

Figures

B2149 Petersfield Road/Bartons Road Junction

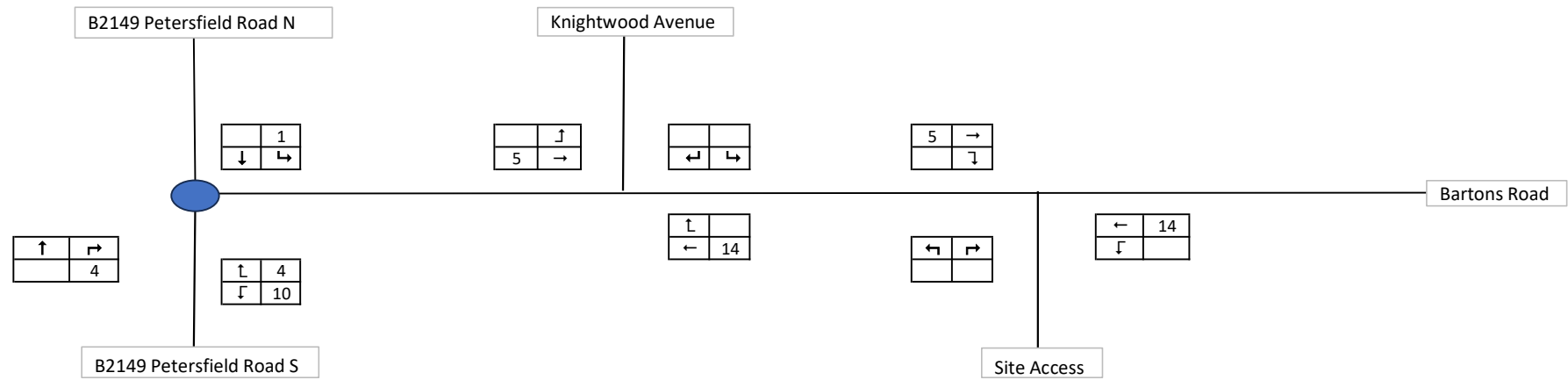


Figure 5.1 - Land West of the Crematorium AM

B2149 Petersfield Road/Bartons Road Junction

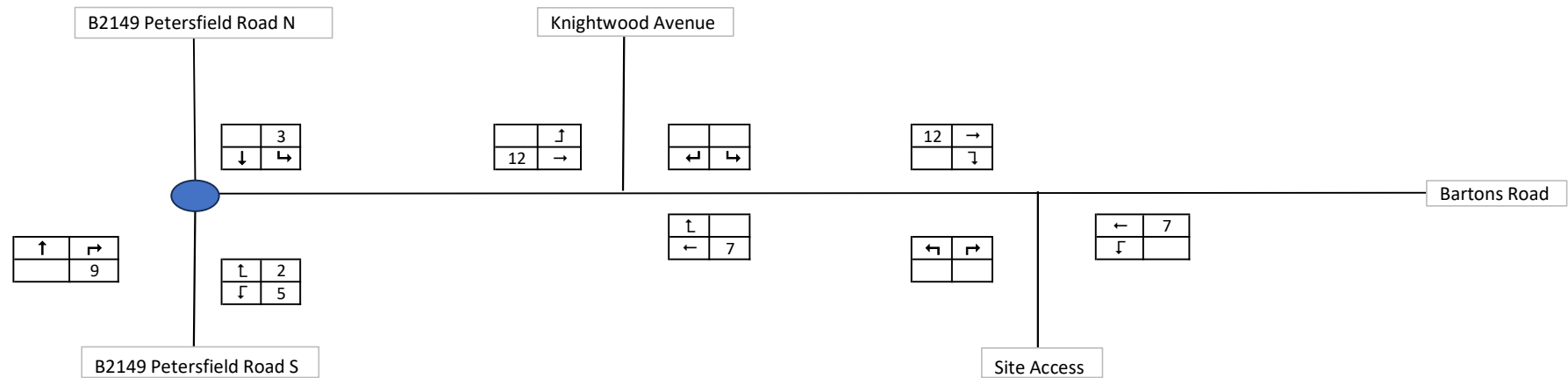


Figure 5.1 - Land West of the Crematorium PM

B2149 Petersfield Road/Bartons Road Junction

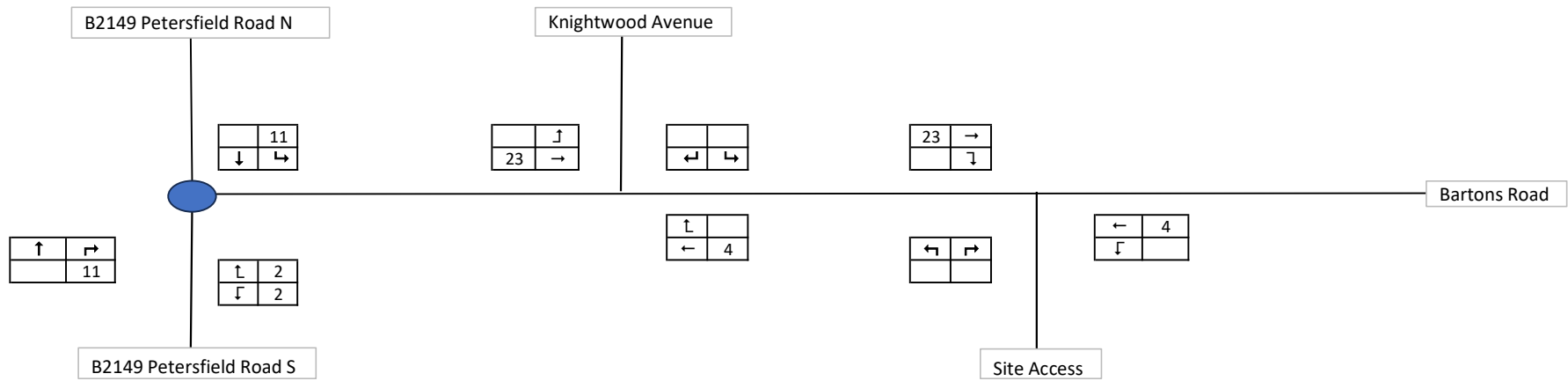


Figure 5.2 - Colt International AM - Employment (Office) trips

B2149 Petersfield Road/Bartons Road Junction

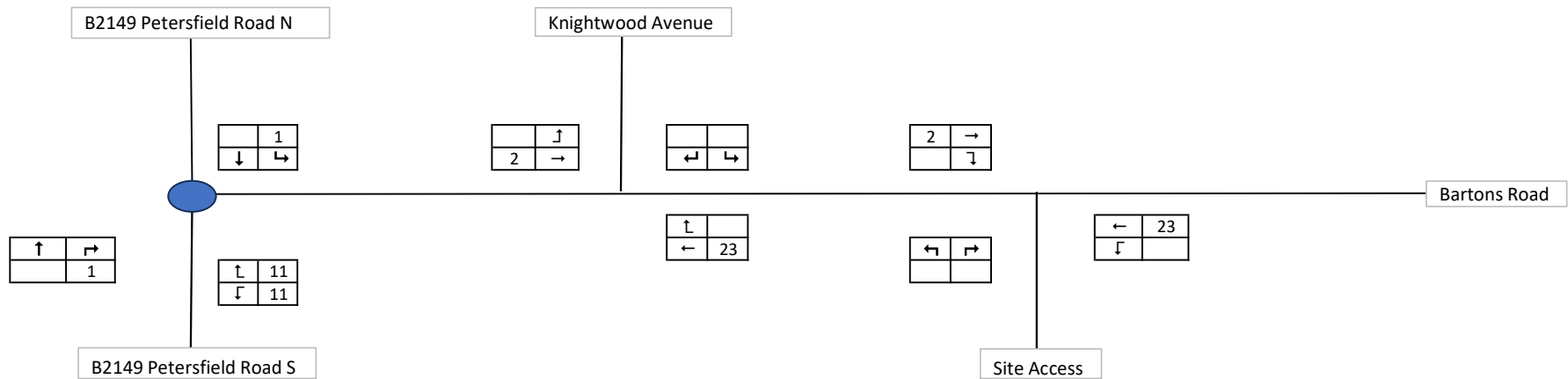


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B2149 Petersfield Road/Bartons Road Junction

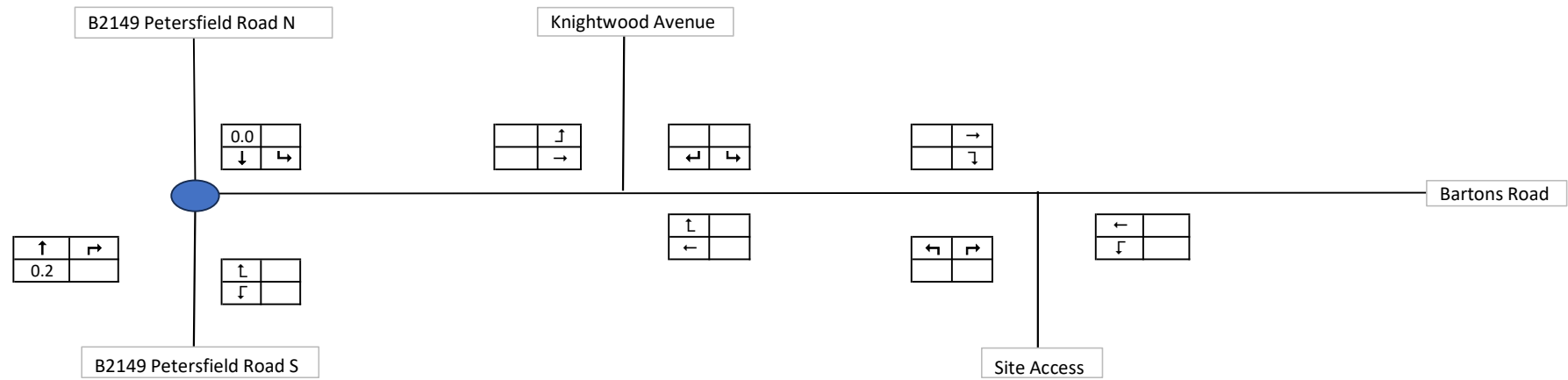


Figure 5.3 - Havant Thicket AM

B2149 Petersfield Road/Bartons Road Junction

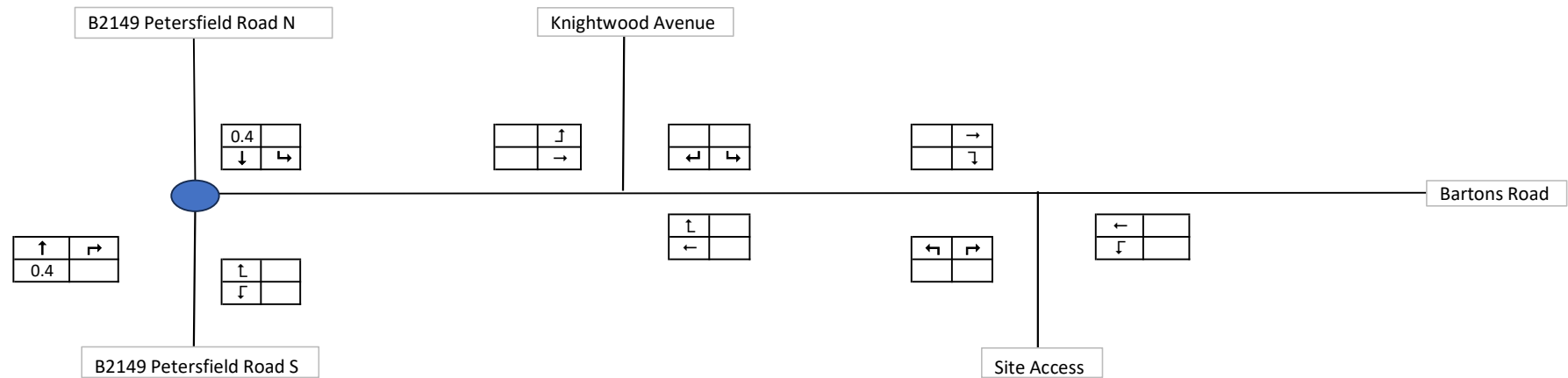


Figure 5.3 - Havant Thicket PM

B2149 Petersfield Road/Bartons Road Junction

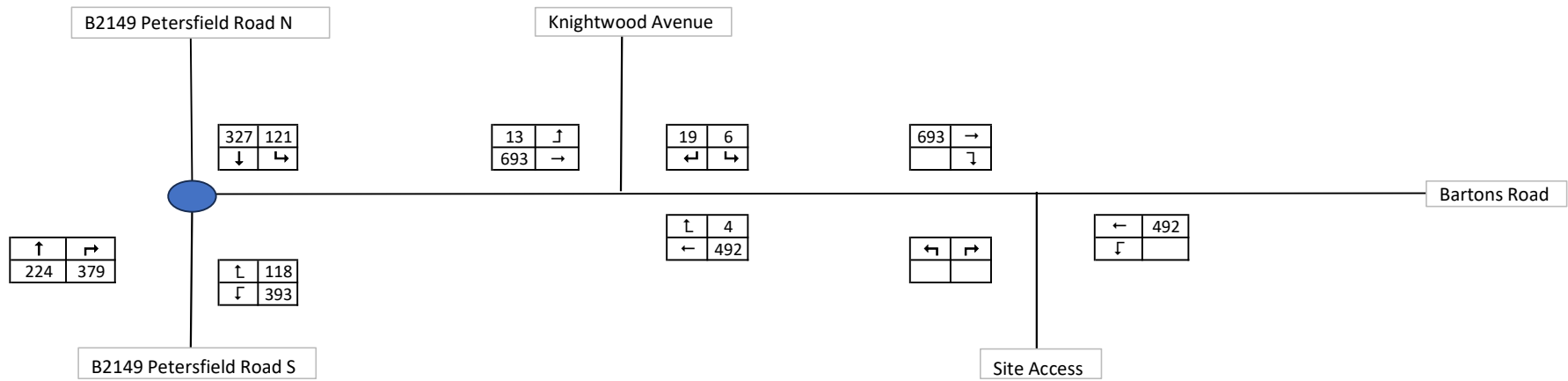


Figure 5.4 - 2025 AM Observed Flows

AM Peak 0800 - 0900

B2149 Petersfield Road/Bartons Road Junction

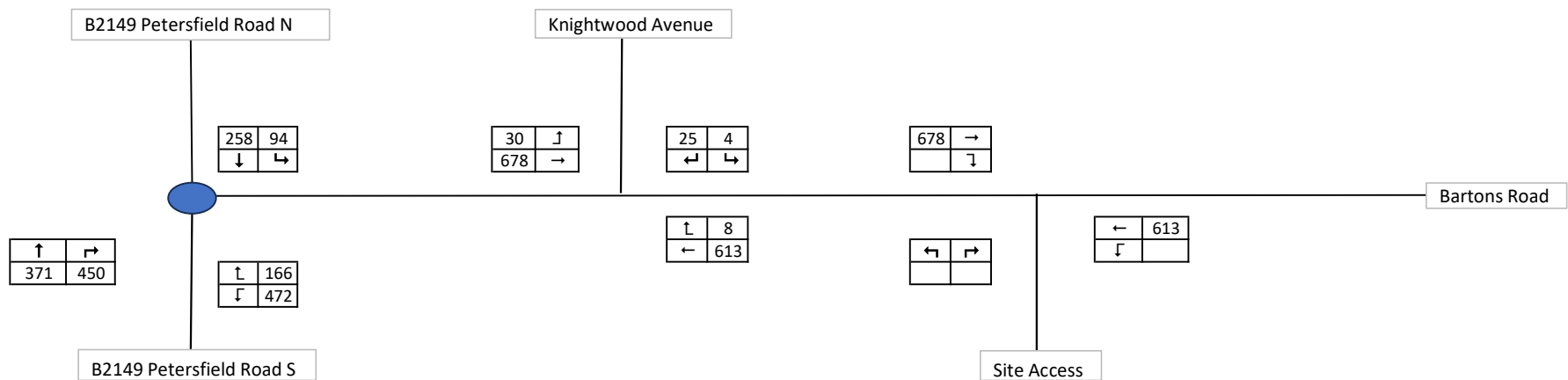


Figure 5.4 - 2025 PM Observed Flows

PM Peak 1615-1715

B2149 Petersfield Road/Bartons Road Junction

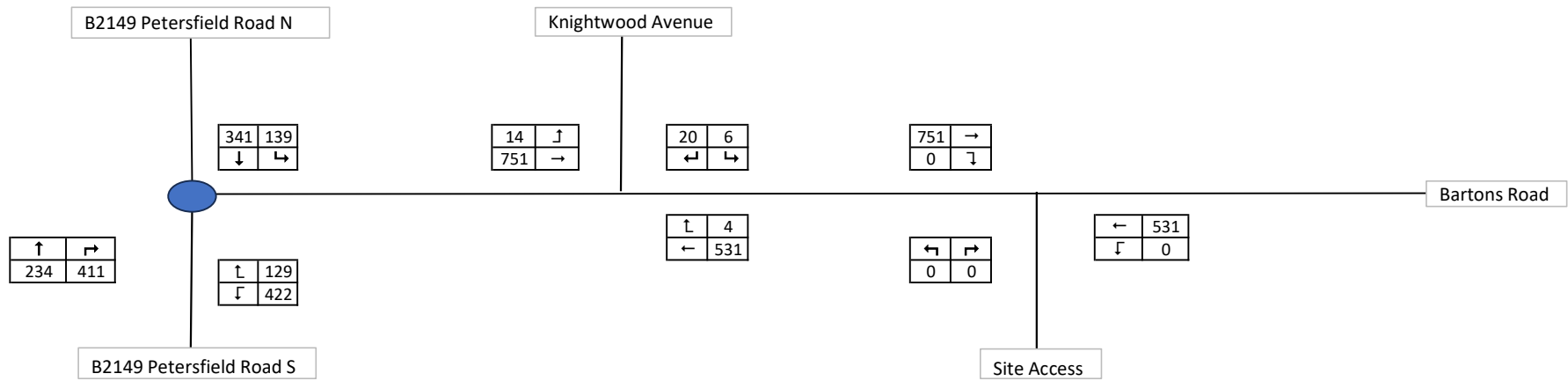


Figure 5.5 - 2030 Do Minimum - AM

AM Peak 0800 - 0900

B2149 Petersfield Road/Bartons Road Junction

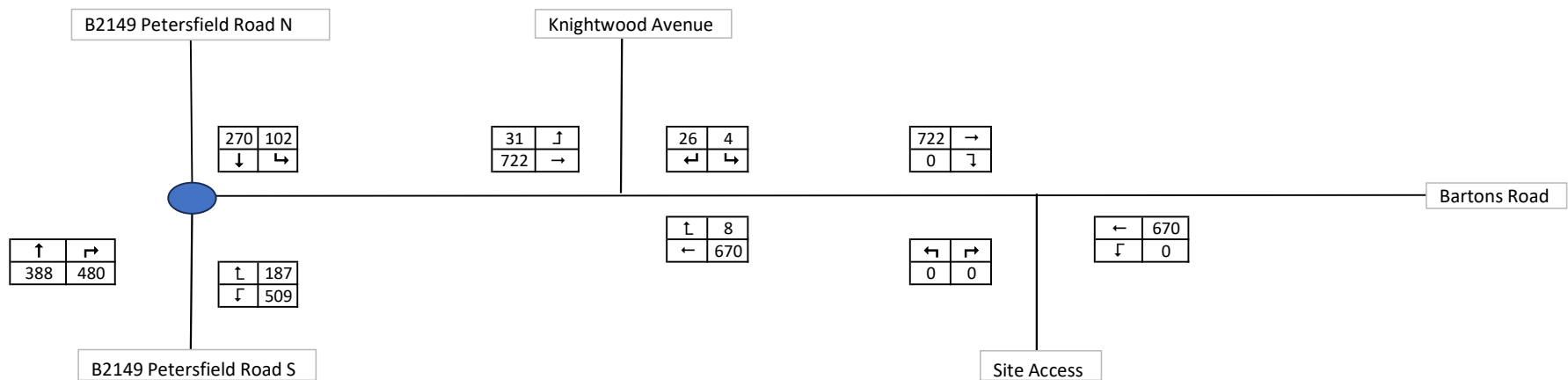


Figure 5.5 - 2025 Do Minimum - PM

PM Peak 1615-1715

B2149 Petersfield Road/Bartons Road Junction

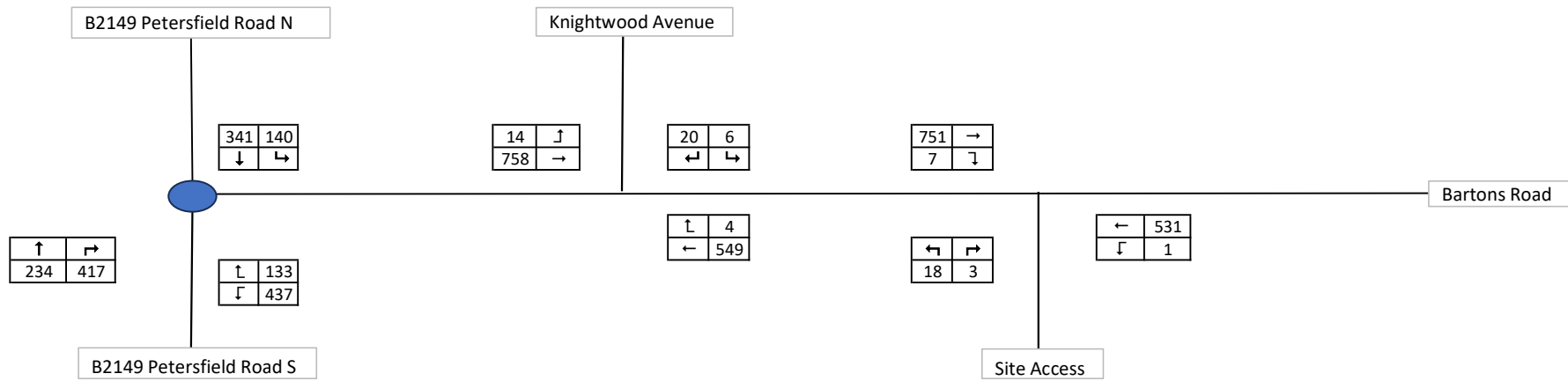


Figure 5.6 - 2030 Do Something - AM

AM Peak 0800 - 0900

B2149 Petersfield Road/Bartons Road Junction

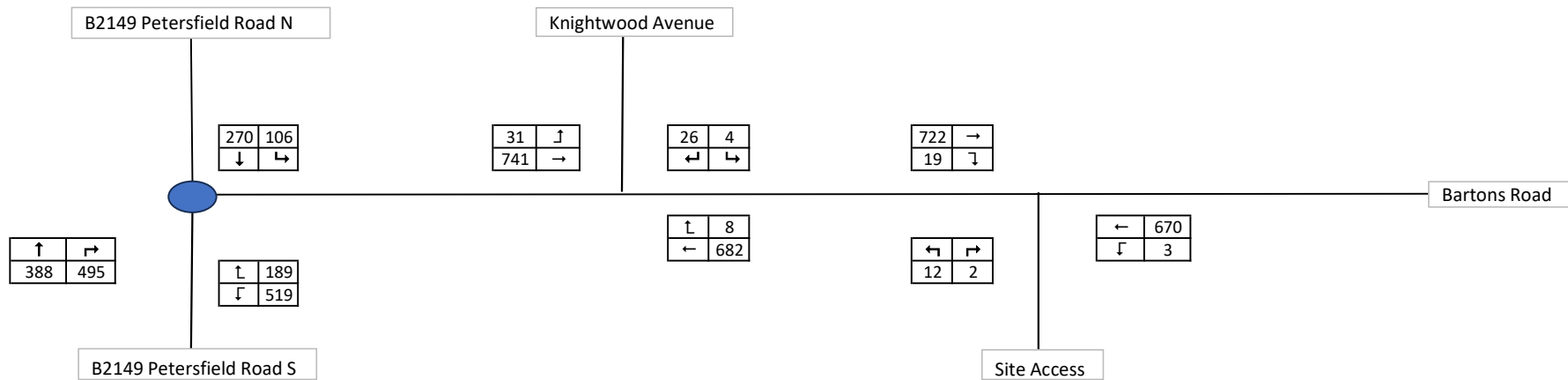


Figure 5.6 - 2030 Do Something - PM

PM Peak 1615-1715

Appendix A HCC Pre-app Response

Charles & Associates
(email only - dawasthi@c-a.uk.com)

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UL
Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

Enquiries to	Holly Drury	My reference	056504
Direct Line	N/A	Your reference	N/A
Date	3 June 2025	Email	havantdc@hants.gov.uk

For attention of Dipendra Awasthi

Dear Sirs,

Re: A full planning application for the erection of 90 dwellings, including 32 apartments at Bartons Rd, Havant PO9 5HP (former Electricity Board site)

I refer to your pre-application advice request and the Transport Scoping Note (TASN) dated April 2025 and would offer the following advice.

Planning History

The site was previously subject to a planning application for 175 dwellings (all apartments) which was refused in 2022. The County Council had no objections on highways subject to a revised vehicular access with right turn lane being provided and active travel improvements being undertaken in the vicinity of the site. In addition, a public north-south route through the site was also secured to enhance local accessibility by walking and cycling.

Accessibility

The TSN provides a brief assessment of the accessibility of the site in regards to distance to local facilities and reference to local infrastructure.

The Transport Assessment (TA) submitted with the planning application will need to provide a more detailed assessment, particularly on local active travel provision and to provide evidence of the 'good level' of walking and cycling infrastructure referred to in the TSN. This should consider routes from the site to local services and identify any defects in provision and/or improvements that would make the routes more attractive by active travel modes.

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

This assessment should make reference to the Havant Local Cycling and Walking Infrastructure Plan (LCWIP) which identifies both primary and secondary routes in the vicinity of the site.

Personal Injury Accident data

Personal Injury Accident data has been presented in the TSN from Crashmap the most recent five years. The scope of the analysis is acceptable however the TA should use data from Hampshire Constabulary as opposed to Crashmap.

Access

As stated above the access for the previous application included a revision of the existing crossover to a bellmouth junction with a right turn lane and associated amendments to the Petersfield Road signal junction. The TSN does not provide any detail on the access that is to be proposed for this latest application therefore the County Council are not able to comment in much detail.

The TSN does, however, note that the junction will be more formalised than the existing arrangement. This approach is agreed by the County Council and as a minimum should include a kerbed bellmouth junction. The TA submitted with the application should provide an assessment to demonstrate whether a right turn lane is still required with the revised quantum of development and the associated impacts on the signal junction operation. The access design should also consider pedestrian and cycle movements from the development as well as existing movements along Bartons Road. As stated work was undertaken previously for the proposed flatted development and considered the works shown under that application to be necessary to support development of this land parcel.

The TSN refers to a visibility splay assessment being undertaken for the access which is agreed and should be in line with the County Council's Technical Guidance Note 3 (TG3 - Sight Stopping Distances and Visibility Splays). As well as a visibility splay assessment the TA should include a swept path analysis and a Stage 1 Road Safety Audit to demonstrate that the proposed access design is acceptable.

It is noted from the submitted site layout that the access to the football club would be relocated further south. Confirmation should be provided that the revised arrangement is agreed with the football club and that the design accommodates the required movements.

The TSN refers to the potential for an emergency access onto Martin Road although it should be noted that the County Council would not require an emergency access for a site of this size. That said a pedestrian and cycle connection should be provided to the south to provide access by these modes onto Martin Road.

Internal Layout and Parking

The TSN includes a site layout however it is noted that this is indicative at this stage and therefore has not been reviewed in detail as part of this pre-app response. As noted in the TSN a tracking assessment will be required and should be in line with the County Council's Technical Guidance Note 2 (TG2 - Alignment Design). Refuse tracking has been provided in the TSN although it should be noted that this should be undertaken using a Super Large Refuse Vehicle as set out in TG2. A minimum speed of 10mph should also be used for the tracking assessment as junctions.

It is not clear whether the internal roads will be offered for adoption and this should be confirmed as part of the planning application. In any event it should be demonstrated that the layout is safe and suitable including details on the alignment and dimensions of the proposed layout as well as visibility splays from side roads and forward visibility splays at bends (where necessary), in addition to the swept path analysis referred to above.

Whilst parking provision is a matter for Havant Borough Council (HBC) it is noted that the proposed provision is significantly below HBC's standards and doesn't include any visitor parking. Whilst the TSN refers to affordable housing having some parking reduced, Table 4.1 also suggests that the 2-bed private apartments would also have reduced parking, however no evidence to support this reduction has been provided. In addition, the reasoning for not providing visitor parking spaces on the basis of potential overspill parking from the football club on match days is not considered a suitable reason for removing visitor parking on the development.

The lack of visitor parking results in the current proposals being 57 spaces under the standards as opposed to the 21 space reduction referred to in the TSN. The County Council consider this under provision to have potential to result in significant levels of overspill parking onto the local highway network which would not be acceptable. It is therefore recommended that the parking provision is reconsidered, in particular in regards to the lack of visitor spaces.

Cycle parking provision hasn't been covered in the TSN but should be provided in line with HBC's standards and be safe and secure, in particular for long term resident parking.

Highway Impact Assessment

The TSN presents vehicular trip rates on the basis of a TRICS assessment of mixed (flats and houses) developments. It is not clear from the information provided what the proportions of flats and houses are for each of the TRICS surveys in the assessment and therefore it is requested that the TA undertakes an assessment using separate trip rates for houses and flats. The revised assessment should also revise the assessment criteria as 15 dwellings is too low to be applicable for this development.

The trip rates are also separated into private and affordable and whilst this is acceptable in principle, should the numbers of affordable dwellings be reduced

at any time then the TRICS assessment (and resultant junction capacity assessments) would need to be revised.

The TA should also provide an assessment of multimodal trips as well as vehicular trip generation so that the predicted increase in other modes can also be considered.

Trip distribution has been presented on the basis of Census Travel to Work data although there is limited information on how the proportions have been calculated and from an initial review are different from the distributions agreed as part of the previous application. The TA should therefore present more information on how the trip distribution has been calculated before this can be agreed.

In terms of scope of junction assessment the TSN proposes to undertake a junction modelling assessment of the site access and the Petersfield Road/Bartons Road signal junction and this is agreed. The TSN hasn't referred to assessment years however there should be a current year baseline assessment as well as baseline and 'with development' scenarios for the future year assessment which should be five years after submission of the application. To calculate future traffic growth TEMPRO should be used and the following committed developments should be included:

- Campfield (East Hants application)
- Land West of the Crematorium
- Colt International
- Land South Bartons Road
- 32 New Lane
- Southleigh Park House
- Downley Road
- Havant Thicket

The County Council have been asked about committed schemes in the area that should be considered and schemes that will be relevant to the application include:

- S106 monies to improve capacity at the Bartons Road/Petersfield Road junction
- Shared use provision from Martin Road to Hordean Road to be delivered by a number of sites through S278.

Conclusion

The above comments have been provided on the basis of the information submitted and to inform a future planning submission. Please feel free to contact us if you would like to discuss any of the matters raised within this response.

Yours sincerely,

Gemma McCart
Transport Team Leader - Highway Development Planning
Hampshire 2050

Appendix B WCHAR

Bartons Road, Havant

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

Job No: 24-097

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1. Scheme Details

1.1. Scheme Client / Developer

Name: Emma Ward
Organisation: Stonebond Properties (Guildford) Limited
Email: emma.ward@stonebondltd.com
Tel:

1.2. Lead Assessor

Name: Steve Whittaker
Organisation: Charles & Associates Consulting Engineers
Email: swhittaker@c-a.uk.com
Tel:

1.3. Other Assessment Team Members

Name: Dipendra Awasthi
Organisation: Charles & Associates Consulting Engineers
Email: dawasthi@c-a.uk.com
Tel: 01732606035

1.4. Design Team Leader

Name: John Wilde
Organisation: Charles & Associates Consulting Engineers
Email: jwilde@c-a.uk.com
Tel:

1.5. Scheme Location and Description of Highway Works

Charles & Associates (C&A) has prepared this Walking, Cycling and Horse-Riding (WCHAR) Assessment on behalf of Stonebond Properties (Guildford) Ltd in support of a full planning application comprising of 90 residential dwellings with associated landscaping, parking and improved access on land to the west of Petersfield Road (B2149) and south of Bartons Road, Havant.

The site lies at the south-western corner of the junction between Petersfield Road and Bartons Road.

Petersfield Road (B2149) is a dual carriageway subject to a 40mph speed limit. It forms a key element of the local highway network, serving as a primary north – south route linking Havant Town Centre to surrounding areas. The road accommodates both local and strategic traffic, including public transport and service vehicles. Approximately 100 metres west of the

proposed site access is the signal-controlled, all-movements junction of Petersfield Road and Bartons Road.

In the vicinity of the site, the eastern side of Petersfield Road benefits from a shared footway/cycleway that supports active travel, while a standard footway is provided on the western side. These facilities enhance connectivity for pedestrians and cyclists, supporting sustainable travel options for future residents.

Bartons Road is a single carriageway approximately 6.5 metres wide, subject to a 30mph speed limit. It functions as a local east – west distributor road, connecting Petersfield Road (B2149) to the west to Comley Hill (B2148) to the east, and provides access to residential areas in this part of Havant. Footways are provided on both sides of Bartons Road, with the southern footway set back from the carriageway by a grass verge, offering additional separation from vehicular traffic. The frontage is predominantly residential in character.

Martins Road is a residential access road approximately 5.0 metres in width and also subject to a 30mph speed limit. It runs in a north – south orientation between Bartons Road and St Albans Road, forming part of the local access network. Footways are present on both sides of Martins Road, with the northern footway partially separated by a grass verge.

The proposed vehicular access to the development will utilise the existing site access point, which is to be retained as a priority junction.

At the Petersfield Road/Bartons Road junction, additional signal-controlled crossing facilities will be provided to further support non-motorised users. A Toucan crossing with tactile paving will be introduced on the Bartons Road approach, replacing the existing refuge island and associated signal head with a secondary signal head on Petersfield Road. Similarly, the existing informal pedestrian crossing on the Petersfield Road approach will be upgraded to a signalised Toucan crossing with tactile paving.

The existing bus stop at “Douglas Gardens” will also be enhanced. The proposed upgrades includes a formal bus cage and shelter.

The proposed access arrangements and associated highway works are illustrated in Drawing No. 24-097-005. The proposed bus stop improvements are shown in Drawing No. 24-097-006.

1.6. WCHAR Study Area

The site has an area of approximately 1.7 hectares and is located to the south of the Bartons Road.

The WCHAR study area is shown below and covers the section of B2149 Petersfield Road, Stockheath Road, Martin Road and Bartons Road. The area covers key walking and cycling routes to/from the site from the surrounding areas of Havant.

There are limited horse-riding facilities around the site. The study area includes a connection to National cycle Route 22 which is in the vicinity of site along east side of B2149 Petersfield Road.

Figure 1.1: Study Area



2. WCHAR Assessment

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

This Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) has been prepared in accordance with current national and local policy guidance to ensure appropriate provision is made for non-motorised users, including people walking, cycling, using mobility aids and, where appropriate, horse-riding.

National Planning Policy Framework (NPPF), February 2025, Paragraph 110 of the NPPF recognises the need to tailor sustainable transport solutions to the specific context of a development:

“Opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

This document reflects this approach by considering the site-specific context and the surrounding infrastructure for walking, cycling and horse-riding.

Hampshire County Council TG19: Walking, Cycling and Horse-Riding Assessment and Review TG19 provides the methodology for undertaking WCHARs. Paragraph 1.3 notes that:

“The Assessment is the first stage of the process and should be carried out during the initial stages of planning a scheme, to investigate the existing infrastructure and identify potential opportunities to improve conditions for people walking, cycling and where appropriate, riding horses.”

It further states that the assessment should consider the needs of all potential users, including people using mobility aids, prams and buggies, and a range of cycle types. Identifying these issues early in the design process supports better outcomes for all users.

In addition, paragraph 2.1 of TG19 confirms that:

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

This WCHAR has therefore been undertaken in line with the guidance in both TG19 and DMRB GG 142.

Hampshire Local Transport Plan 4 (2024)

Policy C3 of the Hampshire Local Transport Plan 4 establishes a Road User Utility Framework, which prioritises consideration of users in the following order:

Reducing the need to travel;

- 1. Vulnerable users, including those with disabilities or long-term health conditions;*
- 2. People who walk;*
- 3. People who cycle and ride horses;*
- 4. Public transport users;*
- 5. Delivery vehicles;*
- 6. Other motor vehicles.*

This WCHAR follows the principles of Policy C3 by prioritising sustainable and inclusive travel modes in the assessment of existing infrastructure and the identification of potential improvements.

Havant Borough Core Strategy (2011) Infrastructure Policy DM11: Planning for More Sustainable Travel sets out the local authority's commitment to promoting non-motorised modes of transport. It states:

"The council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes".

2.2. Collision data

Collision data was obtained from Hampshire Constabulary for the most recent five-year period available, between 01/10/2019 and 30/09/2024, covering the area shown in the figure below.

Figure 2.1: Collision Locations



In total, there were 14 recorded collisions during this period. Of these, one was classified as serious, while the remaining 13 were categorised as slight. 7 collisions occurred near the Stockheath Road / Petersfield Road junction. 3 collisions, including the one serious incident, took place near the Bartons Road / Petersfield Road junction. 1 collision was recorded to the east of the Witchampton Close / Bartons Road junction, and two collisions were recorded to the east of the Martin Road / Bartons Road junction. 1 collision occurred at the Stockheath Way / Petersfield Road junction.

Out of these only two collisions involved pedal cycles, and one involved a pedestrian. No equestrian-related collisions were recorded.

The collision at the Stockheath Road / Petersfield Road junction involved a van and a pedestrian. The incident occurred when the van mounted the pavement and collided with the pedestrian.

At the Stockheath Way / Petersfield Road junction, the collision involved a pedal cyclist who collided with a railing that had been bent into the cycle path.

The collision near the Witchampton Close / Bartons Road junction involved a pedal cyclist impaired by alcohol. The cyclist, travelling along Bartons Road, lost control independently; no other vehicle was involved.

2.3. Multi-modal transport services and interchange information

The nearest bus stop, 'Douglas Garden', is located on Martins Road, approximately 150 metres from the site. It is accessible via a sustainable travel link connecting the site to the existing footway and cycleway on the north side of Martins Road. This route is continuous

and segregated from the carriageway, providing a safe and direct connection from the site access to the bus stop.

Bus stops in both directions are equipped with a flag and pole and provide timetable information. The stop is served by Stagecoach's route 20, operating between Havant and Portsmouth with a half-hourly frequency from Monday to Saturday. The journey time to Havant town centre (Havant bus station) is approximately 8 minutes, and to Havant railway station approximately 13 minutes. Services towards Havant start at 05:44 and conclude at 23:49. Services towards Queen Alexandra Hospital and Portsmouth begin at 05:01 and end at 22:11.

Havant railway station is the nearest rail facility, located approximately 1.5 km south of the proposed development – equating to a 22-minute walk or a 6-minute cycle. The station offers direct services to Portsmouth Harbour, Southampton Central, Brighton, London Waterloo, and London Victoria. Services to London Victoria operate hourly, while those to London Waterloo and Southampton run every 30 minutes. Trains to Brighton depart every 15 minutes, Portsmouth Harbour every 12 minutes, and Portsmouth & Southsea every 10 minutes. The station also provides 92 sheltered cycle storage spaces, supporting multi-modal travel.

2.4. Trip generators

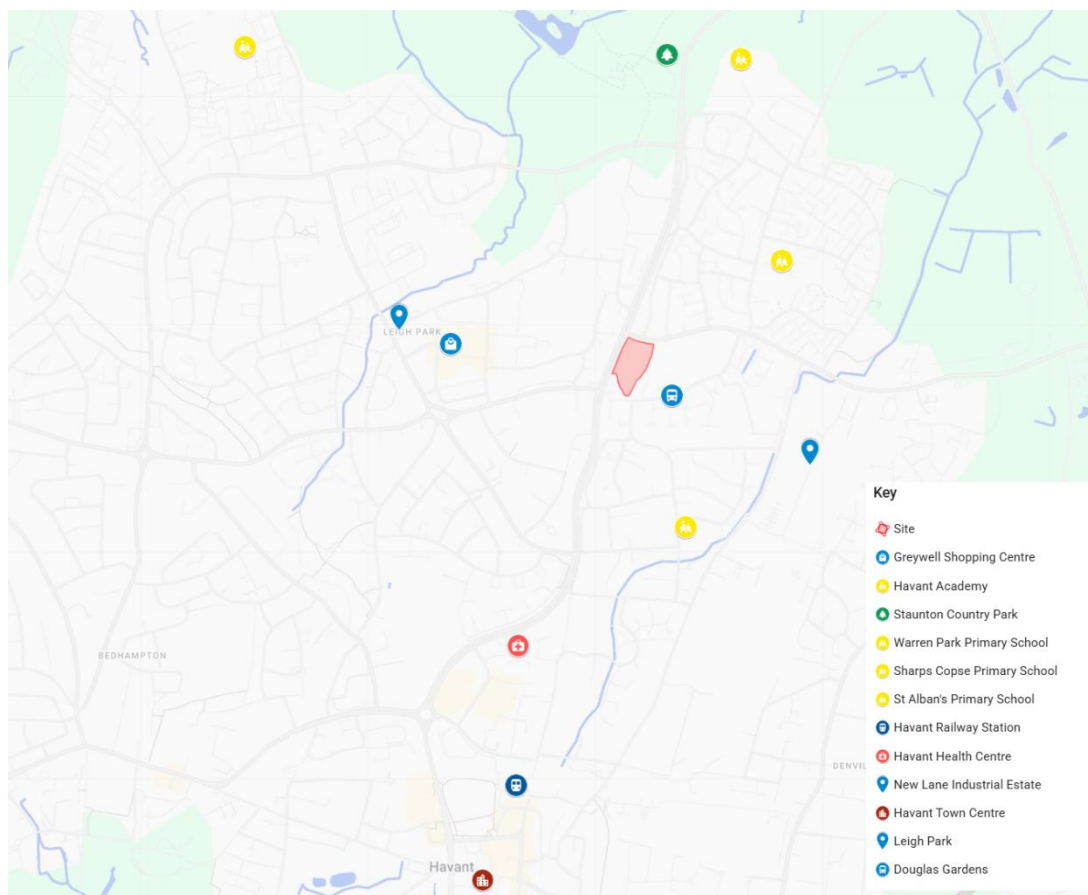
The proposed site is of residential nature. As such, the area around Leigh Park, including the Greywell Shopping Centre and Havant Academy, would be the most important trip generators for the site. In addition, Havant Railway Station and Havant Health Centre, located to the south, will also attract trips. Other notable trip generators in the vicinity include Warren Park Primary School, Staunton Country Park, and retail and community facilities along Petersfield Road and Middle Park Way. Together, these facilities, along with local employment areas and neighbourhood amenities, are expected to contribute significantly to trip generation.

The trip generators are listed below.

- *Greywell Shopping Centre.*
- *Havant Academy.*
- *Leigh Park.*
- *St Alban's Primary School.*
- *Staunton Country Park.*
- *Havant Railway Station.*
- *Havant Health Centre.*
- *New Lane Industrial Estate.*
- *Havant Town Centre.*

The plan of key trip generator is shown in figure below.

Figure 2.2: Trip Generator Map



Using the TRICS database and existing mode share data from 2011 Census - method of travel to work for super output area 'Havant 009' data, the walking and cycling trips generated during the peak periods are as shown below.

Mode	AM Peak Trips (two-way)	PM Peak Trips (two-way)
Walk	17	10
Cycle	2	1

2.5. Site Visits

As part of this exercise only a desk study was conducted.

2.6. Liaison with key stakeholders

Preapplication response was received from Hampshire County Council (HCC) upon submission of Transport Scoping Note. The recommendations received as part of the pre-app response were used to inform the development proposal submitted.

Further discussions will be planned upon submission of the Transport Assessment and review phase of WCHAR process.

2.7. Existing pedestrian, cyclist and equestrian facilities

Pedestrian facilities and Cycle Facilities

A continuous footway is provided along west side and shared footway/cycleway on the east side of the B2149 Petersfield Road. High-quality subways are located at the Stockheath Road/Petersfield Road and Crossland Drive/Petersfield Road junctions.

Figure 2.3: Shared Footway/Cycle along East Side of Petersfield Road



Figure 2.4: Pedestrian and Cycle Infrastructure at the Stockheath Road/Petersfield Road



At Crossland Drive, pedestrians and cyclists can continue south along Petersfield Road or take a more direct route to Havant railway station via Leigh Road, where a zebra crossing ensures safe passage.

Figure 2.5: Zebra Crossing at Crossland Drive



The surrounding area benefits from good pedestrian infrastructure. To the north, crossings at the Petersfield Road/Bartons Road junction connect to Billy Lawn Avenue, while to the south a subway beneath Petersfield Road links Martin Road to Stockheath Road. Footways are present on both sides of Martin Road and Stockheath Road, on the south side of Bartons Road, and along both sides of Petersfield Road, with the eastern side providing a shared footway/cycleway. These routes are generally separated from traffic by grass verges, surfaced in tarmac, and supported by dropped kerbs and tactile paving at crossing points.

Figure 2.6: Footway on both sides of Martin Road



Further pedestrian provision includes an underpass at the Petersfield Road/Crossland Drive junction and a controlled crossing on Crossland Drive.

National Cycle Network (NCN) Route 22 runs along the eastern side of Petersfield Road, following a well-surfaced, off-road track. This route provides direct links to Havant town centre and Havant railway station and is supported by controlled crossings, clear wayfinding signage and full integration with NCN Route 22.

Cycle parking facilities are available at Greywell Shopping Centre, Havant Leisure Centre and Havant railway station. Leigh Road additionally benefits from a marked on-carriageway cycle route with continuous footways on both sides.

These provisions collectively support safe, inclusive and convenient access for pedestrians and cyclists to key local destinations, including Havant railway station and nearby amenities.

Equestrian Facilities

There are currently no equestrian facilities available within the study area.

2.8. Walking, cycling and horse-riding survey data

A traffic count and queue survey was undertaken on 23 June 2025 at the Petersfield Road/Bartons Road junction. The survey covered the AM (07:00-10:00) and PM (16:00-19:00) peak periods.

During the AM peak, a total of 5 cyclists were recorded:

- 1 turning left from Petersfield Road north onto Bartons Road east.*
- 4 continuing southbound along Petersfield Road.*

During the PM peak, a total of 19 cyclists were recorded:

- 9 continuing southbound along Petersfield Road (N).*
- 2 turning left from Bartons Road onto Petersfield Road southbound.*
- 1 turning right from Bartons Road onto Petersfield Road northbound.*
- 7 travelling northbound along Petersfield Road (S).*

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

N/A.

3. User Opportunities

The opportunities identified below are considered relevant to the highway scheme and should be reviewed by the Design Team Leader throughout the development of the scheme. Further opportunities arising during the ongoing design process should also be duly considered.

3.1. General

There is a continuous shared footway/cycleway along the south side of Bartons Road, and a further shared facility on the east side of Petersfield Road. These routes will provide future residents with direct access to Havant Rail Station, Leigh Park, and Havant Academy.

Potential improvements to the existing walking and cycling facilities are outlined in the following sections.

3.2. Strategic Opportunities

An opportunity has been identified to upgrade the existing crossing on the Bartons Road approach at the Petersfield Road/Bartons Road junction to a signal-controlled Toucan crossing. This would provide a safe crossing point for pedestrians and cyclists while creating a continuous link with the shared footway/cycleway on the east side of Petersfield Road, which forms part of National Cycle Route 22. This upgrade would address the current informal crossing section of NCR 22.

3.3. Walking Specific Opportunities

The existing site access junction with Bartons Road has the potential for improvement by introducing tactile paving. This would enhance safety and accessibility for visually impaired users and support safe pedestrian movement in the east-west direction, linking to the Petersfield Road/Bartons Road junction.

Additionally, the site will provide a direct connection to National Cycle Route 22 through the proposed development connection to the existing shared footway/cycleway on the east side of Petersfield Road, improving access to local walking and cycling routes.

The existing walking and cycling facilities in the vicinity are good, providing local residents and future occupants with alternatives to private car travel. Havant LCWIP Route 4, running east-west along Martin Road south of the site, is identified as a key route in Havant Borough Council's Key Routes 2036 strategy. The site will provide a direct connection to this route, presenting an opportunity to further promote sustainable travel.

3.4. Cycling Specific Opportunities

The potential to provide cycling facilities at the proposed access in accordance with LTN 1/20 has been identified, ensuring integration with the existing footway along the south side of Bartons Road. The existing footway will be widened to 3m.

The current informal crossings on the Bartons Road approach to the Petersfield Road/Bartons Road junction could also be formalised by upgrading them into a Toucan crossing.

Additionally, the cycle parking provided within the rear gardens of each dwelling will support convenient and secure bicycle storage for future residents of the site.

3.5. Horse-Riding Specific Opportunities

Given the lack of equestrian facilities on either side of the junction, and the vehicle dominant environment around the junction it is considered that opportunities for horse-riding would have very limited value and therefore are not required.

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

Lead Assessor

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

Name & Title:	Steve Whittaker BA (Hons) MCIHT
Title/Position:	Associate Director
Organisation:	Charles & Associates Consulting Engineers Ltd
Signature:	
Date:	July 2025

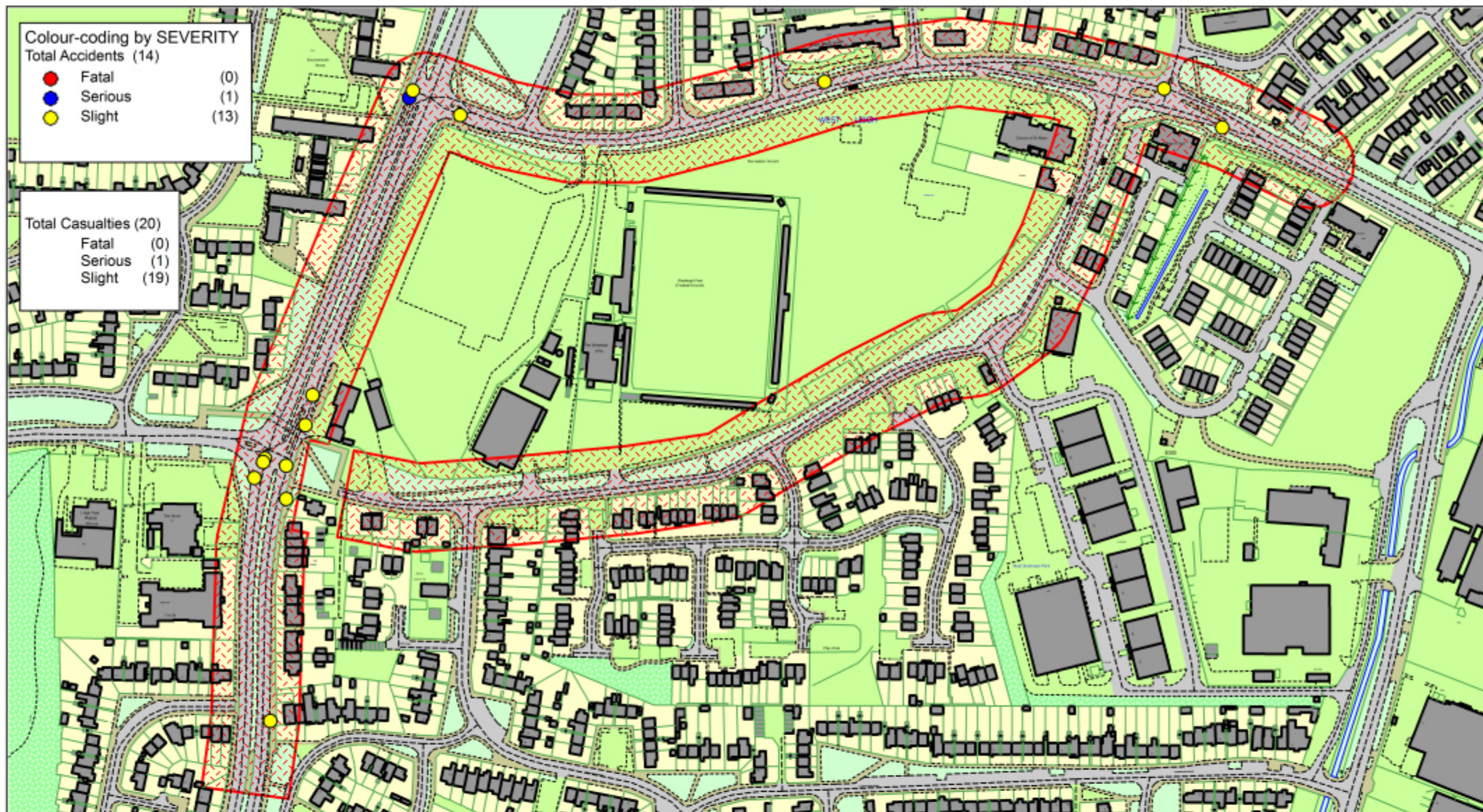
Team Leader

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

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

Name & Title:	John Wilde BE MCIHT
Title/Position:	Director
Organisation:	Charles & Associates Consulting Engineers Ltd
Signature:	
Date:	July 2025

Appendix C Collision Data



BARTONS ROAD, HAVANT

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Hampshire Police
Licence No. 01021C 2025

SCALE	1 : 3000
DATE	25/06/2025
DRAWING No.	
DRAWN BY	

Accidents between dates 01/10/2019 and 30/09/2024 (60) months

Selection:

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

Notes:

Selected Polygon:BS BARTONS ROAD

44190417040 20/11/2019 Time 1034 Vehicles 2 Casualties 2 Slight
E:472062 N: 107938 First Road: B 2149 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (VAN) TRAVELLING S ALONG B2149 PETERSFIELD ROAD, FAILED TO STOP IN TIME AND COLLIDED
WITH THE REAR OF VEH 2 (VAN) STATIONARY AT RED LIGHTS IN FRONT

Occurred on B2149 PERTERSFILED ROAD AT THE JUNCTION WITH STOCKHEATH ROAD, HAVANT,
HAMPSHIRE

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

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 54 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

Casualty Reference: 2 Vehicle: 2 Age: 18 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Not car passenger

Accidents between dates 01/10/2019 and 30/09/2024 (60) months

Selection:

Notes:

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

44200474007 08/12/2020 Time 1649 Vehicles 1 Casualties 1 Serious
E:472121 N: 108124 First Road: B 2149 Road Type Single 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 lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH1 (M/CYCLE) TRAVELLING NE ALONG B2149 PETERSFIELD ROAD ACECLERATED AWAY FROM THE
TRAFFIC LIGHTS AND LOST CONTROL OF THE BACK WHEEL, CAUSING RIDER TO FALL OFF.

Occurred on B2149 PETERSFIELD ROAD AT JUNCTION WITH BARTONS ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Motorcycle over 500cc Starting
Vehicle movement from S to NE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Male
Not hit and run Breath test Negative Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 52 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2019 and 30/09/2024 (60) months

Selection:

Notes:

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

44210332211 23/08/2021 Time 1230 Vehicles 2 Casualties 1 Slight
E:472066 N: 107955 First Road: B 2149 Road Type Dual carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH 1 (M/CYCLE) TRAVELLING NE TO S ON PETERSFIELD ROAD IS STATIONARY WHEN VEH 2 (CAR)
FAILS TO BRAKE AND COLLIDES WITH REAR OF VEH 1

Occurred on B2941 PETERSFIELD ROAD DIRECTLY OUTSIDE SOLENT USED CAR CENTRE

Vehicle Reference 1 Motorcycle 50cc and under Going ahead but held up
Vehicle movement from NE to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 23 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/10/2019 and 30/09/2024 (60) months

Selection:

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

Notes:

44220228754 09/06/2022 Time 1916 Vehicles 2 Casualties 2 Slight
E:472039 N: 107919 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
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Following too close	Vehicle 001	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (GOODS VEH) TRAVELLING N ALONG B2149 PETERSFIELD ROAD, FAILED TO SLOW IN TIME AND COLLIDED WITH THE REAR OF VEH2 (CAR) WHICH WAS STATIONARY IN FRONT, WAITING TO THE JUNCTION.

Occurred on B2149 PETERSFIELD ROAD AT JUNCTION WITH STOCKHEATH ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Goods vehicle - unknown weight Going ahead other
Vehicle movement from S to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Hit and run Breath test Driver not contacted
Left hand drive: No

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 Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 18 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 2 Age: 18 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Back seat

Accidents between dates 01/10/2019 and 30/09/2024 (60) months

Selection: Notes:

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

44220244546 20/06/2022 Time 0849 Vehicles 2 Casualties 3 Slight
E:472550 N: 108129 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING S ALONG PROSPECT LANE,ENTERS MAIN CARRIAGE WAY ONTO BARTONS ROAD WITHOUT GIVING WAY TO VEH2 (CAR) TRAVELLING SE ALONG BARTONS ROAD
Occurred on BARTONS ROAD AT JUNCTION WITH PROSPECT LANE, HAVANT HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Male
Not hit and run Breath test Negative Left hand drive: No

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

Accidents between dates 01/10/2019 and 30/09/2024 (60) months

Selection:

Notes:

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

Vehicle Reference	2	Car	Going ahead other
Vehicle movement from	W	to SE	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Mid Junction - on roundabout or r	First impact	No skidding, jack-knifing or overturning
Hit object in road	None	Off road:	Nearside
Did not leave carr		Age of Driver	43
Not hit and run	Breath test	Negative	Male
		Left hand drive:	No

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

Casualty Reference:	3	Vehicle:	2	Age:	20	Male	Passenger	Severity:	Slight
Not a pupil									
Seatbelt	Not Applicable	Cycle helmet:	Not a cyclist						

Front seat

Accidents between dates 01/10/2019 and 30/09/2024 (60) months

Selection:

Notes:

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

44220248716 22/06/2022 Time 1443 Vehicles 2 Casualties 2 Slight
E:472038 N: 107917 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Footbridge or subway Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (M/CYCLE) TRAVELLING N ALONG B2149 PETERSFIELD ROAD CONTRAVENED A RED TRAFFIC
LIGHT AND COLLIDED WITH VEH2 (CAR) TRAVELLING S ALONG B2149 PETERSFIELD ROAD AND
TURNING RIGHT INTO STOCKHEATH ROAD.

Occurred on B2149 PETERSFIELD ROAD, AT JUNCTION WITH STOCKHEATH ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 65 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 65 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning right
Vehicle movement from N to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 71 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 71 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2019 and 30/09/2024 (60) months

Selection: Notes:

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

44220301951 27/07/2022 Time 1106 Vehicles 2 Casualties 1 Slight
E:472123 N: 108128 First Road: B 2149 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING NE ALONG B2149 STOPS AT ATS AND VEH 2 (CAR) ALSO TRAVELLING NE FAILS TO STOP AND COLLIDES WITH REAR OF VEH 1
Occurred on JUNCTION OF B2149 PETERSFIELD RD/BARTONS ROAD, HAVANT, HANTS

Vehicle Reference 1 Car Stopping
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 56 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 56 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/10/2019 and 30/09/2024 (60) months

Selection: Notes:

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

44230039059 29/01/2023 Time 1530 Vehicles 1 Casualties 1 Slight
E:472042 N: 107770 First Road: B 2149 Road Type Dual carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

UNKNOWN VEH 1 (VAN) TRAVELLING N TO S ALONG PETERSFIELD ROAD MOUNTS PAVEMENT AND
COLLIDES WITH CAS 1 (PEDESTRIAN) TRAVELLING SOUTH ALONG PETERSFIELD ROAD
Occurred on PETERSFIELD ROAD B2149, OPPOSITE PEDESTRIAN ENTRANCE TO STOCKHEATH WAY,
HAVANT, PORTSMOUTH

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
9 No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Unknown
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 48 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
On footpath / verge S bound
Movement U/K

Accidents between dates 01/10/2019 and 30/09/2024 (60) months

Selection:

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

Notes:

44230148335 16/04/2023 Time 1040 Vehicles 2 Casualties 1 Slight
E:472051 N: 107915 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 Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING S ALONG PETERSFIELD ROAD ENTERED THE JUNCTION ON A RED LIGHT AND
COLLIDED WITH VEH2 (CAR) TURNING RIGHT FROM STOCKHEATH ROAD ONTO PETERSFIELD ROAD
Occurred on B2149 PETERSFIELD ROAD AT JUNCTION WITH STOCKHEATH ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway Overturned
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 37 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning right
Vehicle movement from W to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/10/2019 and 30/09/2024 (60) months

Selection:Notes:

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

44230359502 04/09/2023 Time 1000 Vehicles 1 Casualties 1 Slight
E:472051 N: 107896 First Road: B 2149 Road Type Dual carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: Other object in carriageway
Place accident reported: Elsewhere DfT Special Projects:

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

VEH1 (P/CYCLE) TRAVELLING S ALONG CYCLE PATH NEXT TO PETERSFIELD ROAD COLLIDED WITH A RAILING THAT HAD BEEN BENT ROUND INTO THE CYCLE PATH
Occurred on B2149 PETERSFIELD ROAD, 22 METERS SOUTH OF JUNCTION WITH STOCKHEATH ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
Cycleway or shared use footway (not part of main car No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: Oth perm objects
Did not leave carr Age of Driver 67 Male
Not hit and run Breath test Not applicable Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 67 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Accidents between dates 01/10/2019 and 30/09/2024 (60) months

Selection:

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

Notes:

44230430945 20/10/2023 Time 2344 Vehicles 2 Casualties 1 Slight
E:472583 N: 108107 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Central reservation Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 2	Very Likely	
2nd: Impaired by alcohol	Vehicle 2	Possible	
3rd: Careless/Reckless/In a hurry	Vehicle 2		
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W ALONG BARTONS ROAD WAS MOVING OFF AFTER DROPPING OFF
PASSENGERS WHEN VEH 2 (CAR) TRAVELING W AT SPEED COLLIDED WITH THE REAR OF VEH 1.
Occurred on BARTONS ROAD 29 METRES EAST OF PROSPECT LANE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 60 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 65 Female Passenger Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Back seat

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

Accidents between dates 01/10/2019 and 30/09/2024 (60) months

Selection: Notes:

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

44230450580 03/11/2023 Time 2130 Vehicles 1 Casualties 1 Slight
E:472357 N: 108133 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH1 (P/CYCLE) TRAVELLING NE ALONG BARTONS ROAD LOST CONTROL CAUSING CAS1 (RIDER) TO FALL. IT IS UNKNOWN WHETHER THERE WERE ANY OTHER VEHICLES INVOLVED
Occurred on BARTONS ROAD, 25 METERS NE OF JUNCTION WITH WITCHAMPTON CLOSE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Male
Not hit and run Breath test Not applicable Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 28 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/10/2019 and 30/09/2024 (60) months

Selection:

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

Notes:

44230517709 19/12/2023 Time 1739 Vehicles 2 Casualties 2 Slight
E:472150 N:108114 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal B 2149
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING W ALONG BARTONS ROAD WAS WAITING TO TURN RIGHT INTO B2149
PETERSFIELD ROAD. VEH 2 (CAR) MISINTERPRETED THE FILTER LIGHTS AT THE JUNCTION AND
COLLIDED WITH THE REAR OF VEH 1.

Occurred on BARTONS ROAD AT JUNCTION WITH B2149 PETERSFIELD ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 23 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Unknown Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 24 Male Passenger Severity: Slight
Not a pupil
Seatbelt Unknown Cycle helmet: Not a cyclist

Front seat

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

Accidents between dates 01/10/2019 and 30/09/2024 (60) months

Selection: Notes:

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

44240164043 19/04/2024 Time 1319 Vehicles 2 Casualties 1 Slight
E:472033 N: 107908 First Road: B 2149 Road Type Single 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 Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING N ALONG B2149 PETERSFIELD ROAD WAS STOPPED AT TRAFFIC LIGHTS AT THE JUNCTION WITH STOCKHEATH ROAD. VEH 2 (LORRY) FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 1.
Occurred on B2149 PETERSFIELD ROAD AT JUNCTION WITH STOCKHEATH ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 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 Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 54 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 54 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/10/2019 and 30/09/2024** (60) months

Selection:

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

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	9	9
2-wheeled motor vehicles	0	1	2	3
Pedal cycles	0	0	2	2
Horses & other	0	0	0	0
Total	0	1	13	14

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	9	9
Passenger	0	0	5	5
Motorcycle rider	0	1	2	3
Cyclist	0	0	2	2
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	0	1	19	20