



HARTS FARM WAY, HAVANT

**Proposed Permanent Use of Utilities
Storage Depot for Recycling**

Transport Statement

**Prepared on behalf of Conroy's
Recycling Limited**

**NSTP/14/2238
November 2014**



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1 INTRODUCTION

1.1 Scope of Transport Statement

- 1.1.1 This Transport Statement has been prepared by Russell Giles Partnership Limited (RGP) on behalf of Conroy's Recycling Limited ('the applicant') in association with a development proposal involving the permanent use of an existing utilities storage depot located on land adjacent to Harts Farm Way, Havant, Hampshire.
- 1.1.2 The application site encompasses an area of 0.35 hectares (3,500 square metres) and is located on the southern side of Harts Farm Way, on land under the ownership of SSE plc (formerly Scottish & Southern Energy). It forms part of the Broadmarsh Industrial Estate, which contains a mixture of office (Use Class B1), light industrial (use class B2) and storage (use class B8) land uses, situated approximately 1.6 kilometres to the south-west of Havant town centre.
- 1.1.3 The site boundaries are formed by a vehicular access to the Havant Sea Angling Club to the south-west; Brockhampton Stream to the south; a Scottish & Southern Energy (SSE) electric sub-station to the east and Harts Farm Way to the north. Vehicular access and egress is via a concrete roadway located on the southern side of Harts Farm Way. Due to the narrow width of the access road, this can only accommodate one-way movements, as vehicles enter / exit from the site. A gravel car park providing space for up to 6 vehicles is positioned on either side of the barrier / gated entrance.
- 1.1.4 Notwithstanding the application site's peripheral location to the south-west of Havant, it is within reasonable walking distance of Havant and the residential areas of Bedhampton and Warblington. A lit, shared foot / cycleway is present along the southern side of Harts Farm Way, providing opportunities for employees and visitors travelling to / from the local centres of Havant, Leigh Park and Emsworth to travel by the more sustainable modes of walking / cycling.
- 1.1.5 Historically, the application site has been used by SSE plc for the storage of material in connection with the adjacent sub-station. However, more recently, on 23rd June 2011, Havant Borough Council (HBC) in conjunction with Hampshire County Council (HCC) granted planning consent (Planning Reference: APP/10/00515 or HV048) for the temporary use of the site as a utilities storage depot and part materials recovery facility including the storage of ansings (hardcore and inert waste) generated by the Southern Gas Mains Replacement Programme to manufacture roadstone for re-use in trench reinstatement works. Following approval, the depot has been operated by Conroy's Recycling Limited.
- 1.1.6 The development proposals involve the permanent use of the existing utilities storage depot. The scale, hours of operation and the proposed access off Harts Farm Way would remain unchanged as per the existing temporary (5 years) use of the site.



- 1.1.7 The main purpose of the Transport Statement is to establish the potential vehicular traffic generation of the utilities storage depot and its associated impact on the local highway network. It also provides an assessment of the existing access in respect of its compliance with the recommended stopping sight distances and visibility splay requirements, based on the results of an Automatic Traffic Counter (ATC) along Harts Farm Way.
- 1.1.8 In preparing this report reference is made to various national and local transport planning guidance including the Department for Transport's (DfT's) 'Transport Evidences in Plan Making' (October 2014) and 'Manual for Streets' guidance (March 2007).
- 1.1.9 The report concludes that the application site is well located to the existing highway and Strategic Road Network (SRN), most notably the A3 (M) and A27 via the Broadmarsh Roundabout. Furthermore, it benefits from having a reasonable level of accessibility to the existing sustainable transport infrastructure and services and is anticipated to generate a low level of HGV movements throughout the AM and PM peak hour periods. On this basis, the development proposals involving the permanent use of the site as a storage utilities depot would not cause any demonstrable harm to the local highway network in regards to capacity, safety and amenity and should therefore not be resisted from a transport planning and highways perspective.

1.2 Report Structure

- 1.2.1 The remainder of this report is comprised of the following sections:

- (i) **Section 2** provides a review of current national and local planning policies to demonstrate how the transport planning and highway related aspects of the development proposals accord with the core principles.
- (ii) **Section 3** presents a review of the baseline conditions including a description of the site's location in context with the local area and highway network; an audit of the site's accessibility by a variety of travel modes; of and an appraisal of highway safety.
- (iii) **Section 4** considers the principal design aspects of the development proposals including the access, parking, servicing and delivery arrangements.
- (iv) **Section 5** assesses the vehicular generating potential of the development proposals and its associated impact on the local highway network.
- (v) **Section 6** summarises the main conclusions of the report.



2 POLICY CONTEXT

2.1 Introduction

2.1.1 This section of the report provides a review of current and emerging national and local planning policies to demonstrate how the various transport planning and highway related aspects of the development proposals comply with the core principles and objectives. The following policy documents are summarised in-turn.

- (i) National Planning Policy Framework (March 2012); and
- (ii) Havant Borough Council's Local Plan Core Strategy (March 2011).

2.2 National Planning Policy

National Planning Policy Framework

2.2.1 The National Planning Policy Framework (NPPF) details the Government's strategic planning policies for development and growth within England. It sets out a presumption in favour of sustainable development and urges local planning authorities to support proposals that facilitate the use of sustainable modes of transport. The document broadly covers all aspects of planning policy and those relevant to transport are detailed below:

2.2.2 Paragraph 32 states *"all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*

- (i) the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- (ii) safe and suitable access to the site can be achieved for all people; and*
- (iii) improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*



2.3 Local Planning Policy

- 2.3.1 Local planning policy of relevance to the development proposals is set out in Havant Borough Council's Local Plan Core Strategy, which was adopted on 1st March 2011.

Havant Borough Council's Local Plan: Core Strategy

- 2.3.2 The Havant Borough Core Strategy is the principal document in the council's Local Plan. It covers the Borough of Havant, setting out the spatial planning strategy for the area up to 2026. The vision set out in Chapter 1 is expressed as *"working towards a cleaner, safer, more prosperous borough."*

- 2.3.3 **Policy CS20** Transport and Access Strategy states *"Development will be permitted that:*

1. Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy.

2. Does not increase congestion and promotes better use of existing transport networks.

3. Improves accessibility to goods, services and employment and promotes equality in the transport system.

4. Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.

5. Ensure that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.

6. Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality / frequency buses and includes walking and cycling where appropriate.

7. Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east / west communication axis that passes through Dunsbury Hill Farm / Leigh Park."



2.3.4 **Policy DM11 'Planning for More Sustainable Travel'** states *"The council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures including:*

- 1. Securing on site and / or off-site interventions that promote integrated travel and access by non-motorised modes.*
- 2. Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards.*
- 3. Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the Hampshire Local Transport Plan and (where applicable) the relevant sub-regional transport strategy.*
- 4. Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network and / or the amenity of the locality.*
- 5. Ensuring that new developments are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges."*

2.3.5 **Policy DM12 'Mitigating the Impacts of Travel'** states *"New developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change by ensuring that, where relevant, the following criteria are met:*

- 1. Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions in accordance with the Hampshire County Council Transport Contributions Policy.*
- 2. The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications.*
- 3. The submission of a transport statement must accompany planning applications to explain changes to travel demand.*
- 4. A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. The bond will be held by the relevant local transport authority.*



5. In relation to outline planning applications, a framework for the preparation of travel assessments and travel plans will be submitted with the planning application proposals."

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

2.3.7 **Policy DM16 'Freight Transport'** states *"Freight movements resulting from a development should not impact negatively on the environment or the quality of life of those who live and work nearby. Where such developments will have a negative impact on the capacity, operation and safety of transport networks, appropriate mitigation measures should form part of the application for consideration by the council.*

1. *Proposals generating significant freight or goods movements should have good access to transport networks....such developmen should be located where there is ready access to roads which are higher in the road hierarchy and where sensitive areas are less likely to be affected by heavy goods vehicles.*

2. *Proposals should make reference to and be in accordance with, the Hampshire Freight Strategy."*

2.4 Summary

2.4.1 When this review is considered in conjunction with the evidence presented in **Section 3, 4 and 5** of the report, which demonstrates that the application site is well located in respect of the existing foot / cycleway infrastructure, provision of public transport services and the Strategic Road Network (SRN) and currently generates a low number of daily vehicular traffic movements, it is evident that the development proposals fully accord with the core principles outlined in the current NPPF and Policy CS20, DM11, DM12, DM14 and DM16 of HBC's adopted Local Plan Core Strategy.



3 BASELINE CONDITIONS

3.1 Introduction

- 3.1.1 This section of the report provides an overview of the baseline conditions including a description of the site's location in context with the local area and highway network; an assessment of existing transport infrastructure / services by mode; the results of an Automatic Traffic Counter (ATC) survey conducted along Harts Farm Way; and a study examining highway safety.

3.2 Site Description and Context

- 3.2.1 The application site encompasses an area of 0.35 hectares (3,500 square metres) and is located on the southern side of Harts Farm Way, approximately 1.6 kilometres to the south-west of Havant town centre. It forms part of the Broadmarsh Industrial Estate containing a variety of commercial and employment land uses including the Broadmarsh Business and Innovation Centre, Langstone Technology Park (Use Class B1), The Broadmarsh Highway Depot and HBC's existing Household Waste Recycling Centre (HWRC).
- 3.2.2 The site boundaries are formed by a SSE electricity sub-station to the north-east; Harts Farm Way to the north; an access to the Havant Sea Angling Club to the south-west; and Brockhampton Stream to the south. **Plan 01** attached, shows the location of the application site in context with the *local area and highway network*.
- 3.2.3 The site is owned by SSE and was previously used for the storage of material in conjunction with the sub-station, but is now comprised of a separate parcel of land with a boundary fence around its perimeter. In June 2011, Conroy's Recycling Limited ('the applicant') were awarded planning consent (Reference: APP/10/00515 or HV048) by HBC for the temporary (5 years) use of the site as a utilities storage depot and part materials recovery facility including the storage of ansings (hardcore and inert waste) generated by the Southern Gas Mains Replacement Programme to manufacture roadstone for re-use in trench reinstatement works.

3.3 Existing Access Arrangement

- 3.3.1 The existing access arrangement is formed as a vehicle crossover, off the southern side of Harts Farm Way. The access adjoins a narrow concentre roadway measuring 5 metres in width, which restricts vehicular movement to one-way operation. Access to the internal part of the utilities storage depot is via a barrier entrance and metal ramp / weightbridge (see **Figure 3.1**). Vehicles are restricted to a speed of 10 mph when entering the depot.



- 3.3.2 As shown on **Drawing No. 2014/2238/001** and **Figure 3.2** visibility from the existing access is generally good with splays measuring 2.4 x 57 metres (leading direction) and 2.4 x 51.8 metres (trailing direction), based on the actual recorded vehicular speeds along Harts Farm Way being achievable.



Figure 3.1: Site access off the southern side of Harts Farm Way



Figure 3.2: View of site access along Harts Farm Way

3.4 Local Highway Network

- 3.4.1 Harts Farm Way operates as a 'Local Distributor Road' and is comprised of a single two-way carriageway with an approximate width of 7.5 metres. Within the vicinity of the existing site access, vehicles are restricted to a 30 mph speed limit.
- 3.4.2 As well as providing access to Havant and the neighbouring residential areas of Denvilles, Langstone, Warblington via the Brockhampton Road / Southmoor Lane / Brookside Road and Brockhampton Road / Solent Way / Marples Way roundabout junctions to the north-east of the site, Harts Farm Way to the south-west facilitates direct access to the A27 and A3 (M) via The Broadmarsh Roundabout, which both form part of the SRN. The A27 and A3 (M) connect the site to several major destinations in the south-east region including Brighton, Portsmouth, Southampton (via the M27), Guildford and Woking. Consequently, the site is considered to be well located to the SRN.

3.5 Walking and Cycling Accessibility

- 3.5.1 While footways are present along the northern side of Harts Farm Way, the southern side benefits from the provision of a lit, off-carriageway shared foot / cycleway as well as dropped kerbs and tactile paving located at designated crossing points. These footways connect with the wider network, providing a direct, continuous walking route to the nearest bus stops near the junction of Solent Road /B2149 Park Road South and Havant town centre.



- 3.5.2 The Chartered Institute of Highways and Transportation's (CIHT) publication 'Providing for Journeys on Foot' (2000) states that the average length of a walk journey is 1 kilometre. It further recommends a preferred maximum walking distance of 2 kilometres for commuting journeys and 1.2 kilometres for other journey destinations. As shown on **Plan 01**, local bus stops, Havant rail station, Havant town centre and the surrounding residential areas of Bedhampton and Warblington are accessible on-foot.
- 3.5.3 With regards to existing cycling infrastructure, the application site benefits from the provision of a shared foot / cycleway along the southern side of Harts Farm Way. Give-way markings are present at the access points / crossovers of neighbouring industrial units along Harts Farm Way, to prevent cyclists from overrunning the junctions.
- 3.5.4 The shared foot / cycleway forms part of National Cycle Network (NCN) Route 22 and on a local level connects the site to Drayton, Hilsea and Portsmouth to the south-west and Havant, Leigh Park and Rowlands Castle to the north-east. At the junction of the A259 Emsworth Road and East Street, NCN Route 22 connects with Route 2, which heads in a southerly direction towards Hayling Island and westwards to the nearby settlements of Emsworth and Southbourne.



Figure 3.3: Shared foot / cycleway infrastructure along the southern side of Harts Farm Way

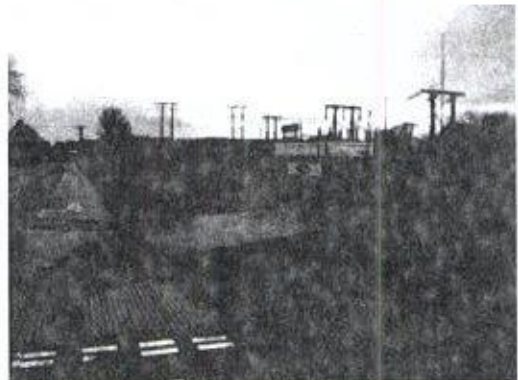


Figure 3.4: Shared foot / cycleway infrastructure either side of the site's access

- 3.5.5 With reference to the CIHT's publication 'Cycle Friendly Infrastructure' (1996), it is suggested that reasonably fit individuals can comfortably cycle a distance of 8 kilometres to workplace destinations. It is noteworthy that the nearby settlements of Emsworth, Hayling Island, Havant, Leigh Park, Portsmouth, Rowlands Castle and Southbourne are within an 8 kilometre cycle distance of the site. Consequently, there is potential for employees to cycle to commute by cycle to and from the utilities / storage depot.



3.6 Public Transport Accessibility

Bus

- 3.6.1 The nearest bus stops are located along Park Road South, near the signalised junction with Solent Road, approximately 840 metres to the north-east of the application site. These stops are served by a total of 3 bus services, which operate on a frequent basis Monday to Sunday, providing access to a whole host of local and regional destinations including Arundel, Brighton, Chichester, Havant, Hayling Island, Southsea and Worthing. A summary of all bus services available from Park Road South is presented in Figure 3.5.

NO.	ROUTE / DESTINATIONS SERVED	TYPICAL DAYTIME FREQUENCY		
		MON-FRI	SAT	SUN
30	Havant - West Town - Beachlands - Eastoke - Mengham - Havant	Every 30 minutes	Every 30 minutes	Every 120 minutes
31	Havant - Mengham - Eastoke - Beachlands - West Town - Havant	Every 30 minutes	Every 30 minutes	Every 120 minutes
700 / N700	Brighton - Worthing - Arundel - Chichester - Southsea	Every 20 minutes	Every 20 minutes	Every 30 minutes

Figure 3.5: Summary of Local Bus Services Available from Park Road South

- 3.6.2 As shown in Figure 3.6, the northbound bus stop benefits from the provision of sheltered seating and up-to date timetable information.



Figure 3.6: B2149 Park Road South Bus Stop (Northbound)



Figure 3.7: Havant Bus Station

- 3.6.3 Additional bus services providing connectivity to a range of local and sub-regional destinations including the established residential areas of Havant, Hayling Island, Leigh Park, Portsmouth, Warren Park, Waterlooville and Wecok Farm are accessible from Havant bus station, located adjacent to the Meridian shopping centre, approximately 1.7 kilometres to the north-east of the site (see Figure 3.7). A summary of all bus services available from Havant bus station including information on destinations and typical daytime frequency is presented in Figure 3.8.



NO.	ROUTE / DESTINATIONS SERVED	TYPICAL DAYTIME FREQUENCY		
		MON-FRI	SAT	SUN
20	Havant - Portsmouth - The Hard	Every 30 minutes	Every 30 minutes	No service
21	Havant - Portsmouth	Every 30 minutes	Every 30 minutes	Every 60 hour
23	Leigh Park - Southsea	Every 10 minutes	Every 10 minutes	Every 30 minutes
27	Southbourne - Emsworth - Havant - Rowlands Castle	Every hour	Every 2 hours	No service
36	Southbourne - Havant - ASDA	3 in / outbound services per day	No service	No service
37 / 38	Havant - Petersfield - Alton	Every hour	Every hour	No service
39	Havant - Wecock Farm	Every 10-12 minutes	Every 10-15 minutes	Every hour
145	Hambledon - Waterlooville - Havant - Emsworth	4 in / outbound services per day	No service	No service
700	Flansham Park - Chichester - Portsmouth	Every 20 minutes	Every 20 minutes	Every 30 minutes

Figure 3.8: Summary of Local Bus Services available from Havant Bus Station

Rail

- 3.6.4 Havant rail station is located in North Street, approximately 2.0 kilometres to the north-east of the site. It provides frequent direct rail services to a whole host of local and regional destinations including Brighton, Chichester, East Croydon, Gatwick Airport, Haywards Heath, London (Waterloo and Victoria), Portsmouth and Southampton. A summary of all rail services principally operated by Southern and South West Trains, accessible from Havant rail station is presented in **Figure 3.9**.



ROUTE / PRINCIPAL DESTINATIONS SERVED	TYPICAL DAYTIME FREQUENCY		
	MON – FRI	SAT	SUN
Havant to Brighton via Emsworth – Chichester – Barnham – Ford – Angmering – Goring-by-Sea – Durrington-on-Sea – West Worthing – Worthing – Lancing – Shoreham- by-Sea – Southwick – Portslade – Hove	2 trains per hour	2 trains per hour	2 trains per hour
Havant to Littlehampton via Emsworth – Southbourne – Chichester – Barnham (Change) – Ford	2 trains per hour	2 trains per hour	2 trains per hour
Havant to Portsmouth Harbour via Fratton – Portsmouth & Southsea	4 trains per hour	4 trains per hour	4 trains per hour
Havant to London Victoria via Emsworth – Southbourne – Chichester – Barnham – Worthing – Shoreham-by-Sea – Hove – Burgess Hill – Haywards Heath – Gatwick Airport – East Croydon – Clapham Junction	2 trains per hour	2 trains per hour	1 train per hour
Havant to London Waterloo via Petersfield – Haslemere – Guildford – Woking – Clapham Junction (Fast Service)	2 trains per hour	2 trains per hour	2 trains per hour
Havant to London Waterloo via Rowlands Castle – Petersfield – Liss – Liphock – Haslemere – Witley – Milford – Godalming – Farncombe – Guildford – Woking – Clapham Junction (Stopping Service)	1 train per hour	1 train per hour	1 train per hour
Havant to Southampton via Cosham – Portchester – Fareham – Swarwick	2 trains per hour	4 trains per hour	2 trains per hour

Figure 3.9: Summary of Rail Services from Havant Rail Station

- 3.6.5 A total of 74 secure sheltered cycle parking spaces are present on the northern (Platform 1) and southern (Platform 2) sides of the rail station, providing opportunities for employees and visitors, to undertake multi-modal journeys to and from the utilities storage depot.
- 3.6.6 While the provision of public transport infrastructure / services is fairly limited, due to the unique nature of the utilities storage depot, it is unlikely to attract a significant number of visitors.



3.7 Local Services and Facilities

- 3.7.1 Havant town centre is situated approximately 1.6 kilometres to the north-east of the application site, within the maximum walking distance, as recommended by the CIHT. It contains a whole host of services / facilities that are likely to cater for the various needs of employees.

3.8 Highway Safety Study

- 3.8.1 For the purposes of establishing the level of highway safety within the area surrounding the application site, Personal Injury Accident (PIA) data for the five year period ending 31st May 2014 was obtained from Hampshire Police. PIAs are classified as 'slight', 'serious' and 'fatal' depending on the severity of injuries sustained.

- 3.8.2 The study area encompassed:

- (i) the entire section of Harts Farm Way extending from the junction of the A27 to the 4-arm roundabout junction of Brockhampton Road, Brookside Road and Southmoor Lane to the east;
- (ii) the 4-arm roundabout junction of Brockhampton Road, Marples Way, and Solent Road to the north-east of the application site; and
- (iii) a 1 kilometre section of the A27 including the junction with the A3(M), westbound slip-off and eastbound slip-on.

- 3.8.3 A detailed summary and map showing the location of each recorded PIA is attached at **Appendix A** of this report.

- 3.8.4 A total of 25 PIAs occurred within the defined study area comprised of 1 'fatal', 4 'serious' and 20 'slight'. Of the 25 PIAs, 10 occurred along a 1 kilometre section of the A27; 7 along Harts Farm Way (including 3 classified as 'serious'); 3 at the roundabout junction of Harts Farm Way, Brockhampton Road, Brookside Road and Southmoor Lane; 4 at the roundabout junction of Brockhampton Road, Marples Way, and Solent Road and the remaining along the northern section of Brockhampton Road.

- 3.8.5 The fatal PIA involved a single vehicle that lost control due to an unknown reason when traveling in a westbound direction along the A27 during the hours of darkness and fine / dry weather conditions. The vehicle served to the nearside leaving the carriageway and colliding with a tree. The likely causation factors were considered to be driver error either through injudicious action (i.e. travelling too fast for the conditions) or distraction in the vehicle.



- 3.8.6 With regards to the 4 'serious' PIAs, a total of 3 took place along Harts Farm Way. One of the incidents involved a collision between a cyclist and a vehicle (milk float) at the junction of a private entrance circa 25 metres to the south-west of the access to the application site. It is evident from reviewing the attached description that the cyclist failed to slow down or give way at the junction of the private unit, when travelling eastbound along the shared foot / cycleway, thereby colliding with the milk float. Consequently, the sole cause of the incident was due to rider error (i.e. disobeyed give way or stop sign or markings).
- 3.8.7 The second 'serious' PIA occurred at the junction of Harts Farm Way and Havant Business Centre and involved a collision between a cyclist travelling eastbound along the shared foot / cycleway and a van waiting at the give way lines. The cyclist collided with the nearside of the van and was judged to have overshot the junction. Similarly, the third 'serious' PIA incident involved another collision between a cyclist travelling westbound along the shared foot / cycleway and a car exiting from the access of TJ Recycling Depot, located approximately 120 metres to the north-east of the application site. The incident occurred during daylight hours and dry weather conditions. The cause of the PIA was mainly due to the cyclist disobeying give way or stop sign markings located on the shared foot / cycleway and by the presence of vegetation obscuring the vision of the car driver exiting from the private access.
- 3.8.8 The final 'serious' incident took place on the roundabout junction of the eastbound on-slip of the A27 and involved a motorcyclist that had lost control when travelling in a northerly direction. This incident occurred during daylight hours and dry weather conditions. The cause of the incident was therefore due to rider error.
- 3.8.9 Regarding the 20 'slight' incidents, 8 occurred along the relatively short section of the A27; 5 at or near the 4-arm roundabout junction of Brockhampton Road, Marples Way, and Solent Road; 4 along Harts Farm Way; and 3 at the arm roundabout junction of Brockhampton Road, Brookside Road and Southmoor Lane.
- 3.8.10 Of the 4 'slight' incidents that took place along Harts Farm Way, one involved a collision between two vehicles outside Deesand Limited. As one of the vehicles was travelling in a north-easterly direction, the car driver of another vehicle heading in the opposing direction carried out a U-turn manoeuvre. The report concluded that the likely cause of the incident was due to the failure of the car driver to look properly and poor turn / manoeuvre. Another incident involved a collision between a vehicle turning right into Broadmarsh Business Centre and an eastbound motorcyclist. The driver of the vehicle was judged to have been travelling too fast for the conditions and as a result failed to see the oncoming motorcyclist. Driver error was the predominant factor for a further incident occurring at the Hart Farm Depot works area. On this occasion, the car driver of a vehicle in a queue of traffic heading in a south westerly direction turned right without any warning or signal across the path of a cyclist. The final 'slight' incident took place outside the Havant Business Centre and was comprised of a 'rear-shunt' incident involving 3 vehicles.



- 3.8.11 When reviewing the PIAs, it is noteworthy that a significant proportion (40%) was comprised of collisions between vehicles and cyclists. Of the 4 'serious' incidents, 3 involved collisions along Harts Farm Way. On each occasion, the cyclists disobeyed the give-way / stop markings at various access points along the southern side of the highway, during daylight hours and fine weather conditions. This trend suggests the existing traffic management measures (i.e. signage / give-way markings) present along Harts Farm do not influence rider behaviour. Given the frequency of PIAs involving cyclists at various site access points along Harts Farm Way, it is perhaps surprising that there have been no incidents occurring at the site access to the utilities storage depot. However, it is noteworthy that unlike the other access points, the crossover is not covered by vegetation and is in a fairly exposed location providing a good level of inter-visibility between car drivers exiting from the depot and cyclists travelling along the shared foot / cycleway.
- 3.8.12 The unusually high number of incidents involving collisions between vehicles and cyclists may in part be a reflection of the study area, which incorporated the major employment zone formed of the Broadmarsh Industrial Estate and Langstone Technology Park. Indeed, when examining the timings of the 10 cycling incidents, the majority correspond with the start and finish of shifts.
- 3.8.13 Notwithstanding this, it is evident that none of the recorded PIAs were caused as a result of defects associated with the local highway. Furthermore, none of the recorded PIAs occurred at the site's existing vehicular access, located off the southern side of Harts Farm Way. It is therefore concluded that the development proposals involving the permanent use of the utilities storage depot by Conroy's Recycling Limited would not exacerbate the existing level of recorded PIAs.

3.9 Baseline Traffic Survey

- 3.9.1 It is generally accepted by Transport Planning practitioners that when assessing the potential traffic implications of a development proposal the critical periods are the weekday AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour hours. During these periods, the level of traffic associated with the development proposals as well as that on the local highway network is likely to be at its greatest.
- 3.9.2 In order to assess the suitability of the site's existing access in respect to adherence to the stopping sight distances and visibility splay requirements, as set out in the Department of Transport's (DfT's) 'Manual for Streets' (MfS's) guidance, an Automatic Traffic Counter (ATC) survey was conducted by The Safety Forum (TSF) along Harts Farm Way over a 24 hour period for 7 days from the 9th to 15th September 2014. A copy of the results of the ATC survey is attached at **Appendix B**, while a summary is presented in **Figure 3.10**.

DIRECTION OF TRAFFIC	TOTAL NO. OF VEHICLES	85 th PERCENTILE SPEED
Westbound	40,511	36.5
Eastbound	33,546	34.2

Figure 3.10: Summary of ATC Survey along Harts Farm Way



- 3.9.3 Analysis of the ATC survey data, reveals that on a typical weekday, Harts Farm Way carries in the region of 12,587 two-way movements with 1,306 and 1,197 during the AM (08:00-09:00) and PM (17:00-18:00) peak hour periods respectively, equating to circa 22 and 20 two way movements per minute. As shown in **Figure 3.11**, the vehicular flow along Harts Farm Way is typically tidal in nature, with eastbound and westbound movements more prevalent during the AM and PM periods. This pattern reflects the daily commute made by employees travelling to and from the major employment zone of Broadmarsh Industrial Estate and Langstone Technology Park.

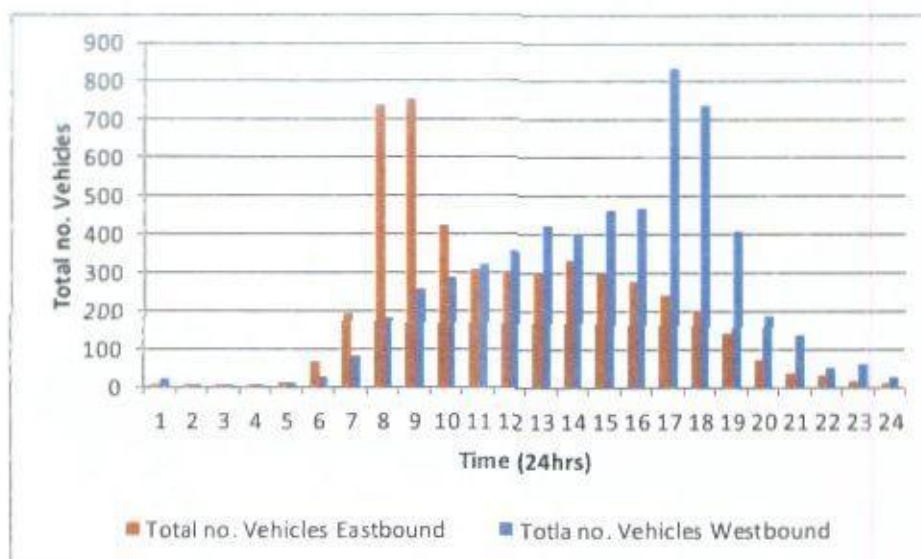


Figure 3.11: Daily Vehicular Traffic Profile along Harts Farm Way

- 3.9.4 The results of the ATC survey demonstrate that the 85th percentile free-flow traffic speeds along Harts Farm Way are in the region of 34 mph and 36.5 mph for eastbound and westbound vehicles respectively.

3.10 Summary

- 3.10.1 The review of the baseline conditions demonstrates that the application site, as a consequence of its location on the south-western edge of Havant benefits from having a reasonable level of accessibility to existing public transport infrastructure / service as well as the network of foot / cycleways. Consequently, future end-users (employees and visitors) of the application site will be afforded opportunities to travel by sustainable alternatives, as part of their daily commute to and from the Conroy's utilities storage depot.
- 3.10.2 In addition, a review of PIA data demonstrates that there no significant highway safety concerns with the layout of the highway and the site's access / crossover with Harts Farm Way.



4 DEVELOPMENT PROPOSALS

4.1 Overview

4.1.1 Following planning approval in June 2011, the site has been used on a temporary basis as a utilities storage depot by Conroy's Recycling Limited. Prior to the current 5 year planning consent expiring in June 2016, Conroy's Recycling Limited are preparing a new application to make the current arrangement permanent.

4.1.2 Consequently, the development proposals involve the permanent use of the application site as a depot for the storage of materials in conjunction with the Southern Gas Mains Replacement Programme (principally flexible yellow pipe) and the screening, sorting and binding of inert arisings from the trenches that are excavated to lay replacement piping.

4.1.3 As shown on the proposed layout plan, the utilities storage depot is comprised of:

- (i) 2 portacabin offices (ancillary administrative use);
- (ii) 13 aggregate storage bays;
- (iii) A weightbridge and office;
- (iv) A dry storage facility for inert waste; and
- (v) A mobile telephone mast and compound.

4.2 Proposed Site Operation

4.2.1 The utilities storage depot employs a total of 4 employees (2 full-time and 2 part-time) and currently operates from 07:00 – 17:00 Monday to Friday, and 07:30 – 13:30 on Saturdays. The depot is closed on Sundays and Bank Holidays. The proposed operation would remain as per the existing temporary (5 year) arrangement.

4.2.2 As mentioned previously, the depot is currently used for the storage of materials in conjunction with the Southern Gas Mains Replacement Programme and the screening, sorting and binding of inert arisings from trenches that are excavated to lay the replacement piping. Arisings are brought to the depot, screened and treated for re-use as roadstone in the reinstatement of the trench openings and stored for re-use.



4.2.3 The 'applicant' (Conroy's Recycling Limited) currently undertakes a specific process for recycling aggregates and hydraulically bound materials, in accordance with the second edition of the specification for the reinstatement of openings in highways (SROH) and Waste Resources Action Programme (WRAP) quality protocol, which is funded by the Department for Foods and Rural Affairs' (DEFRA).

4.2.4 As concluded in the Planning, Design and Access Statement (C/973) prepared by PWP in support of the temporary use planning application (APP/10/00515 or HV048), the depot is conveniently located to minimise the distance that material will be transported to and from the gas mains being replaced. Further, the process eliminates the need to transport waste to landfill and the purchase of new aggregate from quarries.

4.3 Proposed Access / Egress Arrangements

4.3.1 The proposed access / egress to the site will remain as per the existing temporary arrangement (i.e. via the entrance barrier / gates) As shown on **Drawing No. 2014/2238/001** visibility splays of 2.4 x 57 metres (leading traffic direction) and 2.4 x 51.8 metres (trailing traffic direction), based on the recorded vehicular speeds along Harts Farm Way can be easily achieved either side of the existing access / crossover and within the highway boundary.

4.3.2 Consequently, by designing the new access with visibility splays in excess of the 30 mph posted speed requirements, this will ensure car / lorry drivers will have sufficient time to exit safely from the existing access off Harts Farm Way. As demonstrated in **Drawing No. 2014/2238/002**, the existing crossover and internal layout can accommodate a 4 axle rigid truck in a safe and convenient manner, albeit for a partial overhang on the highway verge / footway when turning left out of the depot.

Stage 1 Road Safety Audit

4.3.3 The existing site access / egress have been subject to an independent Stage 1 Road Safety Audit (RSA). RGP instructed consultants working on behalf of The Safety Forum (TSF) to conduct the Stage 1 RSA on the 8th and 9th November 2014. The Stage 1 RSA identified a number of issues and recommendations, which are summarised in **Figure 4.1**. A copy of the RSA including the 'Designer's Response' is attached at **Appendix D** of this report.



LOCATION	SUMMARY	DESCRIPTION	RECOMMENDATIONS
South-eastern footway	Risk of slips	The surface of the existing vehicle crossover is lower than adjacent highway drainage facility which causes surface water to pond over a large area of it. Continued accumulation of standing water, silt or ice could present a slip hazard to those who pass over it.	Replace the surface of the vehicle crossover ensuring its profile allows water to drain from it.
South-eastern verge	Risk of trips	The existing vehicle crossover is too narrow to accommodate the wheel tracks of large vehicles when turning left onto Harts Farm Road; as demonstrated by the swept path analysis results. Resultant overrunning has caused erosion to the verge to the west of the crossover which presents a trip hazard to pedestrians.	Reinstate the eroded verge with an overrunnable surface over the anticipated extent of large vehicle tracks.

Figure 4.1: Summary of Stage 1 RSA

4.4 Proposed Parking Arrangements

- 4.4.1 Due to the Sui Generis nature of the development proposals, it is noted that there are no relevant standards specified within HBC's Core Strategy (Appendix 5 Non Residential Parking Policy DM14 for a utilities storage depot. Notwithstanding this, as shown on the proposed layout plan, a gravel car park capable of accommodating 5 to 6 vehicles is provided either side of the depot's entrance barrier / gates for use by on-site employees and visitors.
- 4.4.2 While no covered cycle store is shown on the plan, it is understood that employees cycling to and from the depot are able to securely store cycles in the site office, located in the north-west corner.

4.5 Proposed Delivery and Servicing Arrangements

- 4.5.1 In order to demonstrate that the access / crossover and internal layout of the utilities storage depot can accommodate the movement of various sized vehicles, the swept-path of a large rigid truck (the largest vehicle anticipated to service the site) has been tracked using AutoCAD software. **Drawing No. 2014/2238/003** attached, clearly shows that a large rigid truck measuring 12 metres in length can manoeuvre within the internal layout in a safe and convenient manner.



5 TRAFFIC GENERATION AND IMPACT ASSESSMENT

5.1 Introduction

5.1.1 This section of the report sets out the vehicular traffic generation of the utilities storage depot and its associated impact on the local highway network.

5.1.2 Due to the 'Sui Generis' nature of the development proposals, there is no survey data available of comparable sites within the Trip Rate Information Computer System (TRICS) database; a standard Transport Planning tool used to derive trip rates for various land use patterns.

5.1.3 However, since the utilities storage depot has been in temporary operation for the past 3 years and the development proposals do not involve an increase in the scale of operation and number of on-site employees, site specific data on daily vehicular movements was obtained from the current operator (Conroy's Recycling Limited).

5.2 Existing Traffic Generation

5.2.1 As shown in **Figure 5.1**, the utilities storage depot currently generates a total of 90 two-way movements on a typical weekday. Over the 10 hour operational period, this equates to 9 two-way vehicle movements per hour. The majority of these movements occur outside of the recognised AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods. The vehicular traffic movements are associated with the transportation of waste, recycling material, deliveries of cementitious powder and employees accessing the depot.

TIME PERIOD	VEHICULAR TRAFFIC GENERATION		
	ARRIVALS	DEPARTURES	TOTAL TWO-WAY
Daily (07:00-17:00)	45	45	90

Figure 5.1: Existing Vehicular Traffic Generation

5.2.2 The existing vehicular traffic generation of the utilities storage depot is comprised of:

- (i) 20 arrivals and 20 departures by 32 tonne lorries;
- (ii) 10 arrivals and 10 departures by 26 tonne lorries;
- (iii) 10 arrivals and 10 departures by 3.5 tonne pick-ups; and
- (iv) 5 arrivals and 5 departures by standard sized cars.



5.3 Proposed Traffic Generation

- 5.3.1 The vehicular traffic generation associated with the permanent use of the utilities storage depot would remain as per the existing arrangement (i.e. 90 daily two-way movements on a weekday).

5.4 Highway Impact

- 5.4.1 In order to assess the vehicular traffic impact of the development proposals, the existing two-way movements have been considered against the baseline flows for Harts Farm Way.
- 5.4.2 As mentioned previously in **Section 3** of the report, the results of the ATC survey indicate that for a typical weekday, Harts Farm Way carries in the region of 1,306 and 1,197 two-way peak hour movements, equating to 22 and 20 vehicles per minute. Given that the development proposals currently generate in the order of 90 two-way movements, which equates to 7% of the total volume of vehicular traffic, it does / would not cause any demonstrable harm in respect of capacity to Harts Farm Way.



6 SUMMARY AND CONCLUSIONS

6.1.1 This Transport Statement has been prepared by RGP on behalf of Conroy's Recycling Limited ('the applicant') in association with a development proposal involving the permanent use of an existing utilities storage depot located on land adjacent to Harts Farm Way, Havant, Hampshire.

6.1.2 In summary, the report demonstrates:

- (i) The development proposals are compliant with the key principles and objectives of various current and emerging national and local planning policies, particularly in respect of the site's accessibility on-foot and by cycle.
- (ii) The application site forms part of Broadmarsh Industrial Estate, an established commercial / employment area located on the south-western periphery of Havant and as a consequence benefits from the existing provision of foot / cycleway infrastructure. Furthermore, local bus stops, Havant bus / rail station as well as a host of services / facilities available in Havant town centre are accessible on-foot, within the maximum walking distances prescribed by the CIHT.
- (iii) The application site is well located to the Strategic Road Network (SRN), most notably the A27 and A3 (M), providing a good level of accessibility for vehicles travelling waste / recycling material to and from the utilities storage depot. Further to this it is conveniently located to areas programmed for gas mains replacement by SSE.
- (iv) The existing site access to the utilities storage depot benefits from having appropriate geometries and visibility splays, based on recorded vehicular traffic speeds, in accordance with the standards specified in the DfT's Manual for Streets guidance. The required visibility splays can be achieved within the public maintainable highway.
- (v) The review of PIAs reveals that there are no significant safety issues with the existing site access to the utilities storage depot or the local highway network within the vicinity of the application site, which may be exacerbated by the development proposals.
- (vi) The development proposals provide an appropriate level of car parking, in accordance with the utilities storage depot's scale and operational need.
- (vii) An assessment of the proposed / existing layout including the configuration of the access and internal access road reveals that it can accommodate the movement of a large rigid truck in a safe and convenient manner.



- (viii) The development proposals, which involve the permanent use of the utilities storage depot for the recycling of ansings (hardcore and inert waste) do not generate a material number of daily vehicular traffic and as such would not lead to demonstrable harm on the local highway network to the condition of capacity, safety and amenity.

6.1.3 On the basis of the evidence presented within this report, HBC as the Local Planning Authority and HCC as Local Highway Authority are respectfully requested to confirm that the development proposals are acceptable from a transport planning and highways perspective.



PLANS

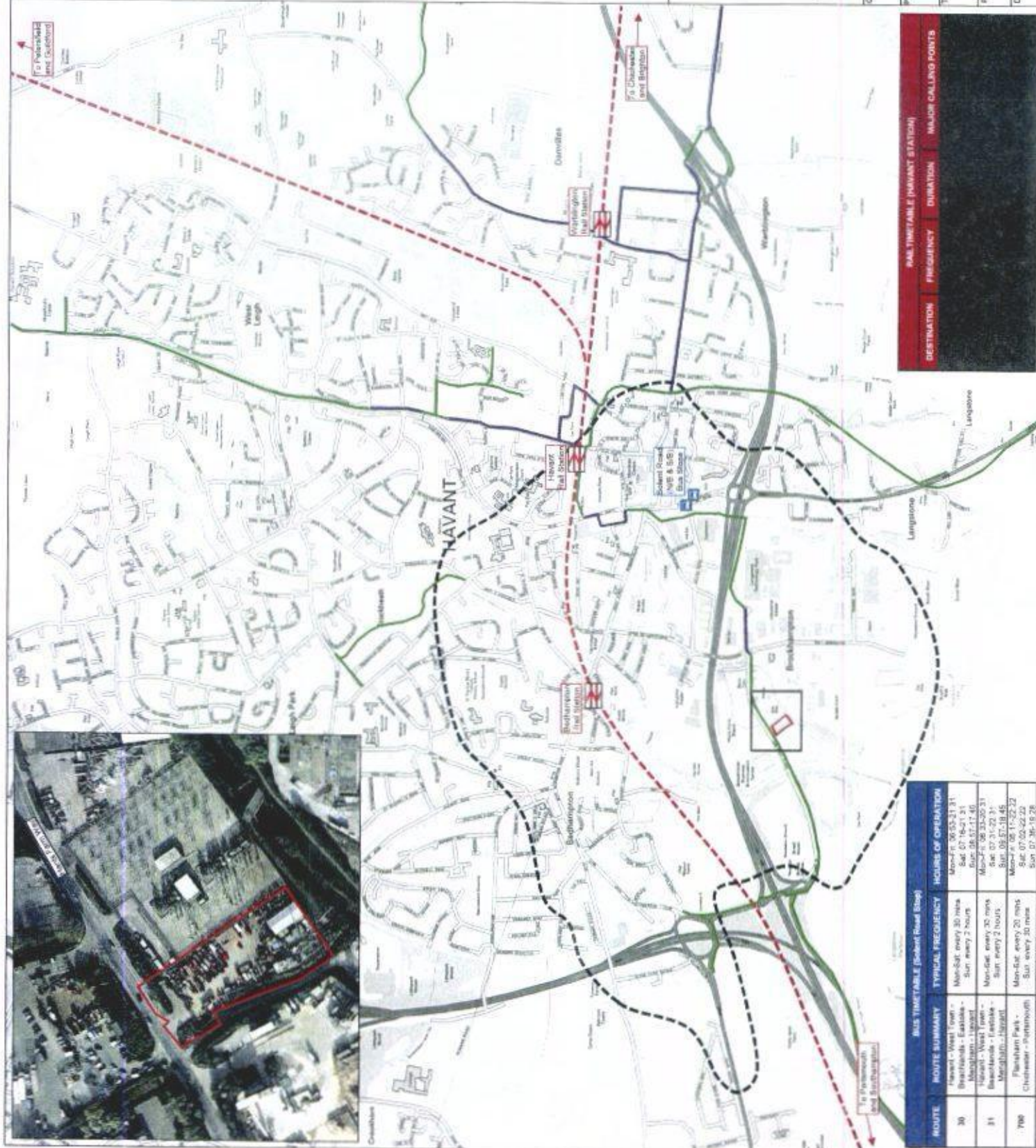
LEGEND

- APPLICATION SITE
- RAIL STATION
- WAS WAY
- LOCAL BUS STOP
- 20M WILSONS BUSH-602M
- TRAFFIC FREE CYCLE ROUTE
- ON-ROAD CYCLE ROUTE



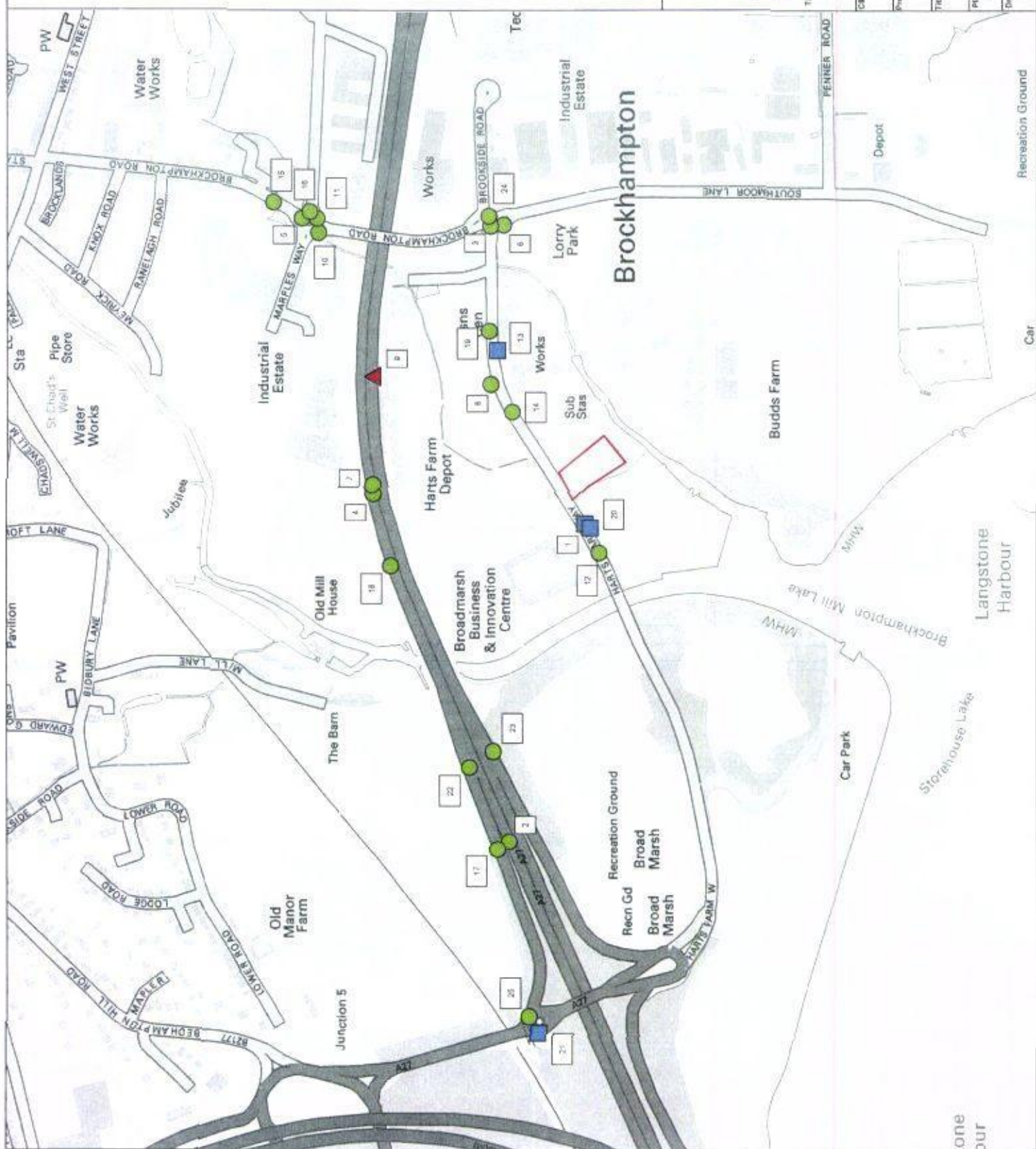
Transport Planning and Infrastructure Design Consultants
The Old Coach, Fry's Farm, Bridge Street,
Godalming, Surrey, GU7 2JH
Tel: 01483 861811 or 01483 861862

Client:	Corroy's Recycling Limited			
Project:	Harts Farm Way, Havant			
Title:	Site Location & Accessibility Plan			
Plan No:	Job No:	Date:	Scale:	
PAU-01	14/2238	Nov 2014	N18	
Drawn By:	Checked By:	Approved By:	Rev:	
G.A.	AMN	PAU		



DESTINATION	FREQUENCY	DURATION	MAJOR CALLING POINTS
RAIL TIMETABLE (HANTON STATION)			

ROUTE	ROUTE SUMMARY	TYPICAL FREQUENCY	HOURS OF OPERATION
30	Havant - West Town - Bosham - East - Bosham - West - Bosham - East - Bosham - West	Mon-Fri: every 30 mins Sat: every 30 mins Sun: every 2 hours	Mon-Fri: 06:05-21:31 Sat: 07:15-21:31 Sun: 08:05-17:40
31	Havant - West Town - Bosham - East - Bosham - West - Bosham - East - Bosham - West	Mon-Fri: every 30 mins Sat: every 30 mins Sun: every 2 hours	Mon-Fri: 06:05-21:31 Sat: 07:15-21:31 Sun: 08:05-17:40
700	Parish Park - Chichester - Chichester - Chichester - Chichester	Mon-Fri: every 20 mins Sat: every 20 mins Sun: every 30 mins	Mon-Fri: 06:05-21:31 Sat: 07:05-21:31 Sun: 07:35-18:28



LEGEND

□ SITE LOCATION

● ACCIDENT SEVERITY

● SLIGHT

■ SERIOUS

▲ FATAL

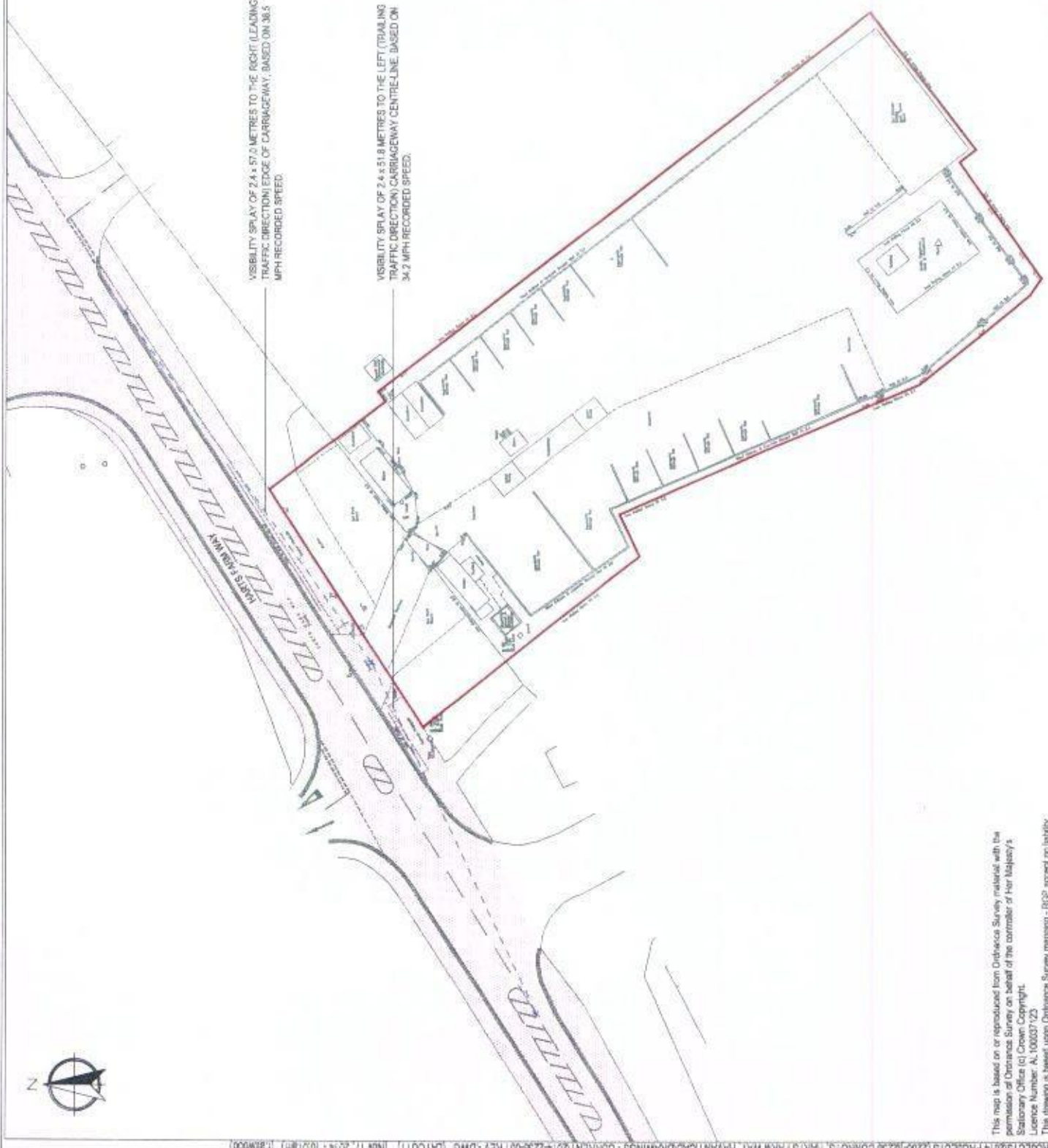


Transport Planning and Infrastructure Design Consultants
The Old Stables, Fyfe's Yard, Bridge Street,
Bournemouth, Dorset, BH1 1HP
Tel: 01482 561251 Fax: 01482 561252

Client:	Conroy's Recycling Limited			
Project:	Harts Farm Way, Havent			
Title:	Personal Injury Accident Plan			
Plan No:	Job No:	Dated:	Scale:	
Plan 02	142238	Oct 2014	NTS	
Drawn By:	Checked By:	Approved By:	Rev:	
RAM	AMW	PMR		



DRAWINGS



LEGEND

HIGHWAY BOUNDARY EXTENTS

SITE BOUNDARY



Transport Planning and Infrastructure Design Consultants
The Old Station, Pym's Yard, Bridge Street, Gosport, Southampton, SO17 1HP
Tel: 01483 581881 Fax: 01483 581882 www.conroysgroup.com

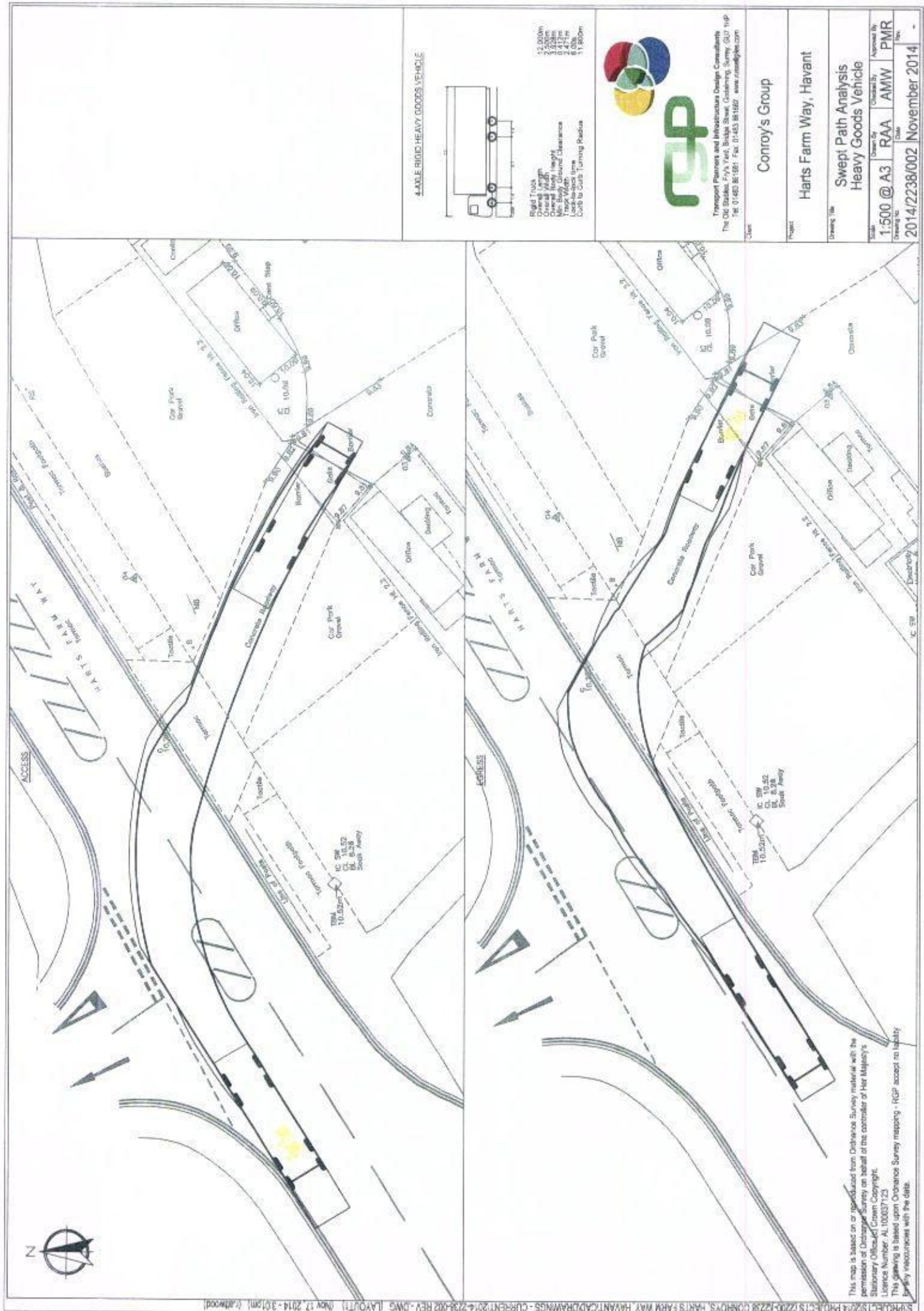
Conroy's Group

Harts Farm Way, Havant

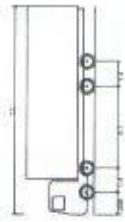
Existing Access Arrangement

Scale	1:500 @ A3	Drawn By	RAA	Checked By	AMW	Approved By	PMR
Drawing No.	2014/2238/001	Date	November 2014				

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4-AXLE RIGID HEAVY GOODS VEHICLE



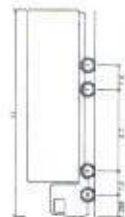
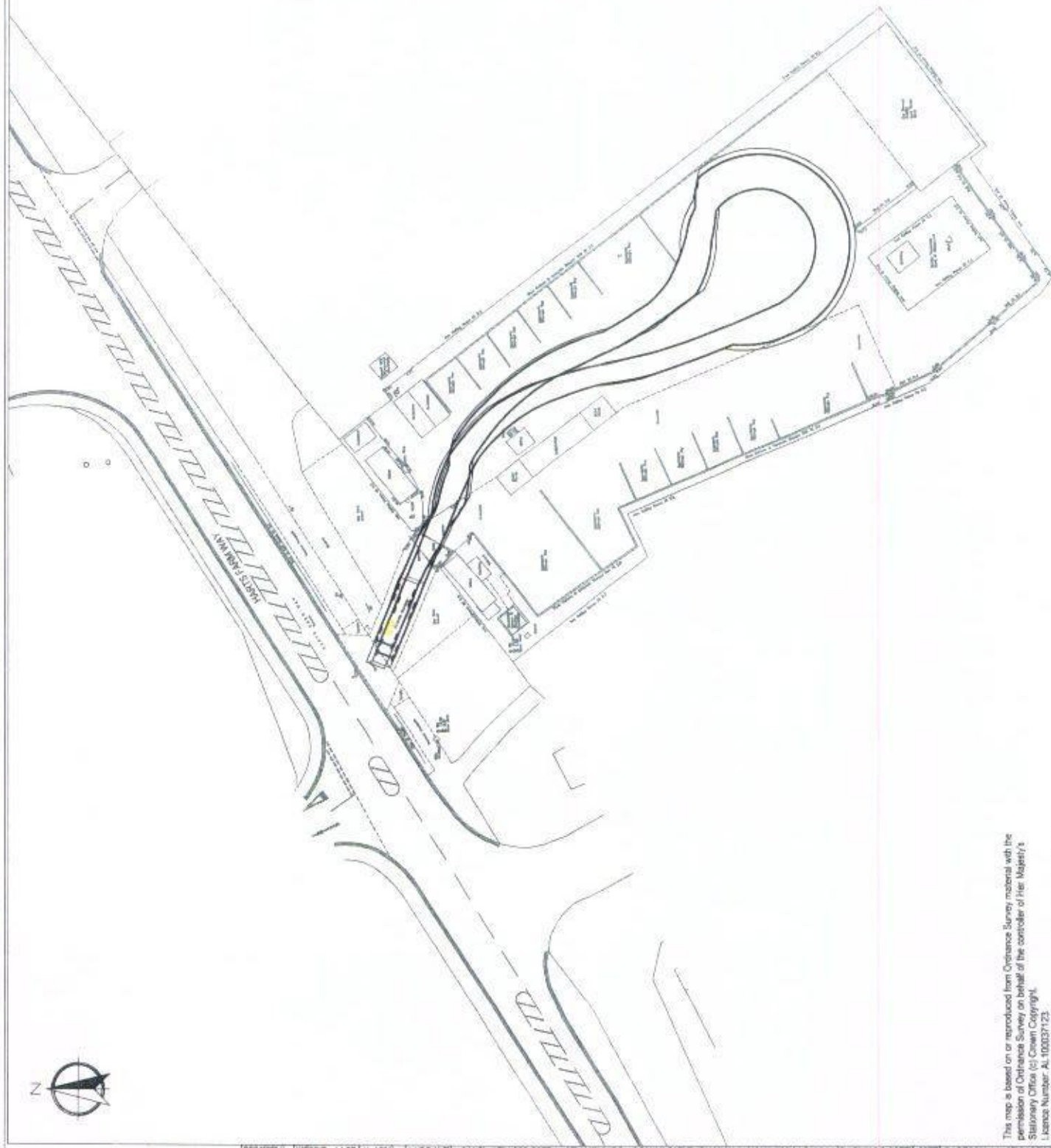
Vehicle Dimensions:
Overall Length: 12.000m
Overall Width: 2.500m
Overall Height: 4.000m
Min. Road Clearance: 2.400m
Trailer Width: 2.400m
Trailer Height: 4.000m
Curb to Curb Turning Radius: 11.800m



Transport Planners and Infrastructure Design Consultants
The Old Station, Fyfe Road, Basingstoke, Hampshire, GU1 1HP
Tel: 01483 861181 Fax: 01483 861182 www.conroys.com

Client	Conroy's Group
Project	Harts Farm Way, Havant
Drawing Title	Sweep Path Analysis Heavy Goods Vehicle
Scale	1:500 @ A3
Drawn By	RAA
Checked By	AMW
Approved By	PMR
Drawing No.	2014/2238/002
Date	November 2014

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Rigid Truck
Overall Length
Overall Width
Overall Height
Overall Ground Clearance
Track Width
Load-back time
Curb to Curb Turning Radius



Transport Planners and Infrastructure Design Consultants
The Old Station, Fry's Yard, Bridge Street, Gosport, Surrey, GU17 1HP
Tel: 01483 861081 Fax: 01483 861082 www.tpid.co.uk

Client

Conroy's Group

Harts Farm Way, Havant

Swept Path Analysis
Heavy Goods Vehicle

Scale	Drawn By	Checked By	Approved By
1:500 @ A3	RAA	AMW	PMR
Drawing No.	Date		
2014/2238/003	November 2014		

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APPENDIX A

PERSONAL INJURY ACCIDENT ANALYSIS (01/06/2009 TO 31/05/2014)

NO	ACCIDENT REFERENCE	DATE	SEVERITY	LOCATION	CAUSATION FACTOR
1	090347553	10/08/2009	Serious	Harts Farm Way at the junction with private to entrance with unit, Havant, Hampshire	Disobeyed Give Way or Stop sign or markings
2	090429997	02/10/2009	Slight	A27 at the junction with the A2030, Havant, Hampshire	Failed to look properly / Failed to judge other persons path or speed
3	090479038	04/11/2009	Slight	Southmoor Lane at junction with Brookside Road, Havant, Hampshire	Dazzling sun
4	090512398	27/11/2009	Slight	A27, near the 'Fat Face' clothing factory, Portsmouth, Hampshire	Loss of control / Swerved
5	100025226	20/01/2010	Slight	Brockhampton Road at junction with Marples Way, Havant, Hampshire	Failed to look properly / Failed to judge other persons path or speed / Distraction outside vehicle
6	100227274	03/06/2010	Slight	Southmoor Lane at junction with Harts Farm Way, Havant, Hampshire	Failed to judge other persons path or speed
7	100362021	25/08/2010	Slight	A27 Havant Bypass, eastbound marker post 52.0, Havant, Hampshire	Slippery road (due to weather)
8	110049521	03/02/2011	Slight	Harts Farm Way outside Deesand Ltd, Havant, Hampshire	Failed to look properly / Poor turn or manoeuvre
9	110112936	17/03/2011	Fatal	A27 westbound marker post 52.1, Havant, Hampshire	Travelling too fast for conditions / Distraction in vehicle / Loss of control
10	110441384	15/10/2011	Slight	Brockhampton Road at junction with Marples Way, Havant, Hampshire	Failed to judge other persons path or speed
11	110496722	22/11/2011	Slight	Brockhampton Road at junction with Solent Road, Havant, Hampshire	Failed to look properly / Careless/Reckless/in a hurry
12	110531918	12/12/2011	Slight	Harts Farm Way at junction with Broadmarsh Business Centre, Havant, Hampshire	Travelling too fast for conditions
13	120075647	24/02/2012	Serious	Harts Farm Way at junction with Havant Business Centre, Havant, Hampshire	Junction overshoot
14	120196987	23/05/2012	Slight	A3020 Harts Farm Way at junction with Hart Farm Depot Works area, Havant, Hampshire	Failed to signal/Misleading signal / Failed to look properly
15	120286017	24/07/2012	Slight	Brockhampton Road outside number 15 to 22 Manor Court, Havant, Hampshire	Cyclist entering road from pavement / Failed to look properly
16	120334788	26/08/2012	Slight	Brockhampton Road at junction with Solent Road, Havant, Hampshire	Failed to judge other persons path or speed / Failed to look properly
17	120350851	07/09/2012	Slight	A27 eastbound at junction with A2030 Harts Farm Way, Havant, Hampshire	Failed to look properly / Following too close
18	120486884	17/12/2012	Slight	A27 Eastbound marker post 51.9, Havant, Hampshire	Failed to look properly
19	130071854	25/02/2013	Slight	Harts Farm Way outside Havant Business Centre, Havant, Hampshire	Failed to look properly / Failed to judge other persons path or speed
20	130221028	17/06/2013	Serious	Harts Farm Way at junction with TJ recycling depot, Havant, Hampshire	Disobeyed Give Way or Stop sign or markings / Vegetation
21	130248104	06/07/2013	Serious	A27 Harts Farm Way at junction with A27 Eastbound onslip, Havant, Hampshire	Loss of control
22	140035795	30/01/2014	Slight	A27 eastbound onslip at junction with A2030 Harts Farm Way, Havant, Hampshire	Travelling too fast for conditions / Poor turn or manoeuvre / Failed to look properly / Failed to judge other persons path or speed / Careless/Reckless/in a hurry / Inexperienced or learner driver/under
23	140118744	05/04/2014	Slight	A27 westbound at junction with A27 westbound off slip, Havant, Hampshire	Swerved / Distraction in vehicle / Other
24	140125452	10/04/2014	Slight	Brockhampton on road at junction with Harts Farm Way, Havant, Hampshire	Failed to look properly / Passing too close to cyclist, horse rider or pedestrian
25	090304698	13/07/2009	Slight	A27 at roundabout junction with A27, Havant, Hampshire	Failed to look properly / Failed to judge other persons path or speed

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -HC - RPU Statistics Request ("MC
Brockhampton")

Notes:

Selected Polygon: MC Brockhampton

090347553 10/08/2009 Time 0705 Vehicles 2 Casualties 1 Serious
E:470505 N: 105713 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: Junction more than 4 arms Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (P/CYCLE) TRAVELLING EASTBOUND ALONG PAVEMENT/CYCLE PATH ON HARTS FARM WAY,
FAILED TO SLOW DOWN OR GIVE WAY AT JUNCTION WITH DRIVE WAY TO UNIT AND COLLIDED WITH
VEH 2 (MILK FLOAT) TURNING LEFT ONTO HARTS FARM WAY FROM UNIT.

Occurred on HARTS FARM WAY AT THE JUNCTION WITH PRIVATE TO ENTRANCE WITH UNIT, HAVANT,
HAMPSHIRE

Vehicle Reference 1 Pedal Cycle 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 Mid Junction - on roundabout or 1 First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Male
Not hit and run Breath test Negative
Left hand drive:

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

Vehicle Reference 2 Other motor vehicle Turning left
Vehicle movement from S to W No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 55 Male
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Selected using Build Query :; Refined using Accidents within
selected Polygons -HC - RPU Statistics Request ("MC
Brockhampton")

Notes:

090429997 02/10/2009 Time 1524 Vehicles 2 Casualties 1 Slight
E:470067 N:105819 First Road: A 27 Road Type Dual carriageway
Speed limit: 40 Junction Detail: Slip Road Give way or controlled A 2030
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight: no street lighting Fine without high winds
Special Conditions at Site Road works Carriageway hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR), HEADING EAST ALONG THE A27, FAILED TO SLOW IN TIME FOR TRAFFIC AHEAD AND STRUCK THE REAR OF VEH 2 (CAR).

Occurred on A27 AT THE JUNCTION WITH THE A2030, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car
Vehicle movement from W to E Going ahead other
On main carriageway No tow / articulation Leaving the main road
Location at impact Jet Approach No skidding, jack-knifing or overturning
Hit object in road None First impact Front Hit vehicle: 2
Did not leave carr Off road: None
Not hit and run Age of Driver 39 Male
Breath test Negative
Left hand drive:

Vehicle Reference 2 Car
Vehicle movement from W to E Going ahead other
On main carriageway No tow / articulation Leaving the main road
Location at impact Jet Approach No skidding, jack-knifing or overturning
Hit object in road None First impact Back Hit vehicle: 1
Did not leave carr Off road: None
Not hit and run Age of Driver 66 Male
Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 66 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:
Back seat

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Brockhampton")

090479038 04/11/2009 Time 0955 Vehicles 2 Casualties 1 Slight
E:470918 N:105825 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

	Factor:	Causation	Participant	Confidence:
1st:	Dazzling sun		Vehicle 2	Very Likely
2nd:				
3rd:				
4th:				
5th:				
6th:				

VEHICLE 1 (CAR) TRAVELLING NORTH ALONG SOUTHMOOR LANE STOPS ON APPROACH TO MINI RBT AT J/W HARTS FARM WAY/BROOKSIDE ROAD (CROSSROADS) INTENDING TO CONTINUE AHEAD ONTO BROCKAMPTON ROAD. FOLLOWING VEHICLE 2 (CAR) HITS REAR OF STATIC VEHICLE 1.

Occurred on SOUTHMOOR LANE AT JUNCTION WITH BROOKSIDE ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Female
Not hit and run Breath test Driver not contacted Left hand drive:
Casualty Reference: 1 Vehicle: 1 Age: 45 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Car Stopping
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Male
Not hit and run Breath test Driver not contacted Left hand drive:

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Brockhampton")

Notes:

090512399 27/11/2009 Time 1140 Vehicles 1 Casualties 1 Slight
E:470622 N:106011 First Road: A 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Loss of control	Vehicle 1	Possible	
2nd: Swerved	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR), HEADING EAST ALONG THE A27, BEGAN CHANGING LANES FROM THE OUTSIDE LANE TO THE INSIDE LANE. UPON REALISING ANOTHER VEHICLE WAS ALREADY IN THE INSIDE LANE, VEH 1 LOST CONTROL AND LEFT THE CARRIAGEWAY TO THE OFFSIDE.

Occurred on A27, NEAR THE 'FAT FACE' CLOTHING FACTORY, PORTSMOUTH, HAMPSHIRE.

Vehicle Reference 1 Car Changing lane to left
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 Jet First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
O/S onto cent res Age of Driver 19 Female
Not hit and run Breath test Negative
Left hand drive:

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

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Brockhampton")

Notes:

100025226 20/01/2010 Time 1600 Vehicles 2 Casualties 1 Slight
E:470927 N:106095 First Road: U Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING S ALONG BROCKHAMPTON ROAD FAILED TO GIVE WAY AT RBT AND COLLIDES WITH VEH 2 (P/CYCLE) TRAVELLING E ON RBT KNOCKING RIDER OFF.

Occurred on BROCKHAMPTON ROAD AT JUNCTION WITH MARPLES WAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 69 Male
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Pedal Cycle Going ahead right bend
Vehicle movement from W to S No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Not applicable
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 19 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -HC - RPU Statistics Request ("MC
Brockhampton")

100227274 03/06/2010 Time 1640 Vehicles 2 Casualties 1 Slight
E:470915 N: 105835 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: street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING N ALONG SOUTHMOOR LANE AT JUNCTION WITH HARTS FARM WAY PULLS ONTO RBT INTO PATH OF VEH 2 (P/CYCLE) TRAVELLING W AROUND RBT TO EXIT ONTO HARTS FARM WAY AND THEY COLLIDE.

Occurred on SOUTHMOOR LANE AT JUNCTION IWTH HARTS FARM WAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Female
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Pedal Cycle Turning right
Vehicle movement from N to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 24 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Brockhampton")

100362021 25/08/2010 Time 2135 Vehicles 1 Casualties 1 Slight
E:470625 N:106013 First Road: A 27 Road Type: Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Flood
Darkness: street lights present and lit Raining with high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING E ALONG A27 HITS FLOODED LANE 2. VEH 1 SKIDS AND OVERTURNS COMING TO REST IN LANE 1.

Occurred on A27 HAVANT BYPASS EASTBOUND MARKER POST 52.0, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway Skidded and overturned
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 63 Female
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 63 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Brockhampton")

110049521 03/02/2011 Time 1625 Vehicles 2 Casualties 1 Slight
E:470683 N:105830 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) WAS TRAVELLING NE ALONG HARTS FARM WAY WHEN VEH 2 (CAR) TRAVELLING SW CARRIED OUT A U-TURN IN VEH 1'S PATH. VEH 1 CONSEQUENTLY STRUCK THE NEAR SIDE OF VEH 2.
Occurred on HARTS FARM WAY OUTSIDE DEESAND LTD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 54 Female
Not hit and run Breath test Negative
Left hand drive:
Casualty Reference: 1 Vehicle: 1 Age: 54 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Car U-turn
Vehicle movement from NE to NE 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: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Male
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Brockhampton")

Notes:

110112936 17/03/2011 Time 2050 Vehicles 1 Casualties 1 Fatal
E:470731 N:106006 First Road: A 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:		Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:	Distraction in vehicle	Vehicle 1	Possible
3rd:	Loss of control	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W ALONG A27 IN LANE 2 LOST CONTROL FOR UNKNOWN REASON, SWERVING TO NEARSIDE LEAVING CARRIAGEWAY AND COLLIDING WITH A TREE.

Occurred on A27 WESTBOUND MARKER POST 52.1, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jet First impact Offside Hit vehicle:
Hit object in road None Off road: Tree
Nearside & rebounded Age of Driver 37 Male
Not hit and run Breath test Not applicable Left hand drive:

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

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection: Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Brockhampton")

110441384 15/10/2011 Time 1500 Vehicles 1 Casualties 1 Slight
E:470909 N: 106081 First Road: U Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH 1 (M/CYCLE) TRAV N ALONG BROCKHAMPTON ROAD MOVED OFF AT THE RBT AT MARPLES WAY BUT FAILED TO ANTICIPATE THAT A CAR WAS GOING TO GO ALL THE WAY AROUND THE RBT. VEH 1 CONSEQUENTLY BRAKED AND LOST CONTROL CAUSING THE RIDER TO FALL OFF.

Occurred on BROCKHAMPTON ROAD AT JUNCTION WITH MARPLES WAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Turning left
Vehicle movement from S to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Male
Not hit and run Breath test Driver not contacted Left hand drive:
Casualty Reference: 1 Vehicle: 1 Age: 49 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Notes:

Selected using Build Query :: Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Brockhampton")

110496722 22/11/2011 Time 1010 Vehicles 2 Casualties 1 Slight
E:470919 N:106079 First Road: U Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site: None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH 2 (CAR) TRAVELLING W ALONG SOLENT ROAD ENTERS RBT ACROSS PATH OF VEH 1 (P/CYCLE) TRAVELLING S ACROSS RBT FROM BROCKHAMPTON ROAD AND COLLIDES CAUSING RIDER OF VEH 1 TO FALL OFF.

Occurred on: BROCKHAMPTON ROAD AT JUNCTION WITH SOLENT ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or t First impact Nearside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Not requested
Left hand drive:
Casualty Reference: 1 Vehicle: 1 Age: 22 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Starting
Vehicle movement from E to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or t First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 55 Male
Not hit and run Breath test Driver not contacted
Left hand drive:

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection: Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -HC - RPU Statistics Request ("MC
Brockhampton")

110531918 12/12/2011 Time 0820 Vehicles 2 Casualties 1 Slight
E:470467 N: 105691 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Travelling too fast for conditions	Vehicle 1	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W ALONG HARTS FARM WAY, TURNS RIGHT INTO BROADMARSH BUSINESS CENTRE FAILING TO SEE VEH 1 (M/CYCLE) TRAVELING E AND COLLIDES.

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

Vehicle Reference 1 Car Turning right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Nearside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Female
Not hit and run Breath test Driver not contacted
Left hand drive:

Vehicle Reference 2 Motor Cycle over 125 cc and up to 500cc Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Driver not contacted
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 41 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt: Not Applicable Cycle helmet:

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Brockhampton")

Notes:

120075647 24/02/2012 Time 0730 Vehicles 2 Casualties 1 Serious
E:470733 N:105829 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Junction overshoot	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 (P:CYCLE) TRAVELLING E ALONG SOUTH PAVEMENT OF HARTS FARM WAY FAILED TO SEE VEH 1 (VAN) TRAVELLING N OUT OF HAVANT BUSINESS CENTRE WAITING AT GIVE WAY LINES AND COLLIDED WITH NEARSIDE VEH 1 CAUSING RIDER VEH 2 TO FALL OFF.

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

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead but held up
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Male
Not hit and run Breath test Negative Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway Skidded
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 Not requested Left hand drive: No

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

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Selected using Build Query ; ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Brockhampton")

Notes:

120196987 23/05/2012 Time 0700 Vehicles 2 Casualties 1 Slight
E:470645 N:105803 First Road: A 3020 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH 1 (VAN) TRAVELLING NE ALONG A3020 HARTS FARM WAY IN TRAFFIC QUEUE, TURNS RIGHT INTO GARAGE AREA WITHOUT WARNING OR SIGNAL ACROSS THE PATH OF VEH 2 (P/CYCLE) TRAVELLING IN THE SAME DIRECTION OVERTAKING TRAFFIC AND COLLIDES.

Occurred on A3020 HARTS FARM WAY AT JUNCTION WITH HART FARM DEPOT WORKS AREA, HAVANT, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Overtaking stat vehicle O/S
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 22 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Notes:

Selected using Build Query :; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Brockhampton")

120286017 24/07/2012 Time 1810 Vehicles 2 Casualties 1 Slight
E:470946 N:106130 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:		Participant:	Confidence:
1st:	Cyclist entering road from pavement	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) TRAVELLING S ALONG EAST PAVEMENT OF BROCKHAMPTON ROAD WHEN VEH 1 RIDER OFF THE PAVEMENT ONTO BROCKHAMPTON ROAD INTO THE PATH OF VEH 2 (CAR) TRAVELLING S ALONG BROCKHAMPTON ROAD CAUSING COLLISION.

Occurred on BROCKHAMPTON ROAD OUTSIDE NUMBER 15 TO 22 MANOR COURT, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Waiting to turn right
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jet First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Not applicable
Left hand drive: No

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

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jet First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Brockhampton")

120334788 26/08/2012 Time 1650 Vehicles 2 Casualties 1 Slight
E:470922 N:106083 First Road: U Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 2 (CAR) TRAVELLING S ALONG BROCKHAMPTON ROAD ENTERED RBT. VEH 1 HEADING W ALONG SOLENT ROAD TURN LEFT INTO RBT CAUSING VEH 2 TO COLLIDE WITH THE OFFSIDE OF VEH 1.

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

Vehicle Reference 1 Car Turning left
Vehicle movement from E 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 Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 19 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Brockhampton")

Notes:

120350851 07/09/2012 Time 1100 Vehicles 3 Casualties 2 Slight
E:470057 N:105829 First Road: A 27 Road Type Slip road A 2030
Speed limit: 70 Junction Detail: Slip Road Give way or controlled
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 3 (VAN) TRAVELLING NE ALONG A27 ON-SLIP FROM A2030 HARTS FARM WAY FAILED TO STOP IN TIME FOR TRAFFIC AHEAD AND COLLIDED WITH THE REAR OF VEH 2 (CAR), PUSHING VEH 2 INTO THE REAR OF VEH 1 (CAR).

Occurred on A27 EASTBOUND AT JUNCTION WITH A2030 HARTS FARM WAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering from slip road First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 70 Female
Not hit and run Breath test Negative Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 70 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 83 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering from slip road First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Female
Not hit and run Breath test Negative Left hand drive: No

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -HC - RPU Statistics Request ("MC
Brockhampton")

Vehicle Reference	3	Car	Going ahead other
Vehicle movement from	SW to NE	No tow / articulation	Leaving the main road
On main carriageway		No skidding, jack-knifing or overturning	
Location at impact	Entering from slip road	First impact	Front
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	45
Not hit and run	Breath test	Negative	Male
		Left hand drive:	No

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection: Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -HC - RPU Statistics Request ("MC
Brockhampton")

120486884 17/12/2012 Time 1030 Vehicles 3 Casualties 1 Slight
E:470502 N: 105992 First Road: A 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING NE ALONG A27 IN LANE 1 STOPPED SUDDENLY DUE TO VEHs IN FRONT
STOPPING SUDDENLY. FOLLOWING VEH 2 (CAR) FAILED TO STOP IN TIME AND HIT REAR OF VEH 1.
FOLLOWING VEH 3 (CAR) FAILED TO STOP IN TIME AND HIT REAR OF VEH 2.
Occurred on A27 EASTBOUND MARKER POST 51.9, HAVANT, HAMPSHIRE

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

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SW to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 84 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 85 Female Passenger Severity: Slight
Not a pupil
Seatbelt: Not Applicable Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -HC - RPU Statistics Request ("MC
Brockhampton")

Vehicle Reference	3	Car	Going ahead other
Vehicle movement from	SW to E	No tow / articulation	Leaving the main road
On main carriageway		No skidding, jack-knifing or overturning	
Location at impact	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	66
Not hit and run	Breath test	Negative	Male
		Left hand drive:	No

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection: Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Brockhampton")

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

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

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

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

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

Vehicle Reference 2 Car Stopping
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jet First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -HC - RPU Statistics Request ("MC
Brockhampton")

Vehicle Reference:	3	Car	Going ahead other
Vehicle movement from	W	to E	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Not at, or within 20M of Jet	No skidding, jack-knifing or overturning	
Hit object in road	None	First impact	Front
		Off road:	None
Did not leave carr		Age of Driver	36
Not hit and run	Breath test	Negative	Female
		Left hand drive:	No

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection: Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Brockhampton")

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

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

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

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

Vehicle Reference 1 Car Waiting to turn left
Vehicle movement from S to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 63 Male
Not hit and run Breath test Negative
Left hand drive: No

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

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

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Brockhampton")

130248104 06/07/2013 Time 1545 Vehicles 1 Casualties 1 Serious
E:469790 N:105781 First Road: A 27 Road Type 1
Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 27
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:	Loss of control	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING N ALONG A27 HARTS FARM WAY LOSES CONTROL ON RBT CAUSING RIDER TO FALL OFF.

Occurred on A27 HARTS FARM WAY AT JUNCTION WITH A27 EASTBOUND ONSLIP, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Skidded
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 40 Male
Not hit and run Breath test Negative Left hand drive: No

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

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Brockhampton")

Notes:

140035795 30/01/2014 Time 1725 Vehicles 3 Casualties 1 Slight
E:470164 N:105873 First Road: A 27 Road Type Slip road
Speed limit: 70 Junction Detail: Slip Road Give way or controlled A 2030
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: Travelling too fast for conditions		Vehicle 1	Very Likely
2nd: Poor turn or manoeuvre		Vehicle 1	Very Likely
3rd: Failed to look properly		Vehicle 1	Very Likely
4th: Failed to judge other persons path or speed		Vehicle 1	Very Likely
5th: Careless/Reckless/In a hurry		Vehicle 1	Very Likely
6th: Inexperienced or learner driver/rider		Vehicle 1	Possible

VEH 1 (M/CYCLE) TRAVELLING E ALONG A27 EASTBOUND ONSLIP FILTERING THROUGH HEAVY TRAFFIC COLLIDED WITH THE REAR OF VEH 2 (CAR) CAUSING THE RIDER TO FALL. VEH 1 THEN FELL ONTO THE NEARSIDE OF VEH 3 (CAR).

Occurred on A27 EASTBOUND ONSLIP AT JUNCTION WITH A2030 HARTS FARM WAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering from slip road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Not applicable Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 57 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering from slip road First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 63 Male
Not hit and run Breath test Negative Left hand drive: No

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -HC - RPU Statistics Request ("MC
Brockhampton")

Vehicle Reference	3	Car	Going ahead other
Vehicle movement from	W	to E	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Entering from slip road		No skidding, jack-knifing or overturning
Hit object in road	None		First impact
			Nearside
			Off road: None
Did not leave carr			Hit vehicle:
Not hit and run			Age of Driver
	Breath test	Negative	55
			Male
			Left hand drive: No

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -HC - RPU Statistics Request ("MC
Brockhampton")

140118744 05/04/2014 Time 0106 Vehicles 1 Casualties 2 Slight
E:470267 N: 105879 First Road: A 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Slip Road Give way or controlled A 27
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: Swerved		Vehicle 1	Very Likely
2nd: Distraction in vehicle		Vehicle 1	Very Likely
3rd: Other		Vehicle 1	
4th:			
5th:			
6th:			

DRIVER & PASSENGER HAVING AN ARGUMENT

VEH 1 (CAR) TRAVELLING SW ALONG THE A27, DRIVER AND PASSENGER WERE ARGUING, FOR NO APPARENT REASON SWERVES TO THE NEAR SIDE AND COLLIDES WITH THE CRASH BARRIER IN THREE DIFFERENT PLACES BEFORE FINALLY COMING TO REST AGAINST THE BARRIER.

Occurred on A27 WESTBOUND AT JUNCTION WITH A27 WESTBOUND OFF SLIP, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car
Vehicle movement from NE to SW No tow / articulation Going ahead other Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or 1 First impact Near side Hit vehicle:
Hit object in road None Off road: Near / off crash barrier
Near side Age of Driver 20 Female
Not hit and run Breath test Negative Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 48 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat
Casualty Reference: 2 Vehicle: 1 Age: 20 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Brockhampton")

140125452 10/04/2014 Time 0739 Vehicles 2 Casualties 1 Slight
E:470925 N:105855 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

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

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

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

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

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Brockhampton")

090304698 13/07/2009 Time 1620 Vehicles 2 Casualties 1 Slight
E:469808 N:105787 First Road: A 27 Road Type Single carriageway
Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEHICLE 1 (CAR) TRAVELLING SOUTH ON THE A27 TOWARDS THE ROUNDABOUT JUNCTION WITH THE A27 SLIP ON. VEH 1 IN SLOW MOVING TRAFFIC, VEH 1 ENTERS ROUNDABOUT BUT COLLIDES WITH VEHICLE 2 (PEDAL CYCLIST) WHO WAS ON THE NEAR SIDE OF VEH 1.

Occurred on A27 AT ROUNDABOUT JUNCTION WITH A27, 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 Entering roundabout First impact Nearside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Male
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Male
Not hit and run Breath test Not applicable
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 38 Male Driver/rider Severity: Slight
Not a pupil
Seabelt Not Applicable Cycle helmet:

Accidents between dates 01/06/2009 and 31/05/2014 (60) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC Brockhampton")

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	1	0	10	11
2-wheeled motor vehicles	0	1	3	4
Pedal cycles	0	3	7	10
Horses & other	0	0	0	0
Total	1	4	20	25

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	1	0	7	8
Passenger	0	0	5	5
Motorcycle rider	0	1	3	4
Cyclist	0	3	7	10
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	1	4	22	27



APPENDIX B

HARTS FARM WAY, HAVANT

EASTBOUND

Globals

Report Id CustomList-66
 Descriptor RGP2
 Created by MetroCount Traffic Executive
 Creation Time (UTC) 2014-11-14T12:15:43
 Legal Copyright (c)1997 - 2014 MetroCount

Graphic
 Language English
 Country United States
 Time UTC + 0 min
 Create Version 4.0.6.0
 Metric Part metric
 Speed Unit mph
 Length Unit metre
 Mass Unit tonne

Dataset

Site Name Havant
 Site Attribute ATC 6
 File Name \\RGP-SBS-01\Users\j.allwood\MetroCount\MTE 4.05\Datasets\Havant 0 2014-09-19 1403 ECO
 File Type Plus
 Algorithm Factory default axle
 Description Harts Farm Way
 Lane 0
 Direction 6
 Direction Text 6 - West bound A/B, East bound B/A.
 Layout Text Axle sensors - Paired (Class/Speed/Count)
 Setup Time 2014-09-05T10:28:33
 Start Time 2014-09-05T10:28:33
 Finish Time 2014-09-18T14:03:33
 Operator ZAP
 Configuration 00000000 80 00 14 5a 00 00 00 00 00 , Standard

Profile

Name RGP - Eastbound
 Title MetroCount Traffic Executive
 Graphic Logo
 Header
 Footer
 Percentile 1 85
 Percentile 2 95
 Pace 10
 Filter Start 2014-09-09T00:00:00
 Filter End 2014-09-15T23:00:00
 Class Scheme ARX
 Low Speed 5
 High Speed 100
 Posted Limit 40
 Speed Limits 40 40 40 40 40 40 40 40 40
 Separation 0.000
 Separation Type Headway
 Direction East
 Encoded Direction 2

HARTS FARM WAY, HAVANT
EASTBOUND

Column	24-hour time (0000 - 2359)
Time	Number in time step
Total	Class totals
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Cls 13	Class totals
RunTot	Cumulative total vehicles
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 65	Speed bin totals
Vbin 65 70	Speed bin totals
Vbin 70 75	Speed bin totals
Vbin 75 80	Speed bin totals
Vpp 85	Percentile speed

HARTS FARM WAY, HAVANT

EASTBOUND

Report Id - CustomList-66

Site Name - Havant

Description - Harts Farm Way

Direction - East

Tuesday, September 9, 2014

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	RunTol	VVol	5	10	15	20	25	VVol	VVol	VVol	VVol	VVol	VVol	VVol	VVol	VVol	VVol	Vpp	
0000	6	1	5	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	4	0	3	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	6	0	3	0	2	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	6	1	3	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	18	0	12	0	2	0	0	0	0	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	78	2	66	0	8	0	0	0	0	0	0	0	0	0	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	268	21	225	1	16	2	2	0	0	0	0	0	0	0	386	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	1516	38	922	5	38	2	3	0	0	0	0	0	0	0	1402	4	24	55	138	538	216	30	3	3	0	0	0	0	0	0	0	0	0
0800	1027	32	946	8	28	3	6	0	0	0	0	0	0	0	2429	0	4	56	166	477	260	65	8	1	0	0	0	0	0	0	0	0	0
0900	545	9	480	8	38	1	3	0	0	0	0	0	0	0	2374	0	5	44	109	188	142	34	12	1	0	0	0	0	0	0	0	0	0
1000	353	4	287	2	33	1	4	0	0	0	0	0	0	0	3307	0	1	21	101	106	72	25	4	3	0	0	0	0	0	0	0	0	0
1100	289	5	242	2	28	2	5	0	0	0	0	0	0	0	3598	0	3	44	71	68	65	27	9	1	0	0	0	0	0	0	0	0	0
1200	281	5	240	2	28	3	1	0	0	0	0	0	0	0	3077	1	0	22	78	84	75	14	6	1	0	0	0	0	0	0	0	0	0
1300	450	5	354	5	36	4	4	0	0	0	0	0	0	0	4286	0	1	29	85	130	111	46	8	1	0	0	0	0	0	0	0	0	0
1400	350	6	269	5	43	3	2	1	0	0	0	0	0	0	4616	0	2	26	99	98	70	32	3	0	0	0	0	0	0	0	0	0	0
1500	310	10	242	4	40	2	5	0	0	0	0	0	0	0	4526	1	0	29	84	76	90	23	6	1	0	0	0	0	0	0	0	0	0
1600	283	7	229	4	31	1	3	0	0	0	0	0	0	0	5209	0	1	15	65	71	93	29	7	1	0	0	0	0	0	0	0	0	0
1700	252	13	220	3	10	0	1	0	0	0	0	0	0	0	5461	6	5	28	34	69	74	22	11	2	0	0	0	0	0	0	0	0	0
1800	173	8	156	2	4	0	1	0	0	0	0	0	0	0	5634	0	1	11	34	38	60	33	5	1	0	0	0	0	0	0	0	0	0
1900	104	9	91	0	2	1	0	0	0	0	0	0	0	0	5738	0	0	4	3	20	45	20	0	2	0	0	0	0	0	0	0	0	
2000	47	3	39	0	2	1	1	0	0	0	0	0	0	0	5785	0	1	3	8	14	15	3	0	2	0	0	0	0	0	0	0	0	
2100	32	2	26	0	2	0	0	0	0	0	0	0	0	0	5817	0	0	3	2	5	6	7	4	1	0	0	0	0	0	0	0	0	
2200	26	0	26	0	0	0	0	0	0	0	0	0	0	0	5943	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	12	0	10	0	2	0	0	0	0	0	0	0	0	0	5855	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	8248	142	4887	80	385	22	38	1	9	10	16	1	1	16	5855	12	47	381	1064	1853	1318	375	80	18	2	0	0	0	0	0	0	0	0
08-22	5998	177	4958	81	376	26	41	1	9	18	16	1	1	17	5855	12	50	399	1088	2050	1480	465	122	25	7	2	1	0	0	0	0	0	0
09-00	8737	177	5004	81	378	26	41	1	9	18	16	1	1	17	5855	12	51	389	1086	2058	1490	472	129	30	8	2	1	0	0	0	0	0	0
09-00	8855	181	5098	81	390	26	49	1	9	17	16	1	1	17	5855	12	52	400	1091	2071	1533	507	140	30	10	3	1	0	0	0	0	0	0
09-00	8855	181	5098	81	390	26	49	1	9	17	16	1	1	17	5855	12	52	400	1091	2071	1533	507	140	30	10	3	1	0	0	0	0	0	0

HARTS FARM WAY, HAVANT

EASTBOUND

Report to - CustomList.d6
Site Name - Havant
Description - Harts Farm Way
Direction - East

Saturday, September 13, 2014

Time	Total	Chs	1	2	3	4	5	6	7	8	9	10	11	12	13	Runnel	Value	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	
0000	6	0	0	5	0	0	0	0	1	0	0	0	0	0	0	0	22863	0	0	0	1	2	3	4	5	6	7	8	9	0	0	0	0	0	
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22867	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	
0200	5	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22872	0	0	0	2	1	0	1	0	0	0	1	0	0	0	0	0	0	
0300	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22876	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	
0400	12	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	22888	0	0	0	2	6	4	0	0	0	0	0	0	0	0	0	0	0	
0500	48	1	38	0	4	1	0	0	0	0	2	1	0	0	0	1	22936	0	0	1	5	21	15	4	0	0	0	0	0	0	0	0	0	0	
0600	67	3	52	0	4	1	4	0	0	0	1	2	0	0	0	0	23003	0	0	2	8	20	15	12	7	2	0	0	0	1	0	0	0	0	
0700	152	10	167	2	3	0	7	0	1	1	1	0	0	0	0	1	23195	1	5	14	47	68	48	14	0	2	0	0	0	0	0	0	0	0	
0800	231	16	195	2	7	1	7	0	0	0	0	0	0	0	0	1	23426	3	5	38	73	49	39	15	8	3	0	0	0	0	0	0	0	0	
0900	238	14	203	3	8	1	6	0	0	0	1	0	0	0	0	2	23664	2	2	41	68	79	29	15	1	1	0	0	0	0	0	0	0	0	0
1000	258	4	234	3	7	1	5	1	0	1	0	1	2	0	0	1	23923	1	6	15	85	69	49	27	0	3	0	0	0	0	0	0	0	0	0
1100	251	3	230	0	6	1	2	0	1	0	0	0	0	0	0	1	24174	0	4	24	83	51	18	7	1	0	0	0	0	0	0	0	0	0	0
1200	234	4	220	4	4	1	1	0	0	0	0	0	0	0	0	0	24408	0	1	23	81	52	44	27	5	1	0	0	0	0	0	0	0	0	0
1300	246	6	225	3	6	0	4	0	0	0	0	0	0	0	0	0	24654	0	2	21	78	52	54	31	6	2	0	0	0	0	0	0	0	0	0
1400	238	6	219	4	3	0	4	0	0	0	0	0	0	0	0	1	24892	0	4	29	80	51	45	22	7	0	0	0	0	0	0	0	0	0	0
1500	213	5	194	3	6	1	2	0	0	0	0	0	0	0	0	0	25105	0	5	18	96	35	38	20	2	1	0	0	0	0	0	0	0	0	0
1600	169	3	162	0	3	0	0	0	0	0	0	0	0	0	0	0	25274	0	1	21	73	38	27	5	1	4	0	0	0	0	0	0	0	0	0
1700	160	3	145	2	5	1	1	0	0	0	0	0	0	0	0	0	25434	0	2	11	59	41	23	13	7	3	1	0	0	0	0	0	0	0	0
1800	94	5	82	2	5	0	0	0	0	0	0	0	0	0	0	0	25528	0	1	8	30	22	16	13	3	0	0	0	0	0	0	0	0	0	0
1900	28	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	25558	0	0	2	0	7	7	2	2	2	1	0	0	0	0	0	0	0	0
2000	22	1	20	0	1	0	0	0	0	0	0	0	0	0	0	0	25578	0	1	0	3	6	8	4	0	0	0	0	0	0	0	0	0	0	0
2100	28	1	27	0	1	0	0	0	0	0	0	0	0	0	0	0	25606	0	2	1	4	11	7	7	1	0	0	0	1	0	0	0	0	0	0
2200	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	25620	0	0	0	2	4	4	4	2	1	0	0	0	0	0	0	0	0	0
2300	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	25633	0	0	0	1	6	0	0	2	1	0	0	0	0	0	0	0	0	0
07-19	3528	88	2276	38	65	7	38	1	3	7	11	0	0	0	0	7	26633	7	34	254	420	585	472	254	65	18	3	0	0	0	0	0	0	0	0
08-22	2878	85	2402	38	70	8	43	1	3	9	13	0	0	0	0	7	26833	7	36	258	423	617	516	351	84	28	8	1	0	0	0	0	0	0	0
09-00	2957	85	2428	38	78	8	43	1	3	9	13	0	0	0	0	7	26833	7	36	259	424	620	520	295	88	31	7	1	0	0	2	0	0	0	0
09-09	2776	86	2483	38	74	8	47	1	3	12	14	0	0	0	0	8	26833	7	36	260	425	631	557	320	95	31	7	3	0	0	2	0	0	0	0
09-00	2776	86	2483	38	74	8	47	1	3	12	14	0	0	0	0	8	26833	7	36	260	425	631	557	320	95	31	7	3	0	0	2	0	0	0	0

HARTS FARM WAY, HAVANT

EASTBOUND

Report Id - CustomList26

Site Name - Havant

Description - Harts Farm Way

Direction - East

Virtual Day (Partial days = 6.95833)

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	RunTat	Vmin 5	Vmin 10	Vmin 15	Vmin 20	Vmin 25	Vmin 30	Vmin 35	Vmin 40	Vmin 45	Vmin 50	Vmin 55	Vmin 60	Vmin 65	Vmin 70	Vmin 75	Vmin 80	Vyp 85			
0000	7	0	0	0	0	0	0	0	0	0	0	0	0	0	33546	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0		
0100	4	0	3	0	0	0	0	0	0	0	0	0	0	0	33546	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0		
0200	4	0	3	0	0	0	0	0	0	0	0	0	0	0	33546	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0		
0300	4	0	2	0	0	0	0	0	0	0	0	0	0	0	33546	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0		
0400	12	0	9	0	0	0	0	0	0	0	0	0	0	0	33546	0	0	0	0	2	5	4	1	0	0	0	0	0	0	0	0	0	0		
0500	66	2	55	0	0	0	0	0	0	0	0	0	0	0	33546	0	0	0	0	2	26	18	7	2	0	0	0	0	0	0	0	0	0		
0600	193	15	160	0	0	0	0	0	0	0	0	0	0	0	33546	0	0	0	0	6	48	79	34	12	4	1	0	0	0	0	0	0	0		
0700	738	28	668	4	27	2	5	0	0	0	0	0	0	0	33546	0	8	20	40	113	341	154	38	7	1	0	0	0	0	0	0	0	0		
0800	767	20	697	7	23	2	4	0	0	0	0	0	0	0	33546	0	1	14	53	143	359	161	34	7	0	0	0	0	0	0	0	0	0		
0900	428	10	375	6	26	2	4	0	0	0	0	0	0	0	33546	0	3	35	95	146	123	33	7	0	0	0	0	0	0	0	0	0	0	0	
1000	310	5	284	4	27	2	4	0	0	0	0	0	0	0	33546	0	4	30	89	86	65	28	6	2	0	0	0	0	0	0	0	0	0	0	
1100	302	7	261	3	21	1	4	0	0	0	0	0	0	0	33546	0	5	36	92	74	64	24	5	1	0	0	0	0	0	0	0	0	0	0	
1200	298	4	259	3	25	2	2	0	0	0	0	0	0	0	33546	0	1	29	90	82	66	26	5	1	0	0	0	0	0	0	0	0	0	0	0
1300	334	4	295	3	23	3	3	0	0	0	0	0	0	0	33546	0	4	25	89	99	78	31	6	1	0	0	0	0	0	0	0	0	0	0	0
1400	300	4	255	4	27	4	3	0	0	0	0	0	0	0	33546	0	3	35	95	77	63	22	4	0	0	0	0	0	0	0	0	0	0	0	0
1500	277	6	228	4	28	2	4	0	0	0	0	0	0	0	33546	0	3	22	82	70	66	25	6	2	0	0	0	0	0	0	0	0	0	0	0
1600	244	6	208	3	19	1	3	0	0	0	0	0	0	0	33546	0	2	20	66	62	60	25	7	2	1	0	0	0	0	0	0	0	0	0	0
1700	203	8	175	3	11	1	2	0	0	0	0	0	0	0	33546	0	1	15	42	55	53	24	8	2	0	0	0	0	0	0	0	0	0	0	0
1800	141	7	124	2	5	1	1	0	0	0	0	0	0	0	33546	0	0	11	34	29	35	24	8	1	0	0	0	0	0	0	0	0	0	0	0
1900	73	4	63	0	3	0	0	0	0	0	0	0	0	0	33546	0	0	0	2	1	14	26	18	8	3	0	0	0	0	0	0	0	0	0	
2000	34	2	34	0	1	0	0	0	0	0	0	0	0	0	33546	0	0	0	1	5	12	10	5	1	0	0	0	0	0	0	0	0	0	0	
2100	34	1	31	0	2	0	0	0	0	0	0	0	0	0	33546	0	0	0	1	6	11	7	4	1	1	0	0	0	0	0	0	0	0	0	
2200	19	0	17	0	0	0	0	0	0	0	0	0	0	0	33546	0	0	0	0	3	5	5	2	1	1	0	0	0	0	0	0	0	0	0	
2300	11	0	11	0	0	0	0	0	0	0	0	0	0	0	33546	0	0	0	0	1	4	2	2	1	0	0	0	0	0	0	0	0	0	0	

Globals

Report Id CustomList-65
Descriptor RGP2
Created by MetroCount Traffic Executive
Creation Time (UTC) 2014-11-14T12:13:07
Legal Copyright (c)1997 - 2014 MetroCount

Graphic English
Language English
Country United States
Time UTC + 0 min
Create Version 4.0.6.0
Metric Part metric
Speed Unit mph
Length Unit metre
Mass Unit tonne

Dataset

Site Name Havant
Site Attribute ATC 6
File Name \\RGP-SBS-01\Users\j.affwood\MetroCount\MTE 4.06\Data\Havant 0 2014-09-19 1403.EC0
File Type Plus

Algorithm Factory default axle
Description Harts Farm Way
Lane 0

Direction 6
Direction Text 6 - West bound A/B, East bound B/A
Layout Text Axle sensors - Paired (Class/Speed/Count)
Setup Time 2014-09-05T10:28:33
Start Time 2014-09-05T10:28:33
Finish Time 2014-09-19T14:03:33
Operator ZAP

Configuration 00000000 80 00 14 6a 00 00 00 00 00 Standard

Profile

Name RGP - Westbound
Title MetroCount Traffic Executive
Graphic Logo
Header
Footer
Percentile 1 85
Percentile 2 95
Page 10
Filter Start 2014-09-09T00:00:00
Filter End 2014-09-15T23:00:00
Class Scheme ARX
Low Speed 5
High Speed 100
Posted Limit 40
Speed Limits 40 40 40 40 40 40 40 40 40 40
Separation 0.000
Separation Type Headway
Direction West
Encoded Direction 8

HARTS FARM WAY, HAVANT

WESTBOUND

Column	24-hour time (0000 - 2359)
Time	Number in time step
Total	Class totals
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Cls 13	Class totals
RunTot	Cumulative total vehicles
Vbin 5 10	Speed bin totals
Vbin 10 15	Speed bin totals
Vbin 15 20	Speed bin totals
Vbin 20 25	Speed bin totals
Vbin 25 30	Speed bin totals
Vbin 30 35	Speed bin totals
Vbin 35 40	Speed bin totals
Vbin 40 45	Speed bin totals
Vbin 45 50	Speed bin totals
Vbin 50 55	Speed bin totals
Vbin 55 60	Speed bin totals
Vbin 60 65	Speed bin totals
Vbin 65 70	Speed bin totals
Vbin 70 75	Speed bin totals
Vbin 75 80	Speed bin totals
Vpp 85	Percentile speed

HARTS FARM WAY, HAVANT

WESTBOUND

Report Id - Custom_4666
Site Name - Havant
Description - Hants Farm Way
Direction - West

Tuesday, September 9, 2014

Time	Total	Cls	1	2	3	4	5	6	7	8	Cls	9	10	11	12	Cls	Run Tot	Value	50	15	20	25	30	35	40	45	50	55	60	65	70	75	Value	Vpp	
0000	26	2	22	0	0	0	0	0	0	0	0	0	0	0	0	0	1	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	
0100	7	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.8	
0200	11	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	
0300	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	
0400	16	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	
0500	30	3	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	0	1	2	6	2	3	13	2	0	0	0	0	0	0	0	0	42.7
0600	118	8	95	0	13	1	2	0	0	0	0	0	0	0	0	0	0	208	0	2	6	5	12	41	37	12	2	1	0	0	0	0	0	0	42.7
0700	224	16	182	0	19	0	5	0	0	0	0	0	0	0	0	0	0	433	0	2	13	32	69	72	15	4	0	0	0	0	0	0	0	0	38
0800	334	4	278	5	40	4	0	0	0	0	0	0	0	0	0	0	0	787	0	1	17	37	85	128	54	10	2	0	0	0	0	0	0	0	35.8
0900	317	4	268	5	35	2	2	0	0	0	0	0	0	0	0	0	0	1264	0	2	22	47	76	109	52	7	2	0	0	0	0	0	0	0	35.8
1000	358	7	300	5	43	1	1	0	0	0	0	0	0	0	0	0	0	1443	0	1	17	60	90	135	48	10	0	0	0	0	0	0	0	0	34.8
1100	339	6	295	1	35	0	0	0	0	0	0	0	0	0	0	0	0	1782	0	1	16	49	82	112	66	11	2	0	0	0	0	0	0	0	36.7
1200	397	4	355	1	36	4	1	0	0	0	0	0	0	0	0	0	0	2179	0	1	10	70	108	135	60	8	4	1	0	0	0	0	0	0	35.6
1300	414	8	370	5	27	1	1	0	0	0	0	0	0	0	0	0	0	2593	0	3	16	61	108	141	52	11	1	0	0	0	0	0	0	0	35.1
1400	489	7	430	5	44	2	0	0	0	0	0	0	0	0	0	0	0	3082	0	3	18	66	117	156	66	16	4	2	0	0	0	0	0	0	36
1500	539	8	478	7	43	0	1	0	0	0	0	0	0	0	0	0	0	3621	0	3	21	63	160	181	71	19	1	1	0	0	0	0	0	0	35.3
1600	1040	31	908	11	34	1	2	0	0	0	0	0	0	0	0	0	0	4981	0	6	17	88	124	169	86	10	1	0	0	0	0	0	0	0	33.8
1700	997	43	915	8	21	1	1	0	0	0	0	0	0	0	0	0	0	5658	1	4	47	129	167	236	93	18	1	0	0	0	0	0	0	0	37.4
1800	557	24	513	4	13	0	1	0	0	0	0	0	0	0	0	0	0	6215	0	4	17	33	100	142	124	29	8	0	0	0	0	0	0	0	40.3
1900	177	5	167	0	5	0	0	0	0	0	0	0	0	0	0	0	0	8392	0	1	3	6	23	63	52	15	8	2	0	0	0	0	0	0	40.5
2000	188	8	174	0	1	1	2	0	0	0	0	0	0	0	0	0	0	8680	0	1	8	0	11	74	51	36	6	1	1	0	0	0	0	0	40.5
2100	71	3	66	0	2	0	1	0	0	0	0	0	0	0	0	0	0	8681	0	1	0	0	5	25	16	15	0	2	1	1	0	0	0	0	44.1
2200	75	3	71	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8726	0	1	4	7	29	15	14	2	0	2	0	0	0	0	0	0	41.8
2300	29	2	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8758	0	1	0	1	3	8	5	6	2	3	0	0	0	0	0	0	45.9
00-19	6086	163	5342	55	384	15	15	0	0	0	0	0	0	0	0	0	0	8785	1	31	232	741	1803	2159	842	152	38	4	0	0	0	0	0	0	35.3
06-22	5561	186	5543	55	405	18	21	0	0	0	0	0	0	0	0	0	0	8785	1	36	247	752	1854	2362	1008	233	83	8	3	1	0	0	0	0	36
06-20	8465	191	5938	55	409	18	21	0	0	0	0	0	0	0	0	0	0	8785	1	37	248	752	1854	2369	1029	253	87	11	3	1	0	0	0	0	36.3
06-20	8755	194	6057	55	418	18	25	0	0	0	0	0	0	0	0	0	0	8785	1	39	250	764	1868	2428	1059	264	93	11	7	3	1	0	0	0	36.3
06-20	8755	194	6057	55	418	18	25	0	0	0	0	0	0	0	0	0	0	8785	1	39	250	764	1868	2428	1059	264	93	11	7	3	1	0	0	0	36.3

HARTS FARM WAY, HAVANT

WESTBOUND

Report Id - CustomList-65
Site Name - Havant
Description - Haris Farm Way
Direction - West

Friday, September 12, 2014

[illegible]

HARTS FARM WAY, HAVANT

WESTBOUND

Report Id - CustomList:65
Site Name - Havant
Description - Hants Farm Way
Direction - West

Virtual Day (Partial days = 6.95833)

Time	Total	Ch 1	Ch 2	Ch 3	Ch 4	Ch 5	Ch 6	Ch 7	Ch 8	Ch 9	Ch 10	Ch 11	Ch 12	Ch 13	Run Tot	Vbin 5	Vbin 10	Vbin 15	Vbin 20	Vbin 25	Vbin 30	Vbin 35	Vbin 40	Vbin 45	Vbin 50	Vbin 55	Vbin 60	Vbin 65	Vbin 70	Vbin 75	Vbin 80	Vbin 85	Vbin 90	Vbin 95		
00000	21	1	19	0	1	0	0	0	0	0	0	0	0	0	40511	0	0	0	0	4	5	5	2	2	0	0	1	0	0	0	0	0	0	44.3		
01000	9	0	8	0	1	0	0	0	0	0	0	0	0	0	40511	0	0	0	0	1	2	2	2	1	0	0	0	0	0	0	0	0	0	-		
02000	7	0	6	0	1	0	0	0	0	0	0	0	0	0	40511	0	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	-		
03000	6	0	4	0	0	0	0	0	0	0	0	0	0	0	40511	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	-		
04000	11	0	8	0	0	0	0	0	0	0	0	0	0	0	40511	0	0	0	0	1	4	3	2	1	0	0	0	0	0	0	0	0	0	42		
05000	28	2	18	0	3	0	0	0	0	0	0	0	0	0	40511	0	0	0	0	2	5	10	4	1	0	0	0	0	0	0	0	0	0	41.2		
06000	85	8	63	0	11	0	0	0	0	0	0	0	0	0	40511	0	0	0	0	1	28	25	8	3	1	0	0	0	0	0	0	0	0	39.0		
07000	162	15	147	0	18	2	3	0	1	1	1	0	0	0	40511	1	3	12	34	34	63	42	11	2	0	0	0	0	0	0	0	0	0	0	37.8	
08000	256	4	214	2	27	3	3	0	1	1	1	0	0	0	40511	1	3	13	29	60	97	42	9	3	0	0	0	0	0	0	0	0	0	0	36.2	
09000	287	3	247	3	27	3	0	1	0	0	0	0	0	0	40511	0	2	13	47	71	95	41	11	2	0	0	0	0	0	0	0	0	0	0	35.8	
10000	325	4	282	3	30	1	2	0	1	1	0	0	0	0	40511	0	2	14	60	83	113	50	12	2	1	0	0	0	0	0	0	0	0	0	35.8	
11000	369	7	322	3	34	2	1	0	1	1	0	0	0	0	40511	0	2	16	83	119	145	85	13	3	1	0	0	0	0	0	0	0	0	0	35.8	
12000	424	5	386	3	23	0	1	2	0	1	0	0	0	0	40511	0	2	16	84	112	136	57	12	2	0	0	0	0	0	0	0	0	0	0	35.3	
13000	483	6	364	3	24	2	2	0	1	0	0	0	0	0	40511	0	2	16	70	127	156	83	14	2	1	0	0	0	0	0	0	0	0	0	0	35.3
14000	485	8	422	4	27	1	0	0	0	0	0	0	0	0	40511	0	2	19	67	134	163	78	15	2	1	0	0	0	0	0	0	0	0	0	36	
15000	469	3	31	1	1	2	0	0	0	0	0	0	0	0	40511	0	2	19	87	134	163	78	15	2	1	0	0	0	0	0	0	0	0	0	33.8	
16000	837	23	776	7	26	1	0	0	0	0	0	0	0	0	40511	0	5	24	106	333	268	70	9	2	1	0	0	0	0	0	0	0	0	0	34.9	
17000	741	24	652	6	14	0	0	0	0	0	0	0	0	0	40511	0	5	25	70	245	283	94	16	3	1	0	0	0	0	0	0	0	0	0	37.8	
18000	411	17	380	4	9	0	1	0	0	0	0	0	0	0	40511	0	5	15	31	77	155	98	25	6	1	0	0	0	0	0	0	0	0	0	40.3	
19000	188	7	175	0	5	0	0	0	0	0	0	0	0	0	40511	0	1	3	3	25	66	59	22	6	2	0	0	0	0	0	0	0	0	40.3		
20000	137	5	128	0	2	0	0	0	0	0	0	0	0	0	40511	0	1	3	1	15	51	41	18	4	1	0	0	0	0	0	0	0	0	40.7		
21000	53	1	49	0	2	0	0	0	0	0	0	0	0	0	40511	0	0	0	0	5	16	14	10	4	0	1	1	0	0	0	0	0	0	43.2		
22000	61	1	59	0	1	0	0	0	0	0	0	0	0	0	40511	0	0	0	0	1	7	19	17	10	4	0	2	0	0	0	0	0	0	42.3		
23000	25	2	22	0	1	0	0	0	0	0	0	0	0	0	40511	0	1	1	1	3	6	6	5	1	2	0	0	0	0	0	0	0	0	44.5		

WESTBOUND

Report Id - CustomList-65
Site Name - Havant
Description - Harts Farm Way
Direction - West

Grand Total

Time	Total	Cs1	Cls1	Cls2	Cls3	Cls4	Cls5	Cls6	Cls7	Cls8	Cls9	Cls10	Cls11	Cls12	Cls13	Cls14	Cls15	Cls16	Cls17	Cls18	Cls19	Cls20	Cls21	Cls22	Cls23	Cls24	Cls25	Cls26	Cls27	Cls28	Cls29	Cls30	Cls31	Cls32	Cls33	Cls34	Cls35	Cls36	Cls37	Cls38	Cls39	Cls40	Cls41	Cls42	Cls43	Cls44	Cls45	Cls46	Cls47	Cls48	Cls49	Cls50	Cls51	Cls52	Cls53	Cls54	Cls55	Cls56	Cls57	Cls58	Cls59	Cls60	Cls61	Cls62	Cls63	Cls64	Cls65	Cls66	Cls67	Cls68	Cls69	Cls70	Cls71	Cls72	Cls73	Cls74	Cls75	Cls76	Cls77	Cls78	Cls79	Cls80	Cls81	Cls82	Cls83	Cls84	Cls85	Cls86	Cls87	Cls88	Cls89	Cls90	Cls91	Cls92	Cls93	Cls94	Cls95	Cls96	Cls97	Cls98	Cls99	Cls100	Cls101	Cls102	Cls103	Cls104	Cls105	Cls106	Cls107	Cls108	Cls109	Cls110	Cls111	Cls112	Cls113	Cls114	Cls115	Cls116	Cls117	Cls118	Cls119	Cls120	Cls121	Cls122	Cls123	Cls124	Cls125	Cls126	Cls127	Cls128	Cls129	Cls130	Cls131	Cls132	Cls133	Cls134	Cls135	Cls136	Cls137	Cls138	Cls139	Cls140	Cls141	Cls142	Cls143	Cls144	Cls145	Cls146	Cls147	Cls148	Cls149	Cls150	Cls151	Cls152	Cls153	Cls154	Cls155	Cls156	Cls157	Cls158	Cls159	Cls160	Cls161	Cls162	Cls163	Cls164	Cls165	Cls166	Cls167	Cls168	Cls169	Cls170	Cls171	Cls172	Cls173	Cls174	Cls175	Cls176	Cls177	Cls178	Cls179	Cls180	Cls181	Cls182	Cls183	Cls184	Cls185	Cls186	Cls187	Cls188	Cls189	Cls190	Cls191	Cls192	Cls193	Cls194	Cls195	Cls196	Cls197	Cls198	Cls199	Cls200	Cls201	Cls202	Cls203	Cls204	Cls205	Cls206	Cls207	Cls208	Cls209	Cls210	Cls211	Cls212	Cls213	Cls214	Cls215	Cls216	Cls217	Cls218	Cls219	Cls220	Cls221	Cls222	Cls223	Cls224	Cls225	Cls226	Cls227	Cls228	Cls229	Cls230	Cls231	Cls232	Cls233	Cls234	Cls235	Cls236	Cls237	Cls238	Cls239	Cls240	Cls241	Cls242	Cls243	Cls244	Cls245	Cls246	Cls247	Cls248	Cls249	Cls250	Cls251	Cls252	Cls253	Cls254	Cls255	Cls256	Cls257	Cls258	Cls259	Cls260	Cls261	Cls262	Cls263	Cls264	Cls265	Cls266	Cls267	Cls268	Cls269	Cls270	Cls271	Cls272	Cls273	Cls274	Cls275	Cls276	Cls277	Cls278	Cls279	Cls280	Cls281	Cls282	Cls283	Cls284	Cls285	Cls286	Cls287	Cls288	Cls289	Cls290	Cls291	Cls292	Cls293	Cls294	Cls295	Cls296	Cls297	Cls298	Cls299	Cls300	Cls301	Cls302	Cls303	Cls304	Cls305	Cls306	Cls307	Cls308	Cls309	Cls310	Cls311	Cls312	Cls313	Cls314	Cls315	Cls316	Cls317	Cls318	Cls319	Cls320	Cls321	Cls322	Cls323	Cls324	Cls325	Cls326	Cls327	Cls328	Cls329	Cls330	Cls331	Cls332	Cls333	Cls334	Cls335	Cls336	Cls337	Cls338	Cls339	Cls340	Cls341	Cls342	Cls343	Cls344	Cls345	Cls346	Cls347	Cls348	Cls349	Cls350	Cls351	Cls352	Cls353	Cls354	Cls355	Cls356	Cls357	Cls358	Cls359	Cls360	Cls361	Cls362	Cls363	Cls364	Cls365	Cls366	Cls367	Cls368	Cls369	Cls370	Cls371	Cls372	Cls373	Cls374	Cls375	Cls376	Cls377	Cls378	Cls379	Cls380	Cls381	Cls382	Cls383	Cls384	Cls385	Cls386	Cls387	Cls388	Cls389	Cls390	Cls391	Cls392	Cls393	Cls394	Cls395	Cls396	Cls397	Cls398	Cls399	Cls400	Cls401	Cls402	Cls403	Cls404	Cls405	Cls406	Cls407	Cls408	Cls409	Cls410	Cls411	Cls412	Cls413	Cls414	Cls415	Cls416	Cls417	Cls418	Cls419	Cls420	Cls421	Cls422	Cls423	Cls424	Cls425	Cls426	Cls427	Cls428	Cls429	Cls430	Cls431	Cls432	Cls433	Cls434	Cls435	Cls436	Cls437	Cls438	Cls439	Cls440	Cls441	Cls442	Cls443	Cls444	Cls445	Cls446	Cls447	Cls448	Cls449	Cls450	Cls451	Cls452	Cls453	Cls454	Cls455	Cls456	Cls457	Cls458	Cls459	Cls460	Cls461	Cls462	Cls463	Cls464	Cls465	Cls466	Cls467	Cls468	Cls469	Cls470	Cls471	Cls472	Cls473	Cls474	Cls475	Cls476	Cls477	Cls478	Cls479	Cls480	Cls481	Cls482	Cls483	Cls484	Cls485	Cls486	Cls487	Cls488	Cls489	Cls490	Cls491	Cls492	Cls493	Cls494	Cls495	Cls496	Cls497	Cls498	Cls499	Cls500	Cls501	Cls502	Cls503	Cls504	Cls505	Cls506	Cls507	Cls508	Cls509	Cls510	Cls511	Cls512	Cls513	Cls514	Cls515	Cls516	Cls517	Cls518	Cls519	Cls520	Cls521	Cls522	Cls523	Cls524	Cls525	Cls526	Cls527	Cls528	Cls529	Cls530	Cls531	Cls532	Cls533	Cls534	Cls535	Cls536	Cls537	Cls538	Cls539	Cls540	Cls541	Cls542	Cls543	Cls544	Cls545	Cls546	Cls547	Cls548	Cls549	Cls550	Cls551	Cls552	Cls553	Cls554	Cls555	Cls556	Cls557	Cls558	Cls559	Cls560	Cls561	Cls562	Cls563	Cls564	Cls565	Cls566	Cls567	Cls568	Cls569	Cls570	Cls571	Cls572	Cls573	Cls574	Cls575	Cls576	Cls577	Cls578	Cls579	Cls580	Cls581	Cls582	Cls583	Cls584	Cls585	Cls586	Cls587	Cls588	Cls589	Cls590	Cls591	Cls592	Cls593	Cls594	Cls595	Cls596	Cls597	Cls598	Cls599	Cls600	Cls601	Cls602	Cls603	Cls604	Cls605	Cls606	Cls607	Cls608	Cls609	Cls610	Cls611	Cls612	Cls613	Cls614	Cls615	Cls616	Cls617	Cls618	Cls619	Cls620	Cls621	Cls622	Cls623	Cls624	Cls625	Cls626	Cls627	Cls628	Cls629	Cls630	Cls631	Cls632	Cls633	Cls634	Cls635	Cls636	Cls637	Cls638	Cls639	Cls640	Cls641	Cls642	Cls643	Cls644	Cls645	Cls646	Cls647	Cls648	Cls649	Cls650	Cls651	Cls652	Cls653	Cls654	Cls655	Cls656	Cls657	Cls658	Cls659	Cls660	Cls661	Cls662	Cls663	Cls664	Cls665	Cls666	Cls667	Cls668	Cls669	Cls670	Cls671	Cls672	Cls673	Cls674	Cls675	Cls676	Cls677	Cls678	Cls679	Cls680	Cls681	Cls682	Cls683	Cls684	Cls685	Cls686	Cls687	Cls688	Cls689	Cls690	Cls691	Cls692	Cls693	Cls694	Cls695	Cls696	Cls697	Cls698	Cls699	Cls700	Cls701	Cls702	Cls703	Cls704	Cls705	Cls706	Cls707	Cls708	Cls709	Cls710	Cls711	Cls712	Cls713	Cls714	Cls715	Cls716	Cls717	Cls718	Cls719	Cls720	Cls721	Cls722	Cls723	Cls724	Cls725	Cls726	Cls727	Cls7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APPENDIX C



APPENDIX D

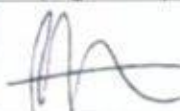


DEPOT ACCESS HARTS FARM WAY, HAVANT

Stage 1 Road Safety Audit

November 2014

DAH/LS/14/0922/RSA1

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	D Hubbard	L Shaw		14/11/14
Designer's Response	T Wares	P. Russell		14/11/14
Authority's Response				
Audit Response				

Client:	
Russell Giles Partnership	The Safety Forum Ltd
The Old Stables Fry's Yard Bridge Street Godalming Surrey GU7 1HP	PO Box 744 Godalming Surrey GU7 9DU
Date: 14 th November 2014	

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APPENDIX B	Designer's Response
APPENDIX C	Existing Access Arrangement

1.0 INTRODUCTION

1.1 General

- 1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on proposals for the permanent use of an existing Depot Access on Harts Farm Way, Havant, Hampshire.
- 1.1.2 The Stage 1 RSA was carried out at the request of the Russell Giles Partnership, Godalming.
- 1.1.3 The Audit was carried out between 8th – 9th November 2014 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from THE SAFETY FORUM LTD and independent of the project design team, has had no involvement with the project. The Auditors were:
- Dave Hubbard
- Laurence Shaw
- 1.1.4 The report has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) Highways Directive (HD) 19/03.
- 1.1.5 Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.
- 1.1.6 The audit consisted of a desktop study and a site visit. The site visit was carried out on 8th November 2014, between 12:00 and 12:30. The weather was dry and fine with good visibility and the road surface was dry.
- 1.1.7 The proposals being audited are an existing obliquely angled vehicle access, connecting with the existing highway network, and proposed alterations to the existing road marking on the immediate vicinity of the access.
- 1.1.8 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

- 1.1.9 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.
- 1.1.10 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the LHA on final completion.

2.0 ITEMS CONSIDERED

- 2.1 The Road Safety Audit was undertaken on the scheme detailed in the following Russell Giles Partnership's documentation.

Drawing No.	Rev	Title
2014/2238/001	-	Existing Access Arrangement
2014/2238/002	-	Swept Path Analysis Heavy Goods Vehicle
2014/2270/Plan 01	-	Site Location & Accessibility Plan

- 2.2 No departures from standards have been submitted to the Audit Team.

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

3.1 PROBLEM

LOCATION: South-eastern footway.

SUMMARY: Risk of slips.

The surface of the existing vehicle crossover is lower than adjacent highway drainage facility which causes surface water to pond over a large area of it. Continued accumulation of standing water, silt or ice could present a slip hazard to those who pass over it.

RECOMMENDATION

Replace the surface of the vehicle crossover ensuring its profile allows water to drain from it.

3.2 PROBLEM

LOCATION: South-eastern verge.

SUMMARY: Risk of trips.

The existing vehicle crossover is too narrow to accommodate the wheel tracks of large vehicles when turning left onto Harts Farm Road; as demonstrated by the swept path analysis results. Resultant overrunning has caused erosion to the verge to the west of the crossover which presents a trip hazard to pedestrians.

RECOMMENDATION

Reinstate the eroded verge with an overrunable surface over the anticipated extent of large vehicle tracks.

4.0 GENERAL OBSERVATIONS



- 4.1 The drawings show an arrangement of road markings on Harts Farm Way that no longer exists. At the time of the site visit, the left turn lane is now the running lane for northeast-bound traffic and the previous running lane has a series of short hatched ghost islands. These are shown on the above photograph. The Audit Team have assumed that there are no proposals to change the current arrangement of road markings.

5.0 AUDITOR STATEMENT

5.1 I certify that this audit has been carried out in accordance with HD 19/03.

AUDIT TEAM LEADER

D Hubbard
The Safety Forum Ltd
PO Box 744
Godalming
Surrey
GU7 9DU

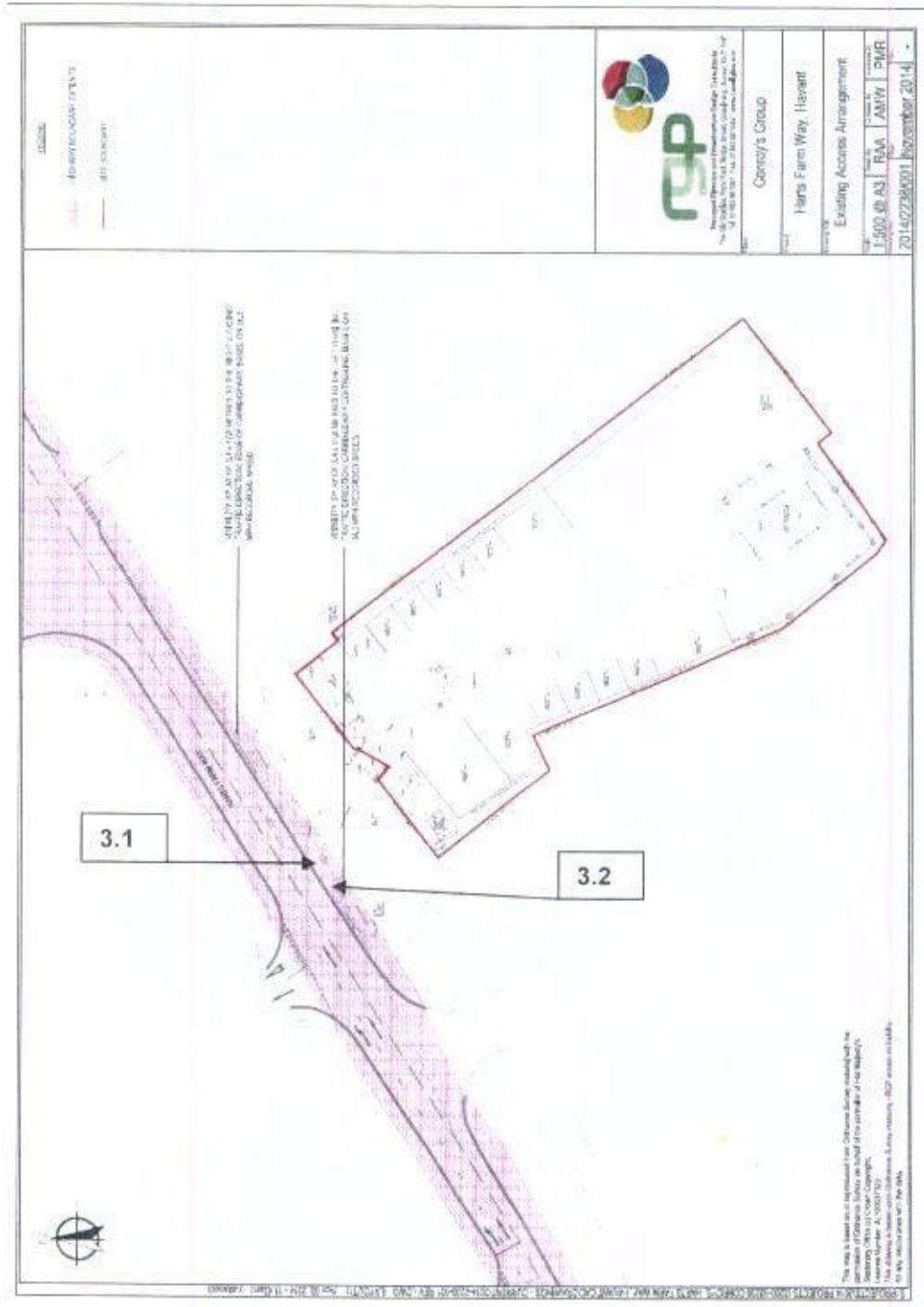
AUDIT TEAM MEMBER

L Shaw


Signed:

Date: 12th November 2014

APPENDIX A: LOCATION PLAN



APPENDIX B: DESIGNERS RESPONSE

Auditors: Laurence Shaw (Team Leader) and Dave Hubbard (Team Member).

Date Audit Completed: 10th November 2014

Scheme: Depot Access at Harts Farm Way, Havant for Russell Giles Partnership

This response is to a Stage 1 Road Safety Audit to the design standard detailed within HD19/03 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

Problem no. in safety audit report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measure (detail description)
3.1	No	No	While it is noted that the existing vehicle crossover is lower than the adjacent highway, given that the ownership of the land is under the control of SSE, 'the applicant' (Conroy's Group) cannot undertake work on changing its profile to allow water to drain in an efficient manner. In addition, Conroy's Group has operated from the utilities storage depot for the past 3 years without experiencing any issues with pedestrians slipping on the wet surface.
3.2	No	No	The width of the concrete roadway connecting the vehicle crossover off the southern side of Harts Farm Way to the internal layout of the utilities storage depot measures approximately 5 metres, which is sufficient to accommodate a 4 axle rigid truck (the largest vehicle anticipated to access / egress from the site). Furthermore, Drawing No. 2014/2238 clearly shows the wheel track of a rigid truck can manoeuvre in and out of the access without over-running the grass verge. Consequently, this is not considered to represent a trip hazard to pedestrians. Furthermore, due to the unique operation of the site, it is not anticipated to generate a significant number of visitors travelling on-foot.

Observation	In response to the auditor's comment regarding the arrangement of road markings on Harts Farm Way, Drawing No. 2014/2238/001 has been amended.
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Principal Engineer's Statement:

Depot Access, Harts Farm Way, Havant for Russell Giles Partnership

I certify that I have considered the items raised in the Stage 1 Road Safety Audit Report and I am content to accept all of its recommendations except for the ones listed above. I have stated my reasons for not accepting them and I seek the Chief Engineer's endorsement of my proposals.



..... Date., 14th November 2014

Principal Engineer

Chief Engineer's Decision:

I accept these proposals by the Principal Engineer.

..... Date.....

Chief Engineer