copse Road, Lovedean, Waterlooville

Outline planning application sought for the development of up to 190 dwellings, with associated vehicular access, infrastructure and landscaping (all matters reserved except access)

Thank you for your consultation on the above outline planning application. To support this planning application the applicant has submitted a Transport Assessment (TA) dated March 2024 and supporting drawings which the Highway Authority have reviewed and have the following comments to make.

Pre-application advice

The applicant engaged in pre-application advice with the Highway Authority in March 2024. The response requested further information on a number of matters. The TA notes that the pre-application comments have not been addressed within this TA. Comments raised within the pre-app and any outstanding matters are discussed where appropriate throughout this response.

Policy Status

The TA provides a summary of the relevant transport and planning policies. The site is not allocated within the East Hampshire District Council Local Plan – Housing and Employment Allocations dated April 2016, however, it has been identified as an allocation within the emerging local plan under reference HDN1 (not HD-024 as referred to within the TA).

Policy HDN1 within the emerging local plan suggests that the allocation has the capacity to provide a residential development for 164 dwellings. It is noted that the proposed quantum of 190 dwellings exceeds this allocation.

Director of Hampshire 2050
Gary Westbrook

Specifically in relation to HDN1 and the highway matters the emerging policy requires:

- New vehicular connections via recent development to the south and adjoining rights of way networks e.g. new connections necessary to support development improving permeability for walking and cycling and enabling healthy and active lifestyles
- Improved pedestrian connections through to the Weacock Recreation Ground and on to the community centre at Weacock Farm should be investigated

The applicant should review the Highway Authority's response to the Reg18 consultation and comments have been made within this response which accord with the Reg18 position.

Site Location

The site is located to the north of the Catherington Park housing development. To the north, west and southwest the site is bound by agricultural fields with existing residential development to the south and east. The site is currently a greenfield site.

Transport Assessment Methodology

It was requested at the pre-app stage that any future TA aligned with the Decide and Provide approach. This would assess and prioritise any opportunities to significantly improve sustainable transport provision for all modes (walking, cycling and public transport) before determining if there are any remaining significant residual impacts to safe and efficient operation of the highway.

The TA to support this planning application has not considered the Decide and Provide approach. Narrative on the existing transport infrastructure is lacking and the same as put forward at the pre-application stage. No further assessment work has been undertaken on the existing routes on their quality and suitability to accommodate additional demand for sustainable transport modes. No opportunities for improvements have been proposed where the existing infrastructure is of poor quality, lacking or substandard in accordance with guidance. This is imperative to be undertaken to establish whether there are appropriate opportunities to improve the existing infrastructure, encourage travel by sustainable modes and reduce the reliance on the private car to comply with the adopted LTP4 policy.

Sustainable Access

A WCHAR in accordance with HCC TG19 has not been submitted to support this application. The commentary suggests a full WCHAR is to be carried out at the RM stage which is not agreed. All off-site highway works and improvements are to be secured and agreed at the outline stage.

The TA provides as an assessment of the local facilities and services available to the development and the distance of these from the centre of the site. Active Travel

Director of Hampshire 2050
Gary Westbrook

England identify that a site should have a sufficient number and range of local facilities within an 800m (10-minute walking distance via an accessible walking route. This includes the following:

- A food shop which sells fresh fruit and vegetables
- A park or green space
- An indoor meeting place (pub, café, community centre or place of worship).
- A primary school
- A post office or bank
- A GP surgery

Of the above list an indoor meeting place, post office or bank and GP surgery fall outside of these recommended walking distances. Notwithstanding the base level of infrastructure required by Active Travel England, considerations must be given to access to secondary school and employment opportunities albeit it is considered appropriate for these to be beyond the 800m walking distance.

The requested WCHAR assessment will need to assess the walking and cycling routes to these facilities as listed above and identify any defects within the existing infrastructure that would benefit from improvements to reduce the reliance on the private car to access these facilities. The Highway Authority reserve the right to make further comments on receipt of the WCHAR assessment.

As previously requested, the WCHAR should include a Healthy Streets Audit and consideration should also be given to the use of ATE's Route Check Tool to consolidate the requirements of the WCHAR and Healthy Streets Assessment. Given the presence of the bridleway/restricted byway and the interaction of the site access arrangements the British Horse Society should be consulted through this process with specific consideration on the implications of where the bridleway meets areas subject to vehicular traffic.

Catherington Park (On-site) Accessibility:

The narrative is limited on the existing walking infrastructure with the TA. Whilst the Catherington Park development is still under construction the applicant should be made aware that consent was given nearly 10 years ago. Design guidelines have since progressed and therefore revisions may be required internally within the development to accord with current standards and guidelines. Any infrastructure through the consented application that this application is reliant on must be constructed prior to occupation of any part of this proposed development to the satisfaction of the Highway Authority to ensure safe and suitable access is achieved.

Circa 2.0m footways flank either side of Merritt Way. Dropped kerbs with tactile paving are present at the side road on the eastern side of Merritt Way and at its junction with Baker Close.

The current pedestrian infrastructure at Powell Drive is poorly connected at present due to the temporary arrangement for the show homes. The requirement for this

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amendment to remain is unclear and should be clarified. As identified at the pre-app stage, the footway on the eastern side of the carriageway between Merritt Way and Budd Close is substandard in width and should be widened to a minimum width of 3.0m to provide inclusive footway facilities for all users, particularly parents accessing the primary school with pushchairs. It is unclear from the consent whether the provision on Powell Drive is also intended to cater for cyclists and this should be clarified. With the increase in development proposed it would be appropriate to facilitate cycle use on Powell Drive segregated from vehicular traffic.

The intended purpose of the existing fence on the carriageway of Powell Drive should be clarified, and a design solution reached which does not result in a fence being within the areas subject to vehicular traffic.

No commentary is provided within the TA regarding the footpath connection to the south of Budd Close on the western side of Powell Drive. This runs to the rear of a fence line providing access to Wecock recreation ground and a leisure route towards Hobby Close. The Highway Authority raised at the pre-application stage that the footway is currently of a poor quality and substandard width. Additionally, the route is currently overgrown and not clear that this is for use of pedestrians. It remains necessary for this to be widened and resurfaced to provide an attractive alternative route to the existing footway on the eastern side of Powell Drive. This has not yet been considered within the assessment work undertaken and it is requested that this is explored.

Narrative has also not been provided for access into the site and the pedestrian infrastructure via Wilkes Way. It is requested that this is undertaken as part of the required WCHAR assessment.

Regarding cycling, it is unclear whether any dedicated cycle infrastructure is present within the direct vicinity of the site albeit the Highway Authority consider the Catherington Park development generally to be conducive to on-carriageway cycling notwithstanding the comments regarding Powell Drive. Whilst this is the case, given the shared use provision at both access points into the proposed development, opportunities to better connect cyclists within the Catherington Park development should be explored. The design is currently poor with a mixture of on and off-carriageway cycle provision both within existing and proposed development causing confusion for both vehicle users and cyclists. Opportunities to provide off-carriageway cycle infrastructure should be explored through the WCHAR assessment.

Off-site Accessibility

The TA is misleading when suggesting that dropped kerb crossing points with tactile paving are provided across all junctions. This is not the case on the ground for junctions on the southern side of Eagle Avenue. The Highway Authority do not agree with the footway widths and consider at their minimum a 1.5m footway is present which is substandard. There are opportunities to widen the footways in the majority of locations and this should be explored and identified within the WCHAR. HCC TG10 guidance

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allows reductions in the required 2.0m if there are clear constraints which is not considered the case along Eagle Avenue.

The TA suggests 'good' provision is present to the south of the site however no narrative has been provided on the quality of these routes, widths and whether these would benefit from any improvements. The TA refers to the Havant Cycle Map which identifies Woodcroft Lane and Milton Road as a 'suggested cycle route'. The southern end of Milton Road is a signed cycle network route with sections of off-road cycle infrastructure offering a good level of service. No commentary has been provided on the suitability of this exiting infrastructure connecting the site to this point of the network and whether it would benefit from any improvements. These matters should be identified through the WCHAR assessment.

Notwithstanding the evidence base within the TA, Milton Road itself is identified on the adopted Havant LCWIP as a secondary cycle route (Route 359.2) with 5 potential improvements (359.2.1-359.2.5). This route connects into NCN 222. In general, along this route, the LCWIP identifies that high traffic volumes and speeds along this route along with disjointed shared use infrastructure acts as a barrier to cycling. It is therefore not considered that Milton Road is particularly conducive to on-carriageway cycling despite assumptions within the TA. Additionally route 359.1 identifies improvement opportunities along the route towards Horndean Technology College (the catchment secondary school for the site). Study work is being undertaken along the Hambledon Road corridor improving connectivity with Elettra Avenue on the opposite side of the B2150. There is currently a funding shortfall for the implementation of this scheme. It is highly likely that a financial contribution will be necessary towards the improvements as identified within the Havant LCWIP and ongoing study work to prioritise active transport modes and reduce the car dependency complying with LTP4. The Highway Authority welcome further discussion with the applicant on this point following the outcome of the WCHAR assessment as laid out below.

Public Rights of Way (PRoW):

There are a number of PRoW's which border the proposed development. Restricted byway 119/46/1 abuts the northern boundary with bridleway 108/1b/1 and 119/30/1 abutting the eastern and western boundaries of the site respectively. Both bridleways also provide connections into and through the Catherington Park development.

The applicant identifies that the current surfacing of the restricted byway is poor and currently unsuitable for use in most locations. Additionally, they identify that all PROWs identified are overgrown and would benefit from lighting provision to encourage use of these routes.

The commentary within the TA on engagement with Hampshire Countryside services is not agreed. Any contributions or improvement works sought to the PRoW network should be secured through the outline planning application. The Highway Authority understand that contributions towards improving the PRoWs (namely restricted byway

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119/46/1 and bridleway 108/1b/1) are to be sought from Hampshire Countryside Services through any future S106 agreement for this outline planning application.

Connections onto restricted byway 119/46/1 would increase the attractiveness of cycling to egress the site via a traffic free route. It is understood based on the indicative masterplan layout that footway connections onto the byway are proposed within the western parcel. No consideration has been given to these connections within the eastern parcel. This should also provide opportunities for cyclists to access the byway considering the nature of this PRoW facilitates use of bicycles. Additionally, within the southeastern corner of the eastern parcel shared use connections onto bridleway 108/1b/1 should also be explored.

Restricted Byway 119/46/1 is likely to be a key walking and cycling route for future residents accessing the Tesco Express via Woodlands Avenue and for onward connections to Horndean Technology College, the catchment secondary school. Improved connections onto this route should therefore be sought to provide a traffic free route out of the development site, also reducing the walking and cycling distances.

Buses:

The TA identifies 3 bus stops available for future residents of the proposed development located along Eagle Avenue. The 'Curlew Gardens' bus stop is the closest to the site (c.550m) located adjacent to the east of Powell Drive. It is noted that this only provides an EB service. The closest WB bus service ('Dove Close') is c. 750m to the west of Powell Drive. It is noted that both of these stops fall outside the recommended walking distance in accordance with the ATE guidance (400m), however given the frequency of the service a longer walking distance is considered acceptable in this instance, although the quality of the routes will require review.

The eastbound bus stop consists of a flagpole and timetable information only with the westbound bus stop subject to a shelter, albeit this is old and is not subject to RTI provision. Both stops would benefit from RTI with a new and replacement shelter provided for the eastbound and westbound stops respectively. Improvements to these bus stops and the routes of access should be investigated through the WCHAR.

Both bus stops are served by services 7 and 39 providing c. 4 services an hour to Portsmouth, Havant and Canfield Monday-Saturday with a c. 1-2 services an hour on Sundays. Additionally, school service 652 runs from these stops providing services during typical school pick up and drop off periods.

The TA also refers to the Milton Road roundabout bus stops and Lovedean Lane bus stops located along Hambledon Road and the A3 London Road c. 3km and 1.3km away from the development respectively. These bus stops given the distance of these stops from the site and the additional service provision available are unlikely to facilitate sustainable transport provision from the site.

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Rail:

The nearest rail service to the site is located in Rowlands Castle, approximately 7.5km from the site. Given the identified distance, it is unlikely that occupants of the site will choose to utilise this mode of transport, unless they also travel via private car.

Personal Injury Accidents (PIA)

The applicant has submitted PIA data from Hampshire Constabulary records for a 5-year period from October 2018 to September 2023. The study area has been previously agreed with the Highway Authority at the pre-application stage. It is noted that this accident data is nearly a year out of date and therefore an internal review of accident data has been undertaken to establish if more recent accidents have been recorded within the study area.

For a time period- from February 2019 to January 2024 in total 28 accidents have occurred within the study area (1 'fatal', 6 'serious' and 21 'slight'). No accidents have occurred within the vicinity of the site access at Powell Drive. A fatal accident occurred along Milton Road within the vicinity of the Milton Road/Eagle Avenue roundabout. It is understood that the motorcyclist lost control and that no highway mitigation measures have been identified as necessary.

There are also a cluster of accidents at the Lovedean Lane/A3 London Road junction and between the Sunnymead Drive/Milton Road and Hart Plain Avenue/Milton Road junctions. It is noted that a number of these accidents have involved cyclists. Improvements to the cycle infrastructure to improve the safety of routes and encourage use by bicycle should be identified through the WCHAR assessment.

Stage One Road Safety Audit (RSA1)

The applicant has undertaken an RSA1 to support both access proposals into the development. The RSA1 has raised 6 audit items (3.1.1-3.1.4 and 3.3.1-3.3.2) which are discussed where relevant throughout this response.

It is agreed that items 3.1.1 relating to the PSV of the shared surface connection, and 3.1.3 relating to the carriageway profile and drainage provision can be resolved at the detailed design stage. These matters will be suitably conditioned to be agreed prior to commencement in the interests of safe and suitable access into the site.

Item 3.1.2 relating to a road restraints risk assessment in accordance with TG14 will need to be undertaken at this stage to ensure that implementation of any features can be achieved in accordance with the proposed plans and that safe access can be provided.

Item 3.1.4 relates to buildout construction. These have since been removed from the access proposals and therefore this audit item is no longer relevant.

Items 3.3.1 and 3.3.2 relate to visibility splays are unresolved and discussed further within this response.

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The applicant is reminded that an RSA1 will be required for the internal road network as part of any future reserved matters planning application.

Site Access

The existing field gate access in the north-western parcel of the site is to be permanently closed as due to reduced visibility access in this location is no longer pursued. This is consistent with the emerging local plan position in terms of the access into the site.

The site is to benefit from the existing access into the Catherington Park development from Eagle Avenue. Currently this comprises a bellmouth junction albeit this is due to be upgraded to a mini roundabout in line with the access requirements identified at the planning stage for this site. It is understood that S278 technical approval for these works have been granted and the Highway Authority are awaiting confirmation from the development as to when these works are intended to commence on the site access.

As raised at the pre-application stage, the applicant should be made aware that any development expansion of Catherington Park will not be permitted to commence on site until the delivery of the mini roundabout site access works and any associated mitigation works, namely the Milton Road/Lovedean Lane junction improvements have been implemented to completion certificate standard.

Access into the development parcel itself is proposed via two separate access points: Merritt Way and Wilkes Way. The roads are currently unadopted however the Highway Authority understand that a S38 agreement is currently being progressed. The timescales are however unknown.

Additional opportunities to improve the pedestrian and cycle infrastructure from both access points and Powell Drive itself should be considered within the WCHAR assessment.

Confirmation has not been provided within the TA as to whether the site access points are to be offered for adoption by the Highway Authority. In the absence of this being confirmed the Highway Authority have assessed this on the basis that the site is being put forward for adoption. The access points should be designed in accordance with HCC Technical Guidance, Standard Details ([Highway construction standard details | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk/highway-construction-standard-details)) and Notes for Guidance ([HCC11 Standard Details Notes for Guidance \(hants.gov.uk\)](https://www.hants.gov.uk/hcc11-standard-details-notes-for-guidance)).

Merritt Way (Eastern Parcel Access):

Merritt Way is currently a cul-de-sac with carriageway widths of 6.0m and footway provision flanking both sides of the carriageway. The widths of these footways have not been confirmed. Where substandard provision is provided in accordance with HCC TG10, opportunities to widen the existing provision should be pursued.

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It is noted that the proposed extension of Merritt Way cuts across bridleway 108/1b/1. This has not been identified within the aforementioned drawing and no proposals to accommodate this established route within the site access design has been put forward, which is unacceptable. The interaction of the site access and bridleway should be considered going forward and a priority crossing should be provided for the PRoW movements due to the extensive requirements required under DMRB for equestrian users. A priority crossing would remove the requirement of visibility splays instead relying on appropriate intervisibility splays for drivers where the access road would cross the bridleway.

On the western side of the access road a shared use footway/cycleway is proposed in accordance with LTN 1/20 to tie into the existing 1.8m footway along Merritt Way. The Highway Authority are concerned with the achievable forward visibility and potential conflicts between cyclists and pedestrians due to the alignment of the shared use path. Consideration should be given to segregated facilities around the bend or opportunities for a more direct connection segregated from the carriageway provision. To the south, the width of the existing footway is substandard and does not accord with HCC TG10. Opportunities to widen this to provide inclusive walking facilities should be explored. Corduroy paving is in the wrong location and should be provided before the proposed dropped kerb to ensure its effectiveness in making those with visual impairments aware they are entering a shared area.

Based on the access design that footways are not proposed on the eastern side of the access road; appropriate crossing facilities with dropped kerbs and tactile paving should therefore be provided to access the footway on the eastern side of Merritt Way when accessing and egressing the site. These crossing points should be supported with visibility splays in accordance with HCC TG2/TG3.

Visibility:

Due to access into the site being an extension of the existing Merritt Way no junction visibility splays have been provided. Notwithstanding, due the alignment of the access road into Phase 3 forward visibility splays have been provided (drawing 167.0006-0005 Rev P03).

The forward visibility splay provided fall outside of the site access footprint and red line boundary of the site. The applicant should confirm whether this falls under the ownership of the landowner or to be adopted by the Highway Authority. Visibility splays should not be reliant on 3rd party land.

Refuse and Servicing:

Swept path analysis for a refuse vehicle and delivery vehicle passing a car can be seen within drawing 167.0006-0003 Rev P04 at 10mph. The tracking provided should be consistent with the requirements for secondary-to-secondary street hierarchy as laid out

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within TG2 with the correct dimensions utilised for the private car and delivery vehicle. Whilst it is acknowledged in accordance with TG2 guidance the refuse and fire tender are not required to pass a car, appropriate passing places and/or forward visibility should be identified. Tracking should also be provided for all movement scenarios when accessing and egressing the site.

The position of the car when passing the refuse is not considered to be a realistic position where the refuse will pass. A consistent track plot should be shown with the full manoeuvre to be undertaken. The vehicles should not be placed on the drawing where it could pass the refuse vehicle.

No tracking has been provided for a fire tender and two cars passing. This should be provided in accordance with TG2 with appropriate passing places identified for the fire tender where it cannot pass.

Tracking should also be undertaken for the proposed turning head to ensure that the required movements can be undertaken appropriately.

Wilkes Way (Western Parcel Access):

Similarly to Merritt Way, Wilkes Way is a cul-de-sac accessed via Hudson Gardens, with the access road extending to the north before routing north-west. At the pre-application stage the Highway Authority raised concern with the use of Wilkes Way to access a significant proportion of the site due to the constraints of the agreed layout and presence of on-street parking. It is concerning that the majority of the development (60%) is to be accessed via Wilkes Way confirming the concerns raised during the pre-app process.

The applicant raises that the roads are currently unadopted and therefore parking restrictions cannot be implemented nor enforced by the applicant. Even if a TRO can be implemented in the future the provision of a TRO does not override the concerns with the quantum of development proposed to be accessed via Wilkes Way. The Highway Authority consider the Merritt Way access to be more akin for a greater quantum of development than Wilkes Way due to the constraints with the existing layout and presence of on-carriageway parking to access Wilkes Way as laid out above. Merritt Way itself has a more direct access from Powell Drive than Wilkes Way.

The existing carriageway width of 6.0m is to continue into the site before narrowing to 5.5m further within the development parcel with variations in carriageway width until this point. It is unclear on the need for inconsistencies in the carriageway width along this access road and a consistent width should be provided to improve the design.

Following comments raised at the pre-app stage the number of pinch points has been reduced to one singular buildout and the proposed raised tables have been removed. The build out will reduce the carriageway width to 3.8m. The carriageway width does not accord with paragraph 5.7.6 of TG10 whereby widths between 3.2m-3.9m should

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be avoided. The carriageway width where the pinch point is present either needs to be wider to provide sufficient width for vehicle users to overtake cyclists should they not be on the shared use path or narrower to make it clear there is not sufficient width for overtaking to take place. The width provided currently provides safety concerns for cyclists should vehicle users try and overtake.

As requested at the pre-app stage the existing footpath has been catered for with the crossing point location however the narrowing doesn't align with the footpath alignment. The footpath should be adjusted to align with the crossing point or vice versa.

On the western side of the carriageway a 3.0m shared use footway/cycleway is proposed before crossing over on to the eastern side of the carriageway with the provision of dropped kerbs and tactile paving. The applicant should confirm the width of these crossing points and ensure they are wide enough to accommodate use by cyclists. It is unclear whether the shared use path is to continue internally on the western side of the carriageway as the internal road network progresses. A 90-degree bend is proposed in the alignment which is not considered appropriate for shared use provision and should be revised if the shared use is to continue in this location. Wayfinding provision may be considered appropriate to direct cyclists onto the continuation of the shared use path on the eastern side of the carriageway.

The Highway Authority note that the corduroy paving is in the wrong location based on the location of the dropped kerb to allow cyclists to access and egress the shared use provision. Corduroy paving should be provided before the proposed dropped kerb to ensure its effectiveness in making those with visual impairments aware they are entering a shared area.

Visibility:

Intervisibility splays for vehicles have been shown within drawing 167.0006-0006 Rev P03. The Highway Authority are content that appropriate intervisibility is provided. Visibility splays have been provided for the private drive of 25.0m or 15.0m to the tangent.

Additionally pedestrian visibility splays have been submitted for the proposed tactile crossing points (drawing 167.0006-0007) based on a 30mph design speed. It is unclear why visibility splays for a 30mph design speed have been provided when it is understood a 20mph design speed is proposed. This should be clarified.

In general, the applicant should confirm whether all visibility splays fall within land under the applicant's jurisdiction or proposed to be adopted by the Highway Authority. Visibility splays should not be reliant on 3rd party land. Visibility splays have not been drawn in

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accordance with HCC TG10/TG3 as a 0.3m offset has not been provided and should be revised. Audit items 3.3.1 and 3.3.2 therefore remain unresolved.

Refuse and Servicing:

Swept path analysis has been demonstrated within drawing 167.0006-0004 Rev P04. Tracking should be provided in accordance with a secondary-secondary street hierarchy as laid out within TG2 with the correct dimensions utilised for the private car and delivery vehicle. This should be provided for all movements when accessing and egressing the sites.

In general, the tracking provided is very tight however does appear to be achievable. Where the refuse vehicle cannot pass appropriate intervisibility has been demonstrated for vehicles to stop and wait where passing can occur. Notwithstanding, the tracking should be updated with the correct sized vehicles before any firm comments can be provided on the suitability of the proposed access. This should also take into consideration the revised carriageway widths for the buildout as raised above.

No tracking has been provided for a fire tender and two cars passing. This should be provided in accordance with TG2 with appropriate passing places identified for the fire tender where it cannot pass.

Emergency Access:

The PSN notes that an emergency access is to be provided in the form of a 3.0m shared pedestrian and cycle link providing connections between the two parcels for emergency access if necessary. The Highway Authority note that 3.0m is not wide enough for emergency access provision. HIWFRS should be consulted on this matter to establish their design requirements for an emergency access. The emergency access should be indicatively shown at the outline stage with details secured to be provided through the RM application. Additionally, consideration should be given towards a more direct route through the site for pedestrians and cyclists that the alignment currently shown.

Internal Road Network

An indicative masterplan for the internal road network is shown within drawing IM001. The masterplan is extremely limited in nature however the following high-level comments are provided.

In general footpath connectivity through the site is poor. Comments above regarding additional connections onto the PRow to be secured at the outline stage will influence the development of the internal road network. Further consideration should be given for pedestrian connections throughout the site. Additionally, where play areas are proposed there appears to be a lack of footpath connectivity to access them. Internal footpath connectivity should be considered at the RM stage.

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The concerns raised with the quantum of development accessed via Wilkes Way will likely alter the proposed layout moving forward.

It is understood that the internal road network is to be designed to 20mph with visibility splays provided in accordance with this design speed. The Highway Authority agreed the principle of this approach during the pre-app process.

The internal road network is to be formed of the main access road, secondary streets along with courtyard and private drives. Since comments were made at the pre-application stage HCC TG1 and TG2 have been released providing guidance on the internal road network and junction design. Any internal layout put forward as part of the RM stage should therefore be designed in accordance with this guidance.

It is unclear whether the internal road network will be put forward for adoption at the RM stage. If the site is to be offered for adoption, then adoptable design standards should be adhered to and should be designed in accordance with the HCC Technical Guidance, Standard Details ([Highway construction standard details | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk/transport/developers/constructionstandards)) and Notes for Guidance ([HCC11 Standard Details Notes for Guidance \(hants.gov.uk\)](https://www.hants.gov.uk/transport/developers/constructionstandards)).

Notwithstanding, should the site remain private, it is advisable that the developer ensures that the roads and footways are designed to minimum industry standards and / or Hampshire County Council's best practice as set out in <https://www.hants.gov.uk/transport/developers/constructionstandards>, and that an appropriate Private Management Plan is put in place to deal with any future issues.

Additionally, developers should also be made aware of the Advanced Payment Code (APC) that will be required by the Highway Authority. Details of this can be found via the following link:
<http://documents.hants.gov.uk/transport/APCProcess-Guidancedocumentforwebsitev22018-04-02.pdf>

The Highway Authority offer a pre-application advice service on the internal layout, and it is strongly recommended that the applicant engages in this service at the earliest stage possible to ensure feedback can be integrated into the design before the layout is fixed. The Healthy Streets approach should be considered and embedded within any future internal layout design. This framework is identified within TG10. Introduction of places to stop and rest and things to see and do for example can improve the placemaking and social cohesion of the area.

Refuse/Servicing:

The TA lays out that as part of any future RM application the internal layout will be designed to accommodate the required movements of an 11.20m 'super large' refuse vehicle and fire tender. The vehicles will be able to access dwellings in line with the requirements laid out within Manual for Streets. This is noted.

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Swept path analysis will also be required for a car and delivery vehicle in line with HCC TG2 based on the street hierarchy for the internal road network. The street hierarchy will be agreed at the RM stage.

Parking Provision

The TA lays out that car and cycle parking will be provided in accordance with EHDC's Parking standards at the RM stage. HCC TG2 also provides specific requirements on parallel parking space dimensions in accordance with TSRGD should these be proposed throughout the internal road network. EV charging provision is also to be provided. This is noted.

Trip Generation

A trip generation assessment for the development has been undertaken utilising the TRICS database. The proposed trip rates as agreed at the pre-app stage are as follows:

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily 12 hours
	Arr.	Dept.	Arr.	Dept.	
Trip Rate	0.144	0.368	0.358	0.152	4.456
Trip Generation (200 dwellings)	29	74	72	30	891

The applicant has also undertaken a review of the trip rates agreed through the consented Catherington Park site. Given that the proposed trip rates for this development are broadly in line with those agreed for the previous development, the Highway Authority at the pre-application stage considered these trip rates to be suitable as a baseline scenario.

An MCC count was also undertaken to assess the existing traffic flows for the Catherington Park development. The survey indicated 134 and 130 two-way vehicle movements within the AM and PM peak periods respectively which is broadly in line with the agreed trip rates as part of the assessment work undertaken.

The Highway Authority requested that a 'decided and provide' approach to trip generation was provided within any future TA. This has not been included within the assessment work and therefore the trip generation has not been reviewed in any further detail. As requested at the pre-application stage engagement should be had with the Highway Authority to determine the assessment scenarios to consider under the Decide and Provide approach, along with how improvements to sustainable transport modes may feed into this process and encourage modal shift from the private car to accord with LTP4.

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Multi-Modal Trip Generation:

The applicant has utilised the same parameters for vehicular trip generation using the TRICS database to analyse the proposed multimodal trip generation. The WCHAR assessment undertaken should assess the suitability of the local road network both internally within the Catherington Park development and offsite to accommodate the forecast additional 264 walking and cycling trips a day as a result of the development (assumed that access to all public transport services will be undertaken via foot or bicycle, albeit given the distance to the railway stations this may be overly robust). The applicant is yet to demonstrate that the infrastructure is of sufficient quality and standard to accommodate these additional walking and cycling trips. This is vital to reduce the car dependency of the development to comply with LTP4.

Traffic Distribution/Assignment

The applicant has undertaken traffic surveys to establish baseline conditions on the local road network for distribution purposes. The following junctions have been surveyed:

1. Powell Drive/Eagle Avenue
2. Eagle Avenue/Milton Road
3. Hart Plain Avenue/Milton Road
4. Milton Road/Lovedean lane
5. A3 London Road/Lovedean Lane/A3 Portsmouth Road/Prochurch Road
6. A3 Portsmouth Road/Catherington lane/B2149 Dell Piece West

As requested at the pre-app stage, the applicant has provided a breakdown of the peak hours for the above junctions. The assessment work undertaken outlines differing peak periods for each of the 6 junctions surveyed. It is proposed to utilise an AM peak period of 07:45-08:45 and PM peak period of 16:00-17:00 which covers the busiest periods at all junctions. Use of these peak periods are considered acceptable.

The data derived from these surveys for the above peak periods suggest the following turning movements at the Powell Drive/Eagle Avenue junction:

Turning Movement	AM Peak	PM Peak
Left (towards Milton Road)	90%	91%
Right (towards Hart Plain Avenue)	10%	9%

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Based on the above survey and distribution of turning movements at the site access, the distribution for the development has been identified within Appendix I. Whilst the method for trip generation is not agreed and not based on a decide and provide approach, the Highway Authority have reviewed the method of the trip distribution exercise.

It is noted that Appendix I only contains the distribution for the development trips and not the percentage splits at the junction. Without understanding the wider distribution and percentage splits it is unclear where some vehicles are arriving from and departing to at junctions which is confusing. For example, vehicles appear to originate from turning right into Hart Plain Avenue (W) from Milton Road (N) and where left turning vehicles into Hart Plain Avenue (W) approach from Milton Road (S) both within the AM and PM peak periods. This should be clarified within any future distribution drawings.

Using the above turning movements, the trips provided within the distribution drawing at the site access do not align, particularly for arrivals within the AM and PM peak periods. It is unclear how the development trips have therefore been split at the junction and is requested that this exercise is revisited.

TEMPro Growth Factors:

The applicant has utilised TEMPro Growth Factors to provide the 2029 baseline traffic scenario from the 2023 survey data obtained. The growth rates utilised to establish the future year scenarios for the modelling work have been previously agreed with the Highway Authority are the pre-app stage and are as follows:

	AM Peak	PM Peak
2023-2029	1.0571	1.0591

Committed Development:

The applicant suggests that there are no committed developments within the area which will utilise the junctions being modelled as laid out below. Notwithstanding, it is understood that c. 10 units remain unoccupied. Any unoccupied dwellings within the Catherington Park at the time of the traffic surveys being undertaken should be included as a committed development.

Junction Assessments

The applicant has undertaken modelling work using Junctions 9 for the following junctions as agreed at the pre-application stage:

- Powell Drive/Eagle Avenue priority junction and proposed mini roundabout
- Eagle Avenue/Milton Road mini roundabout
- Milton Road/Lovedean Lane priority junction and proposed mini roundabout

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The modelling scenarios were also agreed during pre-application discussions:

- 2023 baseline
- 2029 baseline
- 2029 baseline + development

For all models the applicant has validated the model queue lengths with data obtained from the MCC surveys. As the input parameters of the model (generation and distribution), and junctions modelled are yet to be agreed the model builds have not been reviewed in detail. The Highway Authority reserve the right to make additional comments once this additional assessment work has been undertaken. Additional modelling may be required as a result of the revised trip generation and distribution assessment as laid out above in accordance with the Decide and Provide approach.

Notwithstanding the above comments, the Highway Authority have reviewed the modelling outputs and have the following comments to make.

Powell Drive/Eagle Avenue:

The applicant suggests that in the absence of the mini-roundabout proposals being implemented, the priority junction operates within sufficient capacity to accommodate the additional development trips. Whilst this is acknowledged with a maximum RFC of 0.28 in the PM peak period this development will not be permitted to commence on site until the mini roundabout is implemented. This mitigation was considered necessary to support the existing development and reduce vehicle speeds on Eagle Avenue. The Highway Authority would not support any additional development to be permitted in the absence of these works being implemented.

The Highway Authority note that the applicant has not modelled the proposed mini-roundabout due to the details not being publicly available. This is not considered an acceptable narrative and the applicant should obtain the relevant drawings from the landowner of the extant permission for the modelling work to be undertaken. This is considered necessary to ensure that the permitted scheme can accommodate these additional trips generated by this development which will be in place before the commencement of development.

Eagle Avenue/Milton Road:

The maximum RFC for the baseline 2029 + development scenario is 0.87 in the AM peak period. The additional development increases this by 0.08 RFC in the 2029 baseline scenario. The model is therefore reaching practical design capacity of 0.90 RFC, but not actual design capacity of 1.00 RFC. It is evident that the additional development traffic increases the RFC value of this junction. The delay of 32.93 seconds equating to a queue of 6.5 vehicles on the Eagle Avenue arm also provides a concern in terms of the operation of the roundabout with the additional development traffic.

Director of Hampshire 2050
Gary Westbrook

It is therefore vital for sustainable transport improvements to be provided to encourage sustainable travel through a decide and provide approach, to reduce the reliance on the private car and offset the additional development trips travelling through this junction.

Milton Road/Lovedean Lane:

The maximum RFC for the baseline 2029 + development scenario is 1.04 in the AM peak period suggesting that the junction is over capacity with the additional development traffic. Notwithstanding, as raised above, a mini roundabout has been agreed to be provided through the extant Catherington Park permission (APP/13/00804) which is yet to be delivered. Due to the clear capacity constraints at this roundabout even in the base year scenario development will not be permitted to commence on site until this mini roundabout is implemented. This mitigation was considered necessary to support the existing development and the Highway Authority would not support any additional development to be permitted in the absence of these works being implemented.

Similarly to the above Powell Drive/Eagle Avenue junction scenario, the applicant has not modelled the proposed mini-roundabout due to details not being publicly available. As raised above this is not acceptable and the applicant should obtain the relevant drawings from the developer. The same comments on the necessity of this being undertaken remain here.

Travel Plan

Given that the WCHAR has not been undertaken to support the planning application at this stage, the travel plan has not been reviewed in any detail. Measures and deficits identified as part of the WCHAR assessment work that could be incorporated within the travel plan should be considered. The Highway Authority will review the travel plan once the required assessment work has been undertaken to support this outline planning application.

Recommendations

The Highway Authority have insufficient information to provide a formal recommendation on this planning application at this time. Of particular concern is the lack of assessment work undertaken on the suitability of the sustainable transport infrastructure and identification of deficits to support use of sustainable modes to reduce car dependency and comply with LTP4. The Highway Authority are yet to be satisfied that sustainable modes can be encouraged as a suitable alternative to the private car in the absence of a suitable mitigation package being proposed.

Additionally, further work is required to satisfy the Highway Authority that safe and suitable access into the site can be achieved in the absence of the additional information requested being provided.

Director of Hampshire 2050
Gary Westbrook

I trust that the above is clear but please do not hesitate to contact Sophie Osborne should you require any further information.

Yours sincerely,

Gemma McCart
Transport Team Leader – Highways Development Planning
Hampshire 2050

Director of Hampshire 2050
Gary Westbrook

Appendix C

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WOODCROFT FARM, WATERLOOVILLE BACS/SR/0124/003")

Selected Polygon:AW WOODCROFT FARM, WATERLOOVILLE BACS/S

44180441787 25/11/2018 Time 1937 Vehicles 2 Casualties 1 Slight
E:468638 N: 111986 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH1 (CAR) WAS PARKED OUTSIDE NO.23. CAS1 (PEDESTRIAN) WAS LEANING IN THE PASSENGER DOOR TO GET SOMETHING OUT. VEH2 (CAR) TRAVELLING W ALONG EAGLE AVENUE HITS THE DOOR OF VEH1, KNOCKING CAS1 INTO THE CAR.
Occurred on EAGLE AVENUE, OUTSIDE NO.23, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Car Parked
Vehicle movement from Park to Parked No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Female
Not hit and run Breath test Driver not contacted Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 32 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr not crossing Standing still

Movement U/K

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted Left hand drive: No

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WOODCROFT FARM, WATERLOOVILLE BACS/SR/0124/003")

44190098653 21/03/2019 Time 1225 Vehicles 3 Casualties 2 Slight
E:469666 N: 112278 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH3 (CAR) TRAVELLING SW ALONG A3 PORTSMOUTH ROAD STOPPED WAITING TO TURN RIGHT INTO DRIVEWAY. VEH2 (CAR) COMES TO A STOP BEHIND VEH3. VEH1 (CAR) FAILS TO NOTICE THEY HAVE STOPPD AND COLLIDES WITH REAR OF VEH2, PUSHING IT INTO REAR OF VEH3.
Occurred on A3 PORTSMOUTH ROAD AT JUNCTION WITH RONDOR COURT, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 43 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WOODCROFT FARM, WATERLOOVILLE
BACS/SR/0124/003")

Vehicle Reference 3 Car Waiting to turn 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 Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 3 Age: 28 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WOODCROFT FARM, WATERLOOVILLE BACS/SR/0124/003")

4419013594620/04/2019Time 0933Vehicles 2Casualties 1Slight

E:469471N: 111889First Road: URoad Type Single carriagewayA 3

Speed limit: 30Junction Detail: T & Stag JctGive way or controlled

Crossing: Control NoneFacilities: None within 50mRoad surface Dry

DaylightFine without high winds

Special Conditions at Site NoneCarriageway Hazards: None

Place accident reported: At sceneDfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Cyclist entering road from pavement	Vehicle 1	Very Likely
2nd:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (P/CYCLE) TRAVELLING SW ALONG A3 LONDON ROAD ON THE WESTERN PAVEMENT. VEH2 (CAR) TRAVELLING SE ALONG LOVEDEAN LANE. VEH1 FAILS TO STOP IN TIME AND TRAVELS ACROSS THE LOVEDEAN LANE JUNCTION AND IS HIT BY VEH2.
Occurred on LOVEDEAN LANE AT JUNCTION WITH A3 LONDON ROAD, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1Pedal CycleGoing ahead other

Vehicle movement from NE to SWNo tow / articulationLeaving the main road

On main carriagewayNo skidding, jack-knifing or overturning

Location at impactMid Junction - on roundabout or rFirst impact FrontHit vehicle:

Hit object in road NoneOff road: None

Did not leave carrAge of Driver 15Male

Not hit and runBreath test Not applicableLeft hand drive: No

Casualty Reference: 1Vehicle: 1Age: 15MaleDriver/riderSeverity: Slight

Not a pupil

Seatbelt Not ApplicableCycle helmet: Not known

Vehicle Reference 2CarGoing ahead other

Vehicle movement from NW to SENo tow / articulationLeaving the main road

On main carriagewayNo skidding, jack-knifing or overturning

Location at impactJct ApproachFirst impact NearsideHit vehicle:

Hit object in road NoneOff road: None

Did not leave carrAge of Driver 59Male

Not hit and runBreath test NegativeLeft hand drive: No

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WOODCROFT FARM, WATERLOOVILLE BACS/SR/0124/003")

44190236010 07/07/2019 Time 1930 Vehicles 2 Casualties 1 Slight
E:468154 N: 110839 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
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: Elsewhere DfT Special Projects:

	Causation		
	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH2 TRAVELLING W ALONG HART PLAIN AVENUE TURNED RIGHT ONTO MILTON ROAD WITHOUT GIVING WAY TO VEH1 (CAR) TRAVELLING N ALONG MILTON ROAD.
Occurred on MILTON ROAD AT JUNCTION WITH HART PLAIN AVENUE, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Car 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 Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 72 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 72 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning right
Vehicle movement from 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 r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WOODCROFT FARM, WATERLOOVILLE BACS/SR/0124/003")

44200301541 09/08/2020 Time 1357 Vehicles 2 Casualties 1 Serious
E:468899 N: 112101 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 2 (P/CYCLE) TRAVELLING SE ALONG LOVEDEAN LANE HAS SLOWED IN PREPARATION TO TURN RIGHT ON TO MILTON ROAD. VEH 1 (CAR) TRAVELLING SE ALONG LOVEDEAN LANE BEHIND VEH 2 HAS FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 2. VEH 1 FAILED TO STOP A
Occurred on LOVEDEAN LANE AT THE JUNCTION WITH MILTON ROAD, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Car Stopping
Vehicle movement from NW 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 57 Male
Hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead but held up
Vehicle movement from NW to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 61 Male
Not hit and run Breath test Not applicable
Left hand drive: No

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

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WOODCROFT FARM, WATERLOOVILLE
BACS/SR/0124/003")

Notes:

44200361030 17/09/2020 Time 1743 Vehicles 2 Casualties 1 Serious
E:468895 N: 112099 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING N ALONG MILTON ROAD WENT TO TURN RIGHT ONTO LOVEDEAN LANE
WITHOUT GIVING WAY TO VEH2 (P/CYCLE) TRAVELLNG NW ALONG LOVEDEAN LANE.

Occurred on LOVEDEAN LANE AT JUNCTION WITH MILTON ROAD, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 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 r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead right bend
Vehicle movement from E to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 27 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WOODCROFT FARM, WATERLOOVILLE BACS/SR/0124/003")

4420043325208/11/2020Time1317Vehicles2Casualties1Slight

E:469851N:112574First Road: A 3Road TypeSingle carriageway

Speed limit: 30Junction Detail: CrossroadsAutomatic traffic signalB 2149

Crossing: Control NoneFacilities: Ped. phase at traffic signal junctionRoad surfaceDry

DaylightFine without high winds

Special Conditions at Site NoneCarriageway Hazards: None

Place accident reported: At sceneDfT Special Projects:

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

VEH 2 (CAR) TRAVELLING SE ALONG A3 PORTSMOUTH ROAD, FAILS TO STOP IN TIME AND COLLIDES WITH THE REAR OF VEH 1 (VAN) STATIONARY AT THE TRAFFIC LIGHTS.
Occurred on A3 PORTSMOUTH ROAD AT JUNCTION WITH B2149 DELL PIECE WEST, HORNDEAN, HAMPSHIRE

Vehicle Reference

Vehicle movement from

On main carriageway

Location at impact

Hit object in road

Did not leave carr

Not hit and run

Van or Goods 3.5 tonnes mgw and under

NE to SW

Jct Approach

None

Breath test

Negative

Going ahead but held up

No tow / articulation

No skidding, jack-knifing or overturning

First impact

Off road:

Age of Driver

40

Male

Leaving the main road

Back

None

Hit vehicle:

Left hand drive:

No

Vehicle Reference

Vehicle movement from

On main carriageway

Location at impact

Hit object in road

Did not leave carr

Not hit and run

2 Car

NE to SW

Jct Approach

None

Breath test

Negative

Going ahead other

No tow / articulation

No skidding, jack-knifing or overturning

First impact

Off road:

Age of Driver

37

Male

Leaving the main road

Front

None

Hit vehicle:

Left hand drive:

No

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WOODCROFT FARM, WATERLOOVILLE BACS/SR/0124/003")

44200464320 01/12/2020 Time 1216 Vehicles 2 Casualties 1 Serious
E:468867 N: 112169 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 Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH2 (VAN) TRAVELLING SW ALONG FROGMORE LANE TURNED LEFT ONTO LOVEDEAN AND THEN IMMEDIATELY STOPPED TO LET CAS1 (PEDESTRIAN) CROSS THE ROAD TRAVELLING W. VEH1 (CAR) TRAVELLING SE ALONG LOVEDEAN LANE OVERTOOK VEH2 & COLLIDED WITH CAS1.
Occurred on LOVEDEAN LANE AT JUNCTION WITH FROGMORE LANE, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Car Overtaking moving vehicle O/S
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 95 Female Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr elsewhere W bound
Driver's nearside

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead but held up
Vehicle movement from NE to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Did not impact 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

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WOODCROFT FARM, WATERLOOVILLE BACS/SR/0124/003")

44210292771 23/07/2021 Time 2356 Vehicles 2 Casualties 1 Fatal
E:468873 N: 112007 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 Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:	Loss of control	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING N ALONG MILTON ROAD HAS LOST CONTROL, DROPPED THE VEHICLE. THE RIDER HAS SLID ACROSS THE CARRIAGEWAY AND INTO THE PATH OF ONCOMING VEH 2 (CAR) TRAVELLING S ALONG MILTON ROAD.
Occurred on MILTON ROAD, OUT SIDE NUMBER 414, WATERLOOVILLE, HAMPSHIRE.

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

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WOODCROFT FARM, WATERLOOVILLE BACS/SR/0124/003")

44210301422 29/07/2021 Time 1915 Vehicles 2 Casualties 1 Slight
E:469561 N: 112088 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: Elsewhere DfT Special Projects:

	Causation		
	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING N ON A3 PORTSMOUTH ROAD IS STRUCK BY VEH 2 (CAR) TURNING LEFT INTO HIS PATH

Occurred on CORNER OF A3 PORTSMOUTH ROAD AND KEYDELL AVENUE COSHAM

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc 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 Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 60 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 60 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WOODCROFT FARM, WATERLOOVILLE BACS/SR/0124/003")

44210312971 06/08/2021 Time 1810 Vehicles 2 Casualties 1 Slight
E:467914 N: 111368 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

	Causation		
	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) PARKED OUTSIDE ONE STOP SHOP WHEN VEH 2 (VAN) DRIVES PAST, COLLIDING WITH VEH 1 AND INJURING PEDESTRIAN STANDING NEARBY
Occurred on OUTSIDE ONE STOP SHOP ON HART PLAIN AVENUE

Vehicle Reference 1 Car Parked
Vehicle movement from Park to Parked No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 42 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr not crossing Standing still
In carr not crossing

Vehicle Reference 2 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 Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Male
Hit and run Breath test Not requested
Left hand drive: No

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WOODCROFT FARM, WATERLOOVILLE BACS/SR/0124/003")

44210312934 06/08/2021 Time 1903 Vehicles 2 Casualties 1 Slight
E:468141 N: 110936 First Road: U Road Type 2
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:	Poor or defective road surface	Vehicle 002	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E TO W ON HART PLAINE AVENUE . VEH 2 (P/CYCLE) TRAVELLING ON PAVEMENT W TO E FALLS INTO CARRIAGEWAY COLLIDING WITH VEH 1
Occurred on OUTSIDE 159 MILTON ROAD HART PLAINE AVENUE, HAVANT

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
Cycleway or shared use footway (not part of main car No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 39 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WOODCROFT FARM, WATERLOOVILLE BACS/SR/0124/003")

44210338283 24/08/2021 Time 1746 Vehicles 2 Casualties 1 Slight
E:469471 N: 111885 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:	Poor turn or manoeuvre	Vehicle 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W ON LOVEDEAN LANE AND TURNING R ONTO A3 FAILS TO SEE VEH 2 (CAR) TURNING R INTO LOVEDEAN LANE FROM A3 LONDON ROAD AND COLLIDES
Occurred on JUNCTION OF LOVEDEAN ROAD WITH A3 LONDON/PORTSMOUTH ROAD

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 Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 22 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning right
Vehicle movement from S to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WOODCROFT FARM, WATERLOOVILLE
BACS/SR/0124/003")

Notes:

44210424969 22/10/2021 Time 1818 Vehicles 2 Casualties 1 Slight
E:467912 N: 111375 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
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: Stationary or parked vehicle	Vehicle 001	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S TO N ALONG HART PLAIN AVE AND EDGING OUT FROM BEHIND PARKED
CARS COLLIDES WITH VEH 2 (P/CYCLE) TRAVELLING N TO S ON HART PLAIN AVE
Occurred on OUTSIDE 156 HART PLAIN AVENUE

Vehicle Reference 1 Car Turning right
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 Entering main road First impact Offside 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

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 Jct Approach 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: 2 Age: 35 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WOODCROFT FARM, WATERLOOVILLE
BACS/SR/0124/003")

Notes:

44220119520 25/03/2022 Time 1745 Vehicles 2 Casualties 1 Serious
E:468165 N: 110911 First Road: U Road Type Single carriageway
Speed limit: 20 Junction Detail: Crossroads 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:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) TRAVELLING NORTH ACROSS HART PLAIN AVENUE COLLIDES WITH VEH 2 (CAR)
TRAVELLING S TO N ALONG MILTON ROAD AND TURNING LEFT INTO HART PLAIN
Occurred on HART PLAIN AVENUE/MILTON ROAD,COWPLAIN, PORTSMOUTH

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 Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 29 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Car Turning left
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 Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Unknown
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WOODCROFT FARM, WATERLOOVILLE BACS/SR/0124/003")

44220162409 26/04/2022 Time 0802 Vehicles 2 Casualties 1 Slight
E:469301 N: 111948 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH1 (VAN) TRAVELLING W ALONG LOVEDEAN LANE FAILED TO LOOK PROPERLY AND TURNED RIGHT ACROSS THE CARRIAGEWAY INTO A HOUSE AND COLLIDED WITH VEH2 (M/CYCLE) TRAVELLING E ALONG LOVEDEAN LANE
Occurred on LOVEDEAN LANE AT JUNCTION WITH GLADYS AVENUE, COWPLAIN, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning 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 Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 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 Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 36 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WOODCROFT FARM, WATERLOOVILLE BACS/SR/0124/003")

44220186729 12/05/2022 Time 0918 Vehicles 1 Casualties 1 Slight
E:468857 N: 111949 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site Road works Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 CAR TRAVELLING S ALONG MILTON ROAD, DRIVING THROUGH ROADWORKS, LOOSES CONTROL, MOUNTS THE PAVEMENT AND COLLIDES WITH A WALL.

Occurred on MILTON ROAD AT JUNCTION WITH EAGLE AVENUE, 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 Leaving roundabout First impact Front Hit vehicle:
Hit object in road Kerb Off road: Wall or fence
O/S Age of Driver 81 Female
Not hit and run Breath test Not requested Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 81 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WOODCROFT FARM, WATERLOOVILLE BACS/SR/0124/003")

44220187268 12/05/2022 Time 1415 Vehicles 3 Casualties 2 Slight
E:469787 N: 112494 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
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:	Following too close	Vehicle 002	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 002	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 CAR TRAV SW ALONG A3 PORTSMOUTH ROAD, SLOWS MID JUNCTION FOR UNKNOWN REASONS,
VEH2 TRAV SW ALONG A3 BEHIND VEH1, FAILS TO SLOW IN TIME AND COLLIDES WITH REAR OF VEH1,
VEH3 CAR TRAV SW BEHIND VEH 2 ALONG A3 COLLIDES WITH REAR VEH2.
Occurred on A3 PORTSMOUTH ROAD AT JUNCTION WITH HAZLETON WAY, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 66 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 54 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 54 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
WOODCROFT FARM, WATERLOOVILLE
BACS/SR/0124/003")

Vehicle Reference	3	Car	Going ahead other
Vehicle movement from	NE	to SW	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Jct Approach		No skidding, jack-knifing or overturning
Hit object in road	None		First impact Front
Did not leave carr			Off road: None
Not hit and run	Breath test	Negative	Hit vehicle:
			Age of Driver 58
			Male
			Left hand drive: No
Casualty Reference:	2	Vehicle: 3	Age: 58
Not a pupil		Male	Driver/rider
Seatbelt	Not Applicable		Severity: Slight
		Cycle helmet:	Not a cyclist

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WOODCROFT FARM, WATERLOOVILLE BACS/SR/0124/003")

44220331989 16/08/2022 Time 0909 Vehicles 1 Casualties 1 Slight
E:469487 N: 111904 First Road: A 3 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

CAS1 (RIDER) RIDING VEH1 (M/CYCLE), TRAV E ALONG LOVEDEAN LANE, TURNED LEFT TO TRAVEL N ALONG A3, BRAKED CAUSING VEH1 TO SLIDE FROM UNDER CAS1 AND MINOR INJURIES SUSTAINED TO CAS1.

Occurred on A3 LONDON RD, AT JCT WITH LOVEDEAN LANE, PORTSMOUTH, HAMPSHIRE.

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Turning left
Vehicle movement from W to N No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Cleared junction or waiting/park First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Non-stop, not hit Breath test Driver not contacted Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WOODCROFT FARM, WATERLOOVILLE BACS/SR/0124/003")

44220497440 09/12/2022 Time 0749 Vehicles 2 Casualties 1 Slight
E:469567 N: 112091 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lighting unknown 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 001	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG KEYDELL AVENUE PULLS OUT RIGHT ONTO PORTSMOUTH ROAD COLLIDING WITH VEH 2 (M/CYCLE) TRAVELLING SW ALONG PORTSMOUTH ROAD
Occurred on JUNCTION OF KEYDELL AVENUE/PORTSMOUTH ROAD, COWPLAIN, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from NW to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway 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 Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 21 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WOODCROFT FARM, WATERLOOVILLE BACS/SR/0124/003")

44230035228 26/01/2023 Time 1818 Vehicles 3 Casualties 3 Slight
E:469086 N: 112020 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 Oil or Diesel Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 001	Very Likely
2nd:	Deposit on road (eg oil, mud, chippings)	Vehicle 001	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG LOVEDEAN LANE SLIPS ON OIL AND COLLIDES WITH VEH 2 (CAR) TRAVELLING SE IN FRONT, WAITING IN QUEUE AND ALSO WITH VEH 3 (CAR) TRAVELLING NW ALONG LOVEDEAN LANE.
Occurred on JUNCTION OF LOVEDEAN LANE/PARKLANDS AVENUE, COWPLAIN, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE 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 19 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WOODCROFT FARM, WATERLOOVILLE BACS/SR/0124/003")

Vehicle Reference3CarGoing ahead other

Vehicle movement fromSE to NWNo tow / articulationLeaving the main road

On main carriagewayNo skidding, jack-knifing or overturning

Location at impactJct ApproachFirst impactFrontHit vehicle:

Hit object in roadNoneOff road:None

Did not leave carrAge of Driver34Male

Not hit and runBreath testNegative

Left hand drive: No

Casualty Reference: 2Vehicle: 3Age: 34MaleDriver/riderSeverity: Slight

Not a pupil

Seatbelt Not ApplicableCycle helmet: Not a cyclist

Casualty Reference: 3Vehicle: 3Age: 31FemalePassengerSeverity: Slight

Not a pupil

Seatbelt Not ApplicableCycle helmet: Not a cyclist

Front seat

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WOODCROFT FARM, WATERLOOVILLE BACS/SR/0124/003")

44230079886 26/02/2023 Time 2013 Vehicles 1 Casualties 1 Slight
E:468044 N: 111103 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG HART PLAIN AVENUE LOST CONTROL, COLLIDED WITH A BUS STOP SIGN TO THE OFFSIDE AND OVERTURNED.

Occurred on HART PLAIN AVENUE OUTSIDE NUMBER 112, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway Skidded and overturned
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 28 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WOODCROFT FARM, WATERLOOVILLE BACS/SR/0124/003")

44230196274 18/05/2023 Time 1632 Vehicles 1 Casualties 1 Slight
E:469366 N: 111926 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:	Defective brakes	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) PARKED ALONG LOVEDEAN LANE BEGAN TO ROLL DUE TO A HANDBRAKE FAULT AND COLLIDED WITH A WALL

Occurred on LOVEDEAN LANE, OUTSIDE HOUSE NO.9B, COWPLAIN, HAMPSHIRE

Vehicle Reference 1 Car Parked
Vehicle movement from Park to Parked No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Wall or fence
Nearside Age of Driver 38 Female
Not hit and run Breath test Not requested Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 38 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW WOODCROFT FARM, WATERLOOVILLE BACS/SR/0124/003")

44230384460 18/09/2023 Time 1345 Vehicles 2 Casualties 1 Serious
E:467915 N: 111369 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S STOPPED OUTSIDE ONE STOP. THE DRIVER OPENED THE OFFSIDE DOOR INTO THE PATH OF VEH 2 (MOBILITY SCOOTER) TRAVELLING S. VEH 2 THEN COLLIDED WITH VEH 1'S DOOR CAUSING THE RIDER TO FALL.

Occurred on HART PLAIN AVENUE 30 METRES SOUTH OF CHAPLAINS AVENUE, WATERLOOVILLE, HAMPSHIRE

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

Vehicle Reference 2 Mobility Scooter 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 69 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 69 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/10/2018 and 30/09/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("AW
 WOODCROFT FARM, WATERLOOVILLE
 BACS/SR/0124/003")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	11	12
2-wheeled motor vehicles	1	0	4	5
Pedal cycles	0	3	3	6
Horses & other	0	1	0	1
Total	1	5	18	24

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	11	12
Passenger	0	0	1	1
Motorcycle rider	1	0	4	5
Cyclist	0	3	3	6
Pedestrian	0	1	2	3
Other	0	0	0	0
Total	1	5	21	27