

APPENDIX C. COVID-19 UPLIFT FACTOR – ANALYSIS

i-Transport Project Title - Kingscroft Farm, Havant

Covid-19 Traffic Analysis

Location	Detector	SCOOT ID	21/9/2020		22/09/2020		23/09/2020		24/09/2020		25/09/2020	
			0800-0900	1700-1800	0800-0900	1700-1800	0800-0900	1700-1800	0800-0900	1700-1800	0800-0900	1700-1800
Park Rd South s/b right turn	N75171J1	S2	992	836	988	904	936	824	1084	784	1052	916
Park Rd South s/b lane 2	N75171K1	S3	960	1140	976	1140	1084	1212	1048	1048	1000	1156
Park Rd South s/b lane 1	N75171L1	S4	1404	1476	1392	1448	1552	1372	1460	1432	1376	1668
Park Rd South n/b left turn	N75171S1	S5	124	8	116	4	144	12	88	16	96	28
Park Rd South n/b lane 2	N75171M1	S6	1368	1112	1316	1300	1488	1156	1332	1024	1372	1228
Park Rd South n/b lane 3	N75171N1	S7	1316	996	1148	1084	1320	960	1260	924	1224	968
Solent Rd lane 1	N75171O1	S9	900	1672	832	1656	788	1572	920	1668	804	1728
Solent Rd lane 2	N75171P1	S10	320	644	312	816	384	684	332	824	328	752
Total			7384	7884	7080	8352	7696	7792	7524	7720	7252	8444

Location	Detector	SCOOT ID	23/9/2019		24/09/2019		25/09/2019		26/09/2019		27/09/2019	
			0800-0900	1700-1800	0800-0900	1700-1800	0800-0900	1700-1800	0800-0900	1700-1800	0800-0900	1700-1800
Park Rd South s/b right turn	N75171J1	S2	1348	996	1408	904	1444	976	1236	988	1232	1152
Park Rd South s/b lane 2	N75171K1	S3	1184	1472	1340	1536	1432	1444	1224	1576	1276	1400
Park Rd South s/b lane 1	N75171L1	S4	1472	1704	1872	1772	1708	1664	1536	1772	1596	1540
Park Rd South n/b left turn	N75171S1	S5	292	12	236	16	256	8	248	4	188	24
Park Rd South n/b lane 2	N75171M1	S6	1652	1084	1672	1228	1624	880	1764	1196	1560	1088
Park Rd South n/b lane 3	N75171N1	S7	1640	1028	1784	1180	1760	1388	1864	1088	1716	968
Solent Rd lane 1	N75171O1	S9	864	1808	800	1968	1000	1496	908	1892	932	1988
Solent Rd lane 2	N75171P1	S10	344	868	332	948	296	1204	260	912	340	892
Total			8796	8972	9444	9552	9520	9060	9040	9428	8840	9052

HCC Permanent Count Data Difference

	Five-day Averages		% Difference (2019 to 2020)	
	AM Peak	PM Peak	AM Peak	PM Peak
2019	9128	9213	19.1%	12.7%
2020	7387	8038		

AM Uplift 1.1907
PM Uplift 1.1275

APPENDIX D. PARKING BEAT SURVEY RESULTS

S. No.	Side	Road Name	Feature	21/09/2020	22/09/2020
START AT JUNCTION WITH RANELAGH ROAD					
1	ES	ABRAMS WAY	DK		
2	ES	ABRAMS WAY	DK		
3	ES	ABRAMS WAY	NL		
4	ES	ABRAMS WAY	NL		
5	ES	ABRAMS WAY	NL		
6	ES	ABRAMS WAY	DW		
7	ES	ABRAMS WAY	DW		
8	ES	ABRAMS WAY	DW		
9	ES	ABRAMS WAY	DW		
10	ES	ABRAMS WAY	NL		
11	ES	ABRAMS WAY	NL		
CROSS OVER LONGCROFT WAY					
12	ES	ABRAMS WAY	NL		
13	ES	ABRAMS WAY	NL		
14	ES	ABRAMS WAY	DW		
15	ES	ABRAMS WAY	NL		
16	ES	ABRAMS WAY	DK		
CROSS OVER TO OTHER SIDE AT JUNCTION WITH LONGCROFT WAY AND GO BACK					
17	WS	ABRAMS WAY	DK		
18	WS	ABRAMS WAY	NL	X	X
19	WS	ABRAMS WAY	NL	X	X
20	WS	ABRAMS WAY	NL	X	
21	WS	ABRAMS WAY	NL		X
CROSS OVER DOYLE CLOSE					
22	WS	ABRAMS WAY	NL		
23	WS	ABRAMS WAY	NL	X	X
24	WS	ABRAMS WAY	NL	X	
25	WS	ABRAMS WAY	NL		
26	WS	ABRAMS WAY	NL		
27	WS	ABRAMS WAY	DW		
28	WS	ABRAMS WAY	DW		
29	WS	ABRAMS WAY	NL		
30	WS	ABRAMS WAY	NL		
31	WS	ABRAMS WAY	DK		
32	WS	ABRAMS WAY	DK		
END AT RANELAGH ROAD					

S. No.	Side	Road Name	Feature	21/09/2020	22/09/2020
START AT JUNCTION WITH WEST STREET					
1	ES	BROCKHAMPTON ROAD	DY		
2	ES	BROCKHAMPTON ROAD	DY		
3	ES	BROCKHAMPTON ROAD	DY		
4	ES	BROCKHAMPTON ROAD	DY		
5	ES	BROCKHAMPTON ROAD	DY		
6	ES	BROCKHAMPTON ROAD	DY		
7	ES	BROCKHAMPTON ROAD	DY		
8	ES	BROCKHAMPTON ROAD	DY		
CROSS OVER CAR PARK					
9	ES	BROCKHAMPTON ROAD	DY		
10	ES	BROCKHAMPTON ROAD	DY		
11	ES	BROCKHAMPTON ROAD	DY		
12	ES	BROCKHAMPTON ROAD	DW		
13	ES	BROCKHAMPTON ROAD	DW		
14	ES	BROCKHAMPTON ROAD	DW		
15	ES	BROCKHAMPTON ROAD	DY		
16	ES	BROCKHAMPTON ROAD	DY		
17	ES	BROCKHAMPTON ROAD	NL		
18	ES	BROCKHAMPTON ROAD	NL		
19	ES	BROCKHAMPTON ROAD	NL		
20	ES	BROCKHAMPTON ROAD	NL		
21	ES	BROCKHAMPTON ROAD	NL		
22	ES	BROCKHAMPTON ROAD	NL	X	X
23	ES	BROCKHAMPTON ROAD	NL	X	X
CROSS OVER ACCESS					
24	ES	BROCKHAMPTON ROAD	NL		
25	ES	BROCKHAMPTON ROAD	NL		
26	ES	BROCKHAMPTON ROAD	NL		
27	ES	BROCKHAMPTON ROAD	NL		
28	ES	BROCKHAMPTON ROAD	NL	X	X
29	ES	BROCKHAMPTON ROAD	NL	X	X
30	ES	BROCKHAMPTON ROAD	DW		
31	ES	BROCKHAMPTON ROAD	DW		
CROSS OVER ACCESS					
32	ES	BROCKHAMPTON ROAD	NL		
33	ES	BROCKHAMPTON ROAD	DK	X	X
34	ES	BROCKHAMPTON ROAD	DK		
35	ES	BROCKHAMPTON ROAD	DK		

S. No.	Side	Road Name	Feature	21/09/2020	22/09/2020
36	ES	BROCKHAMPTON ROAD	NL	X	X
37	ES	BROCKHAMPTON ROAD	NL	X	X
38	ES	BROCKHAMPTON ROAD	NL		
39	ES	BROCKHAMPTON ROAD	NL		
40	ES	BROCKHAMPTON ROAD	DY		
41	ES	BROCKHAMPTON ROAD	DY		
42	ES	BROCKHAMPTON ROAD	DY		
43	ES	BROCKHAMPTON ROAD	DY		
44	ES	BROCKHAMPTON ROAD	DY		
45	ES	BROCKHAMPTON ROAD	DY		
46	ES	BROCKHAMPTON ROAD	DY		
47	ES	BROCKHAMPTON ROAD	DY		
48	ES	BROCKHAMPTON ROAD	DY		
49	ES	BROCKHAMPTON ROAD	DY		
50	ES	BROCKHAMPTON ROAD	DY		
51	ES	BROCKHAMPTON ROAD	DY		
52	ES	BROCKHAMPTON ROAD	DY		
CROSS OVER TO OTHER SIDE AND GO BACK					
53	WS	BROCKHAMPTON ROAD	DY		
54	WS	BROCKHAMPTON ROAD	DW		
55	WS	BROCKHAMPTON ROAD	DW		
56	WS	BROCKHAMPTON ROAD	DW		
57	WS	BROCKHAMPTON ROAD	NL		
58	WS	BROCKHAMPTON ROAD	NL		
59	WS	BROCKHAMPTON ROAD	NL		
60	WS	BROCKHAMPTON ROAD	NL		X
61	WS	BROCKHAMPTON ROAD	NL		
62	WS	BROCKHAMPTON ROAD	NL	X	X
63	WS	BROCKHAMPTON ROAD	DW		
64	WS	BROCKHAMPTON ROAD	DW		
65	WS	BROCKHAMPTON ROAD	NL	X	X
66	WS	BROCKHAMPTON ROAD	NL	X	X
67	WS	BROCKHAMPTON ROAD	DW		
68	WS	BROCKHAMPTON ROAD	NL	X	
69	WS	BROCKHAMPTON ROAD	DW		
70	WS	BROCKHAMPTON ROAD	DW		
71	WS	BROCKHAMPTON ROAD	NL		
72	WS	BROCKHAMPTON ROAD	DY		
73	WS	BROCKHAMPTON ROAD	DY		
CROSS OVER RANELAGH ROAD					

S. No.	Side	Road Name	Feature	21/09/2020	22/09/2020
74	WS	BROCKHAMPTON ROAD	DY		
75	WS	BROCKHAMPTON ROAD	DY		
76	WS	BROCKHAMPTON ROAD	NL		
77	WS	BROCKHAMPTON ROAD	DW		
78	WS	BROCKHAMPTON ROAD	NL		
79	WS	BROCKHAMPTON ROAD	DW		
80	WS	BROCKHAMPTON ROAD	DY		
81	WS	BROCKHAMPTON ROAD	DY		
CROSS OVER KNOX ROAD					
82	WS	BROCKHAMPTON ROAD	DY		
83	WS	BROCKHAMPTON ROAD	DY		
84	WS	BROCKHAMPTON ROAD	NL		
85	WS	BROCKHAMPTON ROAD	NL		
86	WS	BROCKHAMPTON ROAD	DK	X	X
87	WS	BROCKHAMPTON ROAD	DK		
88	WS	BROCKHAMPTON ROAD	DW		
89	WS	BROCKHAMPTON ROAD	NL	X	X
90	WS	BROCKHAMPTON ROAD	DW		
91	WS	BROCKHAMPTON ROAD	NL	X	X
92	WS	BROCKHAMPTON ROAD	DW		
93	WS	BROCKHAMPTON ROAD	DB		
94	WS	BROCKHAMPTON ROAD	DW		
95	WS	BROCKHAMPTON ROAD	DY		
CROSS OVER BROCKLANDS					
96	WS	BROCKHAMPTON ROAD	DY		
97	WS	BROCKHAMPTON ROAD	DY		
98	WS	BROCKHAMPTON ROAD	DY		
99	WS	BROCKHAMPTON ROAD	DY		
100	WS	BROCKHAMPTON ROAD	DY		
101	WS	BROCKHAMPTON ROAD	DY		
END AT WEST STREET					

S. No.	Side	Road Name	Feature	21/09/2020	22/09/2020
START AT JUNCTION WITH BROCKHAMPTON ROAD					
1	SS	BROCKLANDS	DY		
2	SS	BROCKLANDS	DY		
3	SS	BROCKLANDS	NL	X	X
4	SS	BROCKLANDS	NL	X	X
5	SS	BROCKLANDS	NL	X	X
6	SS	BROCKLANDS	NL		X
7	SS	BROCKLANDS	NL		
8	SS	BROCKLANDS	DW		
9	SS	BROCKLANDS	NL		X
10	SS	BROCKLANDS	NL	X	
11	SS	BROCKLANDS	NL	X	X
12	SS	BROCKLANDS	NL	X	X
13	SS	BROCKLANDS	NL	X	X
14	SS	BROCKLANDS	NL	X	X
15	SS	BROCKLANDS	NL	X	X
16	SS	BROCKLANDS	NL	X	
17	SS	BROCKLANDS	NL	X	X
18	SS	BROCKLANDS	DW		X
CROSS OVER TO OTHER SIDE OF THE ROAD					
19	NS	BROCKLANDS	DW		
20	NS	BROCKLANDS	NL		
21	NS	BROCKLANDS	DW		
22	NS	BROCKLANDS	DW		
23	NS	BROCKLANDS	NL		
24	NS	BROCKLANDS	DW		
25	NS	BROCKLANDS	NL		
26	NS	BROCKLANDS	DW		
27	NS	BROCKLANDS	NL		
28	NS	BROCKLANDS	DW		
29	NS	BROCKLANDS	NL		

S. No.	Side	Road Name	Feature	21/09/2020	22/09/2020
30	NS	BROCKLANDS	DW		
31	NS	BROCKLANDS	DW		
32	NS	BROCKLANDS	DY		
33	NS	BROCKLANDS	DY		
34	NS	BROCKLANDS	DY		
35	NS	BROCKLANDS	DY		
36	NS	BROCKLANDS	DY		
END AT BROCKHAMPTON ROAD					

S. No.	Side	Road Name	Feature	21/09/2020	22/09/2020
START AT JUNCTION WITH ABRAMS WAY					
1	SS	DOYLE CLOSE	NL		
2	SS	DOYLE CLOSE	NL		
3	SS	DOYLE CLOSE	NL		
4	SS	DOYLE CLOSE	NL		
5	SS	DOYLE CLOSE	DW		
6	SS	DOYLE CLOSE	DW		
7	SS	DOYLE CLOSE	DK		
8	SS	DOYLE CLOSE	DK		
9	SS	DOYLE CLOSE	NL		
10	SS	DOYLE CLOSE	DK		
11	SS	DOYLE CLOSE	DK		
CROSS OVER OTHER SIDE AND GO BACK					
12	NS	DOYLE CLOSE	NL		
13	NS	DOYLE CLOSE	DW		
14	NS	DOYLE CLOSE	DW		
15	NS	DOYLE CLOSE	NL		
16	NS	DOYLE CLOSE	DW		
17	NS	DOYLE CLOSE	NL	X	X
18	NS	DOYLE CLOSE	NL	X	X
19	NS	DOYLE CLOSE	DW		
20	NS	DOYLE CLOSE	NL		
21	NS	DOYLE CLOSE	DK		
22	NS	DOYLE CLOSE	DK		
END AT ABRAMS WAY					

S. No.	Side	Road Name	Feature	21/09/2020	22/09/2020
START AT JUNCTION WITH BROCKHAMPTON ROAD					
1	SS	KNOX ROAD	DY		
2	SS	KNOX ROAD	DY		
3	SS	KNOX ROAD	DW		
4	SS	KNOX ROAD	DW		
5	SS	KNOX ROAD	NL	X	X
6	SS	KNOX ROAD	NL	X	
7	SS	KNOX ROAD	DW		
8	SS	KNOX ROAD	NL	X	
9	SS	KNOX ROAD	DW		
10	SS	KNOX ROAD	DW		
11	SS	KNOX ROAD	NL	X	X
12	SS	KNOX ROAD	NL		
13	SS	KNOX ROAD	DW		
14	SS	KNOX ROAD	DW		
15	SS	KNOX ROAD	NL	X	X
16	SS	KNOX ROAD	NL	X	X
17	SS	KNOX ROAD	DW		
18	SS	KNOX ROAD	NL	X	X
19	SS	KNOX ROAD	NL	X	
20	SS	KNOX ROAD	NL	X	X
21	SS	KNOX ROAD	DW		
22	SS	KNOX ROAD	DW		
23	SS	KNOX ROAD	NL	X	X
24	SS	KNOX ROAD	NL	X	X
25	SS	KNOX ROAD	NL	X	X
26	SS	KNOX ROAD	DW	X	X
27	SS	KNOX ROAD	DW		
28	SS	KNOX ROAD	NL	X	X
29	SS	KNOX ROAD	NL	X	X
30	SS	KNOX ROAD	DY		
31	SS	KNOX ROAD	DY		
AT THE JUNCTION WITH MEYRICK ROAD , CROSS OVER TO OTHER SIDE OF THE ROAD AND GO BACK					
32	NS	KNOX ROAD	DY		
33	NS	KNOX ROAD	DY		
34	NS	KNOX ROAD	NL		
35	NS	KNOX ROAD	NL	X	X
36	NS	KNOX ROAD	NL		
37	NS	KNOX ROAD	NL		
38	NS	KNOX ROAD	DW		
39	NS	KNOX ROAD	NL	X	X
40	NS	KNOX ROAD	NL		
41	NS	KNOX ROAD	NL	X	X
42	NS	KNOX ROAD	DW		
43	NS	KNOX ROAD	NL	X	X
44	NS	KNOX ROAD	DW		
45	NS	KNOX ROAD	NL	X	X
46	NS	KNOX ROAD	NL	X	X
47	NS	KNOX ROAD	NL	X	X
48	NS	KNOX ROAD	DW		
49	NS	KNOX ROAD	DW		
50	NS	KNOX ROAD	NL	X	X
51	NS	KNOX ROAD	NL	X	X
52	NS	KNOX ROAD	NL	X	X
53	NS	KNOX ROAD	NL	X	X

S. No.	Side	Road Name	Feature	21/09/2020	22/09/2020
54	NS	KNOX ROAD	DW		
55	NS	KNOX ROAD	DW		
56	NS	KNOX ROAD	NL	X	X
57	NS	KNOX ROAD	DW		
58	NS	KNOX ROAD	DW		
59	NS	KNOX ROAD	DY		
60	NS	KNOX ROAD	DY		
61	NS	KNOX ROAD	DY		
62	NS	KNOX ROAD	DY		
END AT BROCKHAMPTON ROAD					

S. No.	Side	Road Name	Feature	21/09/2020	22/09/2020
START AT JUNCTION WITH ABRAMS WAY					
1	NS	LONGCROFT WAY	NL		
2	NS	LONGCROFT WAY	NL		
3	NS	LONGCROFT WAY	NL		
4	NS	LONGCROFT WAY	NL		
5	NS	LONGCROFT WAY	DW		
6	NS	LONGCROFT WAY	NL		
7	NS	LONGCROFT WAY	NL		
8	NS	LONGCROFT WAY	DK		
9	NS	LONGCROFT WAY	NL		
10	NS	LONGCROFT WAY	NL		
11	NS	LONGCROFT WAY	DW		
12	NS	LONGCROFT WAY	NL		
13	NS	LONGCROFT WAY	NL		
14	NS	LONGCROFT WAY	DW		
15	NS	LONGCROFT WAY	DW		
16	NS	LONGCROFT WAY	DW		
17	NS	LONGCROFT WAY	NL		
18	NS	LONGCROFT WAY	NL		
19	NS	LONGCROFT WAY	DW		
20	NS	LONGCROFT WAY	NL		
21	NS	LONGCROFT WAY	NL		
22	NS	LONGCROFT WAY	DW		
23	NS	LONGCROFT WAY	DW		
24	NS	LONGCROFT WAY	NL		
25	NS	LONGCROFT WAY	NL		
26	NS	LONGCROFT WAY	NL	X	X
27	NS	LONGCROFT WAY	DW		
28	NS	LONGCROFT WAY	DW		
29	NS	LONGCROFT WAY	NL		
30	NS	LONGCROFT WAY	NL		X
31	NS	LONGCROFT WAY	NL		
32	NS	LONGCROFT WAY	DW		
33	NS	LONGCROFT WAY	DW		
34	NS	LONGCROFT WAY	NL		
35	NS	LONGCROFT WAY	NL		
36	NS	LONGCROFT WAY	NL		
37	NS	LONGCROFT WAY	DW		
38	NS	LONGCROFT WAY	DW		

S. No.	Side	Road Name	Feature	21/09/2020	22/09/2020
39	NS	LONGCROFT WAY	NL		
40	NS	LONGCROFT WAY	DK		
41	NS	LONGCROFT WAY	DK		
42	NS	LONGCROFT WAY	DK		
43	NS	LONGCROFT WAY	DK		
44	NS	LONGCROFT WAY	DK		
45	NS	LONGCROFT WAY	DK		
46	NS	LONGCROFT WAY	DK		
47	NS	LONGCROFT WAY	DW		
48	NS	LONGCROFT WAY	DW		
49	NS	LONGCROFT WAY	DK	X	X
50	NS	LONGCROFT WAY	DK		
51	NS	LONGCROFT WAY	DK		
52	NS	LONGCROFT WAY	DK		
53	NS	LONGCROFT WAY	NL		
CROSS OVER TO OTHER SIDE AND GO BACK					
54	SS	LONGCROFT WAY	DW		
55	SS	LONGCROFT WAY	DW		
56	SS	LONGCROFT WAY	NL		
57	SS	LONGCROFT WAY	NL		
58	SS	LONGCROFT WAY	NL		
59	SS	LONGCROFT WAY	NL	X	X
60	SS	LONGCROFT WAY	DW		
61	SS	LONGCROFT WAY	DK		
62	SS	LONGCROFT WAY	DW		
63	SS	LONGCROFT WAY	DK		
64	SS	LONGCROFT WAY	DK		
65	SS	LONGCROFT WAY	NL		X
66	SS	LONGCROFT WAY	NL		
67	SS	LONGCROFT WAY	NL	X	X
CROSS OVER ABRAMS WAY					
68	SS	LONGCROFT WAY	NL		
69	SS	LONGCROFT WAY	NL	X	X
70	SS	LONGCROFT WAY	NL		

S. No.	Side	Road Name	Feature	21/09/2020	22/09/2020
71	SS	LONGCROFT WAY	DW		
72	SS	LONGCROFT WAY	NL		
73	SS	LONGCROFT WAY	NL		
74	SS	LONGCROFT WAY	NL		
75	SS	LONGCROFT WAY	DW		
76	SS	LONGCROFT WAY	NL		
77	SS	LONGCROFT WAY	NL		
78	SS	LONGCROFT WAY	NL		
79	SS	LONGCROFT WAY	DW		
80	SS	LONGCROFT WAY	DW		
81	SS	LONGCROFT WAY	DW		
82	SS	LONGCROFT WAY	DW		
83	SS	LONGCROFT WAY	DW		
84	SS	LONGCROFT WAY	NL		
85	SS	LONGCROFT WAY	NL		
86	SS	LONGCROFT WAY	NL		
87	SS	LONGCROFT WAY	NL		
88	SS	LONGCROFT WAY	NL		
89	SS	LONGCROFT WAY	DW		
90	SS	LONGCROFT WAY	NL		
91	SS	LONGCROFT WAY	DW		
92	SS	LONGCROFT WAY	DW		
93	SS	LONGCROFT WAY	DW		
94	SS	LONGCROFT WAY	NL		
95	SS	LONGCROFT WAY	NL		
96	SS	LONGCROFT WAY	DW		
97	SS	LONGCROFT WAY	NL		
98	SS	LONGCROFT WAY	NL		
99	SS	LONGCROFT WAY	NL		
END AT ABRAMS WAY					

S. No.	Side	Road Name	Feature	21/09/2020	22/09/2020
START AT JUNCTION WITH WEST STREET					
1	ES	MEYRICK ROAD	DY		
2	ES	MEYRICK ROAD	DY		
3	ES	MEYRICK ROAD	DY		
4	ES	MEYRICK ROAD	NL	X	X
5	ES	MEYRICK ROAD	NL		X
6	ES	MEYRICK ROAD	NL		
7	ES	MEYRICK ROAD	NL	X	X
8	ES	MEYRICK ROAD	NL	X	
9	ES	MEYRICK ROAD	NL		
10	ES	MEYRICK ROAD	NL	X	X
11	ES	MEYRICK ROAD	NL		
12	ES	MEYRICK ROAD	NL		
13	ES	MEYRICK ROAD	NL		
14	ES	MEYRICK ROAD	NL	X	X
15	ES	MEYRICK ROAD	DK		
16	ES	MEYRICK ROAD	NL	X	X
17	ES	MEYRICK ROAD	NL		
18	ES	MEYRICK ROAD	NL	X	X
19	ES	MEYRICK ROAD	DY		
20	ES	MEYRICK ROAD	DY		
CROSS OVER KNOX ROAD					
21	ES	MEYRICK ROAD	NL		
22	ES	MEYRICK ROAD	NL		
23	ES	MEYRICK ROAD	NL		
24	ES	MEYRICK ROAD	NL		
25	ES	MEYRICK ROAD	NL		
26	ES	MEYRICK ROAD	NL		
27	ES	MEYRICK ROAD	NL		
28	ES	MEYRICK ROAD	NL		
29	ES	MEYRICK ROAD	NL		
30	ES	MEYRICK ROAD	NL		
31	ES	MEYRICK ROAD	NL		
32	ES	MEYRICK ROAD	NL		
33	ES	MEYRICK ROAD	NL		
AT THE JUNCTION WITH RANELAGH ROAD, CROSS OVER TO THE OTHER SIDE AND GO BACK					

S. No.	Side	Road Name	Feature	21/09/2020	22/09/2020
34	WS	MEYRICK ROAD	NL		
35	WS	MEYRICK ROAD	NL		
36	WS	MEYRICK ROAD	NL		
37	WS	MEYRICK ROAD	NL		
38	WS	MEYRICK ROAD	NL		
39	WS	MEYRICK ROAD	NL		
40	WS	MEYRICK ROAD	NL		
41	WS	MEYRICK ROAD	NL		
42	WS	MEYRICK ROAD	NL		
43	WS	MEYRICK ROAD	NL		
44	WS	MEYRICK ROAD	NL		
45	WS	MEYRICK ROAD	NL		
46	WS	MEYRICK ROAD	NL		
47	WS	MEYRICK ROAD	NL		
48	WS	MEYRICK ROAD	NL		
49	WS	MEYRICK ROAD	NL		
50	WS	MEYRICK ROAD	DW		
51	WS	MEYRICK ROAD	DW		
52	WS	MEYRICK ROAD	DW		
53	WS	MEYRICK ROAD	NL		
54	WS	MEYRICK ROAD	NL	X	X
55	WS	MEYRICK ROAD	NL		
56	WS	MEYRICK ROAD	NL		
57	WS	MEYRICK ROAD	NL		
58	WS	MEYRICK ROAD	NL	X	X
59	WS	MEYRICK ROAD	NL		
60	WS	MEYRICK ROAD	NL		
61	WS	MEYRICK ROAD	DW		
62	WS	MEYRICK ROAD	DW		
63	WS	MEYRICK ROAD	NL		
64	WS	MEYRICK ROAD	NL		
65	WS	MEYRICK ROAD	DW		
66	WS	MEYRICK ROAD	DW		
67	WS	MEYRICK ROAD	NL		
68	WS	MEYRICK ROAD	NL		
69	WS	MEYRICK ROAD	DY		
70	WS	MEYRICK ROAD	DY		
71	WS	MEYRICK ROAD	DY		
72	WS	MEYRICK ROAD	DY		
END AT WEST STREET					

S. No.	Side	Road Name	Feature	21/09/2020	22/09/2020
START AT JUNCTION WITH BROCKHAMPTON ROAD					
1	SS	RANELAGH ROAD	DY		
2	SS	RANELAGH ROAD	DW		
3	SS	RANELAGH ROAD	DW		
4	SS	RANELAGH ROAD	DW		
5	SS	RANELAGH ROAD	DW		
6	SS	RANELAGH ROAD	DW		
7	SS	RANELAGH ROAD	DW		
8	SS	RANELAGH ROAD	DW		
9	SS	RANELAGH ROAD	DW	X	X
10	SS	RANELAGH ROAD	DW	X	X
11	SS	RANELAGH ROAD	DW	X	X
12	SS	RANELAGH ROAD	DW		
13	SS	RANELAGH ROAD	DW	X	X
14	SS	RANELAGH ROAD	DW	X	X
15	SS	RANELAGH ROAD	DW		
16	SS	RANELAGH ROAD	DW	X	X
17	SS	RANELAGH ROAD	DW	X	X
18	SS	RANELAGH ROAD	DW		
19	SS	RANELAGH ROAD	NL	X	X
20	SS	RANELAGH ROAD	NL	X	X
21	SS	RANELAGH ROAD	DW		
22	SS	RANELAGH ROAD	DW		
23	SS	RANELAGH ROAD	NL	X	X
24	SS	RANELAGH ROAD	NL	X	X
CROSS OVER ABRAMS WAY					
25	SS	RANELAGH ROAD	NL	X	X
26	SS	RANELAGH ROAD	NL	X	X
27	SS	RANELAGH ROAD	DW		
28	SS	RANELAGH ROAD	NL	X	X
29	SS	RANELAGH ROAD	NL	X	X
30	SS	RANELAGH ROAD	DW		
31	SS	RANELAGH ROAD	NL		
32	SS	RANELAGH ROAD	NL		
33	SS	RANELAGH ROAD	NL		
34	SS	RANELAGH ROAD	NL		
35	SS	RANELAGH ROAD	NL		
36	SS	RANELAGH ROAD	NL		
CROSS OVER TO OTHER SIDE AND GO BACK					
37	WS	RANELAGH ROAD	NL		
38	WS	RANELAGH ROAD	NL		
39	WS	RANELAGH ROAD	NL		
40	WS	RANELAGH ROAD	NL	X	X
41	WS	RANELAGH ROAD	NL		
42	WS	RANELAGH ROAD	DY		
43	WS	RANELAGH ROAD	DY		
44	WS	RANELAGH ROAD	DY		
45	WS	RANELAGH ROAD	DY		
46	WS	RANELAGH ROAD	DY		
47	WS	RANELAGH ROAD	DY		
48	WS	RANELAGH ROAD	DY		
49	WS	RANELAGH ROAD	DY		
50	WS	RANELAGH ROAD	DY		
51	WS	RANELAGH ROAD	DY		
52	WS	RANELAGH ROAD	DY		

S. No.	Side	Road Name	Feature	21/09/2020	22/09/2020
53	WS	RANELAGH ROAD	DY		
54	WS	RANELAGH ROAD	DY		
55	WS	RANELAGH ROAD	DY	X	X
56	WS	RANELAGH ROAD	DY		
57	WS	RANELAGH ROAD	DY		

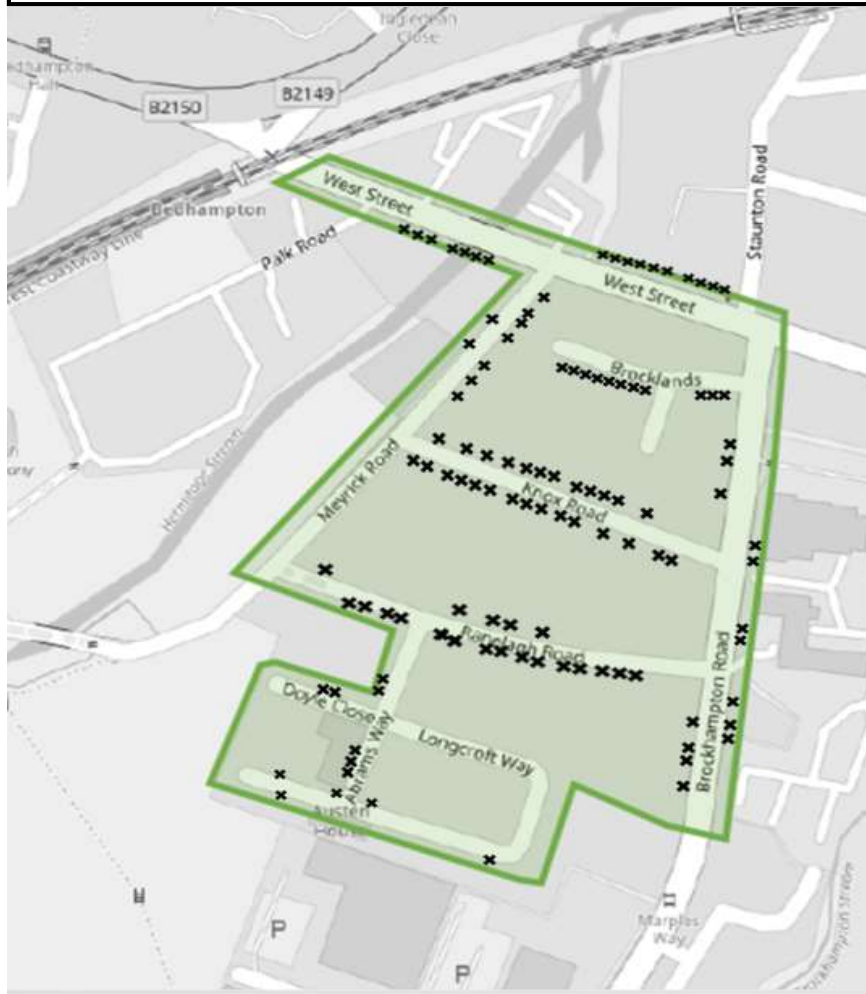
S. No.	Side	Road Name	Feature	21/09/2020	22/09/2020
58	WS	RANELAGH ROAD	DY	X	X
59	WS	RANELAGH ROAD	DY	X	X
60	WS	RANELAGH ROAD	DY		X
61	WS	RANELAGH ROAD	DY		
62	WS	RANELAGH ROAD	DY	X	
63	WS	RANELAGH ROAD	DY		
64	WS	RANELAGH ROAD	DY		
65	WS	RANELAGH ROAD	DY		X
66	WS	RANELAGH ROAD	DY		
67	WS	RANELAGH ROAD	DY		
68	WS	RANELAGH ROAD	DY		
69	WS	RANELAGH ROAD	DY		
70	WS	RANELAGH ROAD	DY		
71	WS	RANELAGH ROAD	DY		
72	WS	RANELAGH ROAD	DY		
73	WS	RANELAGH ROAD	DY		
74	WS	RANELAGH ROAD	DY		
75	WS	RANELAGH ROAD	DY		
END AT BROCKHAMPTON ROAD					

S. No.	Side	Road Name	Feature	21/09/2020	22/09/2020
START AT JUNCTION WITH BEDHAMPTON RAIL CROSSING					
1	NS	WEST STREET	DY		
2	NS	WEST STREET	DY		
3	NS	WEST STREET	DY		
4	NS	WEST STREET	DY		
5	NS	WEST STREET	DY		
6	NS	WEST STREET	DY		
7	NS	WEST STREET	DY		
8	NS	WEST STREET	DY		
9	NS	WEST STREET	DY		
10	NS	WEST STREET	DY		
11	NS	WEST STREET	DY		
12	NS	WEST STREET	DY		
13	NS	WEST STREET	DY		
14	NS	WEST STREET	DY		
15	NS	WEST STREET	DY		
16	NS	WEST STREET	DY		
17	NS	WEST STREET	DY		
18	NS	WEST STREET	DY		
19	NS	WEST STREET	DY		
20	NS	WEST STREET	DY		
21	NS	WEST STREET	DY		
22	NS	WEST STREET	DY		
23	NS	WEST STREET	DY		
24	NS	WEST STREET	DY		
25	NS	WEST STREET	DY		
26	NS	WEST STREET	DY		
27	NS	WEST STREET	DY		
28	NS	WEST STREET	DY		
29	NS	WEST STREET	DY		
30	NS	WEST STREET	NL	X	X
31	NS	WEST STREET	NL	X	X
32	NS	WEST STREET	NL	X	X
33	NS	WEST STREET	NL	X	
34	NS	WEST STREET	NL	X	X
35	NS	WEST STREET	NL	X	X
36	NS	WEST STREET	NL		
37	NS	WEST STREET	NL	X	X
38	NS	WEST STREET	NL	X	X
39	NS	WEST STREET	NL	X	X

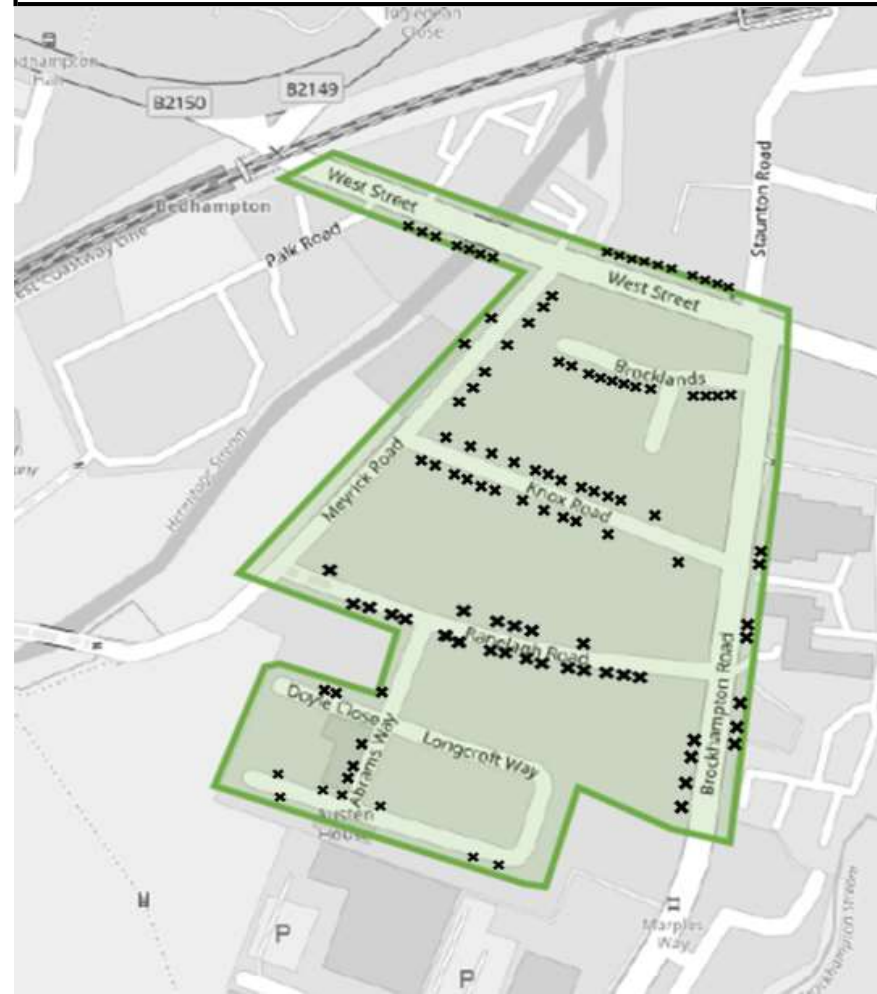
S. No.	Side	Road Name	Feature	21/09/2020	22/09/2020
40	NS	WEST STREET	NL	X	X
41	NS	WEST STREET	DY		
CROSS OVER STATION ROAD					
42	NS	WEST STREET	DY		
43	NS	WEST STREET	DY		
AT THE JUNCTION WITH BROCKHAMPTON ROAD, CROSS OVER TO OTHER SIDE AND GO BACK					
44	SS	WEST STREET	SY		
45	SS	WEST STREET	SY		
46	SS	WEST STREET	SY		
47	SS	WEST STREET	SY		
48	SS	WEST STREET	SY		
49	SS	WEST STREET	SY		
50	SS	WEST STREET	SY		
51	SS	WEST STREET	SY		
52	SS	WEST STREET	SY		
53	SS	WEST STREET	SY		
54	SS	WEST STREET	DY		
55	SS	WEST STREET	DY		
56	SS	WEST STREET	DY		
57	SS	WEST STREET	DY		
CROSS OVER MEYRICK ROAD					
58	SS	WEST STREET	DY		
59	SS	WEST STREET	DY		
60	SS	WEST STREET	DY		
61	SS	WEST STREET	NL	X	X
62	SS	WEST STREET	NL	X	X
63	SS	WEST STREET	NL	X	X
64	SS	WEST STREET	NL	X	X
65	SS	WEST STREET	DK		
66	SS	WEST STREET	NL	X	X
67	SS	WEST STREET	NL	X	X
68	SS	WEST STREET	NL	X	X
69	SS	WEST STREET	DY		
70	SS	WEST STREET	DY		
71	SS	WEST STREET	DY		
CROSS OVER PALK ROAD					

S. No.	Side	Road Name	Feature	21/09/2020	22/09/2020
72	SS	WEST STREET	DY		
73	SS	WEST STREET	DY		
74	SS	WEST STREET	DY		
75	SS	WEST STREET	DY		
76	SS	WEST STREET	DY		
77	SS	WEST STREET	DY		
78	SS	WEST STREET	DY		
79	SS	WEST STREET	DY		
END AT BEDHAMPTON RAIL CROSSING					

Tuesday 22nd September



Wednesday 23rd September



Site Type	
BS	Bus Stop
DB	Disabled Bay
DK	Dropped Kerb
DW	Drive Way
DY	Double Yellow Lines
KBO	Kerb Built Out
KC	Keep Clear
LB	Loading Bays
LBY	Lay-by
ML	Mobile Library
NL	No Lines
NP	No Parking
OP	Off street Parking
PB	Parking Bays
PC	Pedestrian Crossing
SKC	School Keep Clear
SY	Single Yellow Lines
WL	White Line
ZC	Zebra Crossing
ZZ	Zig Zag

Bedhampton Parking Surveys

Parking Beat

Date

22 - 23 September 2020

		Tuesday 22nd September		Wednesday 23rd September	
Road Name	Capacity	Vehicles	Stress	Vehicles	Stress
Abrams Way	18	5	28%	4	22%
Brockhampton Road	38	14	37%	14	37%
Brocklands	17	11	65%	12	71%
Doyle Close	10	2	20%	2	20%
Knox Road	28	27	96%	24	86%
Longcroft Way	42	5	12%	7	17%
Meyrick Road	23	9	39%	9	39%
Ranelagh Road	19	20	105%	21	111%
West Street	18	17	94%	16	89%

APPENDIX E. PIA DATA

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection:

Notes:

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

Selected Polygon:HR BROCKHAMPTON ROAD

160266902 17/07/2016 Time 2100 Vehicles 2 Casualties 1 Slight
E:471004 N: 106464 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
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (P/CYCLE) TRAVELLING SW ALONG WEST STREET, THE RIDER FAILS TO LOOK OR SIGNAL AND TURNS RIGHT ONTO BROCKHAMPTON ROAD AS VEH 2 (CAR) TRAVELLING IN THE SAME DIRECTION OVERTAKES VEH 1 AND COLLIDES.

Occurred on WEST STREET AT JUNCTION WITH BROCKHAMPTON ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Turning right
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 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 Not applicable Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 28 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

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

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection:

Notes:

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

44170304488 07/08/2017 Time 1620 Vehicles 2 Casualties 1 Slight
E:470908 N: 106493 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Possible
2nd:	Exceeding speed limit	Vehicle 2	Possible
3rd:	Failed to look properly	Vehicle 1	Possible
4th:	Failed to look properly	Vehicle 2	Possible
5th:			
6th:			

VEH 1 (VAN) TRAVELLING NE ALONG MEYRICK ROAD, STOPS AT JUNCTION DUE TO WAITING TRAFFIC QUEUEING ON WEST STREET, TURNS LEFT AS VEH 2 (M/CYCLE) TRAVELLING NW ALONG WEST STREET FILTERING ALONG CENTRE OF ROAD AND COLLIDES, THROWING THE RIDER OFF.

Occurred on WEST STREET AT JUNCTION WITH MEYRICK ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Starting
Vehicle movement from SW 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 50 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 SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
O/S Age of Driver 17 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 17 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection:

Notes:

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

44170335171 29/08/2017 Time 2030 Vehicles 2 Casualties 1 Serious
E:470796 N: 106541 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
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: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 2	Possible
2nd:	Loss of control	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 2 (VAN) TRAVELLING SE ALONG WEST STREET OVERTAKES VEH 1 (P/CYCLE) TRAVELLING IN FRONT AND COLLIDES WITH VEH 1 PUSHING IT INTO A PARKED VEH. VEH 2 FAILED TO STOP.

Occurred on WEST STREET OUTSIDE CHAPEL HOUSE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road Parked Vehicle Off road: None
Nearside Age of Driver 29 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 29 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under 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 Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection:

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

Notes:

44180135087 13/04/2018 Time 0635 Vehicles 2 Casualties 1 Slight
E:470928 N:106093 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH2 (P/CYCLE) TRAVELLING N ALONG BROCKHAMPTON WAY, GOES RIGHT AROUND THE ROUNDABOUT TO ENTER SOLENT ROAD WHEN VEH1 (CAR) TRAVELLING S ALONG BROCKENHAMPTON WAY ENTERS THE ROUNDABOUT AND COLLIDES WITH VEH2.

Occurred on BROCKHAMPTON WAY, AT JUNCTION WITH SOLENT ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE 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 Front 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

Vehicle Reference 2 Pedal Cycle Going ahead other
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 Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 46 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection:

Notes:

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

44190012164 11/01/2019 Time 0830 Vehicles 2 Casualties 1 Serious
E:470793 N: 106584 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Frost/Ice
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: Slippery road (due to weather)	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING E ALONG B2149 NEW ROAD WHEN VEHICLE IN FRONT STOPPED CAUSING THE RIDER TO BRAKE HEAVILY AND WHEEL SLIPPED OUT CAUSING THE RIDER TO FALL OFF. VEH 2 (CAR) PUTS AUTOMATIC CAR INTO WRONG GEAR AND RUNS OVER VEH 1.
Occurred on B2149 NEW ROAD OUTSIDE OF NUMBER 2, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Stopping
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 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 Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection:

Notes:

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

44190144671 27/04/2019 Time 1431 Vehicles 3 Casualties 1 Serious
E:470717 N: 106573 First Road: B 2177 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:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) TRAVELLING NW ALONG B2177 BEDHAMPTON ROAD ON THE PAVEMENT, LOOKS OVER SHOULDER LOSES CONTROL AND VEH 1 DROPS IN ROAD AND COLLIDES WITH VEH 2 (CAR) TRAVELLING SAME WAY AND COLLIDES WITH VEH 3 (CAR) WAITING ON CENTRAL HATCHINGS
Occurred on B2177 BEDHAMPTON ROAD OUTSIDE OF NUMBER 11 TO 11A, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 13 Male
Not hit and run Breath test Not applicable Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 13 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 81 Female
Not hit and run Breath test Negative Left hand drive: No

Accidents between dates **01/07/2016 and 30/06/2021** (60) months

Selection:

Notes:

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

Vehicle Reference	3	Car	Turning right
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	Not at, or within 20M of Jct	First impact	Front
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	25
Not hit and run	Breath test	Negative	Female
		Left hand drive:	No

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection:

Notes:

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

44200103313 19/03/2020 Time 1405 Vehicles 2 Casualties 1 Slight
E:471000 N: 106368 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING S ALONG BROCKHAMPTON ROAD HAS COLLIDED TO OFFSIDE WITH VEH 2 (VAN) TRAVELLING N ALONG BROCKHAMPTON ROAD.

Occurred on BROCKHAMPTON ROAD, OUTSIDE THE PORTSMOUTH WATER COMPANY, NEAR THE JUNCTION WITH KNOX ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Female
Not hit and run Breath test Driver not contacted
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

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under 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 Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection:

Notes:

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

44210115448 27/02/2021 Time 1120 Vehicles 2 Casualties 1 Slight
E:471004 N:106451 First Road: U Road Type Single carriageway
Speed limit: 30 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:

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

VEH2 (CAR) TRAVELLING N ALONG BROCKHAMPTON ROAD COLLIDED WITH THE REAR OF VEH1 (CAR) TRAVELLING N IN FRONT, STATIONARY WAITING TO TURN LEFT ONTO WEST STREET.

Occurred on BROCKHAMPTON ROAD AT JUNCTION WITH WEST STREET, HAVANT, HAMPSHIRE.

Vehicle Reference 1 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 Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 33 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Stopping
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact 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 **01/07/2016 and 30/06/2021** (60) months

Selection:

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

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	2	2
2-wheeled motor vehicles	0	1	1	2
Pedal cycles	0	2	2	4
Horses & other	0	0	0	0
Total	0	3	5	8

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	0	0	0
Motorcycle rider	0	1	1	2
Cyclist	0	2	2	4
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	3	5	8

APPENDIX F. ILLUSTRATIVE SITE LAYOUT



Please Note:

This drawing must not be scaled, dimensions to be checked on site and any discrepancies are to be highlighted to the Architect prior to construction.

Prior to the commencement of any works, the Contractor is to check and / or determine all construction details including checking existing site levels and dimensions.

This drawing is to be read in conjunction with all other project drawings, construction notes and / or project specifications including those by other project consultants and specialists. All discrepancies should be reported immediately.

Design subject to detail development / approval.
Measurements and accommodation schedules subject to amendments following coordinated input by others.
Costings cannot be finalised until approval / confirmation by relevant authorities and Client.

Further design information:



E	Amended to client's comments	21.06.22	VP/HJE
D	Access amended to highways' design	17.05.22	VP/HJE
C	Amended to client's comments	13.05.22	VP/HJE
B	Red line removed	26.04.22	VP/HJE
A	Amended to client comments	11.04.22	DY/HJE

Rev.	Description	DATE	DB / CB
------	-------------	------	---------

Date Apr '22
Drawn By/Checked By VP / HJE
Scale 1:1000 @ A2

Revision E

Project Land at Kingscroft Farm
Meyrick Road, Havant

Title Illustrative Site Plan

Dwg# 18.099.02

Status Sketch

hgp

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APPENDIX G. WCHAR

ITB15443-004A

**Walking, Cycling and Horse-Riding
Assessment Report**

Job No:

ITB15443

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1. Scheme Details

1.1. Scheme Client / Developer

Name:
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1.2. Lead Assessor

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1.3. Other Assessment Team Members

Name: Ben Burrows
Organisation: i-Transport LLP
Email: ben.burrows@i-transport.co.uk
Tel: 07832869031

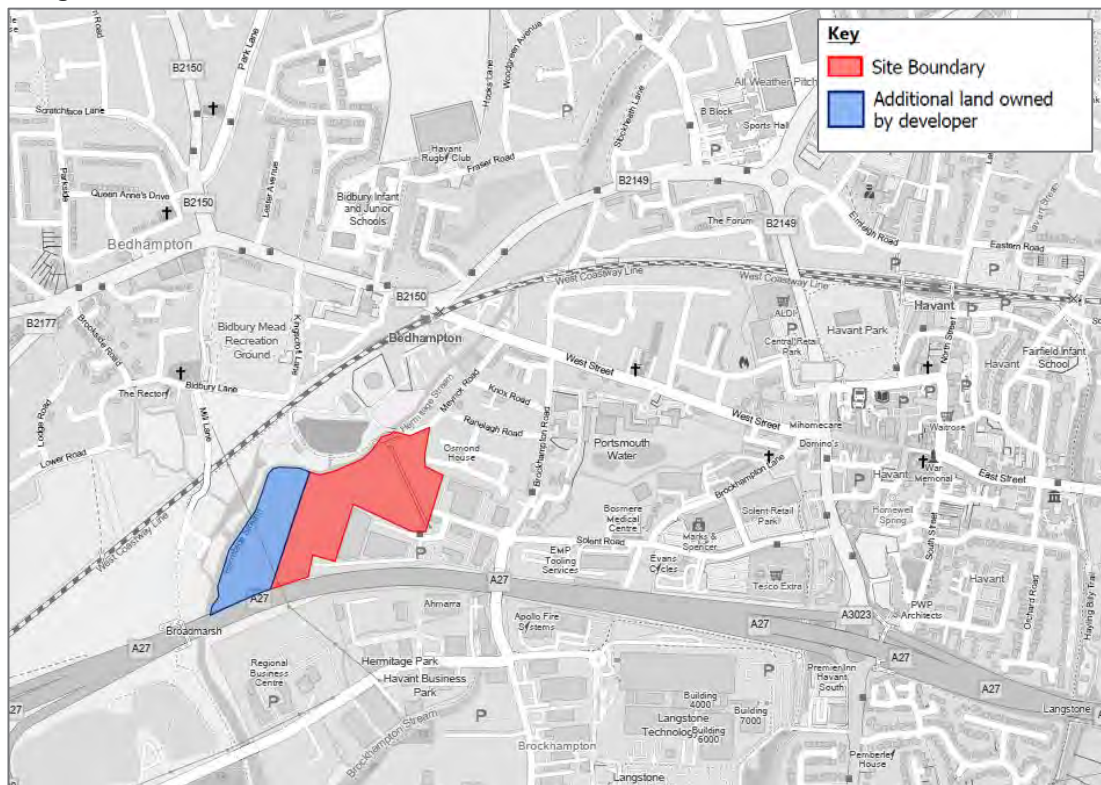
1.4. Design Team Leader

Name: Tim Wall
Organisation: i-Transport LLP
Email: tim.wall@i-transport.co.uk
Tel: 07508413269

1.5. Scheme Location and Description of Highway Works

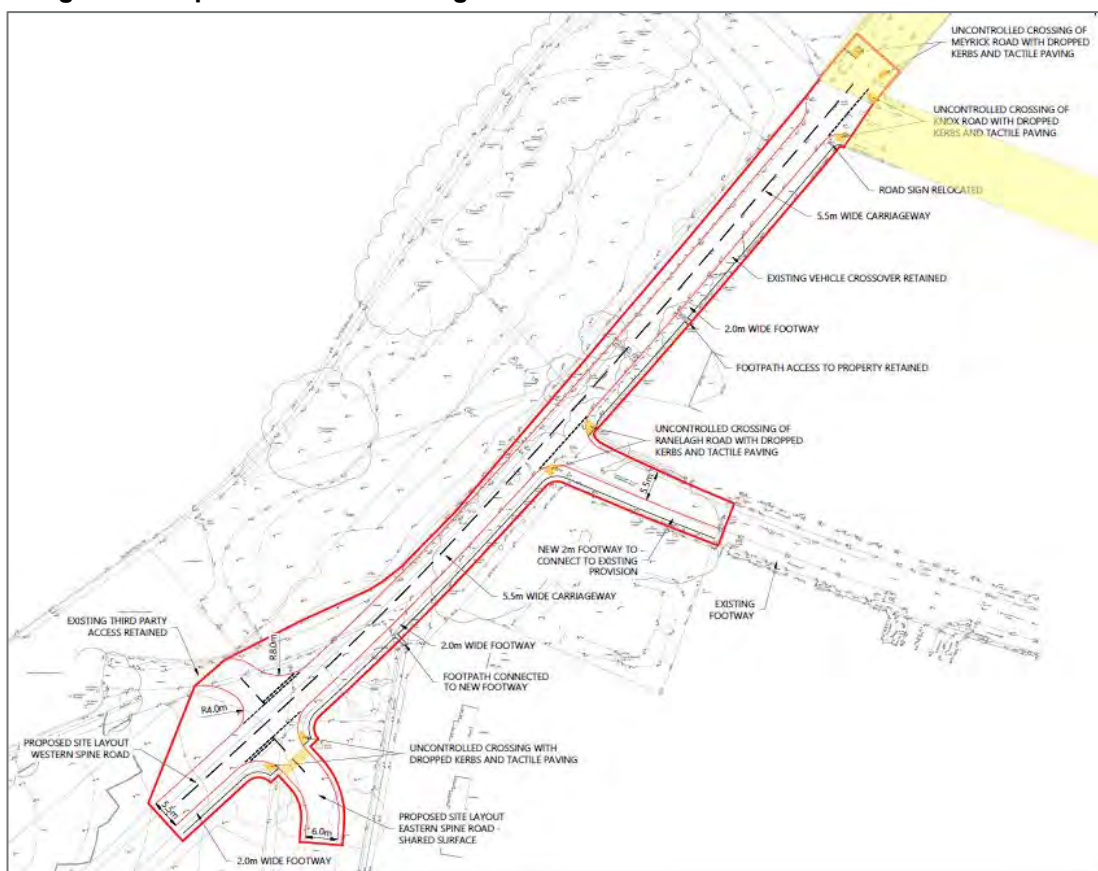
The site is located to the west of Havant town centre and is bounded to the north by Meyrick Road, to the west by Hermitage Stream, to the south by light industrial units within Kingscroft Business Park and to the east by dwellings that form part of a recently permitted residential scheme by Foreman Homes, which are accessed from Ranelagh Road via Abrams Way, and industrial units at Marples Way.

The location of the site in relation to Havant and the local highway network is illustrated in **Image 1.1**.

Image 1.1: Site Location

i-Transport Drawing **ITB15443-GA-001B (Appendix A)** illustrates the proposed site access arrangement and an extract of the scheme is provided below in **Image 1.2**.

As shown in the proposed site access arrangement drawing, Meyrick Road will be widened to 5.5m and extended to serve as an access to the proposed development. There will also be a 6.0m wide secondary shared surface access road forming a simple priority junction with the site access road. The proposals also include 2.0m footway provision along the eastern edge of Meyrick Road which connects with the existing provision to the northeast of the site.

Image 1.2: Proposed Access Arrangement Scheme

1.6. WCHAR Study Area

As the scheme comprises more than 50 residential units, it falls under large scheme category.

The WCHAR study area is shown in red in the plan provided as **Image 1.3**. The study area includes all of the key routes to local amenities such as schools, retail parks, employment areas, railway station, etc.

Image 1.3: WCHAR Study Area

The routes that have been assessed are summarised below and are illustrated in **Appendix B**, an extract of which is presented as **Image 1.4**.

- Route 1: To Bedhampton Train Station
- Route 1a: To Bidbury Infant and Junior School and Havant Rugby Football Club
- Route 2: To Havant Leisure Centre
- Route 3: To Havant High Street
- Route 3a: To Havant Train Station
- Route 4: To Solent Retail Park
- Route 5: To Business Parks

2. WCHAR Assessment

2.1. Assessment of walking, cycling and horse-riding policies and strategies

The Manual for Streets (MfS) has been reviewed which states:

“Connected, or ‘permeable’, networks encourage walking and cycling, and make places easier to navigate through.” (Ref: MfS 4.2.3)

MfS emphasises on both internal and external permeability by stating:

“Internal permeability is important but the area also needs to be properly connected with adjacent street networks. A development with poor links to the surrounding area creates an enclave which encourages movement to and from it by car rather than other modes” (Ref: MfS 4.2.5).

In addition, MfS states:

“Residential areas adjacent to one another should be well connected” (Ref: MfS 4.2.7).

Hampshire County Council TG19 - Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) has been reviewed which states:

“The Assessment is the first stage of the process and should be carried out during the initial stages of planning a scheme, to investigate the existing infrastructure and identify potential opportunities to improve conditions for people walking, cycling and where appropriate, riding horses. This shall include the needs of all potential users such as people using mobility aids, prams/buggies and the range of cycles available. It is important to identify these issues at an early stage as this will help the Design Team to achieve the best possible outcome for these users.” (Ref: TG19 1.3).

“The second part of the process is an ongoing review of the Assessment Report throughout the design process, to ensure that all identified opportunities have been given due consideration and incorporated into the scheme where feasible. The review should also identify new opportunities for improvement that may arise during the scheme design that were not evident during the Assessment phase. All design decisions relating to the provision of walking, cycling and horse-riding facilities should be recorded in the Review Report.” (Ref: TG19 1.10)

In addition, TG19 states:

“The Design Manual for Roads and Bridges General Principles document GG 142 sets out the procedure for undertaking a Walking, Cycling and Horse-Riding Assessment and Review.” (Ref: TG19 2.1)

Hampshire Local Transport Plan 2011-2031 has been reviewed which states:

“Policy Objective 12: Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.” (Ref: LTP 2011-2031 pg.20)

Havant Borough Core Strategy 2011 (Local Plan) has been reviewed which states:

“Policy CS20 Transport and Access Strategy: In terms of walking and cycling, the policy states that development will be permitted that maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate”.

2.2. Collision data

Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for the area indicated in **Image 2.1**. Data has been obtained for the latest five-year period (from 1st July 2016 to 30th June 2021). A copy of the report from Hampshire Constabulary is included as **Appendix C**.

Image 2.1: Extent of Personal Injury Accident Analysis



A total of eight accidents were recorded within the study area in the assessed five-year period, of which 4 involved non-motorised users. Five of the recorded accidents were slight in nature, whilst three were serious in nature (two of which involved non-motorised users).

- One of the serious accidents occurred on the West Street arm of the West Street / Bedhampton Road / New Road junction and happened as a result of a car driver passing too close to a cyclist, causing the cyclist to collide with a parked vehicle.

- Another occurred on Bedhampton Road as a result of a cyclist losing control of their cycle whilst looking over their shoulder, causing them to collide into a motor vehicle travelling along the carriageway.
- The final serious accident occurred on New Road and happened as a result of a car stopping suddenly in front of a motorcyclist, causing them to brake heavily and lose control of their motorcycle and fall off. The car driver then selected the wrong gear in their automatic car, reversing over the motorcycle.

Table 2.1 provides a summary of the locations at which the accidents occurred, along with their severity.

Table 2.1: Summary of Personal Injury Accidents

Location	Personal Injury Accidents		
	'Slight'	'Serious'	'Fatal'
West Street	2	1	-
Bedhampton Road	-	1	-
New Road	-	1	-
Brockhampton Road	3	-	-
Total	5	3	-

The number of accidents is not atypical for junctions within urban areas. There is no common pattern or trend in the accidents generally, including those related with non-motorised users. As such, the accident record does not suggest there are any underlying road safety issues with the local highway network that would be exacerbated as a result of the development proposal at the application site.

2.3. Multi-modal transport services and interchange information

Bus

The nearest bus stops are located approximately 650m from the centre of the site on either side of Bedhampton Road, adjacent to Brunswick Gardens. The bus stops are served by bus route no. 23, as well as several school services. Both the eastbound and westbound bus stops feature a bus stop flag, bus shelter with associated seating, timetable information and raised kassel-kerbs. On-carriageway bus stop cages are also provided for each bus stop.

A summary of the local bus services operating within the local area is provided in **Table 2.2**.

Table 2.2: Local Bus Service from Brunswick Gardens Bus Stops

No.	Route	Mon-Fri	Sat	Sun
23	Leigh Park - Southsea	Every 10 minutes – first departure 05:19, last return 0:03	Every 12 minutes -first departure 06:31, last return 0:03	Every 15 minutes – first departure 07:28, last return 23:13
SD5	Gosport – Havant Campus	Once a Day (07:53 – 18:02)	No Service	No service
30	Haying Island - Havant	Every 30 minutes (05:35 – 21:00)	Every hour (08:05 – 19:35)	No service

654	Purbrook – West Street adjacent The Gardens	Once a Day (08:05 – 15:45)	No Service	No service
737	Petersfield - Havant	Once a Day (07:52 – 16:40)	No Service	No service

The site is well served by local bus services, with the no. 23 and 30 services operating at a less than 15-minute and 30-minute frequencies throughout the course of a typical week respectively. This ensures that residents will be offered realistic opportunities to travel to a range of destinations, including Portsmouth, by bus.

Rail

The nearest railway station to the site is Bedhampton, which is located circa 550m from the centre of the site. The station is served by trains operated by Southwestern Railway, which provide direct services to a number of destinations including London Waterloo, Petersfield, Chichester and Portsmouth & Southsea. The station provides 20 sheltered cycle parking spaces (**Image 2.2**).

Table 2.3 provides a summary of services available from Bedhampton railway station.

Table 2.3: Summary of available rail services from Bedhampton station

Destination	Frequency		Journey time (minutes)
	Peak	Off-peak	
London Waterloo	2	1	96
Havant	3	2	3
Portsmouth & Southsea	4	2	13
Petersfield	2	1	18
Chichester	2	1	22

Image 2.2: Cycle parking in Bedhampton railway station



Moreover, Havant railway station is located circa 1500m from the centre of the site and provides services to many of the destinations accessible via Bedhampton station, as well as a direct service to Southampton. These services operate at a higher frequency than from Bedhampton station and have a reduced overall journey time. The station has 92 sheltered cycle parking spaces and 492 car parking spaces, with 8 accessible parking spaces (**Image 2.3**).

Table 2.4 provides a summary of services available from Havant railway station.

Table 2.4: Summary of available rail services from Havant station

Destination	Frequency		Journey time (minutes)
	Peak	Off-peak	
London Waterloo	4	3	80
Chichester	6	5	13
Brighton	3	2	68
Portsmouth & Southsea	5	4	13
Southampton Central	3	2	41

Image 2.3: Cycle parking in Havant railway station



Summary

The site benefits from being within the vicinity of numerous local bus services, which provide connections toward Portsmouth at less than 15-minute frequencies. In addition, Bedhampton and Havant railway stations are located within a reasonable walking distance of the site and provide frequent connections to some key destinations including London Waterloo and Southampton.

2.4. Trip generators

The proposed development will provide pedestrian and cyclist access onto Meyrick Road, as well as an additional pedestrian access point onto Ridgeway. These are discussed below and the location of these is illustrated in **Image 2.4**.

Image 2.4: Pedestrian / Cyclist Access

- *Meyrick Road*

The proposed main access to the site will be provided via an extension to Meyrick Road. The proposals include 2.0m footway provision along the eastern edge of Meyrick Road which connects with the existing provision to the northeast of the site. To the north, this provides connection with the footways on West Street which can be used to access Bedhampton railway station and school to the west. To the east, the footways lead to Havant High Street.

- *Ridgway – Marples Way*

The development proposals also include a pedestrian connection on to Ridgway and Marples Way. These roads have high quality existing footway network. To the east, the footway network leads to Havant Retail Park.

2.5. Site Visits

A site visit to assess walking, cycling and horse riding was completed on 5 May 2022 during the morning period. The weather was fine on the day of the site visit. The walking and cycling routes in the vicinity of the site and including routes to the key local amenities were assessed and photographed.

2.6. Liaison with key stakeholders

Pre-application consultation conducted with HCC Highways Development Planning team in 2020 with regards to proposed development.

2.7. Existing pedestrian, cyclist and equestrian facilities

There is a high-quality network of pedestrian footways in the vicinity of the site, whilst there are some cyclist facilities. No existing equestrian facilities was identified within the WCHAR study area.

Tables 2.5 – 2.9 present the audit of the existing pedestrian and cyclist facilities based on the site visit undertaken on 5 May 2022. The audited routes are provided in **Section 1.6** and are illustrated in **Image 1.4**. Opportunities for pedestrian and cyclist provision improvements are identified in **Table 3.1** in the following section.

The audit has been undertaken with reference to the five core principles, common to both pedestrians and cyclists, identified within the Chartered Institute of Highways and Transportation (CIHT) 'Designing for Walking' (March 2015) guidance. These principles are:

- **Convenience** – Networks should allow people to go where they want, as directly and with as little delays as possible, and with appropriate signage;
- **Accessibility** – Pedestrian and cycling routes should form a network linking trip origins and key destinations including public transport access points. There should be proper provision for crossing busy roads and other barriers. The needs of people with various types and degrees of disability should be taken into account;
- **Safety** – Infrastructure must be safe and be perceived to be safe. Maintenance plays an important part – surface defects should not be allowed to develop to the extent that they become a hazard and vegetation should be regularly cut back to preserve available width and sight lines;
- **Comfort** – Infrastructure should meet design standards for width, gradient, and surface quality etc., and cater for all types of user, including children and disabled people as appropriate. Dropped kerbs are particularly beneficial to users of wheelchairs, pushchairs and cycles, and tactile paving needs to be provided to assist visually impaired people; and
- **Attractiveness** – The walking and cycling environment should be attractive, interesting and free from litter, dog mess and broken glass.

Route 1 and 1a: To Bedhampton Train Station and Bidbury Infant and Junior Schools

Bedhampton railway station and Bidbury Infant and Junior Schools will be key destinations of future residents of the site. **Table 2.5** presents the results of existing pedestrian and cyclist audit for Route 1.

Table 2.5: Audit of Route 1 and 1a - To Bedhampton Train Station and Bidbury Infant and Junior Schools

Route 1 and 1a: To Bedhampton Train Station and Bidbury Infant and Junior Schools	
Description of Route	1. Leave the site and travel north along the proposed and existing footways of Meyrick Road; 2. Route west along footways on West Street towards Bedhampton Train Station; and 3. Bidbury schools can be accessed via further travel west and north through North Street and a public footpath respectively, or via travel north along New Road, James Road and Fraser Road respectively. Distance from the site: Circa 550m (Station) and 1350m (School)
Convenience	With the proposed footway along Meyrick Road, there will be provision of footway along the entire length of the route. The proposals also include uncontrolled crossing facilities, with dropped kerbs and tactile paving across Meyrick Road, as well as across the junctions with Knox Road and Ranelagh Road respectively, leading to improvements in pedestrian safety (Image 1.2) In terms of cycling, Meyrick Road is lightly trafficked (and will remain so with the development in place) and thus is considered to be safe for on-road cycling.

	Whilst West Street is moderately trafficked, it is still considered to be safe for cyclists.
Accessibility	Relatively wide footways are available on both sides of the roads (Images 2.5 and 2.6) along majority of the route. Dropped kerb crossings are provided at majority of the locations whilst some are also provided with tactile paving.
Safety	Crossing facilities are provided at appropriate locations. Street lighting is provided along the entire length of the route and the route is residential in nature which offers natural surveillance for the users.
Comfort	The footways along the route are hard surfaced and generally between 1.5m and 2.0m, allowing for comfortable use by pedestrians. The surfacing of the route was in fair condition.
Attractiveness	Bedhampton railway station and Bidbury schools are located within easy walking distance from the site. Furthermore, provision of relatively wide footways and streetlights along the majority of the route makes this route attractive to pedestrians. The route is also likely to be attractive to most cyclists.

Image 2.5: Existing Footway Provision On Meyrick Road



Image 2.6: Footway Along West Street Towards Bedhampton Train Station**Route 2: To Havant Leisure Centre**

Havant Leisure Centre will likely be a key destination of future residents of the site for leisure activities. **Table 2.6** presents the results of existing pedestrian and cyclist audit for Route 2.

Table 2.6: Audit of Route 2 - To Havant Leisure Centre

Route 2: To Havant Leisure Centre	
Description of Route	1. Leave the site and route north along Meyrick Road and east to join Staunton Road and route north; 2. Alternatively, leave the site on to Ridgway, route north along Brockhampton Road and join Staunton Road; 3. Route east along New Road and join Elmleigh Road; and 4. Route north along Civic Centre Road to the Leisure Centre. Distance from the site: Circa 1750m
Convenience	Footways are available on both sides of the carriageway with streetlighting provided along the entire route. Some of the crossings are provided with dropped kerbs only, whilst some are provided with dropped kerbs and tactile paving (Image 2.7). There is a provision of on road and off-road cycle route along New Lane along with a signal-controlled crossing (Image 2.8).
Accessibility	Relatively wide footways are available on both sides of the roads along the majority of the route. Dropped kerb

	crossings are provided at the majority of locations, whilst some are also provided with tactile paving.
Safety	Crossing facilities are provided at appropriate locations. Street lighting is provided along the entire length of the route and the route is residential in nature which offers natural surveillance for the users.
Comfort	The footways along the route are hard surfaced and generally between 1.5m and 2.0m, allowing for comfortable use by pedestrians. The surfacing of the route was in fair condition.
Attractiveness	The facility is located within easy walking distance from the site. Furthermore, provision of relatively wide footways and streetlights along the route makes this route attractive to pedestrians. The route is also likely to be attractive to most cyclists.

Image 2.7: Existing Dropped Kerb Tactile Crossing Across Knox Road (Eastern End)



Image 2.8: Existing Signal Controlled Crossing Across New Road and Cycle Route**Route 3 and 3a: To Havant High Street and Havant Train Station**

Havant High Street comprises several shops and services whilst Havant Train Station provides access to frequent rail services to travel further afield. These would therefore be key destinations for the future residents of the site and thus routes to these have been audited. The results of the audits are presented in **Table 2.7**.

Table 2.7: Audit of Route 3 and 3a - To Havant High Street and Havant Train Station

Route 3 and 3a: To Havant High Street and Havant Train Station	
Description of Route	1. Leave the site on to Ridgway and route east along Solent Road and Brockhampton Lane for Havant High Street; and 2. Route east along the High Street and then north along North Street for Havant Train Station. Distance from the site: Circa 1250m (High Street) and 1550m (Station)
Convenience	Footways are available on both sides of the carriageway with streetlighting along the entire route. The majority of crossings along the route are provided as uncontrolled crossings with dropped kerbs and tactile paving. Some signal-controlled crossings are provided nearer Havant High Street. There is a sign-posted off-road cycle route along Park Road (Image 2.9) and towards Havant Train Station (Image 2.10).
Accessibility	Relatively wide footways are available on both sides of the roads along the majority of the route. The majority of crossing facilities are equipped with dropped kerbs and tactile paving.

Safety	Controlled and uncontrolled crossing facilities are provided at appropriate locations throughout the route. Street lighting is provided along the entire length of the route and the route is in built up area which offers natural surveillance for the users.
Comfort	The footways along the route are hard surfaced and generally between 1.5m and 2.0m, allowing for comfortable use by pedestrians. The surfacing of the route was in fair condition. Havant high-street is well pedestrianised and therefore has wide footways for ease of use.
Attractiveness	The Havant High Street and Train Station are located within reasonable walking distance from the site. Furthermore, the provision of relatively wide footways and streetlights along the route makes this route attractive to pedestrians. Whilst cycling is on-road in the vicinity of the site, off-road cycling provision is available closer to the High Street and Train station where traffic volumes are greater. These provisions serve to make the route suitable for most cyclists.

Image 2.9: Cycle Route Towards Havant High Street With Dropped Kerb and Tactile Crossing



Image 2.10: Cycle Route Towards Havant Train Station**Route 4: To Solent Retail Park**

Solent Retail Park is located to the east of the site and comprises a number of retail units and supermarkets. It is likely to attract numerous walking and cycling trips from the site. Thus, routes to these destinations have been audited for their existing pedestrian and cyclist provision. The results of the audit are summarised in **Table 2.8**.

Table 2.8: Audit of Route 4 – To Solent Retail Park

Route 4: To Solent Retail Park	
Description of Route	1. Leave the site onto Ridgway / Marples Way and route east along Solent Road towards the Retail Park. Distance from the site: Circa 500m
Convenience	The entire route comprises high quality footways on both sides of the road and benefits from street lighting. Dropped kerb crossings with tactile paving and pedestrian refuge islands (Image 2.11) are provided at some crossings along the route. Signal controlled crossings across Solent Road are available at the retail park.
Accessibility	Wide footways are available on both sides of the roads along the route. The majority of crossings are equipped with dropped kerbs and tractile paving.
Safety	Controlled and uncontrolled crossing facilities are provided at appropriate locations throughout the route.

	Street lighting is provided along the entire length of the route and the route is in built up area which offers natural surveillance for the users.
Comfort	The footways along the route are hard surfaced and are of high quality, allowing for comfortable use by pedestrians. The surfacing of the route was in fair condition.
Attractiveness	The route is considered to be attractive for pedestrians, given its location within easy walking distance of the site and the provision of high-quality pedestrian facilities. Whilst the lack of an off-road cycle route may dissuade some users, the route is likely to remain attractive to most cyclists.

Image 2.11: Crossing With Dropped Kerb, Tactile Paving and Refuge Island Across Solent Road



Route 5: To Business Parks

Business parks and industrial estates are located to the south of the site across the A27 Havant Bypass. These provide employment opportunities to the future residents of the site. As such, the existing pedestrian and cyclist routes to these have been audited. The results of the audit are summarised in **Table 2.9**.

Table 2.9: Audit of Route 5 – To Business Parks

Route 5: To Business Parks	
Description of Route	1. Leave the site on to Ridgway, Marples Way and route south along Brockhampton Road. Distance from the site: Circa 900m
Convenience	Footways with streetlights are available on both sides of the roads leading to the Business Parks. Dropped kerbs are provided on all crossing facilities and all of the crossing facilities within the Business Parks are provided with tactile paving (Image 2.12). An off-road cycleway is provided along Harts Farm Way and Brookside Road (Image 2.13).
Accessibility	Relatively wide footways are available on both sides of the roads along the majority of the route. Dropped kerb crossings are provided at the majority of locations, whilst some are also provided with tactile paving.
Safety	Footways with streetlights and appropriate crossing points are provided along the majority of the route. Off road cycle provision is also available along some sections of the route.
Comfort	The footways along the route (and cycleway where available) are hard surfaced and are of sufficient width to allow comfortable use by pedestrians and cyclists. The surfacing of the route was in fair condition.
Attractiveness	Due to the availability of footways and cycleways, and the provision of appropriate crossings with dropped kerbs and tactile paving, the route is considered to be attractive to both pedestrians and cyclists.

Image 2.12: Dropped Kerb Tactile Paving Crossing Along Harts Farm Way**Image 2.13: Off Road Cycle Provision on Harts Farm Way**

2.8. Walking, cycling and horse-riding survey data (Large schemes only)

No surveys have been undertaken to record walking, cycling and horse-riding data. However, on-site observations on the day of site visit identified:

- Some pedestrian usage of Meyrick Road;
- No cycle usage of Meyrick Road;
- Regular walking usage of West Street, Brockhampton Road, New Road and highway in vicinity of the Havant town centre; and
- Limited cycle use near the town centre.

To understand the like pedestrian and cyclist trip generation from the site, pedestrian and cyclist trip rates have been obtained from the TRICS database. The derived trip rates for pedestrians and cyclists, along with the likely number of pedestrians and cyclists to be generated by the site, are provided in **Table 2.5**. The TRICS selection criteria are presented below and the full TRICS output report is provided at **Appendix D**.

- **Type** – Private Housing Only
- **Region** – all of England (excluding Greater London);
- **Size Relevance** – developments with a range of 80 to 250 dwellings;
- **Location Relevance** – surveys in 'suburban' / 'edge of town' locations only; and
- **Date Relevance** – surveys undertaken on neutral weekdays only.

Table 2.5: Pedestrian and Cyclist Trip Generation (140 Dwellings)

	Morning Peak (0800-0900)			Evening Peak (1700-1800)			Daily (0700-1900)		
	Trip Rates								
Pedestrian	0.040	0.106	0.146	0.054	0.027	0.081	0.520	0.504	1.024
Cyclist	0.006	0.019	0.025	0.012	0.006	0.018	0.082	0.086	0.168
	Trip Generations								
Pedestrian	6	15	20	8	4	11	73	71	143
Cyclist	1	3	4	2	1	3	11	12	24

There are expected to be some 20 pedestrian two-way trips and 4 cyclist two-way trips in the morning peak hour and 11 pedestrian two-way trips and 3 cyclist two-way trips in the evening peak hour.

2.9. Liaison with local user groups and wider public (Large schemes only)

The development proposal was discussed at the Havant Borough Council Development Consultation Forum on 7th January 2020, and the design has been informed through pre-application discussions with Hampshire County Council in 2020.

3. User Opportunities

3.1. General

The provision of a new footway along the site access road (connecting to the existing provision along Meyrick Road) and crossing facilities, equipped with dropped kerbs and tactile paving, on the route leading on to the development. Opportunities to provide improved crossing opportunities by providing dropped kerbs, tactile paving and bollards in the local highway network for improved pedestrian safety.

3.2. Strategic Opportunities

New footway provision will be provided along the site access road, connecting to the existing provision along Meyrick Road, and improvements provided to the public footpath which runs through the site leading to Ridgway. In addition, a circa 30m length of Ranelagh Road is to be upgraded and a 2m wide footway extension provided to connect to the existing provision to the east.

3.3. Walking Specific Opportunities

Following the assessment of five different routes to key local destinations presented in Section 2 of this report, a number of improvements to enhance walking journeys have been identified along these routes. These are provided in **Table 3.1**.

Table 3.1: Walking Specific Opportunities

Routes	Improvement Opportunities
Route 1	There is currently no tactile paving across the Palk Road junction along West Street (Image 3.1). There exists an opportunity to provide tactile paving at this location. Additionally, the crossing facility across New Road (Image 3.2) and Ingledene Close to the north of West Street lacks tactile paving. It is identified that this would benefit from the provision of features such as tactile paving and bollards.
Route 2	There is an opportunity to provide a crossing facility with dropped kerbs and tactile paving across West Street in the vicinity of its junction with Staunton Road to facilitate north/south and east/west movements.
Route 3	There is currently no east to west crossing facility between Solent Road and Marples Way (Image 3.3) as well as a crossing at the Ridway and Marples Way junction (Image 3.4). Crossings at these locations would benefit the pedestrians and cyclists accessing Havant High Street, Havant railway station and the retail units and supermarkets along Solent Road.
Route 4	As above (Route 3).
Route 5	None identified.

Image 3.1: Pedestrian Crossing Across Palk Road



Image 3.2: Pedestrian Crossing Across New Road



Image 3.3: Potential for New Crossing Across Brockhampton Road



Image 3.4: Potential for New Crossing Across Ridway



3.4. Cycling Specific Opportunities

The local roads in the vicinity of the site are residential in nature with slow moving traffic. On carriageway cycling is considered to be safe under such conditions. Closer to Havant town centre, there are provision of off-road cycleways. As such, no further cycling specific opportunities are identified within the WCHAR study area.

3.5. Horse-Riding Specific Opportunities

There are no horse-riding specific opportunities identified within the WCHAR study area.

DRAFT

4. Walking, Cycling and Horse-Riding Assessment Team Statement

Lead Assessor

As Lead Assessor, I confirm that this walking, cycling and horse-riding assessment report has been compiled in accordance with HCC Technical Guidance Note TG19.

Name & Title:	Prabin Limbu
Title/Position:	Senior Consultant
Organisation:	i-Transport LLP
Signature:	<i>Prabin Limbu</i>
Date:	20/05/2022

Scheme Client Team Leader

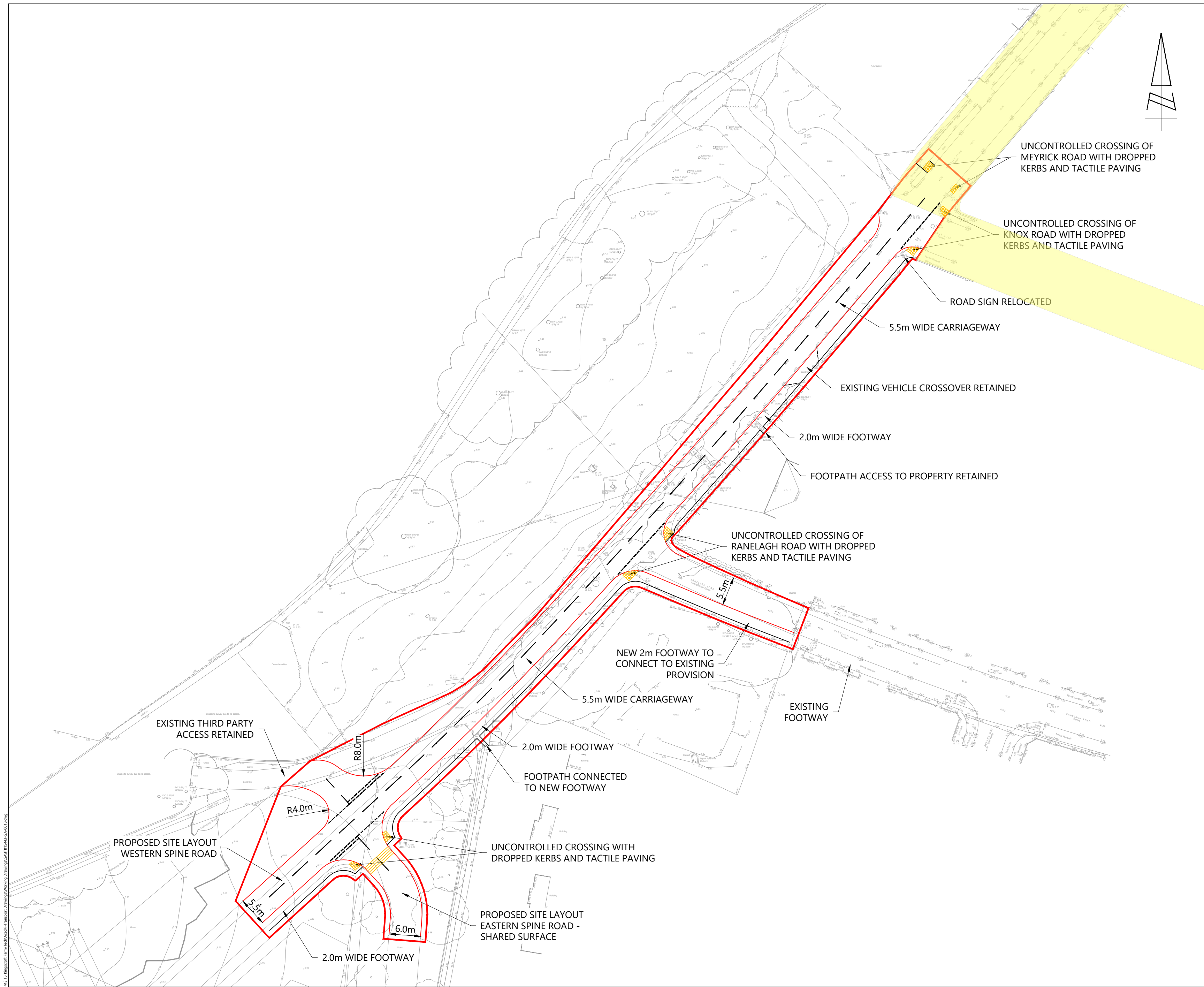
As the Scheme Client Team Leader, I confirm that the assessment has been undertaken at the appropriate stage of the highway scheme development.

I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

Name & Title:		
Title/Position:		
Organisation:		
Signature:		
Date:		

Appendix A – Proposed Site Access Arrangements

DRAFT



KEY:

— EXTENT OF HIGHWAY WORKS

— HIGHWAY BOUNDARY BASED ON OS MAPPING

B	12.05.22	JB	MINOR AMENDMENTS	BB	TW
A	04.05.22	JD	SITE ACCESS ROAD AMENDED	BB	TW
REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
 The Square, Basing View, Basingstoke, Hampshire, RG21 4EB www.i-transport.co.uk Tel: 01256 637940					
TITLE: POTENTIAL IMPROVEMENTS TO MEYRICK ROAD AND SITE ACCESS ARRANGEMENT					
PROJECT: LAND AT KINGSCROFT FARM, HAVANT					
CLIENT: FOREMAN HOMES LTD					
DRAWN: JD		CHECKED: BB		APPROVED: TW	
PROJECT No: ITB15443		SCALE @ A2: 1:500		DATE: 11.03.20	
DRAWING No: ITB15443-GA-001					REV: B

T:\Projects\15000 Series\15443 ITB Kingscroft Farm\Rev\Access\Transport Drawings\Working Drawings\GA\ITB15443 GA-001.dwg

REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286. © CROWN COPYRIGHT RESERVED.

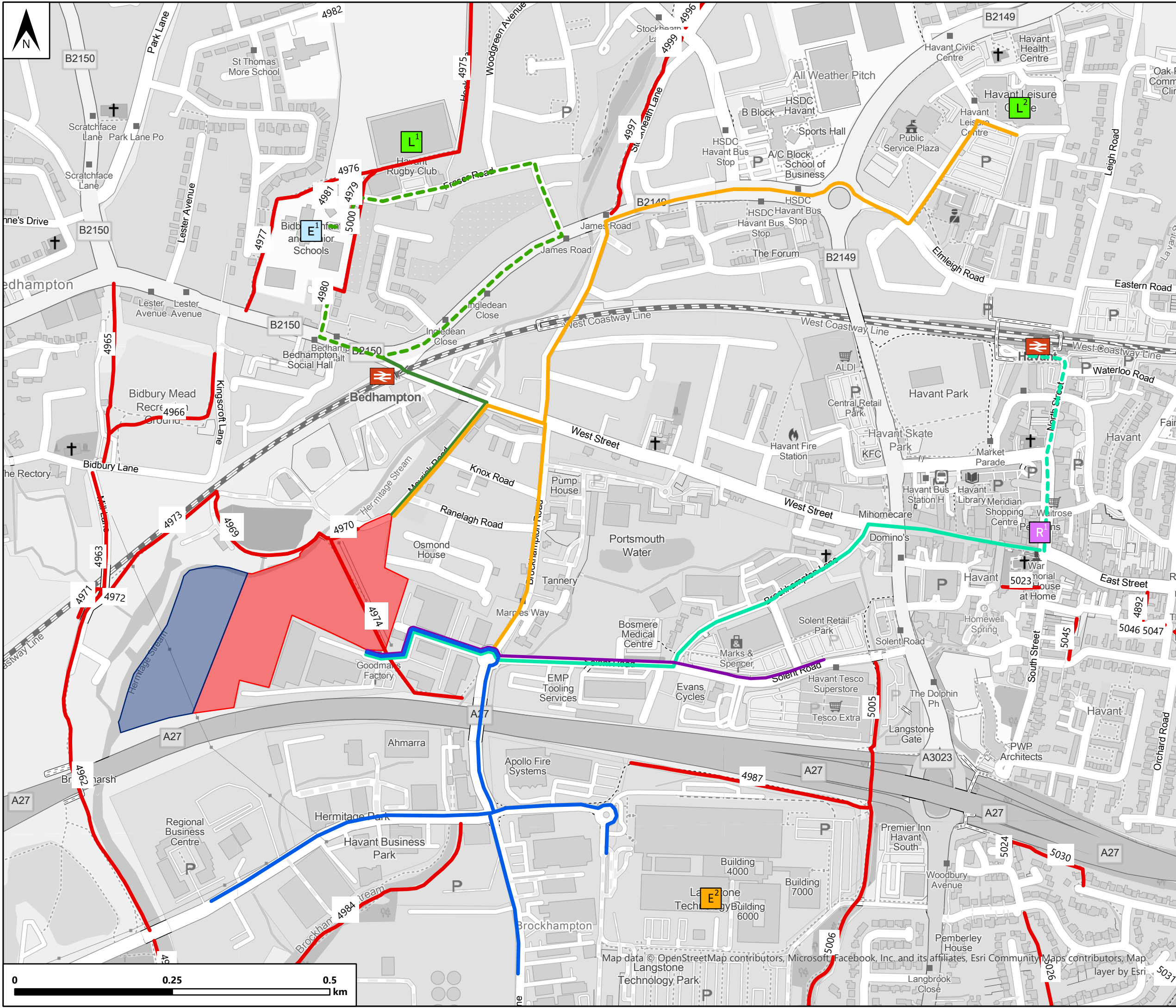
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SCALE BAR @ 1:500

0 5 10 25 50

Appendix B – NMU Audit Plan

DRAFT



Key

- Site Boundary
- Additional land owned by developer
- Railway Station
- Route 1: To Bedhampton Train Station
- Route 1a: To Bidbury Jnr School and Havant RFC
- Route 2: To Havant Leisure Centre
- Route 3: To Havant High Street
- Route 3a: To Havant Train Station
- Route 4: To Solent Retail Park
- Route 5: To Business Parks
- Public Rights of Way
- E¹ Bidbury Infant School
- L² Havant Leisure Centre
- L¹ Havant Rugby Club
- E² Havant Technology Park
- R¹ Havant High Street

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i-Transport

Basingstoke: 01256 637 940
Leeds: 0113 357 1360
London: 020 3705 9215
Manchester: 0161 830 2172

Title: Kingscroft Farm NMU Audit Plan		
Project: Kingscroft Farm, Havant		
Project Number: ITB15443	Figure Number: Figure 1	Revision: -

Appendix C - Collision Report

DRAFT

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection:

Notes:

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

Selected Polygon:HR BROCKHAMPTON ROAD

160266902 17/07/2016 Time 2100 Vehicles 2 Casualties 1 Slight
E:471004 N: 106464 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
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (P/CYCLE) TRAVELLING SW ALONG WEST STREET, THE RIDER FAILS TO LOOK OR SIGNAL AND TURNS RIGHT ONTO BROCKHAMPTON ROAD AS VEH 2 (CAR) TRAVELLING IN THE SAME DIRECTION OVERTAKES VEH 1 AND COLLIDES.

Occurred on WEST STREET AT JUNCTION WITH BROCKHAMPTON ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Turning right
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 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 Not applicable Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 28 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

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

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection:

Notes:

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

44170304488 07/08/2017 Time 1620 Vehicles 2 Casualties 1 Slight
E:470908 N: 106493 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Possible
2nd:	Exceeding speed limit	Vehicle 2	Possible
3rd:	Failed to look properly	Vehicle 1	Possible
4th:	Failed to look properly	Vehicle 2	Possible
5th:			
6th:			

VEH 1 (VAN) TRAVELLING NE ALONG MEYRICK ROAD, STOPS AT JUNCTION DUE TO WAITING TRAFFIC QUEUEING ON WEST STREET, TURNS LEFT AS VEH 2 (M/CYCLE) TRAVELLING NW ALONG WEST STREET FILTERING ALONG CENTRE OF ROAD AND COLLIDES, THROWING THE RIDER OFF.

Occurred on WEST STREET AT JUNCTION WITH MEYRICK ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Starting
Vehicle movement from SW 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 50 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 SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
O/S Age of Driver 17 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 17 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection:

Notes:

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

44170335171 29/08/2017 Time 2030 Vehicles 2 Casualties 1 Serious
E:470796 N: 106541 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
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: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Passing too close to cyclist, horse rider or pedestrian	Vehicle 2	Possible	
2nd: Loss of control	Vehicle 1	Possible	
3rd:			
4th:			
5th:			
6th:			

VEH 2 (VAN) TRAVELLING SE ALONG WEST STREET OVERTAKES VEH 1 (P/CYCLE) TRAVELLING IN FRONT AND COLLIDES WITH VEH 1 PUSHING IT INTO A PARKED VEH. VEH 2 FAILED TO STOP.

Occurred on WEST STREET OUTSIDE CHAPEL HOUSE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road Parked Vehicle Off road: None
Nearside Age of Driver 29 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 29 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under 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 Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection:

Notes:

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

44180135087 13/04/2018 Time 0635 Vehicles 2 Casualties 1 Slight
E:470928 N: 106093 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH2 (P/CYCLE) TRAVELLING N ALONG BROCKHAMPTON WAY, GOES RIGHT AROUND THE ROUNDABOUT TO ENTER SOLENT ROAD WHEN VEH1 (CAR) TRAVELLING S ALONG BROCKENHAMPTON WAY ENTERS THE ROUNDABOUT AND COLLIDES WITH VEH2.

Occurred on BROCKHAMPTON WAY, AT JUNCTION WITH SOLENT ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE 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 Front 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

Vehicle Reference 2 Pedal Cycle Going ahead other
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 Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 46 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection:

Notes:

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

44190012164 11/01/2019 Time 0830 Vehicles 2 Casualties 1 Serious
E:470793 N: 106584 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Frost/Ice
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: Slippery road (due to weather)	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING E ALONG B2149 NEW ROAD WHEN VEHICLE IN FRONT STOPPED CAUSING THE RIDER TO BRAKE HEAVILY AND WHEEL SLIPPED OUT CAUSING THE RIDER TO FALL OFF. VEH 2 (CAR) PUTS AUTOMATIC CAR INTO WRONG GEAR AND RUNS OVER VEH 1.
Occurred on B2149 NEW ROAD OUTSIDE OF NUMBER 2, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Stopping
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 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 Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection:

Notes:

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

44190144671 27/04/2019 Time 1431 Vehicles 3 Casualties 1 Serious
E:470717 N: 106573 First Road: B 2177 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:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) TRAVELLING NW ALONG B2177 BEDHAMPTON ROAD ON THE PAVEMENT, LOOKS OVER SHOULDER LOSES CONTROL AND VEH 1 DROPS IN ROAD AND COLLIDES WITH VEH 2 (CAR) TRAVELLING SAME WAY AND COLLIDES WITH VEH 3 (CAR) WAITING ON CENTRAL HATCHINGS
Occurred on B2177 BEDHAMPTON ROAD OUTSIDE OF NUMBER 11 TO 11A, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 13 Male
Not hit and run Breath test Not applicable Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 13 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 81 Female
Not hit and run Breath test Negative Left hand drive: No

Accidents between dates **01/07/2016 and 30/06/2021** (60) months

Selection:

Notes:

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

Vehicle Reference	3	Car	Turning right
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	Not at, or within 20M of Jct	First impact	Front
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	25
Not hit and run	Breath test	Negative	Female
		Left hand drive:	No

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection:

Notes:

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

44200103313 19/03/2020 Time 1405 Vehicles 2 Casualties 1 Slight
E:471000 N:106368 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING S ALONG BROCKHAMPTON ROAD HAS COLLIDED TO OFFSIDE WITH VEH 2 (VAN) TRAVELLING N ALONG BROCKHAMPTON ROAD.

Occurred on BROCKHAMPTON ROAD, OUTSIDE THE PORTSMOUTH WATER COMPANY, NEAR THE JUNCTION WITH KNOX ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Female
Not hit and run Breath test Driver not contacted
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

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under 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 Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/07/2016 and 30/06/2021 (60) months

Selection:

Notes:

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

44210115448 27/02/2021 Time 1120 Vehicles 2 Casualties 1 Slight
E:471004 N:106451 First Road: U Road Type Single carriageway
Speed limit: 30 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:

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

VEH2 (CAR) TRAVELLING N ALONG BROCKHAMPTON ROAD COLLIDED WITH THE REAR OF VEH1 (CAR) TRAVELLING N IN FRONT, STATIONARY WAITING TO TURN LEFT ONTO WEST STREET.

Occurred on BROCKHAMPTON ROAD AT JUNCTION WITH WEST STREET, HAVANT, HAMPSHIRE.

Vehicle Reference 1 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 Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 33 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Stopping
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact 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 **01/07/2016 and 30/06/2021** (60) months

Selection:

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

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	2	2
2-wheeled motor vehicles	0	1	1	2
Pedal cycles	0	2	2	4
Horses & other	0	0	0	0
Total	0	3	5	8

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	0	0	0
Motorcycle rider	0	1	1	2
Cyclist	0	2	2	4
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	3	5	8

Appendix D – TRICS REPORT

DRAFT

Calculation Reference: AUDIT-236601-220512-0550

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL CYCLISTS

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	EX ESSEX	1 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	2 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 99 to 250 (units:)
 Range Selected by User: 80 to 250 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 10/11/21

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

Selected survey days:

Monday	5 days
Tuesday	2 days
Wednesday	6 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	19 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	17

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

Selected Location Sub Categories:

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

Secondary Filtering selection:

Use Class:

C3 19 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	2 days
10,001 to 15,000	7 days
15,001 to 20,000	4 days
20,001 to 25,000	4 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	3 days
75,001 to 100,000	4 days
125,001 to 250,000	9 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	13 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	11 days
No	8 days

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

PTAL Rating:

No PTAL Present	19 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 Survey date: FRIDAY 25/09/15 Survey Type: MANUAL		
2	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 212 Survey date: MONDAY 11/07/16 Survey Type: MANUAL		
3	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 134 Survey date: FRIDAY 15/07/16 Survey Type: MANUAL		
4	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 Survey date: WEDNESDAY 05/06/19 Survey Type: MANUAL		
5	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 123 Survey date: MONDAY 27/09/21 Survey Type: MANUAL		
6	HC-03-A-24 STONEHAM LANE EASTLEIGH	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 243 Survey date: WEDNESDAY 10/11/21 Survey Type: MANUAL		
7	HC-03-A-25 BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Out of Town Total No of Dwellings: 250 Survey date: TUESDAY 12/10/21 Survey Type: MANUAL		

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-28	MIXED HOUSES & FLATS		HAMPSHIRE
	EAGLE AVENUE			
	WATERLOOVILLE			
	LOVEDEAN			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	125		
	Survey date: MONDAY	08/11/21		Survey Type: MANUAL
9	HF-03-A-03	MIXED HOUSES		HERTFORDSHIRE
	HARE STREET ROAD			
	BUNTINGFORD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	160		
	Survey date: MONDAY	08/07/19		Survey Type: MANUAL
10	KC-03-A-04	SEMI-DETACHED & TERRACED		KENT
	KILN BARN ROAD			
	AYLESFORD			
	DITTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	110		
	Survey date: FRIDAY	22/09/17		Survey Type: MANUAL
11	SC-03-A-05	MIXED HOUSES		SURREY
	REIGATE ROAD			
	HORLEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	207		
	Survey date: MONDAY	01/04/19		Survey Type: MANUAL
12	SF-03-A-09	MIXED HOUSES & FLATS		SUFFOLK
	FOXHALL ROAD			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	179		
	Survey date: THURSDAY	24/06/21		Survey Type: MANUAL
13	SF-03-A-10	TERRACED & SEMI-DETACHED		SUFFOLK
	LOVETOFTS DRIVE			
	IPSWICH			
	WHITEHOUSE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	149		
	Survey date: TUESDAY	22/06/21		Survey Type: MANUAL
14	ST-03-A-07	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	BEACONSIDE			
	STAFFORD			
	MARSTON GATE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	248		
	Survey date: WEDNESDAY	22/11/17		Survey Type: MANUAL
15	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	HORSHAM			
	BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	151		
	Survey date: THURSDAY	11/12/14		Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

16	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
17	WS-03-A-12	MIXED HOUSES	WEST SUSSEX
	MADGWICK LANE		
	CHICHESTER		
	WESTHAMPNETT		
	Edge of Town		
	Village		
	Total No of Dwellings:	152	
	Survey date: WEDNESDAY	16/06/21	Survey Type: MANUAL
18	WS-03-A-13	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD		
	WORTHING		
	WEST DURRINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: WEDNESDAY	23/06/21	Survey Type: MANUAL
19	WS-03-A-14	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	117	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	166	0.004	19	166	0.011	19	166	0.015
08:00 - 09:00	19	166	0.006	19	166	0.019	19	166	0.025
09:00 - 10:00	19	166	0.001	19	166	0.003	19	166	0.004
10:00 - 11:00	19	166	0.003	19	166	0.004	19	166	0.007
11:00 - 12:00	19	166	0.004	19	166	0.005	19	166	0.009
12:00 - 13:00	19	166	0.004	19	166	0.005	19	166	0.009
13:00 - 14:00	19	166	0.003	19	166	0.003	19	166	0.006
14:00 - 15:00	19	166	0.005	19	166	0.005	19	166	0.010
15:00 - 16:00	19	166	0.013	19	166	0.009	19	166	0.022
16:00 - 17:00	19	166	0.019	19	166	0.011	19	166	0.030
17:00 - 18:00	19	166	0.012	19	166	0.006	19	166	0.018
18:00 - 19:00	19	166	0.008	19	166	0.005	19	166	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.082			0.086			0.168

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	19	166	0.018	19	166	0.032	19	166	0.050
08:00 - 09:00	19	166	0.040	19	166	0.106	19	166	0.146
09:00 - 10:00	19	166	0.038	19	166	0.039	19	166	0.077
10:00 - 11:00	19	166	0.031	19	166	0.039	19	166	0.070
11:00 - 12:00	19	166	0.030	19	166	0.036	19	166	0.066
12:00 - 13:00	19	166	0.031	19	166	0.033	19	166	0.064
13:00 - 14:00	19	166	0.033	19	166	0.026	19	166	0.059
14:00 - 15:00	19	166	0.032	19	166	0.043	19	166	0.075
15:00 - 16:00	19	166	0.107	19	166	0.051	19	166	0.158
16:00 - 17:00	19	166	0.070	19	166	0.038	19	166	0.108
17:00 - 18:00	19	166	0.054	19	166	0.027	19	166	0.081
18:00 - 19:00	19	166	0.036	19	166	0.034	19	166	0.070
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.520			0.504			1.024

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

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