Proposed Non-Food Retail Redevelopment, Former ITCS Site, Solent Road, Havant

Transport Statement

david tucker associates
transport planning consultants

Proposed Non-Food Retail Redevelopment, Former ITCS Site, Solent Road, Havant

Transport Statement

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1.0 INTRODUCTION

1.1 David Tucker Associates (DTA) have been commissioned by Hargreaves to review the transportation implications of the proposed redevelopment of an existing B2 unit located on Solent Road in Havant, to provide a non-food retail store. The proposed development will require the demolition of the existing B2 use building to be replaced by 796 sq m GFA of A1 non-food retail. **Figure 1** shows the location of the site.

1.2 This Transport Statement has been prepared in accordance with Guidance on Transport Assessments published by the Department for Transport March 2007. Chapter 3 of the Guidance sets out specific guidance on preparing Transport Statements as such this Statement provides the following:

Existing Conditions Details of the existing site transport characteristics (pedestrian and cyclist facilities, public transport availability and highway layout. Baseline transport data and a review of personal injury accidents within the area surrounding the site.

Proposed Development Details of the proposed site layout. A review of the residual vehicular impact with consideration of the extant permission as appropriate.

1.3 Further reference is made to guidance within Havant Borough Adopted Core Strategy, in particular, Appendix 5 which provides guidance on parking provision.

1.4 This Statement concludes that the site is well located in terms of public transport links, proximity to the cycle route network and the town centre. Personal Injury Accident data has been reviewed and it is concluded that there are no existing

highway safety issues which would need to be addressed in respect of the development proposals.

1.5 The site layout has been reviewed and parking provision has been determined with reference to local parking guidance with consideration of levels of use which would be generated by a non-food retail use. It is concluded that the proposed parking provision will adequately meet the requirements of the development and that the site layout will servicing within the confines of the site.

2.0 EXISTING CONDITIONS

2.1 Site Location

2.1.1 The site is located on Solent Road in Havant, to the west of the town centre. Solent Road has a carriageway width of 7.5m and a speed limit of 30mph. 1.7m to 2.2m footways are present on both sides of the carriageway. Double yellow lines are present along the entire length of Solent Road, on both sides of the carriageway. Street lights are also in place along the entire length of the link. The surrounding area is mixed commercial and retail with a small number of residential properties neighbouring the site. The Solent Retail Park and a large Tesco store are located to the east of the site, between it and the core of Havant Town Centre.

2.1.2 Approximately 360m to the east of the site, Solent Road forms a signalled junction with Park Road North (B2149) which is dual carriageway in this location. Staged signalled pedestrian crossings are provided within the junction.

2.1.3 Approximately 280m to the west of the site, Solent Road forms a roundabout junction with Brockhampton Road. Brockhampton Lane is located opposite the site.

2.1.4 The location of the site is shown on **Figure 1**.

2.2 Existing Use

2.2.1 The site is presently occupied by an industrial building with showroom, ancillary offices and yard. This building provides 498 sq m of internal floor space. The storage yard and parking area is 660 sq m in area.

2.2.2 The building was previously in use by a steel fabrication business but is not currently occupied. In order to provide an understanding of the potential trip generation of the existing use, reference has been made to the TRICS database, specifically, industrial units. Details of the selected TRICS survey sites are attached as **Appendix A**. **Table 2.1** provides a summary of the trip rates and vehicular trips for a unit of 498 sq m.

Table 2.1 *Industrial Unit Trip Rates/Vehicle Trips*

Trip Rates (per 100 sq m)			
	in	out	total
0800-0900	0.341	0.067	0.408
1700-1800	0.033	0.265	0.298
0700-1900	1.471	1.532	3.003
Vehicular Trips			
	in	out	total
0800-0900	2	0	2
1700-1800	0	1	1
0700-1900	7	8	15

2.3 Baseline Traffic Data

2.3.1 An Automatic Traffic Counter (ATC) was installed to the east of the site access on Solent Road by Intelligent Data Services between 21st March and 28th March 2011. Full details of the survey data are attached as **Appendix B**. **Table 2.2** provides a summary of the peak and 12 hour movements on Solent Road.

Table 2.2 *Summary of weekday traffic flows on Solent Road*

	5 day average flows		
	westbound	**eastbound**	**Two-way**
0800-0900	416	146	562
1700-1800	197	291	488
0700-1900	3393	2136	5529

2.4 Personal Injury Accidents

2.4.1 Personal Injury Accident data for the preceding five year period has been provided by Hampshire Constabulary. Full details of the accident data are attached as **Appendix C**. **Figure 2** shows the extent of the study area and the locations and severities of the accidents.

Table 2.3 *Summary of PIA data – Solent Road*

Location	Summary	Severity
Solent Road - link	Rear shunt (3 cars)	slight
	Cyclist collides with car	slight
	Nearside/offside collision (taxi and car)	slight
	Rear shunt	slight
	Rear shunt	slight
Solent Road/Park Road junction	Nearside collision	Slight
	Rear shunt	Slight
	Front collision	Slight
	Motorbike/car collision	slight
	Motorbike/car collision	slight
Solent Road/Tesco junction	Front/offside collision	slight
	Car mounts kerb and causes motorcyclist to brake and fall	serious
	Total slight accidents	11
	Total serious accidents	1
	Total fatal accidents	0
	Total	**12**

2.4.2 **Table 2.3** provides a summary of the accidents occurring on Solent Road. Within the study area there were 26 personal injury accidents the preceding five year period (01/01/2006-31/12/2010), 12 of these occurred on Solent Road, of which 11 were of a 'slight' severity and one of a 'serious' severity. No accidents

occurred at the site access junction with Solent Road and no accidents occurred at the junction of Solent Road with Brockhampton Road.

2.4.3 The locations and frequencies of the accidents do not indicate any specific highway safety issue which needs to be addressed as part of this development proposal.

2.5 Walking and Cycling

2.5.1 Havant bus and train station are within 800m walking distance from the site. Footways along both sides of Solent Road provide convenient connections between the site and the Tesco store adjacent and Solent Retail Park on the north side of Solent Road. A recently constructed link over the stream at the eastern side of Solent Retail Park provides a convenient connection to the core of the Town Centre.

2.5.2 There are no specific facilities for cyclists on Solent Road however National Cycle Network (NCN) Route 22 runs to the south of the site, providing a largely traffic free route between Havant and Portsmouth. This route can be accessed from Solent Road to the west of the junction with Park Road North. To the east of Park Road North NCN 22 links with NCN 2, which provides an off road route to Hayling Island to the south of the site. NCN2 and NCN22 are shown on **Figure 1**.

2.6 Public Transport

2.6.1 A number of bus stops are located on Solent Road, a short distance from the site. Further stopping facilities are located on Park Road North. Bus stop locations are shown on **Figure 1**.

2.6.2 One frequent bus service routes along Solent Road. This service routes between the town centre and Penner Road via Solent Road on a half hourly frequency. A summary of the service is provided within **Table 2.4**.

Table 2.4 *Bus services from Solent Road*

Service number	Route	Mon-Fri (first and last service)*	Saturday	Sunday
75	Havant – Penner Road	Every 30 minutes (00710/2040)	No service	No service

*First and last service at Havant Market Parade

2.6.3 Further services operate along Park Road North/South. These are summarised in **Table 2.5**.

Table 2.5 *Bus services from Park Road South*

Service number	Route	Mon-Fri (first and last service)*	Saturday	Sunday
30	Havant – Hayling Island	Every 30 minutes (0635/2240)	Every 30 minutes (0655/2240)	Every two hours (0855/1655)
31	Hayling Island to Havant	Every 30 minutes (0650/2140)	Every 30 minutes (0715/2240)	Every two hours (0955/1755)
700	Brighton - Chichester - Havant - Portsmouth	Every 30 minutes (0641/2208)	Every 30 minutes (0705/2208)	Hourly (0816/2000)

*First and last service at Havant Bus Station

2.6.4 In summary, frequent bus services are available within 400m of the site to Havant town centre, Hayling Island and Portsmouth.

2.7 Summary

2.7.1 The existing transport attributes have the site have been described above. In summary the site is accessible by public transport from a number of locations. In addition the site is within close proximity to national cycle routes which link Havant to Portsmouth and Hayling Island.

2.7.2 A review of personal injury accidents shows that there are no high way safety issues within the vicinity of the site.

3.0 PROPOSED DEVELOPMENT

3.1 Site Layout

3.1.1 The location of the site is described in the previous section. The site is accessed by a priority junction with Solent Road. The proposed site development will retain the access in the current position. The proposed non-retail use will provide a gross floor area of 796 sq m.

3.1.2 The proposed site layout is attached as **Appendix D**. Servicing is available to the side of the building, an Autotrack of the manoeuvre is shown as **Figure 3**. A segregated pedestrian access is to be provided in to the site.

3.2 Car and Cycle Parking Provision

3.2.1 The layout shows 26 parking spaces in total, including one disabled parking bay. This level of parking provision is consistent with guidance provided within the Adopted Havant Borough Core Strategy Appendix 5 of which sets out maximum non-residential parking standards:

> **Non-food retail 1 space per 20 sq m or in accessible areas 1.5 spaces per 40 sq m.**

3.2.2 **Table 3.1** provides a summary of the maximum parking provision for both standard and accessible locations.

Table 3.1 *Summary of maximum parking space provision*

Floor Area	standard	accessible standard
796 sq m	1 per 20 sq m	1.5 per 40 sq m
Maximum spaces	**40**	**30**

3.2.3 The guidance sets out that 'as a general rule, areas of high accessibility are served by at least six buses an hour within 500 metres and good cycling and pedestrian facilities.'

3.2.4 The bus services and pedestrian and cycle routes within the vicinity of the site are detailed within the preceding section. On a weekday, there are 4 frequent bus services operating within 500m of the site providing 8 buses an hour. NCN Routes 2 and 22 are also located within the vicinity of the site. As such the site is considered to be in an 'accessible' location.

3.2.5 Analysis of parking accumulation has been undertaken in order to review the proposed provision based upon TRICS data. Survey sites of individual non-food retail sites outside of London and Ireland have been selected. Details of the selected sites are attached as **Appendix A**.

3.2.6 Based upon the hourly trip rates generated from TRICS, the parking accumulation assumes that 5 cars are in the car park at the beginning and adds additional/deducts vehicles arriving and departing. **Table 3.2** provides a summary of the resulting accumulation.

Table 3.2 *Summary of parking accumulation analysis*

	Weekdays			Saturdays		
	arrivals	**departures**	**accumulation**	**arrivals**	**departures**	**accumulation**
Starting occupancy			***5***			***5***
07:00-08:00	1	0	5	0	0	5
08:00-09:00	2	1	7	1	0	6
09:00-10:00	7	4	10	5	3	9
10:00-11:00	10	8	12	9	7	11
11:00-12:00	10	9	12	11	9	13
12:00-13:00	10	10	**13**	12	11	**14**
13:00-14:00	10	10	**13**	11	11	**14**
14:00-15:00	11	10	**13**	12	12	**14**
15:00-16:00	8	11	10	11	11	**14**
16:00-17:00	5	6	9	8	10	12
17:00-18:00	5	6	8	4	9	7
18:00-19:00	3	5	6	0	2	5

3.2.7 It can be seen from **Table 3.2** that the maximum accumulation within the analysis is 14. As such the proposed car parking provision is considered to adequately accommodate the requirements of the development.

3.2.8 Cycle parking provision is to be provided in accordance with the following standard as set out within the Havant Borough Core Strategy:

> **Long stay – the greater of 1 space per every 6 staff or 1 per 300 sq m of GEA**
>
> **Short stay – 1 stand per 200 sq m GEA**

3.2.9 This equates to two long-stay stands for staff use and a further four short stay stands.

3.3 Vehicular Impact

3.3.1 Vehicular trips have been estimated with reference to non-food retail stores survey sites within the TRICS database, sites without multi-modal surveys have

been included to provide a larger sample. A separate sample is used for weekdays and Saturdays. Details of the selected survey sites are attached as **Appendix A**.

3.3.2 **Tables 3.3** and **3.4** provide a summary of the resulting vehicular trip rates for the peak periods on weekdays and Saturdays.

Table 3.3 *Weekday trip rates – non-food retail*

weekdays	in	out	total
0800-0090	0.289	0.103	0.392
1400-1500	1.32	1.299	2.619
1700-1800	0.633	0.725	1.358

Table 3.4 *Saturday trip rates – non-food retail*

Saturday	in	out	total
1400-1500	1.529	1.515	3.044

3.3.3 **Table 3.5** and **3.6** provide a summary of the vehicular trip generation.

Table 3.5 *Weekday vehicular trips – 796 sq m*

weekdays	in	out	total
0800-0090	2	1	3
1400-1500	11	10	21
1700-1800	5	6	11

Table 3.6 *Saturday vehicular trips – 796 sq m*

Saturday	in	out	total
1400-1500	12	12	24

3.3.4 **Table 3.7** provides a summary of weekday movements adjusted to reflect the net decrease in traffic resulting from the cessation of the existing B2 use. The existing estimated trip generation is detailed within Section 2.0.

Table 3.7 *Net Increase in Weekday vehicular trips – 796 sq m*

weekdays	in	out	total
0800-0090	+1	0	+1
1400-1500	+10	+9	+19
1700-1800	+5	+4	+9

3.3.5 It can be seen from **Table 3.7** that the net increase in vehicular movements generated by the site during the AM and PM peak periods is limited and as such is not considered to represent a material change in movements on the adjacent highway network.

3.3.6 The site is located within the vicinity of a number of other retail uses including the Solent Retail Park and a Tesco superstore. As such it is likely that a significant proportion of trips made to the site will be linked with trips to other retail uses on Solent Road and will therefore already be present on the local road network.

3.3.7 A Framework Travel Plan is attached as **Appendix E**. This sets out the framework of measures which will be adopted by the future occupier in order to facilitate and encourage sustainable travel to the site.

3.4 Summary

3.4.1 The site layout proposals have been reviewed. The proposed layout allows for servicing to take place within the confines of the site and the quantum of parking is shown to sufficiently meet the requirements of the proposed non-food retail use.

3.4.2 The proposed development will result in a limited increase in vehicular movements to the site, however the level of additional movement is not considered to result in a material change in traffic flows on Solent Road. Furthermore, given the surrounding retail uses it is likely that a significant proportion of trips made to the site will already be present on the adjacent network.

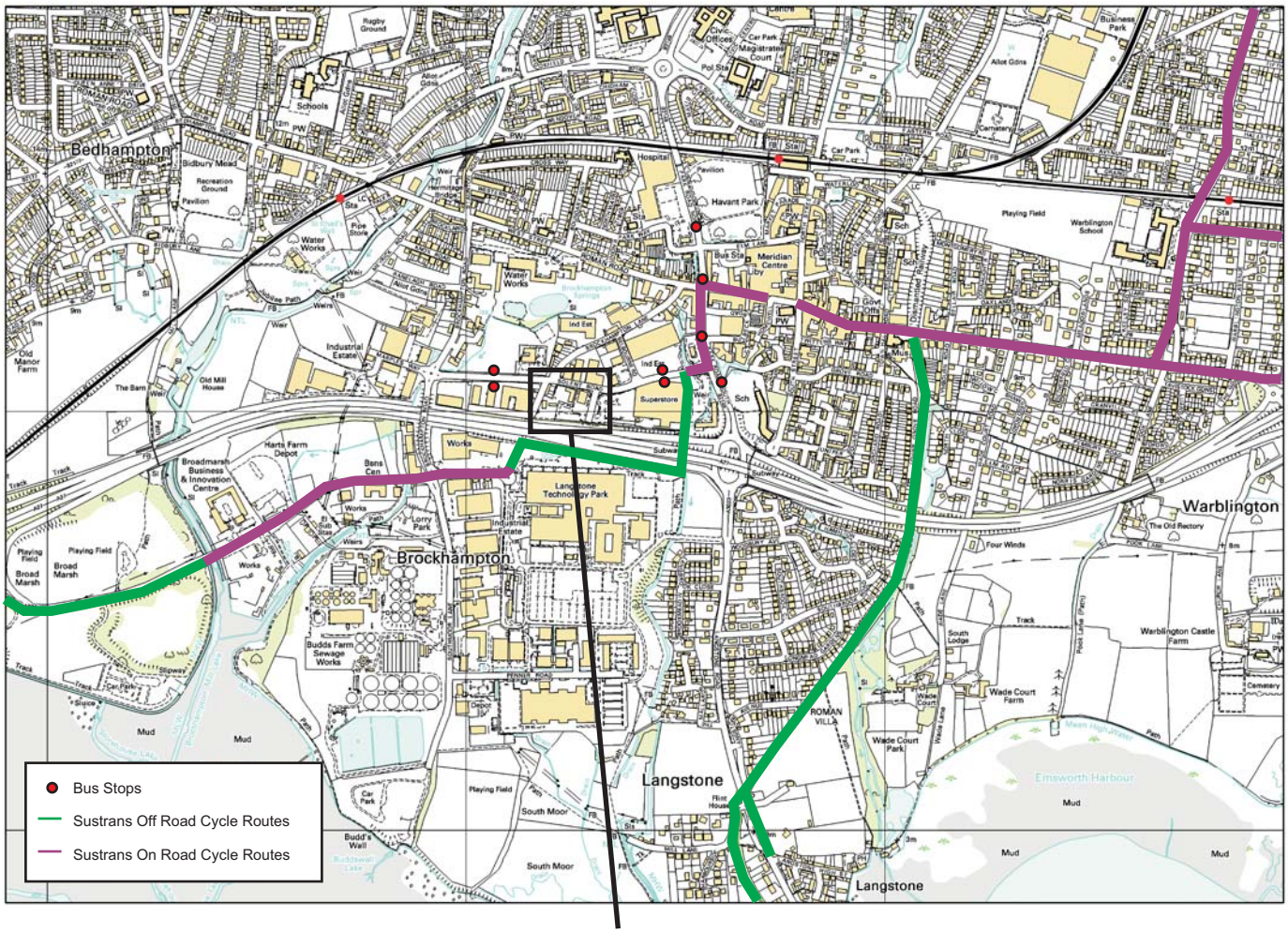
4.0 CONCLUSIONS

4.1.1 This Statement has described the existing transport attributes of the site and reviewed personal injury accident data for the preceding five year period. It is concluded that the site is accessible by frequent public transport services from a range of origins and that cycle routes are available within close proximity. Furthermore there are no existing highway safety issues which need to be addressed in respect of the proposals.

4.1.2 The proposed site layout has been reviewed and it is concluded that the site can be adequately serviced and that the proposed car parking provision is consistent with local guidance and will provide sufficient parking for the demands of the proposed non-food retail use. The change of use will not result in any material change in traffic flows on the adjacent road network.

AVS 13046-01 Transport Statement
23rd March 2011

Figures



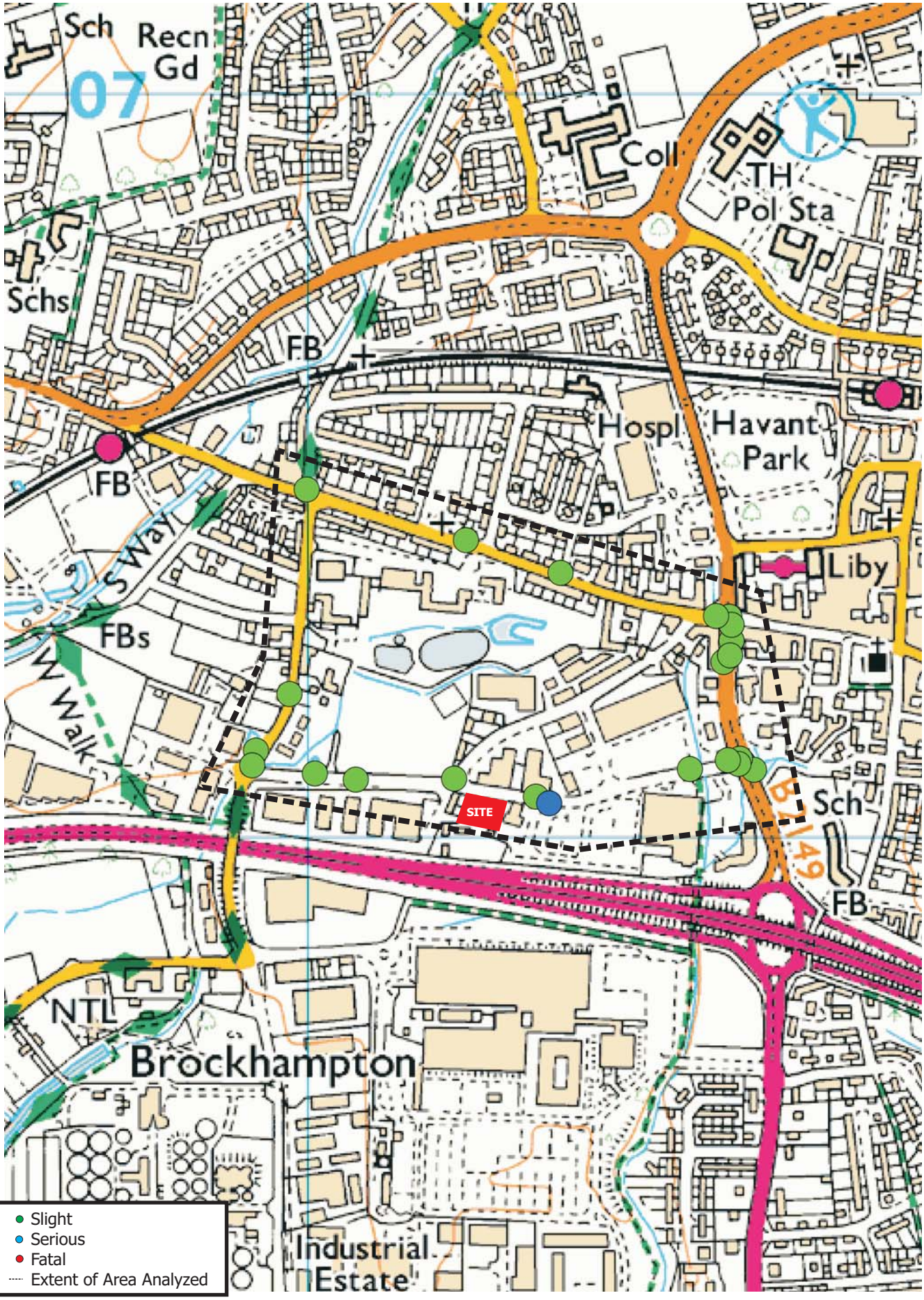


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Figure 1 Drawing No : 13046-03 Scale : NTS
Drawing Title Site Location Plan
Job Title Proposed Change of Use, Solent Road, Havant
Client Hargreaves

NORTH

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Figure 1
Drawing Title: Personal Injury Accidents (01/01/06 - 31/12/2010)
Job Title: Proposed Change of Use, Solent Road, Havant
Client: Hargreaves

Drawing No : 13046-04
Scale : NTS

NORTH

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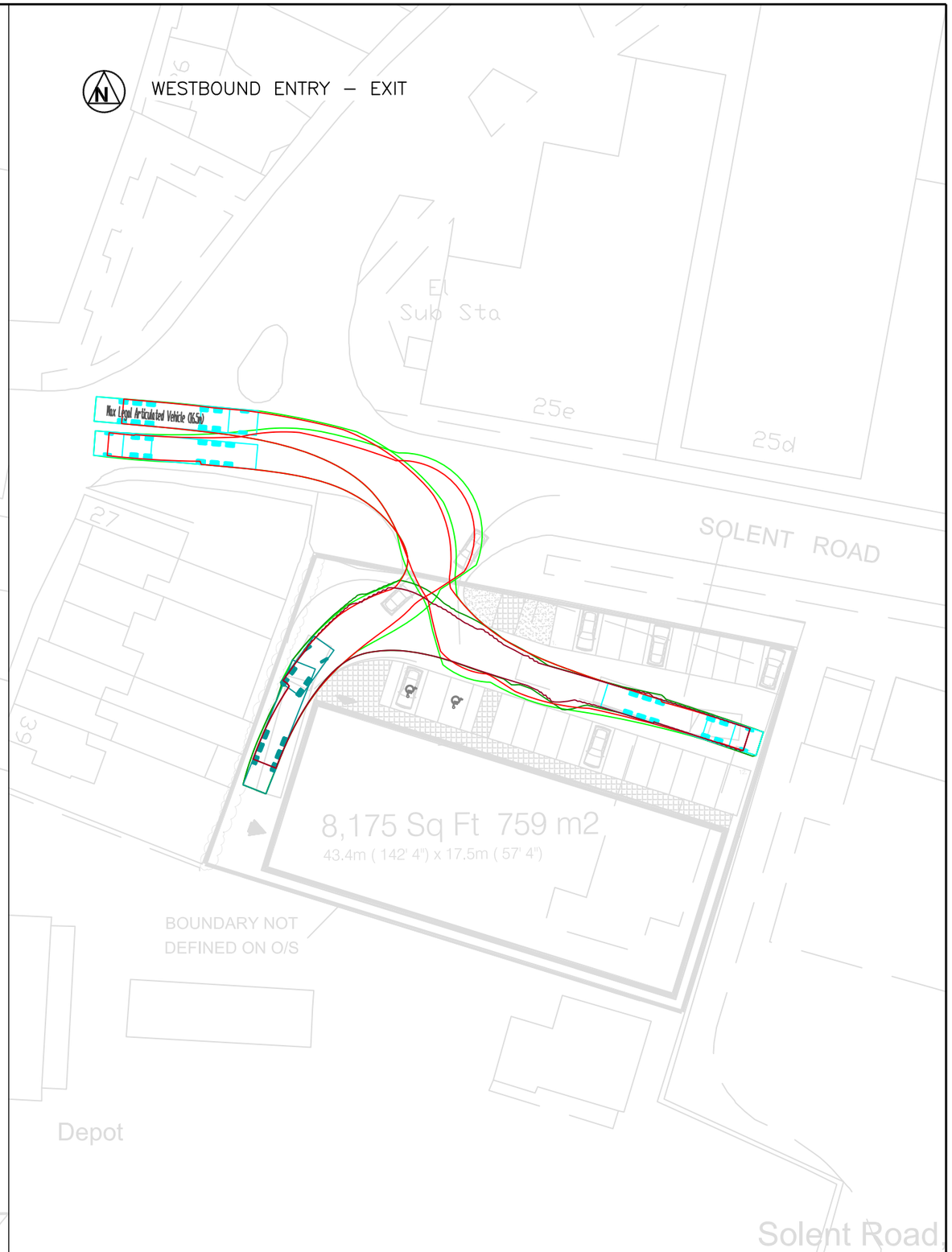
EASTBOUND ENTRY – EXIT



Max Legal Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.386m
Max Track Width	2.500m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	6.870m

WESTBOUND ENTRY – EXIT



Based upon the ORDNANCE SURVEY MAPS
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REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

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JOB TITLE	CLIENT
Former ITCS Site	Hargreaves

DRAWING TITLE

Max Legal Atric Tracking Movements

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
1/500@A3	BP	17/03/2011	13046-01	

Appendix A

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	CW	CORNWALL	1 days
	DC	DORSET	1 days
	GS	GLOUCESTERSHIRE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	NR	NORTHAMPTONSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days
10	WALES		
	MT	MERTHYR TYDFIL	1 days
11	SCOTLAND		
	EB	CITY OF EDINBURGH	1 days
	ER	EAST RENFREWSHIRE	1 days
	HI	HIGHLAND	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 1200 to 43325 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/02 to 12/11/09

Selected survey days:

Monday	4 days
Tuesday	2 days
Wednesday	4 days
Thursday	3 days

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	3
Edge of Town	10

Selected Location Sub Categories:

Industrial Zone	6
Built-Up Zone	3
Out of Town	1
No Sub Category	3

Filtering Stage 3 selection:

Use Class:

Not Known	1 days
B1	7 days
B2	4 days

Population within 1 mile:

1,001 to 5,000	5 days
5,001 to 10,000	4 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days

Population within 5 miles:

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

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	6 days

Travel Plan:

Not Known	1 days
No	12 days

LIST OF SITES relevant to selection parameters

1 CH-02-C-01 BAKERY, NORTHWICH CHESHIRE
GADBROOK PARK
HIGH SHURLACH
NORTHWICH
Edge of Town
Industrial Zone
Total Gross floor area: 15000 sqm
Survey date: THURSDAY 21/06/07 Survey Type: MANUAL

2 CW-02-C-02 LIGHTING COMPANY, BODMIN CORNWALL
NORMANDY WAY

BODMIN
Edge of Town
Industrial Zone
Total Gross floor area: 17675 sqm
Survey date: WEDNESDAY 06/06/07 Survey Type: MANUAL

3 DC-02-C-07 NEW LOOK, WEYMOUTH DORSET
MERCERY ROAD

WEYMOUTH
Edge of Town
No Sub Category
Total Gross floor area: 5467 sqm
Survey date: MONDAY 07/07/08 Survey Type: MANUAL

4 DS-02-C-01 BAKERY, NEAR SHEFFIELD DERBYSHIRE
STUBLEY LANE
DRONFIELD
NEAR SHEFFIELD
Edge of Town
No Sub Category
Total Gross floor area: 23500 sqm
Survey date: THURSDAY 22/06/06 Survey Type: MANUAL

5 EB-02-C-01 BREWERY, EDINBURGH CITY OF EDINBURGH
DRYDEN ROAD
LOANHEAD
MIDLOTHIAN
Edge of Town
Industrial Zone
Total Gross floor area: 1200 sqm
Survey date: MONDAY 16/06/08 Survey Type: MANUAL

6 ER-02-C-02 DYEWORKS, NEWTON MEARNS EAST RENFREWSHIRE
NETHERPLACE ROAD
NETHERPLACE
NEWTON MEARNS
Edge of Town
Out of Town
Total Gross floor area: 11972 sqm
Survey date: WEDNESDAY 08/05/02 Survey Type: MANUAL

7 GM-02-C-02 BREWERY, MANCHESTER GREATER MANCHESTER
GREAT DUCIE STREET
STRANGEWAYS
MANCHESTER
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 33470 sqm
Survey date: TUESDAY 08/06/04 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 GS-02-C-01 HEALTH PRODUCTS,GLOUCESTER GLOUCESTERSHIRE
ST CATHERINE STREET

GLOUCESTER
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 6604 sqm
Survey date: WEDNESDAY 26/05/04 Survey Type: MANUAL

9 HI-02-C-01 DAIRY, NAIRN HIGHLAND
TOM SEMPLE ROAD
BALMAKEITH BUSINESS PK
NAIRN
Edge of Town
Industrial Zone
Total Gross floor area: 3000 sqm
Survey date: WEDNESDAY 24/05/06 Survey Type: MANUAL

10 LC-02-C-01 BREWERY, BLACKBURN LANCASHIRE
PENNY STREET

BLACKBURN
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 34581 sqm
Survey date: MONDAY 21/06/04 Survey Type: MANUAL

11 MT-02-C-01 CONFECTIONERY, DOWLAIS MERTHYR TYDFIL
HIGH STREET
DOWLAIS
MERTHYR TYDFIL
Edge of Town
No Sub Category
Total Gross floor area: 15450 sqm
Survey date: TUESDAY 09/10/07 Survey Type: MANUAL

12 NF-02-C-02 GROCERY FACTORY, KINGS LYNN NORFOLK
HARDWICK ROAD

KINGS LYNN
Edge of Town
Industrial Zone
Total Gross floor area: 43325 sqm
Survey date: MONDAY 19/09/05 Survey Type: MANUAL

13 NR-02-C-01 PAPER COMPANY, N'HAMPTON NORTHAMPTONSHIRE
RHOSILI ROAD
BRACKMILLS
NORTHAMPTON
Edge of Town
Industrial Zone
Total Gross floor area: 11500 sqm
Survey date: THURSDAY 27/11/08 Survey Type: MANUAL

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.000	0	0	0.000	0	0	0.000
00:30 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 01:30	0	0	0.000	0	0	0.000	0	0	0.000
01:30 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 02:30	0	0	0.000	0	0	0.000	0	0	0.000
02:30 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 03:30	0	0	0.000	0	0	0.000	0	0	0.000
03:30 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 04:30	0	0	0.000	0	0	0.000	0	0	0.000
04:30 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 05:30	0	0	0.000	0	0	0.000	0	0	0.000
05:30 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 06:30	0	0	0.000	0	0	0.000	0	0	0.000
06:30 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 07:30	13	17134	0.082	13	17134	0.045	13	17134	0.127
07:30 - 08:00	13	17134	0.153	13	17134	0.035	13	17134	0.188
08:00 - 08:30	13	17134	0.208	13	17134	0.031	13	17134	0.239
08:30 - 09:00	13	17134	0.133	13	17134	0.036	13	17134	0.169
09:00 - 09:30	13	17134	0.070	13	17134	0.035	13	17134	0.105
09:30 - 10:00	13	17134	0.046	13	17134	0.030	13	17134	0.076
10:00 - 10:30	13	17134	0.041	13	17134	0.041	13	17134	0.082
10:30 - 11:00	13	17134	0.047	13	17134	0.040	13	17134	0.087
11:00 - 11:30	13	17134	0.033	13	17134	0.029	13	17134	0.062
11:30 - 12:00	13	17134	0.043	13	17134	0.039	13	17134	0.082
12:00 - 12:30	13	17134	0.039	13	17134	0.060	13	17134	0.099
12:30 - 13:00	13	17134	0.052	13	17134	0.059	13	17134	0.111
13:00 - 13:30	13	17134	0.077	13	17134	0.061	13	17134	0.138
13:30 - 14:00	13	17134	0.094	13	17134	0.059	13	17134	0.153
14:00 - 14:30	13	17134	0.061	13	17134	0.124	13	17134	0.185
14:30 - 15:00	13	17134	0.068	13	17134	0.060	13	17134	0.128
15:00 - 15:30	13	17134	0.049	13	17134	0.078	13	17134	0.127
15:30 - 16:00	13	17134	0.036	13	17134	0.069	13	17134	0.105
16:00 - 16:30	13	17134	0.031	13	17134	0.079	13	17134	0.110
16:30 - 17:00	13	17134	0.032	13	17134	0.147	13	17134	0.179
17:00 - 17:30	13	17134	0.018	13	17134	0.142	13	17134	0.160
17:30 - 18:00	13	17134	0.015	13	17134	0.123	13	17134	0.138
18:00 - 18:30	13	17134	0.022	13	17134	0.068	13	17134	0.090
18:30 - 19:00	13	17134	0.021	13	17134	0.042	13	17134	0.063
19:00 - 19:30	1	11972	0.000	1	11972	0.100	1	11972	0.100
19:30 - 20:00	1	11972	0.008	1	11972	0.017	1	11972	0.025
20:00 - 20:30	1	11972	0.000	1	11972	0.000	1	11972	0.000
20:30 - 21:00	1	11972	0.000	1	11972	0.000	1	11972	0.000
21:00 - 21:30	1	11972	0.000	1	11972	0.000	1	11972	0.000
21:30 - 22:00	1	11972	0.000	1	11972	0.008	1	11972	0.008
22:00 - 22:30	1	11972	0.000	1	11972	0.000	1	11972	0.000
22:30 - 23:00	1	11972	0.184	1	11972	0.008	1	11972	0.192
23:00 - 23:30	0	0	0.000	0	0	0.000	0	0	0.000
23:30 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			1.663			1.665			3.328

Parameter summary

Trip rate parameter range selected:	1200 - 43325 (units: sqm)
Survey date date range:	01/01/02 - 12/11/09
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days
10	WALES		
	RC	RHONDDA CYNON TAFF	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 1500 to 22300 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/02 to 21/06/10

Selected survey days:

Wednesday	1 days
Friday	4 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Edge of Town	3

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Retail Zone	2
Built-Up Zone	1

Filtering Stage 3 selection:

Use Class:

A1	5 days

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days

Filtering Stage 3 selection (Cont.):

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	4 days

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days

Petrol filling station:

Excluded from count or no filling station	5 days
Included in the survey count	0 days

Travel Plan:

Not Known	3 days
No	2 days

LIST OF SITES relevant to selection parameters

1 CB-01-G-02 STAPLES, CARLISLE CUMBRIA
JAMES STREET

CARLISLE
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2500 sqm
Survey date: FRIDAY 05/02/10 Survey Type: MANUAL

2 KC-01-G-02 D&A TOYS, CANTERBURY KENT
BROADOAK ROAD

CANTERBURY
Edge of Town
Commercial Zone
Total Gross floor area: 1500 sqm
Survey date: FRIDAY 06/12/02 Survey Type: MANUAL

3 NF-01-G-01 TOYS R US, NORWICH NORFOLK
WESTWICK STREET

NORWICH
Edge of Town Centre
Retail Zone
Total Gross floor area: 3835 sqm
Survey date: FRIDAY 27/09/02 Survey Type: MANUAL

4 NY-01-G-03 DUNELM MILL, YORK NORTH YORKSHIRE
STIRLING ROAD
CLIFTON MOOR
YORK
Edge of Town
Retail Zone
Total Gross floor area: 3500 sqm
Survey date: WEDNESDAY 16/09/09 Survey Type: MANUAL

5 RC-01-G-02 DEPARTMENT ST., LLANTRISANT RHONDDA CYNON TAFF
COWBRIDGE ROAD
TALBOT GREEN
LLANTRISANT
Edge of Town
Industrial Zone
Total Gross floor area: 22300 sqm
Survey date: FRIDAY 11/10/02 Survey Type: MANUAL

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	2	12400	0.065	2	12400	0.008	2	12400	0.073
08:00 - 09:00	4	8034	0.289	4	8034	0.103	4	8034	0.392
09:00 - 10:00	5	6727	0.847	5	6727	0.482	5	6727	1.329
10:00 - 11:00	5	6727	1.231	5	6727	1.014	5	6727	2.245
11:00 - 12:00	5	6727	1.290	5	6727	1.186	5	6727	2.476
12:00 - 13:00	5	6727	1.311	5	6727	1.264	5	6727	2.575
13:00 - 14:00	5	6727	1.311	5	6727	1.293	5	6727	2.604
14:00 - 15:00	5	6727	1.320	5	6727	1.299	5	6727	2.619
15:00 - 16:00	5	6727	0.990	5	6727	1.320	5	6727	2.310
16:00 - 17:00	5	6727	0.639	5	6727	0.806	5	6727	1.445
17:00 - 18:00	5	6727	0.633	5	6727	0.725	5	6727	1.358
18:00 - 19:00	4	8034	0.345	4	8034	0.597	4	8034	0.942
19:00 - 20:00	4	8034	0.075	4	8034	0.227	4	8034	0.302
20:00 - 21:00	1	2500	0.000	1	2500	0.160	1	2500	0.160
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			10.346			10.484			20.830

Parameter summary

Trip rate parameter range selected:	1500 - 22300 (units: sqm)
Survey date date range:	01/01/02 - 21/06/10
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	KC	KENT	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
10	WALES		
	RC	RHONDDA CYNON TAFF	1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 1000 to 22300 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/02 to 21/06/10

Selected survey days:

Saturday	7 days

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	3
Edge of Town	4

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	2
Retail Zone	2
Built-Up Zone	1
No Sub Category	1

Filtering Stage 3 selection:

Use Class:

A1	7 days

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days

Filtering Stage 3 selection (Cont.):

Population within 5 miles:	
50,001 to 75,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	4 days
Car ownership within 5 miles:	
0.6 to 1.0	1 days
1.1 to 1.5	6 days
Petrol filling station:	
Excluded from count or no filling station	7 days
Included in the survey count	0 days
Travel Plan:	
Not Known	3 days
No	4 days

LIST OF SITES relevant to selection parameters

1 EX-01-G-01 MFI, COLCHESTER ESSEX
LONDON ROAD
LEXDEN
COLCHESTER
Edge of Town
No Sub Category
Total Gross floor area: 1000 sqm
Survey date: SATURDAY 19/07/08 Survey Type: MANUAL

2 KC-01-G-03 TOY SUPERSTORE, CANTERBURY KENT
BROADOAK ROAD

CANTERBURY
Edge of Town
Commercial Zone
Total Gross floor area: 1500 sqm
Survey date: SATURDAY 07/12/02 Survey Type: MANUAL

3 NF-01-G-01 TOYS R US, NORWICH NORFOLK
WESTWICK STREET

NORWICH
Edge of Town Centre
Retail Zone
Total Gross floor area: 3835 sqm
Survey date: SATURDAY 28/09/02 Survey Type: MANUAL

4 NY-01-G-01 ALLIED CARPETS, YORK NORTH YORKSHIRE
LAYERTHORPE ROAD
LAYERTHORPE
YORK
Edge of Town Centre
Commercial Zone
Total Gross floor area: 2300 sqm
Survey date: SATURDAY 21/05/05 Survey Type: MANUAL

5 NY-01-G-02 CURRY'S, YORK NORTH YORKSHIRE
HURRICANE WAY
CLIFTON MOOR
YORK
Edge of Town
Retail Zone
Total Gross floor area: 3030 sqm
Survey date: SATURDAY 19/09/09 Survey Type: MANUAL

6 RC-01-G-02 DEPARTMENT ST., LLANTRISANT RHONDDA CYNON TAFF
COWBRIDGE ROAD
TALBOT GREEN
LLANTRISANT
Edge of Town
Industrial Zone
Total Gross floor area: 22300 sqm
Survey date: SATURDAY 19/10/02 Survey Type: MANUAL

7 WO-01-G-01 PC WORLD, WORCESTER WORCESTERSHIRE
TYBRIDGE STREET

WORCESTER
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2000 sqm
Survey date: SATURDAY 20/06/09 Survey Type: MANUAL

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	3	8533	0.031	3	8533	0.016	3	8533	0.047
08:00 - 09:00	6	5744	0.180	6	5744	0.052	6	5744	0.232
09:00 - 10:00	7	5138	0.648	7	5138	0.350	7	5138	0.998
10:00 - 11:00	7	5138	1.179	7	5138	0.887	7	5138	2.066
11:00 - 12:00	7	5138	1.407	7	5138	1.159	7	5138	2.566
12:00 - 13:00	7	5138	1.557	7	5138	1.365	7	5138	2.922
13:00 - 14:00	7	5138	1.429	7	5138	1.424	7	5138	2.853
14:00 - 15:00	7	5138	1.529	7	5138	1.515	7	5138	3.044
15:00 - 16:00	7	5138	1.343	7	5138	1.396	7	5138	2.739
16:00 - 17:00	7	5138	1.020	7	5138	1.307	7	5138	2.327
17:00 - 18:00	7	5138	0.564	7	5138	1.146	7	5138	1.710
18:00 - 19:00	6	5744	0.058	6	5744	0.279	6	5744	0.337
19:00 - 20:00	4	2466	0.020	4	2466	0.132	4	2466	0.152
20:00 - 21:00	3	2010	0.000	3	2010	0.000	3	2010	0.000
21:00 - 22:00	1	1000	0.000	1	1000	0.000	1	1000	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			10.965			11.028			21.993

Parameter summary

Trip rate parameter range selected:	1000 - 22300 (units: sqm)
Survey date date range:	01/01/02 - 21/06/10
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	7
Number of Sundays:	0
Surveys manually removed from selection:	2

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 1000 to 3030 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 27/10/10

Selected survey days:

Saturday	4 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Edge of Town	2

Selected Location Sub Categories:

Commercial Zone	1
Retail Zone	1
Built-Up Zone	1
No Sub Category	1

Filtering Stage 3 selection:

Use Class:

A1	4 days

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days

Population within 5 miles:

100,001 to 125,000	2 days
125,001 to 250,000	2 days

Car ownership within 5 miles:

1.1 to 1.5	4 days

Filtering Stage 3 selection (Cont.):

Petrol filling station:

Excluded from count or no filling station	4 days
Included in the survey count	0 days

Travel Plan:

No	4 days

LIST OF SITES relevant to selection parameters

1 EX-01-G-01 MFI, COLCHESTER ESSEX
LONDON ROAD
LEXDEN
COLCHESTER
Edge of Town
No Sub Category
Total Gross floor area: 1000 sqm
Survey date: SATURDAY 19/07/08 Survey Type: MANUAL

2 NY-01-G-01 ALLIED CARPETS, YORK NORTH YORKSHIRE
LAYERTHORPE ROAD
LAYERTHORPE
YORK
Edge of Town Centre
Commercial Zone
Total Gross floor area: 2300 sqm
Survey date: SATURDAY 21/05/05 Survey Type: MANUAL

3 NY-01-G-02 CURRY'S, YORK NORTH YORKSHIRE
HURRICANE WAY
CLIFTON MOOR
YORK
Edge of Town
Retail Zone
Total Gross floor area: 3030 sqm
Survey date: SATURDAY 19/09/09 Survey Type: MANUAL

4 WO-01-G-01 PC WORLD, WORCESTER WORCESTERSHIRE
TYBRIDGE STREET

WORCESTER
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2000 sqm
Survey date: SATURDAY 20/06/09 Survey Type: MANUAL

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	2	1650	0.000	2	1650	0.000	2	1650	0.000
08:00 - 09:00	4	2083	0.324	4	2083	0.060	4	2083	0.384
09:00 - 10:00	4	2083	0.768	4	2083	0.432	4	2083	1.200
10:00 - 11:00	4	2083	1.717	4	2083	1.236	4	2083	2.953
11:00 - 12:00	4	2083	2.053	4	2083	1.957	4	2083	4.010
12:00 - 13:00	4	2083	2.221	4	2083	1.933	4	2083	4.154
13:00 - 14:00	4	2083	1.837	4	2083	2.281	4	2083	4.118
14:00 - 15:00	4	2083	2.485	4	2083	2.485	4	2083	4.970
15:00 - 16:00	4	2083	2.305	4	2083	1.873	4	2083	4.178
16:00 - 17:00	4	2083	1.945	4	2083	2.161	4	2083	4.106
17:00 - 18:00	4	2083	1.032	4	2083	1.825	4	2083	2.857
18:00 - 19:00	4	2083	0.012	4	2083	0.420	4	2083	0.432
19:00 - 20:00	3	2010	0.000	3	2010	0.033	3	2010	0.033
20:00 - 21:00	3	2010	0.000	3	2010	0.000	3	2010	0.000
21:00 - 22:00	1	1000	0.000	1	1000	0.000	1	1000	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			16.699			16.696			33.395

Parameter summary

Trip rate parameter range selected:	1000 - 3030 (units: sqm)
Survey date date range:	01/01/03 - 27/10/10
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	2	1650	0.000	2	1650	0.000	2	1650	0.000
08:00 - 09:00	4	2083	0.372	4	2083	0.060	4	2083	0.432
09:00 - 10:00	4	2083	1.140	4	2083	0.648	4	2083	1.788
10:00 - 11:00	4	2083	2.761	4	2083	1.909	4	2083	4.670
11:00 - 12:00	4	2083	3.758	4	2083	3.181	4	2083	6.939
12:00 - 13:00	4	2083	3.589	4	2083	3.205	4	2083	6.794
13:00 - 14:00	4	2083	3.253	4	2083	3.697	4	2083	6.950
14:00 - 15:00	4	2083	4.658	4	2083	4.394	4	2083	9.052
15:00 - 16:00	4	2083	4.202	4	2083	3.433	4	2083	7.635
16:00 - 17:00	4	2083	3.685	4	2083	4.178	4	2083	7.863
17:00 - 18:00	4	2083	1.705	4	2083	3.661	4	2083	5.366
18:00 - 19:00	4	2083	0.132	4	2083	0.864	4	2083	0.996
19:00 - 20:00	3	2010	0.000	3	2010	0.033	3	2010	0.033
20:00 - 21:00	3	2010	0.000	3	2010	0.000	3	2010	0.000
21:00 - 22:00	1	1000	0.000	1	1000	0.000	1	1000	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			29.255			29.263			58.518

Parameter summary

Trip rate parameter range selected:	1000 - 3030 (units: sqm)
Survey date date range:	01/01/03 - 27/10/10
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys manually removed from selection:	3

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	2	1650	0.000	2	1650	0.000	2	1650	0.000
08:00 - 09:00	4	2083	0.408	4	2083	0.060	4	2083	0.468
09:00 - 10:00	4	2083	1.261	4	2083	0.744	4	2083	2.005
10:00 - 11:00	4	2083	2.953	4	2083	2.077	4	2083	5.030
11:00 - 12:00	4	2083	3.974	4	2083	3.337	4	2083	7.311
12:00 - 13:00	4	2083	3.902	4	2083	3.469	4	2083	7.371
13:00 - 14:00	4	2083	3.553	4	2083	4.046	4	2083	7.599
14:00 - 15:00	4	2083	4.922	4	2083	4.586	4	2083	9.508
15:00 - 16:00	4	2083	4.610	4	2083	3.830	4	2083	8.440
16:00 - 17:00	4	2083	3.926	4	2083	4.634	4	2083	8.560
17:00 - 18:00	4	2083	1.813	4	2083	3.830	4	2083	5.643
18:00 - 19:00	4	2083	0.132	4	2083	0.936	4	2083	1.068
19:00 - 20:00	3	2010	0.000	3	2010	0.033	3	2010	0.033
20:00 - 21:00	3	2010	0.000	3	2010	0.000	3	2010	0.000
21:00 - 22:00	1	1000	0.000	1	1000	0.000	1	1000	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			31.454			31.582			63.036

Parameter summary

Trip rate parameter range selected:	1000 - 3030 (units: sqm)
Survey date date range:	01/01/03 - 27/10/10
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys manually removed from selection:	3

Appendix B

Intelligent Data - Automatic Traffic Count Output

Road Name Solent Road
Flow from Park Road South **to:** Brockhampton Lane
Date From 21/03/2011 **to:** 29/03/2011
Vehicle Classification OGV1

Prepared by Alex Smith
Checked by Paul O'Neill
Issued by Paul O'Neill

Hour Ending	Monday 21/03/2011	Tuesday 22/03/2011	Wednesday 23/03/2011	Thursday 24/03/2011	Friday 25/03/2011	Saturday 26/03/2011	Sunday 27/03/2011	Monday 28/03/2011	Tuesday 29/03/2011	Wednesday 30/03/2011	Thursday 31/03/2011	Friday 01/04/2011	Saturday 02/04/2011	Sunday 03/04/2011	Average Week Day (5 Days)	Average Week (7 Day)
01:00	*	1	0	0	1	3	1	1	0	*	*	*	*	*	**1**	**1**
02:00	*	0	2	1	1	1	0	1	0	*	*	*	*	*	**1**	**1**
03:00	*	0	0	0	2	1	0	0	1	*	*	*	*	*	**1**	**1**
04:00	*	0	1	1	0	0	0	1	1	*	*	*	*	*	**1**	**1**
05:00	*	2	1	2	2	1	2	8	6	*	*	*	*	*	**4**	**3**
06:00	*	5	6	3	8	7	2	22	25	*	*	*	*	*	**12**	**10**
07:00	*	22	20	22	25	17	4	42	27	*	*	*	*	*	**26**	**23**
08:00	*	29	26	18	41	14	10	27	15	*	*	*	*	*	**26**	**23**
09:00	*	29	30	29	27	12	7	17	34	*	*	*	*	*	**28**	**24**
10:00	*	25	27	25	33	18	6	19	16	*	*	*	*	*	**24**	**21**
11:00	*	21	20	21	27	14	5	21	16	*	*	*	*	*	**21**	**18**
12:00	*	19	32	35	37	12	12	19	*	*	*	*	*	*	**28**	**24**
13:00	*	24	20	20	19	13	4	24	*	*	*	*	*	*	**21**	**18**
14:00	*	26	26	31	32	13	14	27	*	*	*	*	*	*	**28**	**25**
15:00	*	33	29	28	26	10	10	30	*	*	*	*	*	*	**29**	**24**
16:00	*	34	31	37	25	5	8	18	*	*	*	*	*	*	**29**	**23**
17:00	*	22	22	22	16	8	4	8	*	*	*	*	*	*	**18**	**15**
18:00	11	12	7	9	9	11	7	5	*	*	*	*	*	*	**9**	**9**
19:00	6	6	12	10	15	6	4	3	*	*	*	*	*	*	**9**	**8**
20:00	5	5	10	10	8	5	4	6	*	*	*	*	*	*	**7**	**7**
21:00	3	3	6	2	0	2	2	2	*	*	*	*	*	*	**3**	**3**
22:00	3	0	2	3	3	1	1	1	*	*	*	*	*	*	**2**	**2**
23:00	1	1	0	3	1	2	1	0	*	*	*	*	*	*	**1**	**1**
00:00	0	1	0	1	0	1	0	4	*	*	*	*	*	*	**1**	**1**
Summary data																
0700-1900	**17**	**280**	**282**	**285**	**307**	**136**	**91**	**218**	**81**	**0**	**0**	**0**	**0**	**0**	**271**	**233**
0600-2200	**28**	**310**	**320**	**322**	**343**	**161**	**102**	**269**	**108**	**0**	**0**	**0**	**0**	**0**	**309**	**267**
0600-0000	**29**	**312**	**320**	**326**	**344**	**164**	**103**	**273**	**108**	**0**	**0**	**0**	**0**	**0**	**311**	**269**
0000-0000	**29**	**320**	**330**	**333**	**358**	**177**	**108**	**306**	**141**	**0**	**0**	**0**	**0**	**0**	**329**	**284**
0700-1000	**0**	**83**	**83**	**72**	**101**	**44**	**23**	**63**	**65**	**0**	**0**	**0**	**0**	**0**	**78**	**68**
1600-1900	**17**	**40**	**41**	**41**	**40**	**25**	**15**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**32**

Intelligent Data - Automatic Traffic Count Output

Road Name Solent Road
Flow from Park Road South **to:** Brockhampton Lane
Date From 21/03/2011 **to:** 29/03/2011
Vehicle Classification OGV2

Prepared by Alex Smith
Checked by Paul O'Neill
Issued by Paul O'Neill

Hour Ending	Monday 21/03/2011	Tuesday 22/03/2011	Wednesday 23/03/2011	Thursday 24/03/2011	Friday 25/03/2011	Saturday 26/03/2011	Sunday 27/03/2011	Monday 28/03/2011	Tuesday 29/03/2011	Wednesday 30/03/2011	Thursday 31/03/2011	Friday 01/04/2011	Saturday 02/04/2011	Sunday 03/04/2011	Average Week Day (5 Days)	Average Week (7 Day)
01:00	*	0	0	0	0	2	0	0	0	*	*	*	*	*	**0**	**0**
02:00	*	0	1	1	0	0	0	0	0	*	*	*	*	*	**0**	**0**
03:00	*	0	0	0	1	0	0	0	0	*	*	*	*	*	**0**	**0**
04:00	*	2	0	0	1	2	0	0	0	*	*	*	*	*	**1**	**1**
05:00	*	0	1	2	2	1	0	0	0	*	*	*	*	*	**1**	**1**
06:00	*	1	1	1	1	1	0	2	1	*	*	*	*	*	**1**	**1**
07:00	*	0	1	2	1	0	0	3	1	*	*	*	*	*	**1**	**1**
08:00	*	4	4	4	8	3	0	6	2	*	*	*	*	*	**5**	**4**
09:00	*	6	3	5	3	0	2	2	2	*	*	*	*	*	**4**	**3**
10:00	*	3	5	5	0	1	0	1	6	*	*	*	*	*	**3**	**3**
11:00	*	3	3	4	4	4	3	0	1	*	*	*	*	*	**3**	**3**
12:00	*	4	6	9	6	2	1	2	*	*	*	*	*	*	**5**	**4**
13:00	*	5	1	2	4	0	0	2	*	*	*	*	*	*	**3**	**2**
14:00	*	1	3	3	5	0	0	3	*	*	*	*	*	*	**3**	**2**
15:00	*	6	4	6	2	1	0	1	*	*	*	*	*	*	**4**	**3**
16:00	*	9	4	4	3	2	0	6	*	*	*	*	*	*	**5**	**4**
17:00	*	3	2	4	3	0	0	0	*	*	*	*	*	*	**2**	**2**
18:00	2	1	0	0	1	0	0	0	*	*	*	*	*	*	**1**	**1**
19:00	2	0	0	0	0	0	0	1	*	*	*	*	*	*	**1**	**0**
20:00	0	0	0	1	0	0	0	0	*	*	*	*	*	*	**0**	**0**
21:00	0	0	0	0	0	0	1	0	*	*	*	*	*	*	**0**	**0**
22:00	1	1	0	0	1	0	0	0	*	*	*	*	*	*	**1**	**0**
23:00	0	0	1	0	0	0	0	0	*	*	*	*	*	*	**0**	**0**
00:00	0	1	0	0	0	0	0	0	*	*	*	*	*	*	**0**	**0**
Summary data																
0700-1900	**4**	**45**	**35**	**46**	**39**	**13**	**6**	**24**	**11**	**0**	**0**	**0**	**0**	**0**	**38**	**31**
0600-2200	**5**	**46**	**36**	**49**	**41**	**13**	**7**	**27**	**12**	**0**	**0**	**0**	**0**	**0**	**40**	**33**
0600-0000	**5**	**47**	**37**	**49**	**41**	**13**	**7**	**27**	**12**	**0**	**0**	**0**	**0**	**0**	**40**	**33**
0000-0000	**5**	**50**	**40**	**53**	**46**	**19**	**7**	**29**	**13**	**0**	**0**	**0**	**0**	**0**	**43**	**36**
0700-1000	**0**	**13**	**12**	**14**	**11**	**4**	**2**	**9**	**10**	**0**	**0**	**0**	**0**	**0**	**12**	**10**
1600-1900	**4**	**4**	**2**	**4**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**3**

Intelligent Data - Automatic Traffic Count Output

Road Name Solent Road
Flow from Park Road South **to:** Brockhampton Lane
Date From 21/03/2011 **to:** 29/03/2011
Vehicle Classification All Vehicles

Prepared by Alex Smith
Checked by Paul O'Neill
Issued by Paul O'Neill

Hour Ending	Monday 21/03/2011	Tuesday 22/03/2011	Wednesday 23/03/2011	Thursday 24/03/2011	Friday 25/03/2011	Saturday 26/03/2011	Sunday 27/03/2011	Monday 28/03/2011	Tuesday 29/03/2011	Wednesday 30/03/2011	Thursday 31/03/2011	Friday 01/04/2011	Saturday 02/04/2011	Sunday 03/04/2011	Average Week Day (5 Days)	Average Week (7 Day)
01:00	*	10	10	7	9	16	3	2	7	*	*	*	*	*	8	8
02:00	*	6	5	6	5	3	4	6	6	*	*	*	*	*	6	5
03:00	*	8	5	4	6	8	1	3	4	*	*	*	*	*	5	5
04:00	*	5	5	4	4	3	1	2	3	*	*	*	*	*	4	3
05:00	*	7	7	10	6	5	5	27	38	*	*	*	*	*	16	13
06:00	*	55	58	61	64	32	10	120	117	*	*	*	*	*	79	65
07:00	*	148	151	137	123	41	29	430	437	*	*	*	*	*	238	187
08:00	*	531	494	498	445	136	43	429	436	*	*	*	*	*	472	377
09:00	*	529	536	529	388	150	54	239	275	*	*	*	*	*	416	338
10:00	*	301	314	292	209	173	118	222	196	*	*	*	*	*	256	229
11:00	*	273	264	275	266	206	156	233	202	*	*	*	*	*	252	235
12:00	*	284	270	252	272	252	208	258	*	*	*	*	*	*	267	257
13:00	*	347	335	225	258	227	188	300	*	*	*	*	*	*	293	269
14:00	*	349	377	262	303	250	179	240	*	*	*	*	*	*	306	281
15:00	*	281	275	258	236	194	217	256	*	*	*	*	*	*	261	246
16:00	*	323	287	255	251	216	115	256	*	*	*	*	*	*	274	244
17:00	*	301	281	210	210	198	70	142	*	*	*	*	*	*	229	202
18:00	236	209	211	180	173	176	44	170	*	*	*	*	*	*	197	175
19:00	190	179	211	158	177	137	35	103	*	*	*	*	*	*	170	149
20:00	131	116	150	142	118	86	34	100	*	*	*	*	*	*	126	110
21:00	77	82	91	90	70	49	17	38	*	*	*	*	*	*	75	64
22:00	51	69	46	34	48	27	18	38	*	*	*	*	*	*	48	41
23:00	38	32	36	35	35	23	7	15	*	*	*	*	*	*	32	28
00:00	15	25	8	13	26	8	2	10	*	*	*	*	*	*	16	13
Summary data																
0700-1900	**426**	**3907**	**3855**	**3394**	**3188**	**2315**	**1427**	**2848**	**1109**	**0**	**0**	**0**	**0**	**0**	**3393**	**3002**
0600-2200	**685**	**4322**	**4293**	**3797**	**3547**	**2518**	**1525**	**3454**	**1546**	**0**	**0**	**0**	**0**	**0**	**3879**	**3404**
0600-0000	**738**	**4379**	**4337**	**3845**	**3608**	**2549**	**1534**	**3479**	**1546**	**0**	**0**	**0**	**0**	**0**	**3927**	**3446**
0000-0000	**738**	**4470**	**4427**	**3937**	**3702**	**2616**	**1558**	**3639**	**1721**	**0**	**0**	**0**	**0**	**0**	**4044**	**3545**
0700-1000	**0**	**1361**	**1344**	**1319**	**1042**	**459**	**215**	**890**	**907**	**0**	**0**	**0**	**0**	**0**	**1144**	**944**
1600-1900	**426**	**689**	**703**	**548**	**560**	**511**	**149**	**415**	**0**	**0**	**0**	**0**	**0**	**0**	**595**	**526**
Peak Hour Analysis																
07:00-10:00	0	531	536	529	445	173	118	429	436	0	0	0	0	0	472	377
11:00-16:00	0	349	377	275	303	252	217	300	202	0	0	0	0	0	306	281
17:00-19:00	236	301	281	210	210	198	70	170	0	0	0	0	0	0	229	202

Note: Peak Hour Analysis calculates and then highlights the highest flow within the period listed.

Intelligent Data - Automatic Traffic Count Output

Road Name Solent Road
Flow From Park Road South **to:** Brockhampton Lane
Date From 21/03/2011 **to:** 29/03/2011

Prepared by Alex Smith
Checked by Paul O'Neill
Issued by Paul O'Neill

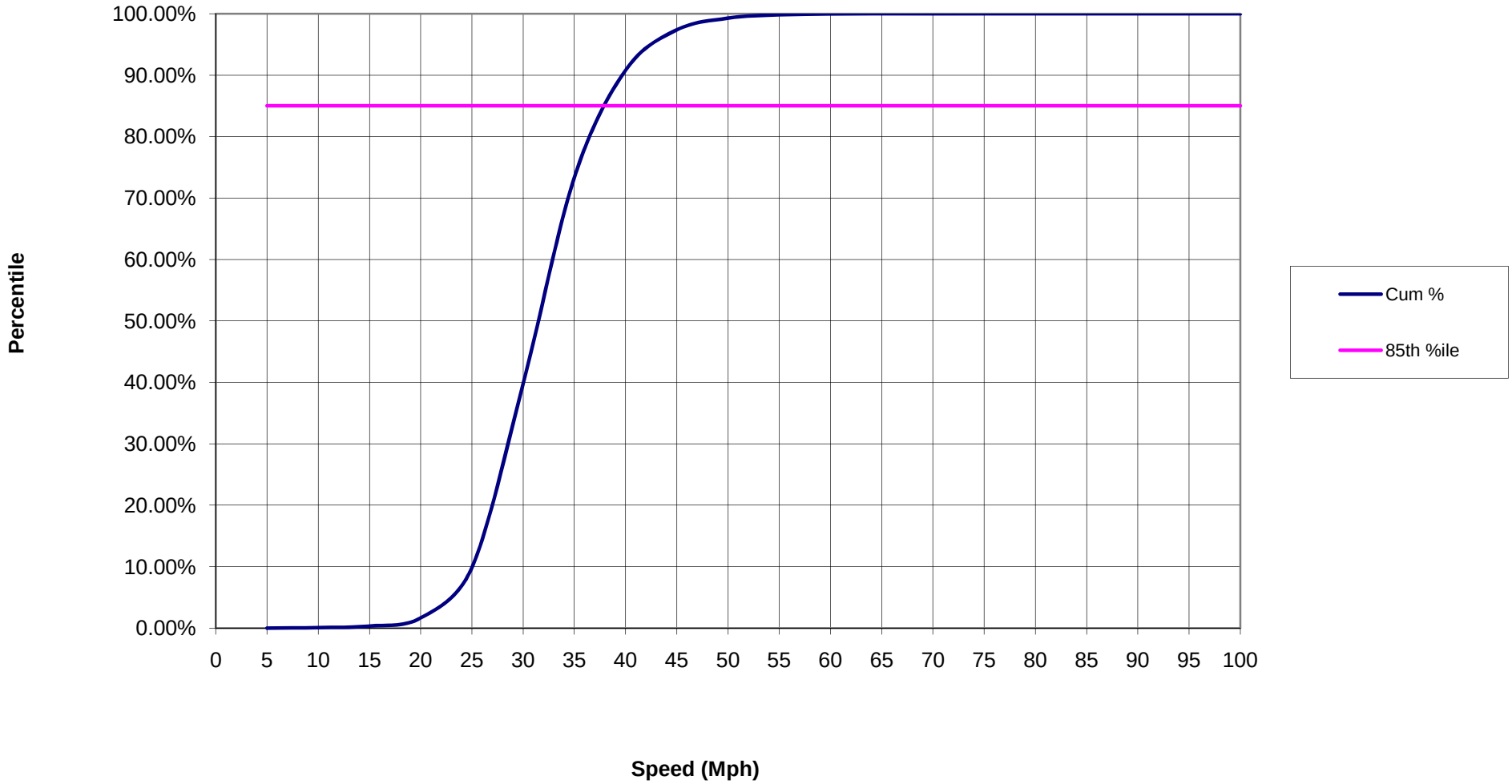
intelli

Speed From		Speed to	Cycle	Motorcycle	Car	LGV	Rigid 2 Axle	Rigid 3 Axle	Rigid 4 Axle	Artic 3	Artic 4	Artic 5+	Bus	Other	Totals	Percentage
0	-	5	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%
5	-	10	1	1	5	12	1	.	.	.	.	.	.	2	22	0.08%
10	-	15	.	3	19	42	2	.	1	.	.	.	3	2	72	0.26%
15	-	20	1	18	32	264	21	3	.	8	.	5	5	6	363	1.32%
20	-	25	.	10	148	1855	145	13	1	17	.	11	36	9	2245	8.18%
25	-	30	.	10	687	6767	512	21	1	76	.	24	90	22	8210	29.91%
30	-	35	.	10	834	7582	596	14	1	58	.	15	79	40	9229	33.62%
35	-	40	.	3	337	3939	418	3	.	23	.	7	28	31	4789	17.45%
40	-	45	.	.	101	1489	190	.	.	8	.	3	4	5	1800	6.56%
45	-	50	.	.	15	384	124	.	.	.	.	.	.	3	526	1.92%
50	-	55	.	.	9	104	37	.	.	.	.	.	.	.	150	0.55%
55	-	60	.	.	4	25	11	.	.	.	.	.	.	.	40	0.15%
60	-	65	.	1	.	3	1	.	.	.	.	.	.	.	5	0.02%
65	-	70	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%
70	-	75	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%
75	-	80	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%
80	-	85	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%
85	-	90	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%
90	-	95	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%
95	-	100	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%

Speed to	Cum %	85th %ile
5	0.00%	0.85
10	0.08%	0.85
15	0.34%	0.85
20	1.66%	0.85
25	9.84%	0.85
30	39.75%	0.85
35	73.37%	0.85
40	90.82%	0.85
45	97.37%	0.85
50	99.29%	0.85
55	99.84%	0.85
60	99.98%	0.85
65	100.00%	0.85
70	100.00%	0.85
75	100.00%	0.85
80	100.00%	0.85
85	100.00%	0.85
90	100.00%	0.85
95	100.00%	0.85
100	100.00%	0.85

Cum %
0.00%
0.08%
0.34%
1.66%
9.84%
39.75%
73.37%
90.82%
97.37%
99.29%
99.84%
99.98%
100.00%
100.00%
100.00%
100.00%
100.00%
100.00%
100.00%
100.00%
100.00%

Cumulative Percentage of all Speeds



Intelligent Data - Automatic Traffic Count Output

Road Name Solent Road
Flow from Brockhampton Lane **to:** Park Road South
Date From 21/03/2011 **to:** 29/03/2011
Vehicle Classification Cars/LGV

Prepared by Alex Smith
Checked by Paul O'Neill
Issued by Paul O'Neill

Hour Ending	Monday 21/03/2011	Tuesday 22/03/2011	Wednesday 23/03/2011	Thursday 24/03/2011	Friday 25/03/2011	Saturday 26/03/2011	Sunday 27/03/2011	Monday 28/03/2011	Tuesday 29/03/2011	Wednesday 30/03/2011	Thursday 31/03/2011	Friday 01/04/2011	Saturday 02/04/2011	Sunday 03/04/2011	Average Week Day (5 Days)	Average Week (7 Day)
01:00	*	2	0	2	2	10	6	1	1	*	*	*	*	*	**1**	**3**
02:00	*	0	0	1	1	1	5	0	1	*	*	*	*	*	**1**	**1**
03:00	*	1	1	0	1	3	3	1	1	*	*	*	*	*	**1**	**1**
04:00	*	1	0	0	1	0	2	1	1	*	*	*	*	*	**1**	**1**
05:00	*	0	0	0	0	2	1	1	0	*	*	*	*	*	**0**	**0**
06:00	*	11	7	8	9	8	5	10	9	*	*	*	*	*	**9**	**8**
07:00	*	24	26	18	20	21	18	23	28	*	*	*	*	*	**23**	**22**
08:00	*	79	86	74	66	88	27	101	83	*	*	*	*	*	**82**	**76**
09:00	*	121	163	148	130	127	40	167	132	*	*	*	*	*	**144**	**130**
10:00	*	152	142	155	177	144	122	154	169	*	*	*	*	*	**158**	**153**
11:00	*	147	140	137	128	198	139	131	168	*	*	*	*	*	**142**	**148**
12:00	*	193	164	198	202	203	184	165	*	*	*	*	*	*	**184**	**187**
13:00	*	201	217	197	202	221	195	196	*	*	*	*	*	*	**203**	**204**
14:00	*	185	174	204	203	217	177	210	*	*	*	*	*	*	**195**	**196**
15:00	*	130	134	133	147	175	201	154	*	*	*	*	*	*	**140**	**152**
16:00	*	174	151	194	145	199	145	194	*	*	*	*	*	*	**172**	**172**
17:00	*	231	264	223	265	190	112	281	*	*	*	*	*	*	**253**	**227**
18:00	364	256	269	263	259	165	49	305	*	*	*	*	*	*	**286**	**246**
19:00	118	109	115	128	90	127	33	132	*	*	*	*	*	*	**115**	**107**
20:00	49	42	45	43	48	77	27	43	*	*	*	*	*	*	**45**	**47**
21:00	19	13	19	15	15	43	10	15	*	*	*	*	*	*	**16**	**18**
22:00	7	4	7	5	4	18	12	5	*	*	*	*	*	*	**5**	**7**
23:00	3	4	2	3	2	12	5	3	*	*	*	*	*	*	**3**	**4**
00:00	2	1	0	1	2	4	2	1	*	*	*	*	*	*	**1**	**2**
Summary data																
0700-1900	**482**	**1978**	**2019**	**2054**	**2014**	**2054**	**1424**	**2190**	**552**	**0**	**0**	**0**	**0**	**0**	**2073**	**1997**
0600-2200	**557**	**2061**	**2116**	**2135**	**2101**	**2213**	**1491**	**2276**	**580**	**0**	**0**	**0**	**0**	**0**	**2162**	**2092**
0600-0000	**562**	**2066**	**2118**	**2139**	**2105**	**2229**	**1498**	**2280**	**580**	**0**	**0**	**0**	**0**	**0**	**2166**	**2098**
0000-0000	**562**	**2081**	**2126**	**2150**	**2119**	**2253**	**1520**	**2294**	**593**	**0**	**0**	**0**	**0**	**0**	**2179**	**2113**
0700-1000	**0**	**352**	**391**	**377**	**373**	**359**	**189**	**422**	**384**	**0**	**0**	**0**	**0**	**0**	**383**	**359**
1600-1900	**482**	**596**	**648**	**614**	**614**	**482**	**194**	**718**	**0**	**0**	**0**	**0**	**0**	**0**	**654**	**581**

Intelligent Data - Automatic Traffic Count Output

Road Name Solent Road
Flow from Brockhampton Lane **to:** Park Road South
Date From 21/03/2011 **to:** 29/03/2011
Vehicle Classification OGV1

Prepared by Alex Smith
Checked by Paul O'Neill
Issued by Paul O'Neill

Hour Ending	Monday 21/03/2011	Tuesday 22/03/2011	Wednesday 23/03/2011	Thursday 24/03/2011	Friday 25/03/2011	Saturday 26/03/2011	Sunday 27/03/2011	Monday 28/03/2011	Tuesday 29/03/2011	Wednesday 30/03/2011	Thursday 31/03/2011	Friday 01/04/2011	Saturday 02/04/2011	Sunday 03/04/2011	Average Week Day (5 Days)	Average Week (7 Day)
01:00	*	0	0	0	0	0	1	0	0	*	*	*	*	*	**0**	**0**
02:00	*	0	0	0	0	1	0	0	0	*	*	*	*	*	**0**	**0**
03:00	*	0	0	0	0	0	0	0	0	*	*	*	*	*	**0**	**0**
04:00	*	0	0	0	0	0	0	0	0	*	*	*	*	*	**0**	**0**
05:00	*	0	0	0	0	0	0	0	0	*	*	*	*	*	**0**	**0**
06:00	*	1	1	0	1	0	0	2	1	*	*	*	*	*	**1**	**1**
07:00	*	1	1	3	2	0	0	1	1	*	*	*	*	*	**2**	**1**
08:00	*	9	5	6	8	1	0	8	8	*	*	*	*	*	**7**	**6**
09:00	*	0	4	8	4	3	1	2	2	*	*	*	*	*	**3**	**3**
10:00	*	5	3	6	4	2	3	6	4	*	*	*	*	*	**5**	**4**
11:00	*	2	0	2	3	1	1	3	1	*	*	*	*	*	**2**	**2**
12:00	*	5	4	3	5	3	2	5	*	*	*	*	*	*	**4**	**4**
13:00	*	8	5	6	6	1	2	7	*	*	*	*	*	*	**6**	**5**
14:00	*	2	5	4	4	4	1	4	*	*	*	*	*	*	**4**	**3**
15:00	*	3	5	4	4	2	0	5	*	*	*	*	*	*	**4**	**3**
16:00	*	5	3	4	5	1	0	5	*	*	*	*	*	*	**4**	**3**
17:00	*	4	4	4	3	0	1	4	*	*	*	*	*	*	**4**	**3**
18:00	4	2	4	3	4	0	2	4	*	*	*	*	*	*	**4**	**3**
19:00	1	1	2	2	1	0	3	3	*	*	*	*	*	*	**2**	**2**
20:00	0	2	0	1	1	0	2	2	*	*	*	*	*	*	**1**	**1**
21:00	0	0	0	0	1	1	0	1	*	*	*	*	*	*	**0**	**0**
22:00	0	0	0	0	0	1	1	0	*	*	*	*	*	*	**0**	**0**
23:00	0	0	0	0	0	0	1	0	*	*	*	*	*	*	**0**	**0**
00:00	0	0	0	0	0	0	1	0	*	*	*	*	*	*	**0**	**0**
Summary data																
0700-1900	**5**	**46**	**44**	**52**	**51**	**18**	**16**	**56**	**15**	**0**	**0**	**0**	**0**	**0**	**49**	**42**
0600-2200	**5**	**49**	**45**	**56**	**55**	**20**	**19**	**60**	**16**	**0**	**0**	**0**	**0**	**0**	**52**	**44**
0600-0000	**5**	**49**	**45**	**56**	**55**	**20**	**21**	**60**	**16**	**0**	**0**	**0**	**0**	**0**	**52**	**45**
0000-0000	**5**	**50**	**46**	**56**	**56**	**21**	**22**	**62**	**17**	**0**	**0**	**0**	**0**	**0**	**53**	**46**
0700-1000	**0**	**14**	**12**	**20**	**16**	**6**	**4**	**16**	**14**	**0**	**0**	**0**	**0**	**0**	**15**	**13**
1600-1900	**5**	**7**	**10**	**9**	**8**	**0**	**6**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**8**

Intelligent Data - Automatic Traffic Count Output

Road Name Solent Road
Flow from Brockhampton Lane **to:** Park Road South
Date From 21/03/2011 **to:** 29/03/2011
Vehicle Classification OGV2

Prepared by Alex Smith
Checked by Paul O'Neill
Issued by Paul O'Neill

Hour Ending	Monday 21/03/2011	Tuesday 22/03/2011	Wednesday 23/03/2011	Thursday 24/03/2011	Friday 25/03/2011	Saturday 26/03/2011	Sunday 27/03/2011	Monday 28/03/2011	Tuesday 29/03/2011	Wednesday 30/03/2011	Thursday 31/03/2011	Friday 01/04/2011	Saturday 02/04/2011	Sunday 03/04/2011	Average Week Day (5 Days)	Average Week (7 Day)
01:00	*	0	0	0	0	0	0	0	0	*	*	*	*	*	**0**	**0**
02:00	*	0	0	0	0	0	0	0	0	*	*	*	*	*	**0**	**0**
03:00	*	0	0	1	1	0	0	0	1	*	*	*	*	*	**1**	**0**
04:00	*	1	0	0	0	0	0	2	0	*	*	*	*	*	**1**	**0**
05:00	*	0	1	0	1	0	0	1	1	*	*	*	*	*	**1**	**1**
06:00	*	0	0	0	0	0	0	2	0	*	*	*	*	*	**0**	**0**
07:00	*	1	0	0	1	0	0	1	2	*	*	*	*	*	**1**	**1**
08:00	*	2	0	1	2	0	0	1	1	*	*	*	*	*	**1**	**1**
09:00	*	3	0	2	2	2	1	3	2	*	*	*	*	*	**2**	**2**
10:00	*	1	2	1	3	1	1	2	2	*	*	*	*	*	**2**	**2**
11:00	*	2	0	1	2	0	0	0	1	*	*	*	*	*	**1**	**1**
12:00	*	1	0	1	0	1	2	1	*	*	*	*	*	*	**1**	**1**
13:00	*	1	0	1	1	1	1	1	*	*	*	*	*	*	**1**	**1**
14:00	*	0	2	1	1	1	1	0	*	*	*	*	*	*	**1**	**1**
15:00	*	1	0	2	0	1	0	2	*	*	*	*	*	*	**1**	**1**
16:00	*	1	2	1	1	0	0	3	*	*	*	*	*	*	**2**	**1**
17:00	*	2	1	2	2	0	1	2	*	*	*	*	*	*	**2**	**1**
18:00	0	2	0	1	1	2	0	2	*	*	*	*	*	*	**1**	**1**
19:00	0	0	0	0	0	0	0	1	*	*	*	*	*	*	**0**	**0**
20:00	0	0	0	0	0	1	0	1	*	*	*	*	*	*	**0**	**0**
21:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*	**0**	**0**
22:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*	**0**	**0**
23:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*	**0**	**0**
00:00	0	0	0	0	0	0	0	0	*	*	*	*	*	*	**0**	**0**
Summary data																
0700-1900	**0**	**16**	**7**	**14**	**15**	**9**	**7**	**18**	**6**	**0**	**0**	**0**	**0**	**0**	**14**	**12**
0600-2200	**0**	**17**	**7**	**14**	**16**	**10**	**7**	**20**	**8**	**0**	**0**	**0**	**0**	**0**	**15**	**13**
0600-0000	**0**	**17**	**7**	**14**	**16**	**10**	**7**	**20**	**8**	**0**	**0**	**0**	**0**	**0**	**15**	**13**
0000-0000	**0**	**18**	**8**	**15**	**18**	**10**	**7**	**25**	**10**	**0**	**0**	**0**	**0**	**0**	**17**	**15**
0700-1000	**0**	**6**	**2**	**4**	**7**	**3**	**2**	**6**	**5**	**0**	**0**	**0**	**0**	**0**	**5**	**4**
1600-1900	**0**	**4**	**1**	**3**	**3**	**2**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**

Intelligent Data - Automatic Traffic Count Output

Road Name Solent Road
Flow from Brockhampton Lane **to:** Park Road South
Date From 21/03/2011 **to:** 29/03/2011
Vehicle Classification All Vehicles

Prepared by Alex Smith
Checked by Paul O'Neill
Issued by Paul O'Neill

Hour Ending	Monday 21/03/2011	Tuesday 22/03/2011	Wednesday 23/03/2011	Thursday 24/03/2011	Friday 25/03/2011	Saturday 26/03/2011	Sunday 27/03/2011	Monday 28/03/2011	Tuesday 29/03/2011	Wednesday 30/03/2011	Thursday 31/03/2011	Friday 01/04/2011	Saturday 02/04/2011	Sunday 03/04/2011	Average Week Day (5 Days)	Average Week (7 Day)
01:00	*	2	0	2	2	10	7	1	1	*	*	*	*	*	1	3
02:00	*	0	0	1	1	2	5	0	1	*	*	*	*	*	1	1
03:00	*	1	1	1	2	3	3	1	2	*	*	*	*	*	1	2
04:00	*	2	0	0	1	0	2	3	1	*	*	*	*	*	1	1
05:00	*	0	1	0	1	2	1	2	1	*	*	*	*	*	1	1
06:00	*	12	8	8	10	8	5	14	10	*	*	*	*	*	10	9
07:00	*	26	27	21	23	21	18	25	31	*	*	*	*	*	26	24
08:00	*	90	91	81	76	89	27	110	92	*	*	*	*	*	90	83
09:00	*	124	167	158	136	132	42	172	136	*	*	*	*	*	149	135
10:00	*	158	147	162	184	147	126	162	175	*	*	*	*	*	165	158
11:00	*	151	140	140	133	199	140	134	170	*	*	*	*	*	145	150
12:00	*	199	168	202	207	207	188	171	*	*	*	*	*	*	189	191
13:00	*	210	222	204	209	223	198	204	*	*	*	*	*	*	210	210
14:00	*	187	181	209	208	222	179	214	*	*	*	*	*	*	200	200
15:00	*	134	139	139	151	178	201	161	*	*	*	*	*	*	145	156
16:00	*	180	156	199	151	200	145	202	*	*	*	*	*	*	178	176
17:00	*	237	269	229	270	190	114	287	*	*	*	*	*	*	258	232
18:00	368	260	273	267	264	167	51	311	*	*	*	*	*	*	291	250
19:00	119	110	117	130	91	127	36	136	*	*	*	*	*	*	117	109
20:00	49	44	45	44	49	78	29	46	*	*	*	*	*	*	46	48
21:00	19	13	19	15	16	44	10	16	*	*	*	*	*	*	16	19
22:00	7	4	7	5	4	19	13	5	*	*	*	*	*	*	5	8
23:00	3	4	2	3	2	12	6	3	*	*	*	*	*	*	3	4
00:00	2	1	0	1	2	4	3	1	*	*	*	*	*	*	1	2
Summary data																
0700-1900	**487**	**2040**	**2070**	**2120**	**2080**	**2081**	**1447**	**2264**	**573**	**0**	**0**	**0**	**0**	**0**	**2136**	**2051**
0600-2200	**562**	**2127**	**2168**	**2205**	**2172**	**2243**	**1517**	**2356**	**604**	**0**	**0**	**0**	**0**	**0**	**2229**	**2150**
0600-0000	**567**	**2132**	**2170**	**2209**	**2176**	**2259**	**1526**	**2360**	**604**	**0**	**0**	**0**	**0**	**0**	**2233**	**2156**
0000-0000	**567**	**2149**	**2180**	**2221**	**2193**	**2284**	**1549**	**2381**	**620**	**0**	**0**	**0**	**0**	**0**	**2248**	**2173**
0700-1000	**0**	**372**	**405**	**401**	**396**	**368**	**195**	**444**	**403**	**0**	**0**	**0**	**0**	**0**	**404**	**376**
1600-1900	**487**	**607**	**659**	**626**	**625**	**484**	**201**	**734**	**0**	**0**	**0**	**0**	**0**	**0**	**666**	**591**
Peak Hour Analysis																
07:00-10:00	0	158	167	162	184	147	126	172	175	0	0	0	0	0	165	158
11:00-16:00	0	210	222	209	209	223	201	214	170	0	0	0	0	0	210	210
17:00-19:00	368	260	273	267	270	190	114	311	0	0	0	0	0	0	291	250

Note: Peak Hour Analysis calculates and then highlights the highest flow within the period listed.

Intelligent Data - Automatic Traffic Count Output

Road Name Solent Road
Flow From Brockhampton Lane **to:** Park Road South
Date From 21/03/2011 **to:** 29/03/2011

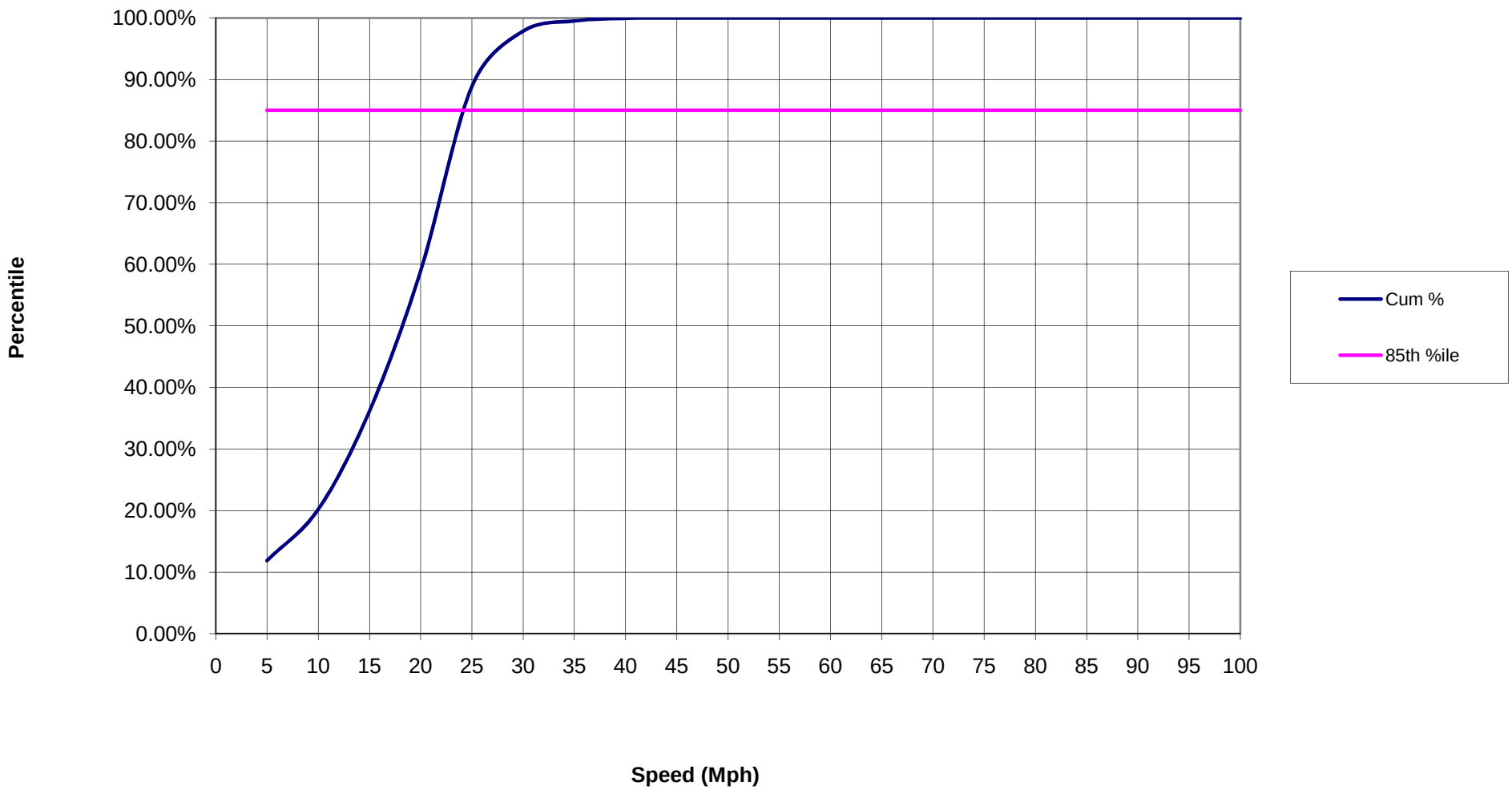
Prepared by Alex Smith
Checked by Paul O'Neill
Issued by Paul O'Neill

Speed From		Speed to	Cycle	Motorcycle	Car	LGV	Rigid 2 Axle	Rigid 3 Axle	Rigid 4 Axle	Artic 3	Artic 4	Artic 5+	Bus	Other	Totals	Percentage
0	-	5	770	283	1032	6	4	.	.	.	.	.	6	4	2105	11.88%
5	-	10	154	21	1094	8	59	.	.	.	.	.	121	18	1475	8.32%
10	-	15	21	88	2622	39	23	10	2	6	.	4	.	12	2827	15.95%
15	-	20	.	37	3639	172	76	29	12	10	.	14	.	51	4040	22.79%
20	-	25	.	6	4973	211	64	16	6	4	.	10	.	21	5311	29.96%
25	-	30	.	.	1540	39	8	4	.	.	.	.	.	.	1591	8.98%
30	-	35	.	.	269	23	.	.	.	.	.	2	.	.	294	1.66%
35	-	40	.	.	68	10	.	.	.	.	.	.	.	.	78	0.44%
40	-	45	.	.	4	.	.	.	.	.	.	.	.	.	4	0.02%
45	-	50	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%
50	-	55	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%
55	-	60	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%
60	-	65	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%
65	-	70	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%
70	-	75	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%
75	-	80	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%
80	-	85	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%
85	-	90	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%
90	-	95	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%
95	-	100	.	.	.	.	.	.	.	.	.	.	.	.	0	0.00%

Speed to	Cum %	85th %ile
5	11.88%	0.85
10	20.20%	0.85
15	36.15%	0.85
20	58.94%	0.85
25	88.90%	0.85
30	97.88%	0.85
35	99.54%	0.85
40	99.98%	0.85
45	100.00%	0.85
50	100.00%	0.85
55	100.00%	0.85
60	100.00%	0.85
65	100.00%	0.85
70	100.00%	0.85
75	100.00%	0.85
80	100.00%	0.85
85	100.00%	0.85
90	100.00%	0.85
95	100.00%	0.85
100	100.00%	0.85

Cum %
11.88%
20.20%
36.15%
58.94%
88.90%
97.88%
99.54%
99.98%
100.00%
100.00%
100.00%
100.00%
100.00%
100.00%
100.00%
100.00%
100.00%
100.00%
100.00%
100.00%

Cumulative Percentage of all Speeds



Appendix C

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection: **Notes:**

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

Selected Polygon:EM HAVANT

060049220 06/02/2006 Time 1500 Vehicles 2 Casualties 1 Serious
E: 471568 N: 106242 First Road: B 2149 Road Type Dual carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions a None Carriagewa None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAV SOUTH ON B2149. VEH 2 (M/CYCLE) TRAV NORTH ON B2149. VEHCILES HIT EACH OTHER AND RIDER OF VEH 2 IS KNOCKED OFF BIKE.
Occurred on B2149 PARK ROAD SOUTH AT JUNCTION WITH U BULBECK ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from N to S No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Negative

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
Vehicle movement from S to N No tow / articulation
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
Nearside Age of Driver 56 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 2 Age: 56 Male Driver/rider Severity: Serious
Not a pupil

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection: **Notes:**
Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

060144530 18/04/2006 Time 1631 Vehicles 3 Casualties 1 Slight
E: 471011 N: 106084 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 a None Carriagewa None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1, 2 AND 3 ALL TRAV EAST ALONG SOLENT ROAD. VEH 1 (CAR) STOPS IN TRAFFIC VEH 2 (CAR) ALSO STOPS BUT VEH 3 (CAR) DOESNT AND PUSHES VEH 2 INTO VEH 1.
Occurred on SOLENT ROAD 95 METRES EAST BROCKHAMPTON ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Negative

Vehicle Reference 2 Car Stopping
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle: 3
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Negative

Vehicle Reference 3 Car Stopping
Vehicle movement from W to E No tow / articulation
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
None None

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection: **Notes:**

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

Did not leave carr 37 Female
Not hit and run Negative

Casualty Reference: 1 Vehicle: 3 Age: 37 Female Driver/rider Severity: Slight
Not a pupil

060165649 03/05/2006 Time 2135 Vehicles 2 Casualties 6 Serious
E: 471586 N: 106099 First Road: B 2149 Road Type Dual carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions a None Carriagewa None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Possible
2nd:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAV SOUTH ON PARK ROAD SOUTH INTENDING TO TURN RIGHT INTO SOLENT ROAD AT TRAFFIC LIGHTS. VEH 2 (CAR) TRAV NORTH ON PARK ROAD SOUTH. VEH 2 TURNED RIGHT ACROSS THE PATH OF VEH 1. COLLISION OCCURS.
Occurred on B2149 PARK ROAD SOUTH AT JUNCTION WITH SOLENT ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from N to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabou First impact Nearside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 18 Female Driver/rider Severity: Slight
Not a pupil

Casualty Reference: 4 Vehicle: 1 Age: 19 Female Passenger Severity: Slight
Not a pupil
Front seat

Casualty Reference: 5 Vehicle: 1 Age: 21 Male Passenger Severity: Serious
Not a pupil
Back seat

Hit object in road Off road:

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

Notes:

Casualty Reference: 6 Vehicle: 1 Age: 19 Female Passenger Severity: Slight
Not a pupil Breath test Age of Driver
Back seat

Vehicle Reference 2 Car Going ahead other
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabou First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 47 Female
Not hit and run Breath test Negative

Casualty Reference: 2 Vehicle: 2 Age: 47 Female Driver/rider Severity: Slight
Not a pupil

Casualty Reference: 3 Vehicle: 2 Age: 18 Female Passenger Severity: Slight
Not a pupil
Front seat

060307511 08/08/2006 Time 1636 Vehicles 2 Casualties 1 Slight
E: 471515 N: 106090 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions a None Carriagewa None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Road layout (eg bend, hill crest)	Vehicle 2	Very Likely
2nd:	Failed to look properly	Vehicle 2	Very Likely
3rd:	Cyclist entering road from pavement	Vehicle 2	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING WEST ALONG SOLENT ROAD. VEH 2 (P/CY) ATTEMPTS TO CROSS SOLENT ROAD NORTHWARDS FROM DROPPED KERB WHERE CYCLE PATH ALONGSIDE TESCO JOINS SOLENT ROAD, FAILS TO LOOK PROPERLY AND COLLIDES WITH VEH 1 AS IT PASSES. RIDER OF VEH 2 FALLS O
Occurred on SOLENT ROAD 60 METRES WEST OF JUNCTION WITH PARK ROAD SOUTH, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation
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 75 Female
Not hit and run Breath test Negative

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection: **Notes:**

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Female
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 57 Female Driver/rider Severity: Slight
Not a pupil

060404622 09/10/2006 Time 1340 Vehicles 2 Casualties 2 Slight
E: 471601 N: 106089 First Road: B 2149 Road Type Dual carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions a None Carriagewa None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH2 (4X4) TRAVELLING SOUTH ALONG B2149 PARK ROAD SOUTH STOPPED AT TRAFFIC LIGHTS THAT SUDDENLY CHANGED. VEH1 (CAR) DIDN'T BREAK IN TIME AND DROVE INTO THE BACK OF VEH2.
Occurred on B2149 PARK ROAD SOUTH AT JUNCTION WITH SOLENT ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction o First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 29 Female Driver/rider Severity: Slight
Not a pupil

2 Car Stopping

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection: **Notes:**

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

N S No tow / articulation

On main carriageway No skidding, jack-knifing or overturning

Cleared junction o Back 1

None None

Did not leave carr 70 Male

Not hit and run Negative

Casualty Reference: 2 Vehicle: 2 Age: 70 Male Driver/rider Severity: Slight

Not a pupil

070111732 10/03/2007 Time 1405 Vehicles 2 Casualties 1 Slight

E: 471570 N: 106260 First Road: B 2149 Road Type Dual carriageway

Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified

Crossing: Control None Facilities: None within 50m Road surface Dry

Daylight:street lights present Fine without high winds

Special Conditions a None Carriagewa None

Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAV SOUTH ON B2149 IS HIT ON THE NEARSIDE BY VEH 2 (CAR) WHICH PULLS OUT OF A LAYBY ONTO THE MAIN ROAD WITHOUT LOOKING PROPERLY.

Occurred on B2149 PARK ROAD SOUTH AT JUNCTION WITH BULBECK ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other

Vehicle movement from N to S No tow / articulation

On main carriageway No skidding, jack-knifing or overturning

Location at impact Jct Approach First impact Nearside Hit vehicle: 2

Hit object in road None Off road: None

Did not leave carr Age of Driver 26 Male

Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 26 Male Driver/rider Severity: Slight

Not a pupil

Vehicle Reference 2 Car Changing lane to right

Vehicle movement from N to S No tow / articulation

On main carriageway No skidding, jack-knifing or overturning

Location at impact Jct Approach First impact Offside Hit vehicle: 1

Hit object in road None Off road: None

Did not leave carr 46 Female

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection: **Notes:**

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

Vehicle movement from to Negative

Location at impact First impact Hit vehicle:
Hit object in road Off road:

Age of Driver

Breath test

070145438 30/03/2007 Time 1100 Vehicles 2 Casualties 1 Slight
E: 471570 N: 106286 First Road: B 2149 Road Type Dual carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions a None Carriagewa None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Crossed road masked by stationary veh	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Wrong use of pedestrian crossing facility	Casualty 1	Very Likely
4th:	Careless/Reckless/In a hurry	Casualty 1	Very Likely
5th:			
6th:			

VEH 2 (BUS), TRAV SOUTH IN LANE 1 OF B2149, STATIONARY AT RED LIGHTS, LIGHTS CHANGED TO GREEN AND BUS BEGINS TO PULL AWAY. VEH 1 (CAR) COMES DOWN LANE 2 ON THE OUTSIDE OF THE BUS, HOWEVER A PEDESTRIAN DECIDES TO RUN ACROSS THE CROSSING IN FRONT OF THE BU
Occurred on B2149 PARK ROAD SOUTH AT JUNCTION WITH WEST STREET, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction o First impact Front 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 Negative

Casualty Reference: 1 Vehicle: 1 Age: 61 Male Pedestrian Severity: Slight
Not a pupil
On Ped Crossing W bound

Driver's nearside masked

Vehicle Reference 2 Bus or coach Stopping
Vehicle movement from N to S No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction o First impact Did not impact Hit vehicle: 0
Hit object in road None Off road: None
Did not leave carr Age of Driver 47 Male
Not hit and run Not requested Age of Driver

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection: **Notes:**

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

Breath test

070175424 16/04/2007 Time 1918 Vehicles 2 Casualties 1 Slight
E: 471582 N: 106104 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions a None Carriagewa None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SOUTH ALONG PARK ROAD SOUTH, STOPPED AT TRAFFIC LIGHTS TO TURN RIGHT INTO SOLENT ROAD. WHEN LIGHTS TURN GREEN, VEH 1 FAILS TO GIVE WAY TO VEH 2 (CAR) TRAVELLING NORTH ALONG PARK ROAD SOUTH .
Occurred on B2149 PARK ROAD SOUTH AT JUNCTION WITH SOLENT ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from N to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabou First impact Back 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

Casualty Reference: 1 Vehicle: 1 Age: 33 Female Driver/rider Severity: Slight
Not a pupil

Vehicle Reference 2 Car Going ahead other
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabou First impact Nearside Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 65 Female
Not hit and run Breath test Negative

Breath test

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

Notes:

070203850 02/05/2007 Time 1530 Vehicles 2 Casualties 1 Slight
E: 471560 N: 106234 First Road: B 2149 Road Type Dual 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 a None Carriagewa None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SOUTH ALONG PARK ROAD SOUTH, MANOURVERED INTO THE RIGHT HAND LANE TO TURN RIGHT INTO DRIVE, WHEN HE WAS HIT IN THE REAR BY VEH 2 (CAR).
Occurred on B2149 PARK ROAD SOUTH AT JUNCTION WITH BULBECK ROAD, OPPOSITE HOUSE NUMBER 16., HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from N to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabou First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 1 Age: 26 Male Driver/rider Severity: Slight
Not a pupil

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to S No tow / articulation
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 25 Male
Not hit and run Breath test Driver not contacted

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection: **Notes:**
Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

070210082 06/05/2007 Time 1420 Vehicles 2 Casualties 1 Slight
E: 471580 N: 106097 First Road: B 2149 Road Type Dual carriageway
Speed limit: 40 Junction Detail: T & Stag Jct 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 a None Carriagewa None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 2 (M/CYCLE) TRAV NORTH ON THE B2149. VEH 1 (CAR) TRAV SOUTH AND IS INTENDING TO TURN RIGHT INTO SOLENT WAY ONCE VEH 2 HAS PASSED. HOWEVER, THE DRIVER OF VEH 1 FAILS TO CONTROL THE VEHICLE AND HITS VEH 2 AS IT PASSES CAUSING SLIGHT INJURY TO THE RID
Occurred on B2149 PARK ROAD SOUTH AT JUNCTION WITH SOLENT ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from N to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Female
Not hit and run Breath test Negative

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 2 Age: 51 Male Driver/rider Severity: Slight
Not a pupil

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection: **Notes:**
Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

070450937 29/09/2007 Time 0624 Vehicles 2 Casualties 2 Slight
E: 471571 N: 106263 First Road: B 2149 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight:street lights present Fine without high winds
Special Conditions a None Carriagewa None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 2	Very Likely
2nd:	Vehicle blind spot	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (VAN) WAS TRAVELLING SOUTH ALONG B2149 PARK ROAD SOUTH IN LANE 1 OF 2. VEH2 (TAXI) WAS PULLING OUT OF LAY-BY ALONG B2149 PARK ROAD SOUTH, BY MCDONALDS, TO JOIN MAIN ROAD AND TRAVEL SOUTH IN LANE 1 OF 2. DRIVER OF VEH2 FAILED TO SEE VEH1 AND PULLED O
Occurred on B2149 PARK ROAD SOUTH LAY-BY OUTSIDE OF MCDONALDS, HAVANT, HAMPSHIRE

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from N to S No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 50 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 50 Male Driver/rider Severity: Slight
Not a pupil

Vehicle Reference 2 Taxi/Private hire car Starting
Vehicle movement from N to S No tow / articulation
Leaving lay-by or hard shoulder No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 56 Male
Not hit and run Breath test Negative

Casualty Reference: 2 Vehicle: 2 Age: 56 Male Driver/rider Severity: Slight
Not a pupil

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

Notes:

080072103 18/02/2008 Time 1050 Vehicles 1 Casualties 2 Slight
E: 470977 N: 106191 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 a None Carriagewa None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Travelling too fast for conditions	Vehicle 1	
4th:			
5th:			
6th:			

VEHICLE 1 (CAR) TRAVELLING NORTH, ALONG BROCKHAMPTON LANE, FAILS TO NEGOTIATE SLIGHT L/H/BEND, CLIPS KERB TO NEARSIDE, SWERVES ACROSS CARRIAGEWAY, HITS OPPOSITE KERB, ROLLS AND COMES TO REST AGAINST GARDEN BRICK WALL OF #6 ON NEARSIDE.
Occurred on BROCKHAMPTON ROAD 100 METRES NORTH EAST OF MARPLES WAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend
Vehicle movement from S to N No tow / articulation
On main carriageway Skidded and overturned
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 0
Hit object in road Kerb Off road: Oth perm objects
Nearside Age of Driver 19 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Driver/rider Severity: Slight
Not a pupil

Casualty Reference: 2 Vehicle: 1 Age: 22 Male Passenger Severity: Slight
Not a pupil
Front seat

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection: **Notes:**
Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

080303189 10/07/2008 Time 1025 Vehicles 2 Casualties 2 Slight
E: 471066 N: 106076 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions a None Carriagewa None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 2	Possible
2nd:	Sudden braking	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

UNKNOWN VEHICLE TRAVELLING WEST ALONG SOLENT ROAD, HAVANT. UNKNOWN VEHICLE STARTED TO SLOW AND MADE OFF SIDE INDICATION IN ORDER TO TURN AT A FORTH COMING JUNCTION. VEH 1 (CAR) STARTED TO SLOW DOWN , BUT THEN HAD TO BRAKE HARD AS THE UNKNOWN VEHICLE HAD
Occurred on SOLENT ROAD OUTSIDE OF BOSMERE MEDIACL PRACTICE CAR PARK, HAVANT, HAMPSHIRE

Vehicle Reference 1 Other motor vehicle Going ahead but held up
Vehicle movement from W to E No tow / articulation
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 53 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 53 Male Driver/rider Severity: Slight
Not a pupil

Vehicle Reference 2 Car Stopping
Vehicle movement from W to E No tow / articulation
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 31 Female
Not hit and run Breath test Negative

Casualty Reference: 2 Vehicle: 2 Age: 31 Female Driver/rider Severity: Slight
Not a pupil

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection: **Notes:**
Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

080391198 02/09/2008 Time 0833 Vehicles 2 Casualties 1 Slight
E: 471568 N: 106295 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Wet/Damp
Daylight: no street lighting Raining without high winds
Special Conditions a None Carriagewa None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEHICLE 1 (CAR) TRAVELLING SOUTH ON PARK ROAD NORTH HAD STOPPED AT TRAFFIC LIGHTS AT THE JUNCTION OF WEST STREET. VEHICLE 2 (CAR) TRAVELLING IN THE SAME DIRECTION FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 1.
Occurred on B2149 PARK ROAD NORTH AT JUNCTION WITH WEST STREET, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from N to S No tow / articulation
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 52 Male
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 1 Age: 52 Male Driver/rider Severity: Slight
Not a pupil

Vehicle Reference 2 Car Stopping
Vehicle movement from N to S No tow / articulation
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 26 Male
Not hit and run Breath test Driver not contacted

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

Notes:

090088109 27/02/2009 Time 1450 Vehicles 3 Casualties 1 Slight
E: 470932 N: 106115 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 a None Carriagewa None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEHICLE 3 (CAR) TRAVELLING NORTH ALONG BROCKHAMPTON ROAD GIVING WAY TO VAN TRAVELLING IN OPPOSITE DIRECTION. VEHICLE 2 (CAR) BEHIND ALSO STOPPED BUT VEHICLE 1 (CAR) THAT HAD JUST EXITED RBT HAD NOT NOTICED STATIONARY TRAFFIC AND COLLIDED INTO REAR OF
Occurred on BROCKHAMPTON ROAD AT JUNCTION WITH SOLENT ROAD, 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 Cleared junction o First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Male
Not hit and run Breath test Negative

Vehicle Reference 2 Car 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 Cleared junction o First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Negative

Vehicle Reference 3 Car 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
Cleared junction o Back 2

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection: **Notes:**

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

None None

Did not leave carr 28 Female

Not hit and run Negative

Casualty Reference: 1 Vehicle: 3 Age: 28 Female Driver/rider Severity: Slight

Not a pupil

090178039 25/04/2009 Time 1340 Vehicles 1 Casualties 1 Slight

E: 471571 N: 106284 First Road: B 2149 Road Type Single carriageway

Speed limit: 40 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified

Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry

Daylight:street lights present Fine without high winds

Special Conditions a None Carriagewa None

Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SOUTH ALONG PARK ROAD NORTH AT JUNCTION WITH WEST STREET, APPROACHING PEDESTRIAN CROSSING. LIGHTS WERE GREEN. CAS 1 (PEDESTRIAN) RAN ACROSS PARK ROAD NOTH IN AN EASTBOUND DIRECTION IN FRONT OF TRAFFIC AND WAS STRUCK BY VEH 1 .
Occurred on B149 PARK ROAD NORTH AT THE JUNCTION WITH WEST STREET, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other

Vehicle movement from N to S No tow / articulation Leaving the main road

On main carriageway No skidding, jack-knifing or overturning

Location at impact Jct Approach First impact Front Hit vehicle:

Hit object in road None Off road: None

Nearside Age of Driver 49 Male

Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 10 Male Pedestrian Severity: Slight

Not a pupil

On Ped Crossing E bound

Driver's offside

Location at impact First impact Hit vehicle:

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

Notes:

090212838 Hit object in road 18/05/2009 Time 0834 Vehicles 3 Off road: Casualties 1 Slight
E: 471198 N: 106077 First Road: U Road Type Single carriageway Age of Driver
Speed limit: 30 Junction Detail: T & Staggered Jct Breath test Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Wet/Damp
Daylight:street lights present Raining with high winds
Special Conditions a None Carriagewa None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING EAST ON SOLENT ROAD, INDICATING TO TURN LEFT INTO BROCKHAMPTON LANE. VEH 2 (CAR) AND VEH 3 (VAN) WERE TRAVELLING BEHIND IN THAT ORDER. VEH 2 SLOWED TO ALLOW VEHICLE 1 TO TURN AND VEH 3 COLLIDED WITH REAR OF VEH 2 PUSHING VEH 2
Occurred on SOLENT ROAD AT THE JUNCTION WITH BROCKHAMPTON LANE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from W to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 64 Female
Not hit and run Breath test Driver not contacted

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 Jct Approach First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 2 Age: 21 Female Driver/rider Severity: Slight
Not a pupil

Vehicle Reference 3 Goods 3.5 tonnes mgw and under Going ahead but held up
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway Skidded
Jct Approach First impact Front Hit vehicle: 2
None None

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

Notes:

Did not leave carr 49 Male
Not hit and run Negative

090312661 18/07/2009 Time 1600 Vehicles 2 Casualties 1 Slight
E: 471550 N: 106296 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight:street lights present Fine without high winds
Special Conditions a None Carriagewa None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (P/CYCLE) TRAVELLING EAST ALONG WEST STREET APPROACHING JUNCTION WITH PARK ROAD SOUTH. VEH 1 (CAR) TURNING LEFT FROM PARK ROAD SOUTH ONTO WEST STREET. VEH 2 APPLIED BRAKE BUT HAD SLIPPED FROM HANDLE CAUSING THE CYCLE TO CONTINUE AND SWERVE INT
Occurred on PARK ROAD SOUTH AT THE JUNCTION WITH WEST STREET, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from S to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Offside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Male
Not hit and run Breath test Negative

Vehicle Reference 2 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 roundabou First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 14 Male
Location at impact
Not hit and run Not requested
Hit object in road Off road:

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection: **Notes:**

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

Age of Driver

Breath test

Casualty Reference: 1 Vehicle: 2 Age: 14 Male Driver/rider Severity: Slight
Not a pupil

090512680 26/11/2009 Time 0930 Vehicles 2 Casualties 1 Slight
E: 471569 N: 106243 First Road: B 2149 Road Type Dual carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified

Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions a None Carriagewa None

Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR), HEADING NORTH ALONG PARK ROAD SOUTH, WAS FLASHED TO TURN RIGHT ACROSS TWO LANES. AS VEH 1 TURNED, VEH 2 (VAN), HEADING SOUTH, STRUCK THE NEARSIDE OF VEH 1.
Occurred on PARK ROAD SOUTH AT THE JUNCTION WITH BULBECK ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Nearside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 50 Female
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 1 Age: 50 Female Driver/rider Severity: Slight
Not a pupil

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabou First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 60 Male
Not hit and run Breath test Driver not contacted

Breath test

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

Notes:

100003545 03/01/2010 Time 1435 Vehicles 2 Casualties 1 Slight
E: 471214 N: 106398 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight: no street lighting Fine with high winds
Special Conditions a None Carriagewa None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TURNED RIGHT OUT OF ELECTICITY STATION FAILING TO SEE VEH 1 (MOPED) TRAVELLING SE ALONG WEST STREET, VEH 1 SWERVES TO AVOID COLLISION BUT LOSES CONTROL CAUSING RIDER TO FALL OFF.
Occurred on WEST STREET OUTSIDE THE ELECTRICITY SUBSTATION, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road Kerb Off road: None
Nearside Age of Driver 29 Male
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 1 Age: 29 Male Driver/rider Severity: Slight
Not a pupil

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

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection: **Notes:**
Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

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 a None Carriagewa 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 roundabou 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

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 roundabou 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

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

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection: **Notes:**
Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

100059308 12/02/2010 Time 1310 Vehicles 2 Casualties 2 Slight
E: 471308 N: 106053 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions a None Carriagewa None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed automatic traffic signal	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (VAN) TRAVELLING N ALONG TESCO ENTRANCE ROAD TURNS RIGHT ONTO SOLENT ROAD INTO THE PATH OF VEH 2 (CAR) TRAVELLING W ALONG SOLENT ROAD AND THEY COLLIDE. BELIEVED THAT ONE OF VEHS WENT THROUGH RED LIGHT.
Occurred on SOLENT ROAD AT JUNCTION WITH TESCO SUPERMARKET, HAVANT, HAMPSHIRE

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabou First impact Offside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 21 Male Driver/rider Severity: Slight
Not a pupil

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabou First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 44 Female
Not hit and run Breath test Negative

Casualty Reference: 2 Vehicle: 2 Age: 44 Female Driver/rider Severity: Slight
Not a pupil

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection: **Notes:**
Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

100190013 10/05/2010 Time 2010 Vehicles 2 Casualties 1 Slight
E: 471566 N: 106102 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions a None Carriagewa None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING E ALONG SOLENT ROAD MOVED FORWARDS COLLIDING WITH LEG OF RIDER ON VEH 2 (M/CYCLE) WAITING IN FRONT AT TRAFFIC LIGHTS.
Occurred on SOLENT ROAD AT JUNCTION WITH B2149 PARK ROAD SOUTH, HAVANT, HAMPSHIRE

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

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Waiting to turn right
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 2 Age: 21 Male Driver/rider Severity: Slight
Not a pupil

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection: **Notes:**
Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

100418887 02/10/2010 Time 0945 Vehicles 2 Casualties 1 Serious
E: 471326 N: 106044 First Road: U Road Type Single carriageway
Speed limit: 20 Junction Detail: Pri Drive Give way or controlled
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight: no street lighting Raining without high winds
Special Conditions a None Carriagewa None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 2	Possible
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:	Following too close	Vehicle 1	Possible
4th:	Sudden braking	Vehicle 1	Possible
5th:	Sudden braking	Vehicle 2	Possible
6th:			

VEH 2 (CAR) TRAVELLING W ALONG A27 MOORHILL ROAD TURNED LEFT INTO TESCO SUPERSTORE AND MOUNTED PAVEMENT CAUSING VEH 1 (M/CYCLE) TURNING LEFT BEHIND, TO BRAKE SUDDENLY AND FALL FROM VEH.
Occurred on SOLENT ROAD AT JUNCTION WITH TESCO SUPERSTORE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc 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 roundabou First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Not requested

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Driver/rider Severity: Serious
Not a pupil

Vehicle Reference 2 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 roundabou First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Not requested

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection: **Notes:**
Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

100430336 10/10/2010 Time 1224 Vehicles 2 Casualties 1 Slight
E: 471341 N: 106354 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions a None Carriagewa None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Junction restart	Vehicle 1	Very Likely
2nd:	Exceeding speed limit	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S ALONG UNION ROAD FAILS TO GIVE WAY AND TURNS RIGHT ONTO WEST STREET ACROSS PATH VEH 2 (CAR) TRAVELLING E ALONG WEST STREET. VEH 2 COLLIDES WITH VEH 1.
Occurred on WEST STREET AT JUNCTION WITH UNION ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from N to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction o First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 65 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 65 Male Driver/rider Severity: Slight
Not a pupil

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Negative

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection: **Notes:**
Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

100486150 16/11/2010 Time 1700 Vehicles 2 Casualties 1 Slight
E: 471000 N: 106466 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions a None Carriagewa None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Stationary or parked vehicle	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S ALONG STAUNTON ROAD, VISION IMPAIRED DUE TO PARKED VEH ON THE OFFSIDE, EDGES OUT ONTO WEST STREET INTO PATH OF VEH 2 (M/CYCLE) TRAVELLING E ALONG WEST STREET. VEH 2 COLLIDES WITH OFFSIDE VEH 1.
Occurred on WEST STREET AT JUNCTION WITH STAUNTON ROAD, HAVANT, HAMPSHIRE

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

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc 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 roundabou 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

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

Accidents between dates **01/01/2006 and 31/12/2010** (60) months

Selection:
Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("EM HAVANT")

Notes:

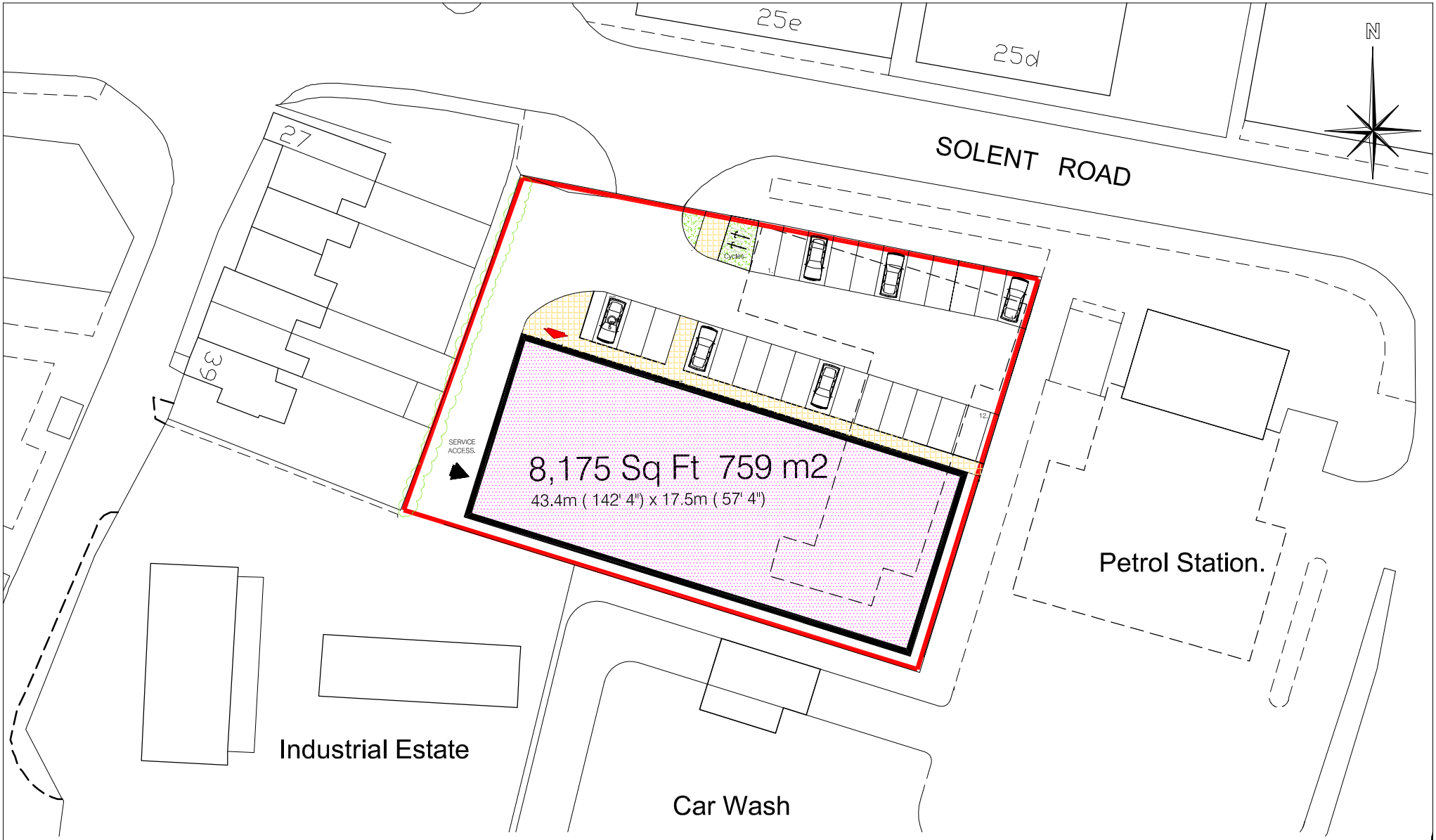
Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2 -wheels)	0	1	16	17
2-wheeled motor vehicles	0	2	4	6
Pedal cycles	0	0	3	3
Horses & other	0	0	0	0
Total	0	3	23	26

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	20	20
Passenger	0	1	4	5
Motorcycle rider	0	2	4	6
Cyclist	0	0	3	3
Pedestrian	0	0	2	2
Other	0	0	0	0
Total	0	3	33	36

Appendix D



Hargreaves

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Redevelopment Of ICTS Site, Solent Road.
Havant.

Site Plan 1:500

job no.	drawing no.	rev.
HA/SR/ICTS	PO2	

scale	drawn by	date
1:500 @ A4	RE	April 11

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Appendix E

1.0 INTRODUCTION

1.1 This Travel Plan has been prepared by David Tucker Associates on behalf of Hargreaves in respect of development proposals for a non-food retail unit on Solent Road, Havant. The site location is shown on **Figure 1** of the Transport Statement.

1.2 A travel plan is a term used for a package of measures aimed at promoting sustainable transport within an organisation, with the main aim of reducing travel by single occupancy vehicles. Travel plans are site specific and are dependant upon not only the location of the site but the size and type of organisations located there. They also require continuous monitoring and refinement in order to be successful.

1.3 The planning application does not identify an end user therefore the development will recognise wholly new operations for which information regarding specific staff travel patterns is limited. Furthermore, a number of the recognisable retail operators may undertake bespoke Travel Plan frameworks which it is likely they would adopt in the event of their operating this store.

1.4 This framework will therefore act as a guide for occupiers to produce a more detailed travel plan tailored to their organisation, which will outline specific measures and timescales for their implementation. Subsequent implementation of the detailed travel plan will commence on or prior to first occupation and shall be monitored and reviewed annually for a minimum of 5 years.

1.5 The Travel Plan includes:

- A strategy for setting target modal share for staff access to the site;
- A strategy for achieving the target;
- A process for monitoring progress towards achieving the target.

The strategy includes:

- Public transport use encouragement;
- Cycling incentives and facilities;
- Walking incentives;
- Car parking management;
- Car sharing encouragement.

2.0 NATIONAL AND LOCAL POLICY

2.1 National Policy

2.1.1 The DETR (1998) White Paper 'A New Deal for Transport: Better for Everyone' outlined the Government's transport policies for the future, with an emphasis on the need for a sustainable and integrated transport system; travel by foot, bicycle and public transport all being encouraged. The paper states:

> **"We look to business to ensure that it makes the most effective use of transport in a way that supports sustainable development. This means reducing the impact on the environment and reducing congestion."**

2.1.2 Key initiatives documented within the White Paper include quality partnerships –

> **"we want to create partnerships at all levels, to help business, local authorities and local communities to come together and respond to the challenge."**

2.1.3 In March 2001, DETR revised its planning policy guidance note relating to transport (PPG13). A key objective being the need to integrate planning and transport at the national, regional and local level to promote more sustainable transport choices and reduce the need to travel, especially by single occupancy vehicle.

2.1.4 Key themes within PPG13 of direct relevance here, include:

- The need to ensure accessibility and promote travel by public transport, walking and cycling.
- The need to control parking
- The need for appropriate traffic management
- The adoption of travel plans

2.1.5 PPG 13 suggests that Travel Plans should support the delivery of sustainable transport objectives through:

- reducing car usage (particularly single occupancy trips)
- promoting walking, cycling and use of public transport
- improving road safety and personal security, particularly for pedestrians and cyclists
- promoting more environmentally friendly freight movements

3.0 SITE ASSESSMENT

3.1 Introduction

3.1.1 The site is located on Solent Road in Havant, to the west of the core of the Town Centre and in close proximity to Solent Retail Park and a large Tesco store.. The site location is included as **Figure 1** of the Transport Statement. The proposed site masterplan is included as **Appendix D** of the same document.

3.1.2 The site is currently vacant but has an existing B2 use, having most recently been utilised for the manufacture and display of shelving and racking systems. The development proposals will require the demolition of existing buildings on site, totalling 498 sq m of floor space, and the creation of a new retail unit of 759 sqm.

3.1.3 The surrounding area is mixed commercial and retail with a small number of residential properties neighbouring the site. The Solent Retail Park and is located to the east of the site. A large and recently redeveloped Tesco store adjoins the site to the east and a small number of residential properties are located to the west of the site.

3.2 Public Transport Network

Bus Services

3.2.1 A number of bus stops are located on Solent Road, a short distance from the site. Further stopping facilities are located on Park Road North. Bus stop locations are shown on **figure 1**.

3.2.2 One frequent bus service routes along Solent Road. This service routes between the town centre and Penner Road via Solent Road on a half hourly frequency. A summary of the service is provided within **Table 3.1**.

Table 3.1 *Bus services from Solent Road*

Service number	Route	Mon-Fri (first and last service)*	Saturday	Sunday
75	Havant – Penner Road	Every 30 minutes (00710/2040)	No service	No service

*First and last service at Havant Market Parade

3.2.3 Further services operate along Park Road North/South. These are summarised in **Table 3.2**.

Table 3.2 *Bus services from Park Road South*

Service number	Route	Mon-Fri (first and last service)*	Saturday	Sunday
30	Havant – Hayling Island	Every 30 minutes (0635/2240)	Every 30 minutes (0655/2240)	Every two hours (0855/1655)
31	Hayling Island to Havant	Every 30 minutes (0650/2140)	Every 30 minutes (0715/2240)	Every two hours (0955/1755)
700	Brighton - Chichester - Havant - Portsmouth	Every 30 minutes (0641/2208)	Every 30 minutes (0705/2208)	Hourly (0816/2000)

*First and last service at Havant Bus Station

3.2.4 In summary, frequent bus services are available within 400m of the site to Havant town centre, Hayling Island and Portsmouth.

Rail Services

3.2.5 Havant Rail Station is approximately 500m from the site. From here regular and direct service to Portsmouth and Southampton can be accessed.

Pedestrian/Cycle Facilities

3.2.6 Footways along both sides of Solent Road provide convenient connections between the site and the Tesco store adjacent and Solent Retail Park on the north side of Solent Road. A recently constructed link over the stream at the eastern side of Solent Retail Park provides a convenient connection to the core of the Town Centre.

3.2.7 There are no specific facilities for cyclists on Solent Road however National Cycle Network (NCN) Route 22 runs to the south of the site, providing a largely traffic

free route between Havant and Portsmouth. This route can be accessed from Solent Road to the west of the junction with Park Road North. To the east of Park Road North NCN 22 links with NCN 2, which provides an off road route to Hayling Island to the south of the site. NCN2 and NCN22 are shown on **Figure 1**.

4.0 SCOPE OF THE TRAVEL PLAN

4.1.1 This Travel Plan aims to facilitate and encourage staff to travel to the site by non-car modes.

4.1.2 In addition the Travel Plan will inform customers of the travel options which are available to them and encourage arrival by non-car modes.

4.1.3 In summary the Travel Plan is aimed at:

Staff Journeys to Work
Customer Trips

5.0 TRAVEL PLAN OBJECTIVES AND TARGETS

5.1 Developer Objectives

5.1.1 The key role of the developer is to ensure that the key sustainable transport infrastructure is implemented prior to occupation and provide this framework to guide occupiers in producing a Travel Plan that fits in with the vision for the site. The occupiers will be responsible for encouraging, monitoring and reviewing sustainable travel initiatives as defined through the detailed Travel Plan.

5.1.2 To ensure the potential for access by sustainable travel modes, the developer, will ensure that the appropriate infrastructure is implemented prior to occupation. Key developer objectives are defined as follows:

- To provide the necessary transport and building infrastructure required for the detailed Travel Plan to be effective.
- To enable efficient access to the development by a number of alternative modes of transport.
- To provide an attractive, secure environment for pedestrians, cyclists and public transport users.

5.1.3 **Table 4.1** summarises the preliminary design features aimed to give priority to those arriving by sustainable modes to the proposed developments. Further consideration will be given to the requirements of those arriving by sustainable means at the more detailed design stage.

Table 4.1 *Design Features*

Preliminary Design Feature	**Description**
Pedestrian Access	The internal site layout will facilitate pedestrian access to the store entrance which is segregated from the vehicular access.
Cycle Parking	Cycle Parking will be provided in line with Guidance on Parking Standards issued by Havant Borough Council. Cycle parking will include long-term parking provision for staff and more short term parking for customers.
Detailed Design Feature	
Showering/changing Facilities	Showering and changing facilities will be provided for staff use

5.2 Occupier Objectives

5.2.1 This Travel Plan will commit the occupier to encouraging employees and customers to travel by more sustainable modes than the private car.

5.2.2 The Travel Plan will seek to:

- Promote the health, wealth and environmental benefits of cycling, walking and using public transport.
- Provide clear information to all employees and visitors on the alternative modes of travel to and from site.
- Enhance the safety and security of people travelling to and from site.
- Effectively manage the demand for car parking

5.3 Targets

5.3.1 A Travel Plan is a living document that provides a strategy for managing travel demand involving a continuing process of monitoring and review. The underlying aim of any Travel Plan is to minimise the number of single occupancy vehicle trips generated by a development, business or organisation. This is achieved by encouraging a shift to more sustainable modes of transport and by reducing the need to travel.

5.3.2 As such, targets are required in order to measure the travel plan's progress and also to provide a goal towards which the occupiers can aim.

5.3.3 As this is a new development and no current travel patterns exist, reference has been made to the Census 2001 data for Havant 014A Lower Super Output Area. **Table 4.2** provides a summary of the method of travel to work for the daytime population within this area.

Table 4.2 *Summary of Method of Travel to Work for Daytime Population (Census 2001 Havant 014A Lower Super Output Area)*

Mode	%
Train	**2.7%**
Bus, minibus or coach	**7.1%**
Taxi or minicab	**0.8%**
Driving a car or van	**66.8%**
Passenger in a car or van	**7.7%**
Motorcycle, scooter or moped	**1.1%**
Bicycle	**4.7%**
On foot	**8.9%**
Other	**0.3%**
All People	**100.0%**

5.3.4 In addition, reference has been made to multi-modal surveys of non-retail food stores within the TRICS database. This provides an overview of the modal split for all journeys to uses of this type (staff and shoppers). **Table 4.3** provides a summary of the average modal shares identified within the TRICS surveys for Saturday.

Table 4.3 *Summary of Modal Shares for Journeys to Non-Food Retail Stores*

Mode	%
Vehicle Occupants	**80%**
Average Car Occupancy	***1.75***
Cyclists	**1.1%**
Pedestrians	**16.2%**
Public Transport Users	**2.8%**

5.3.5 The occupiers will work towards reducing the staff car modal share to below that identified within the Census 2001 in addition monitoring will take place of all travel to site via a snapshot survey of customers. Specific measures aimed at encouraging and enabling customers to arrive at the store by non-car modes are included within the following section.

5.3.6 In summary the Travel Plan target is to decrease this proportion of staff driving to work by 2% each year for a period of five years – therefore provide a 10%

decrease in the car driver modal share. This is summarised below assuming the Census 2001 share as a baseline:

Baseline % driving to work	**– 67%**
One year after opening	**– 65%**
Two years after opening	**– 63%**
Three years after opening	**– 61%**
Four years after opening	**– 59%**
Five years after opening	**– 57%**

5.3.7 A travel survey will be undertaken on occupation and this will establish the actual baseline proportion of staff driving to work. If the baseline is less than that identified by the Census this will be adopted as the starting point from which to achieve modal shift.

6.0 TRAVEL PLAN MEASURES

6.1 Introduction

6.1.1 This section sets out the framework for the occupier to produce the Travel Plan. It sets out what will be required and also provides a selection of potential initiatives, a Travel Plan "toolkit" that could be used to achieve the objectives set out earlier. The list of measures is not exhaustive and is only intended to act as a guide. Occupiers may find that through operating the Travel Plan they find their own unique ways of minimising the impact of transport by their organisation.

6.2 Travel Plan Co-ordinator

6.2.1 In order to implement the Travel Plan Framework, a Travel Plan Co-ordinator (TPC) will be appointed by the operator. The Co-ordinator will be responsible for:

- Explaining and Marketing the Travel Plan;
- Produce all questionnaires, promotional and informative material;
- Setting up the Staff Travel Database;
- Lobbying for any desired public transport service changes;
- Getting the annual survey analysed and presenting the results externally;
- Implementing promotional days;
- Delivering a means by which staff do not park within the customer car par;
- Preparing a business case to secure a budget for Travel Plan development and ensuring its efficient and effective use.

6.2.2 The Role of Travel Plan Co-ordinator is likely to require the commitment of 3-4 hours per month. It is recommended that the responsibility is given to a senior member of staff who will be based at the site.

6.2.3 The Travel Co-ordinator will be allocated an annual budget for the implementation of the Plan. The name and contact details of the Travel Plan Co-ordinator will be provided to the Havant Borough Council and Hampshire County Council.

6.3 Occupier's Responsibilities

6.3.1 The occupiers responsibilities will be:

- Marketing the Plan to their employees and distributing the promotional material (ongoing).
- Consultation with Union Representatives where appropriate.
- Ensuring questionnaires are completed and returned for analysis.
- Providing flexible employee benefits to encourage non-private car travel.
- Guaranteed ride home in an emergency where alternative transport modes are not available.

6.4 Travel Plan Measures

6.4.1 Below is a list of initiatives specific to each travel mode. As well as these the Travel Plan should raise awareness of the environmental and health problems connected with transport. To promote "greener" travel choices for all journeys, not just work related travel. **Table 5.1** summarises a tool kit of measures which may be adopted by the TPC.

Table 5.1 *Travel Plan Tool Kit*

Potential Travel Plan Initiatives	Responsibility
Walking (best suited to journeys under 2 miles)	
Provide showering and changing facilities within the building if appropriate	Occupier to provide
Produce a map illustrating safe walking routes to common destinations. Include reference to crossing points and public transport facilities.	Occupier to provide through TPC
Keep a store of pool umbrellas on site for use by staff who walk to/from walk or for walking journeys during the day.	
Provide staff with personal attack alarms.	
Raise awareness of health benefits of walking. Through posters, leaflets and/or events.	
Offer a guaranteed ride home to alleviate staff concerns of being stranded at work in the event of unforeseen circumstances.	
Arrange events to promote walking, such as a walk to work day with incentives, prizes, give-aways etc	
Cycling (best suited to journeys under 5 miles)	
Provide safe, secure and fully weatherproof cycle storage	Under agreement between developer and occupier, such facilities should be included within building design. For speculative builds developer to provide.
Provide shower facilities and changing rooms/areas within the building.	Under agreement between developer and occupier, such facilities should be included

	within building design. For speculative builds developer to provide.
Provide lockers for cyclist safety gear	Occupier to provide through TPC
Raise awareness of health benefits of cycling through continual publicity.	
Provide cycle route maps	
Offer financial incentives such as interest free loans or seek discounted purchase prices for bicycles & equipment from local retailers.	
Keep a supply of basic cycle maintenance equipment on site e.g. pump, puncture repair kit, tools etc.	
Offer a guaranteed ride home to alleviate staff concerns of being stranded at work in the event of unforeseen circumstances.	
Establish a bicycle user group (BUG) & bike buddy scheme.	
Arrange events to promote cycling to work such as "bikers breakfasts". Possibly correspond with national events such as "bike week" & "bike2work" in June.	
Arrange adult cycle training sessions.	

Public Transport	
Disseminate up-to-date public transport information on site. Including routes, timetables and fares for local services.	Occupier to provide through TPC
Promote benefits of public transport, savings etc	
Establish an interest free loan system for staff to purchase yearly or quarterly season tickets with payments taken directly from salary.	
Arrange with local transport operators to buy tickets in bulk at a discount and sell on to staff on site.	
Liaise with local operators for improved services to site.	

Car Sharing (provides a sustainable alternative when the car is the only option)	
Assist staff with registration to the local car share database: Hantscarshare.com	Occupier to provide through TPC

Provide a guaranteed ride home scheme for car sharers in the event of unforeseen circumstances.	
Devise a protocol/guidelines for car sharers to follow.	
Run prize draws open to those registered on the car share scheme.	

7.0 MONITORING AND AUDIT

7.1 Staff and Customer Surveys

7.1.1 Within one month of opening, a detailed staff travel survey will be undertaken. This will provide the opportunity for the TPC to identify more site specific measures which would help to encourage sustainable travel to the site. The survey will include a number of suggested measures for staff to consider whilst providing the opportunity for staff to make suggestions. The results of this initial survey will also provide an actual baseline from which targets are to be taken

7.1.2 In addition a snapshot survey of customer travel will also be undertaken. This could be undertaken as purchases are made or as customers leave the building. This survey will identify travel patterns and potential measures to encourage more sustainable travel amongst shoppers.

7.1.3 The TPC will utilise resources available from iTRACE Hampshire in order to provide the survey format and for the collation of results. Results will subsequently contribute to this database.

7.1.4 Further to this initial survey, snapshot surveys will be undertaken annually. These snapshot surveys will be more basic than the initial survey and will be primarily used to monitor the effectiveness of the travel plan in reducing the proportion of staff driving to work at the site. The snapshot surveys will record the following:

- Level of usage of cycle/motorcycle stands to determine demand
- Feedback from bus operators to establish demand for local bus services
- Other feedback e.g. comments received by the Travel Co-ordinator.
- Survey of a sample number of staff to record the modal shift of people driving alone, people car sharing, using public transport, people cycling and walking.

8.0 PROMOTION AND DISSEMINATION

8.1.1 The Travel Plan will be continuously promoted to staff informing them of events taking place and measures being introduced. The emails will inform of all development and be of a short, snappy and positive nature, for example informing staff that public transport information is now available to download from the website or that a bicycle repair kit is available and how to access it.

8.1.2 Where appropriate the TPC will issue press releases to publicise the travel plans launch and success.

8.1.3 The Travel Plan will be publicised to customers as appropriate, for example via a poster display, on receipts etc.