

Former Dunham Bush Site



To: Sophie Osbourne & Kayleigh Taylor

From: Stephen Eyton

cc: Natalie Fellows, Kim Lewis

Date: 16 October 2024

RE: Former Dunham Bush Site, Downley Road, Havant –Technical Note

1.0 Introduction

1. This Technical Note (TN) has been prepared to address outstanding transport issues relating to the planning application to redevelop the above site. These were set out in a number of e-mails from the case office at HBC and the highway officer at HCC. They can be summarised as follows:

- E-mail from HCC dated 3rd September 2024 –request to update draft Travel Plan and request to undertake walking/cycling audit;
- E-mail from HBC dated 12th September 2024 –requirement to provide 7 days of parking survey data at Velocity site;
- E-mail from HCC dated 18th September –request to provide further information to address concerns about site accesses and internal site layout.

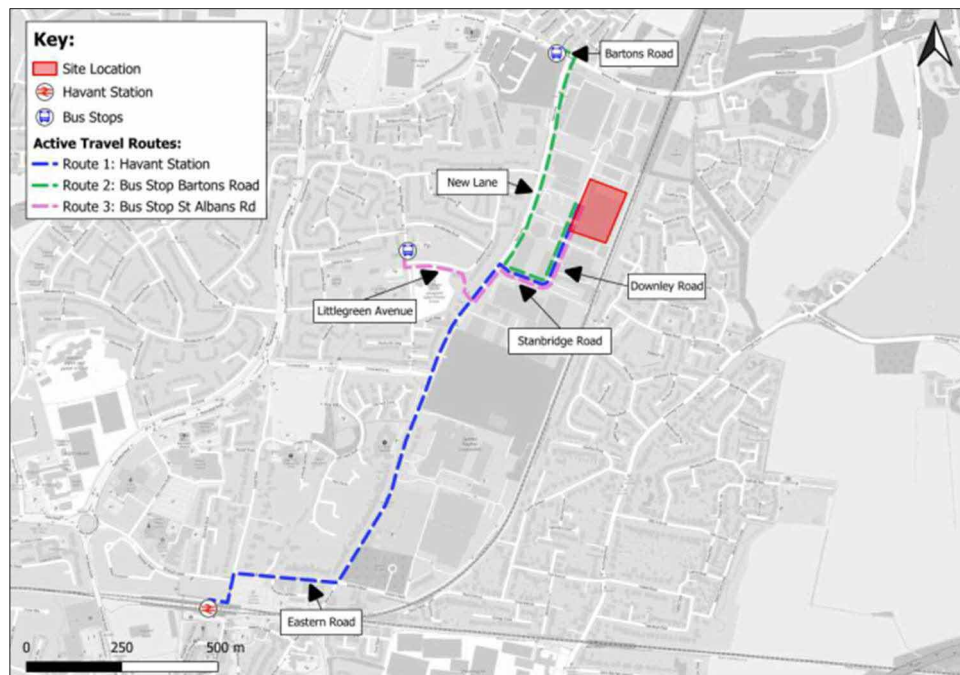
2.0 Update to Travel Plan

2. An updated Framework Travel Plan addressing all comments made by HCC has been resubmitted to HBC.

3.0 Walking and Cycling Audit

3. It was agreed with HCC that a Walking and Cycling Audit would be undertaken of the three active travel routes shown at **Figure 3-1** below. The routes were:

- Route 1 –Havant Railway Station
- Route 2 –Bus Stops Bartons Road
- Route 3 –Bus Stops St Albans Road

Figure 3-1 Active Travel Routes

4. The Walking and Cycling Audit Report is included at **Appendix A**. It identified that along the three routes the existing footway was of good width and quality without significant defaults. It also highlighted the quality of the active travel infrastructure along New Lane, especially for cyclists. It concluded by identifying the below potential improvements that would make the routes more attractive to users:

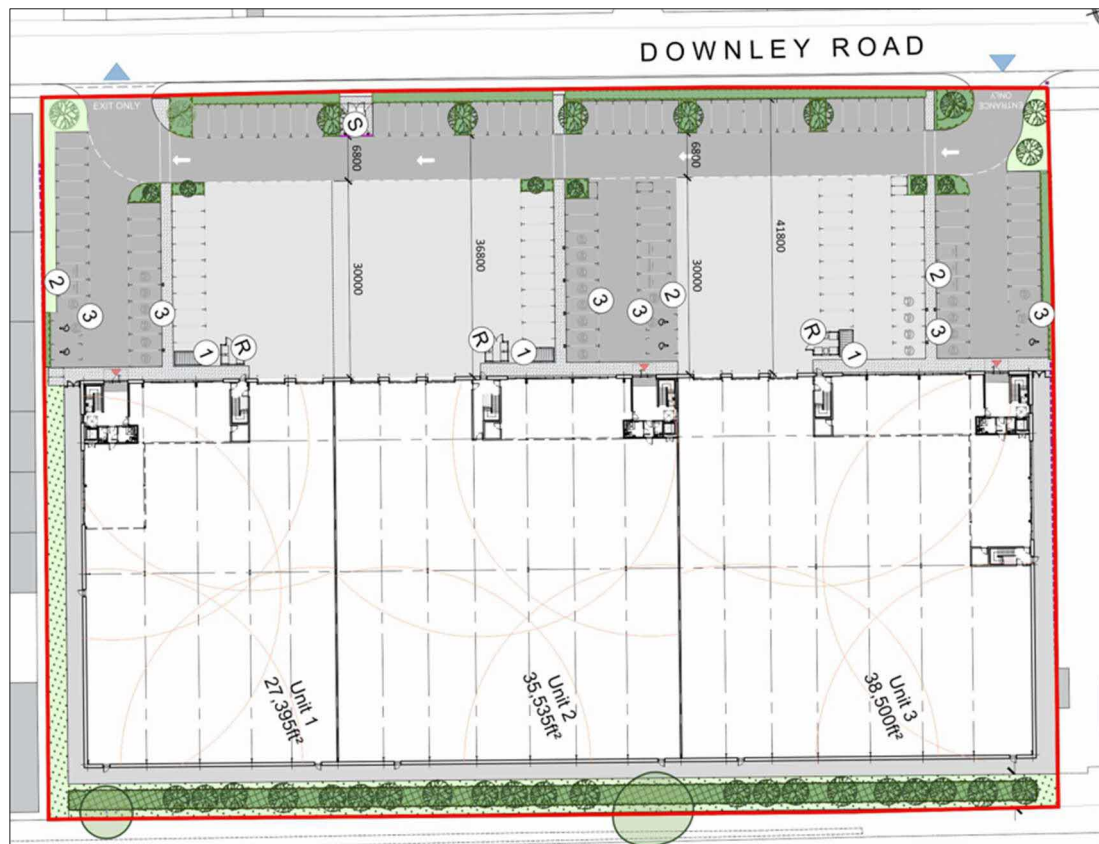
- Route 1 –Improve the visibility at the New Lane / Eastern Road crossing by trimming back the existing hedge in line with the footway line.
- Route 2 –Improve the level of infrastructure at the Bus Stop on Bartons Road to add shelter, seating and live journey time updates.
- Route 3 –Add tactile paving at the crossing point on Littlegreen Avenue in order to increase the accessibility of Bus Stop St Albans Road to those from all walks of life, particularly those with visual impairments.
- All Three Routes –Improve the provision of wayfinding along New Lane to be in line with the wayfinding present in the vicinity of Havant Station and Town Centre.



4.0 Site Access

- In light of the HCC comments on the proposed site layout, it is proposed to modify the accesses to better accommodate HGV movements. This includes providing bellmouth junctions and installing a one-way operation whereby the northern access be used for access only and the southern access be used for egress only. This is demonstrated in Figure 4-1.

Figure 4-1 Proposed one-way operation of Site



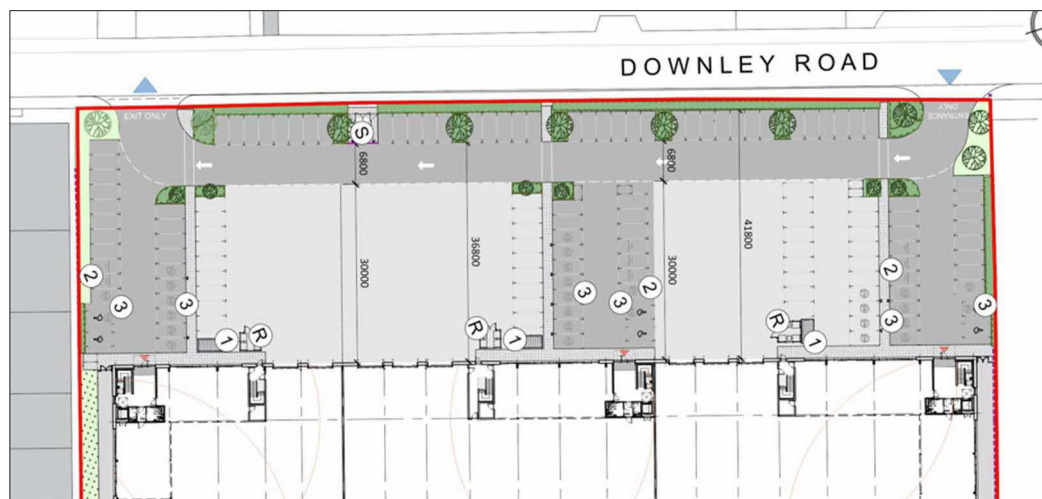
- The drawing included at **Appendix B** shows the proposed site access junctions. These will be created by making minor changes to the existing site access junctions including introducing a bellmouth layout. The location of both existing junctions have been slightly amended to accommodate parking within the Site. For the southern access this also benefits the visibility to the south by moving further north from the boundary of the neighbouring Site. Tactile paving will be added to the footway at the proposed accesses.
- The drawing of the proposed site accesses shows that the maximum achievable visibility to the left for drivers exiting the southern access is 61m from a setback distance of 2.4m.



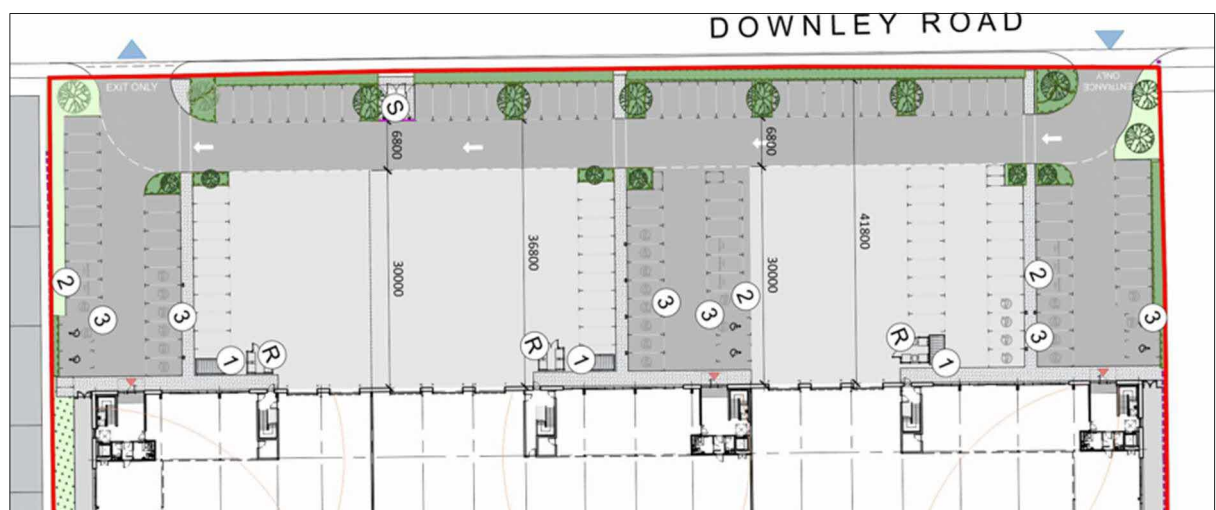
When it comes to visibility to the right, a splay of at least 120m is achievable from the same setback distance.

8. HCC TG3 guidance that states DMRB visibility standards apply where the Design Speed is above 64kph. MfS criteria shall apply where the Design Speed is up to and including 60kph. Between 60kph and 64kph, SSD maybe relaxed.
9. The posted speed limit of Downley Road is 30 mph, which equates to 48 kph. The minimum visibility for exiting drivers for this speed is 43m.
10. The achievable visibility to the left of 61m and the achievable visibility to the right of 120m exceed the SSD required by Manual for Streets at 37 mph (64 kph) which is 59m.
11. It is noted that HGC3 requires new junctions to be able to achieve visibility splay for exiting drivers based on recorded 85th percentile speeds. However, it is considered unlikely that this will be in excess of 37 mph, which is 23% above the posted speed limit. The visibility has been demonstrated to be generous for the type of road, particularly as it is not a through route with a dead end to the north of the Site.
12. It is worth highlighting that the proposed site accesses are effectively minor alterations to existing accesses, that the new southern access will be further north than the existing southern access thereby increasing visibility to the left compared to the existing situation. The Stage 1 Road Safety Audit referred to below did not raise any problems relating to driver visibility.
13. The applicant is happy to ensure that proposed trees will be planted outside of the achievable visibility splays.
14. Tracking has been carried out for a 16.5m HGV which is the largest vehicle to access the Site. The speed tracked was 10mph which is considered “standard” for this type of manoeuvre. This is shown in **Appendix C**. A refuse lorry has also been tracked.
15. HCC requested that the refuse lorry be shown within the site to demonstrate that should an HGV arrive while it is in situ there is room for the HGV to wait within the Site boundary. The bin storage has now been relocated adjacent to the buildings which allows the refuse lorry to make use of the service yards removing the issue. This can be seen in **Figure 4.2** below, the bin stores marked with an R.



Figure 4-2 Refuse Store Access

16. HCC raised concerns over a potential conflict between HGVs blocking parked cars whilst servicing the Site. The internal parking layout as shown in **Figure 4-3** shows a row of parking either end of the service yard shared between Units 1 and 2, all other parking has an aisle running between spaces. Amble space has been provided between the docking bays and parking. Due to the relocation of bin stores there maybe a short period where a refuse lorry may block the spaces nearest the bin stores, however this is a quick process and would not be different to refuse lorries servicing on street and momentarily blocking parked cars and those waiting behind them.

Figure 4-3 HCC Internal Parking Layout

Road Safety Audit

17. A Stage 1 Road Safety Audit has been commissioned, as requested, to address the proposed new accesses and the internal layout. It is understood that these proposed changes will be subject to a S278 agreement.
18. The Stage 1 RSA was carried out on 1st October 2024 to consider the alterations to the Site accesses and the proposed internal layout of the Site. The full report is included as **Appendix D**, however the summary of the report stated that there were no road safety related problems identified within the Stage 1 design proposals.

Pedestrian Permeability

19. HCC raised concerns with pedestrian permeability throughout the internal layout in relation to pedestrian movements and HGVs. In particular, this related to the proposed zebra crossing locations, namely the one located near to the northern Site access.
20. If an HGV were to turn into the Site and a pedestrian were crossing at that zebra crossing the HGV would momentarily wait for the pedestrian to cross. This would require an overhang but is not unusual in this type of location. It is an industrial estate where vehicles will be travelling slowly to make their turns into Sites and would therefore have the opportunity to stop easily for both pedestrians crossing and if other vehicles have slowed to enter Sites.
21. The internal layout is subject to the Stage 1 Road Safety Audit that was carried out at the Site and the result showed that there were no design issues. This is discussed further in the report and included in full at **Appendix D**.

Velocity Parking Survey

22. A drone survey was carried out at the neighbouring Velocity site Wednesday 18th September to Monday 23rd September. The survey recorded the number of cars parked on site at 30-minute intervals between 07:00-19:00 on each day. A previous survey undertaken on Tuesday 2nd September had recorded the same. Together these surveys provide seven days' worth of parking data.
23. The results of the latest survey, which are included at **Appendix E**, showed that no vehicles entered the Site on a Saturday and only two were recorded on the Sunday.



24. Regarding the previous Tuesday survey, it is acknowledged that the summary presented at paragraph 7.14 of the Transport Assessment accompanying the planning application was incorrect. The drone footage from that day has been reviewed and the correct figures for recorded parking demand are provided in **Table 4-1** below, alongside the figures from the latest survey. The corresponding occupancies on all days are also provided.

Table 4-1 Car Park Utilisation at Velocity

Time	Mon 23rd		Tues 2nd		Wed 18th		Thurs 19th		Fri 20th	
	Occupied	Stress	Occupied	Stress	Occupied	Stress	Occupied	Stress	Occupied	Stress
0700	9	7%	30	23%	10	8%	8	6%	7	5%
0730	9	7%	33	26%	34	27%	8	6%	12	9%
0800	28	22%	44	34%	34	27%	20	16%	36	28%
0830	41	32%	52	41%	50	39%	39	30%	42	33%
0900	46	36%	54	42%	50	39%	38	30%	45	35%
0930	46	36%	53	41%	52	41%	41	32%	48	38%
1000	47	37%	54	42%	52	41%	41	32%	48	38%
1030	47	37%	56	44%	52	41%	41	32%	46	36%
1100	46	36%	58	45%	52	41%	41	32%	45	35%
1130	49	38%	58	45%	51	40%	40	31%	44	34%
1200	49	38%	58	45%	51	40%	40	31%	45	35%
1230	46	36%	52	41%	49	38%	37	29%	42	33%
1300	48	38%	51	40%	50	39%	37	29%	45	35%
1330	48	38%	54	42%	51	40%	40	31%	46	36%
1400	47	37%	54	42%	52	41%	40	31%	46	36%
1430	48	38%	55	43%	52	41%	36	28%	45	35%
1500	47	37%	54	42%	50	39%	36	28%	41	32%
1530	43	34%	52	41%	47	37%	38	30%	23	18%
1600	45	35%	47	37%	47	37%	36	28%	10	8%
1630	44	34%	37	29%	47	37%	31	24%	5	4%
1700	10	8%	24	19%	8	6%	11	9%	5	4%
1730	8	6%	23	18%	8	6%	10	8%	5	4%
1800	1	1%	22	17%	6	5%	8	6%	4	3%



Time	Mon 23rd		Tues 2nd		Wed 18th		Thurs 19th		Fri 20th	
1830	1	1%	22	17%	5	4%	8	6%	1	1%
1900	0	0%	22	17%	5	4%	8	6%	0	0%

25. It can be seen that the maximum recorded parking demand over the seven days' worth of surveys was 58 spaces, which corresponds to an occupancy of 45%.

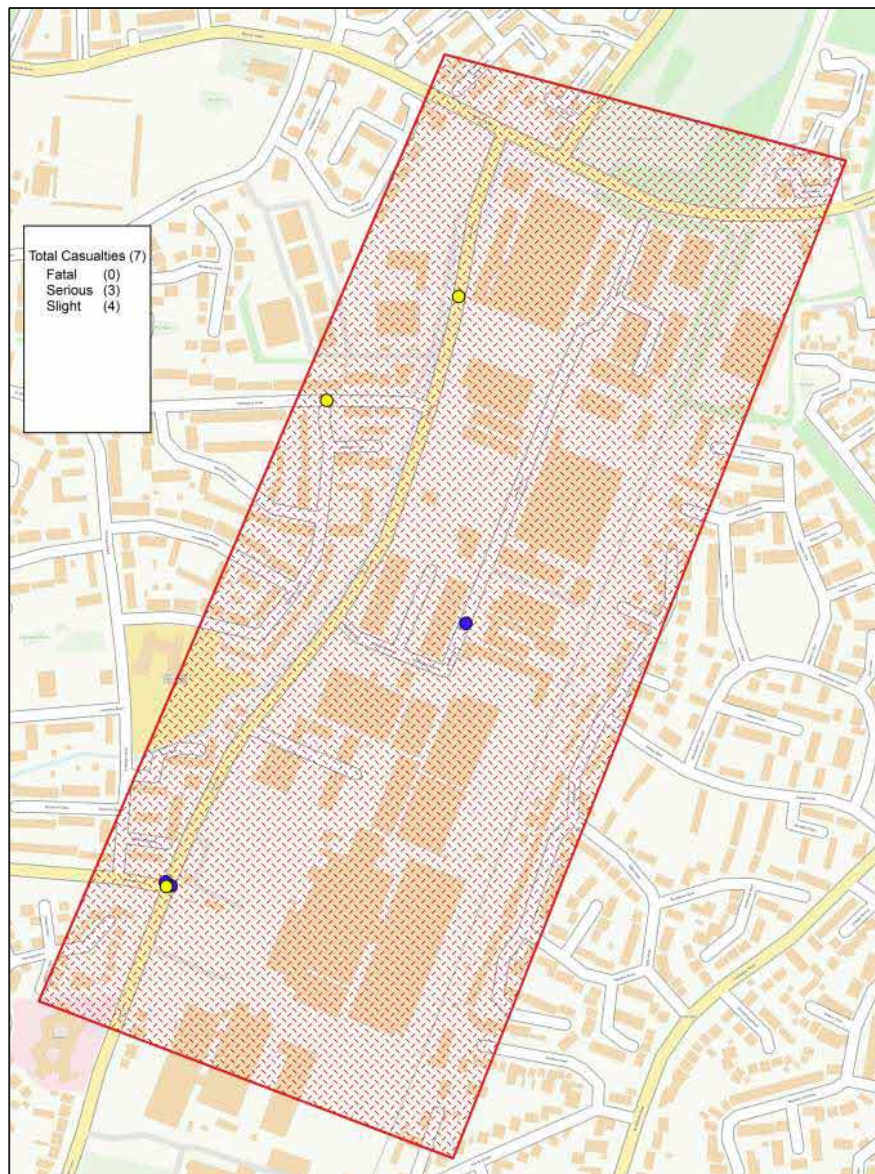
26. As such, it is considered that the additional survey evidence reinforces the conclusion at paragraph 7.19 of the Transport Assessment that the car parking provision for the proposed development is appropriate and will not lead to overspill parking on the streets surrounding the site.

5.0 Accident Data

27. In their written pre-application advice, HCC requested that accident data was obtained from Hampshire Constabulary and analysed. Data has been obtained for the most recently available five-year period, between March 2019 and February 2024. It is included at **Appendix F**.

28. **Figure 5-1** illustrates the study area for which data was obtained and the approximate location of the collisions which occurred during the most recent five-year period. There were a total of seven collisions, four of which were classified as slight and three classified as serious.



Figure 5-1: HCC Collision Data

29. As illustrated in **Figure 5-1**, there has only been one collision recorded along either Downley Road or Stanbridge Road during the five-year period. This collision was classified as serious and involved a single person on a motorcycle who collided with a wall. The collision occurred as a result of a motorcyclist turning around to review their right light and losing control. As a result, it is argued that human error is the causation for the collision.

30. The only cluster of collisions was at the New Lane/Crosslands Drive junction. Two were classified as serious and one as slight. All three inferred that human error were to blame.

31. Based on the above, it is considered that there is no existing safety issue with the local highway network.



6.0 Summary and Conclusions

32. The TN has demonstrated that parking at the Velocity Site is far lower than provision was made for and that the proposed level of parking for the Dunham Bush Site will sufficiently cater for the development and not lead to off-site parking demand.
33. The Travel Plan has been updated at the request of HCC to provide additional details including further measures to encourage the use of more sustainable modes of transport.
34. To support the application a walking and cycling audit was undertaken covering the three routes requested by HCC. This has demonstrated that overall the standard of provision was good but has made recommendations of improvements that could be made.
35. It has been demonstrated through a Stage 1 RSA that there are no safety issues with the proposed access arrangements to the Site and internal layout.
36. The egress onto Downley Road has been tested for visibility based on HCC TG3 guidance.
37. The accident data demonstrates that there are no issues around the site in terms of safety.



Appendix A Walking and Cycling Assessment



Canmoor Developments Limited

Walking and Cycling Assessment

SLR Project No.: 425.065366.00001

16 October 2024

Revision: 04

RE: DOWNLEY ROAD, HAVANT

1.0 Introduction

SLR has been instructed by Canmoor Developments Limited to provide highways and transportation advice in relation to a planning application for a proposed industrial development on land to the east of Downley Road, Havant.

The site is situated in the northeast of Havant, a small town in the southeast corner of Hampshire. As such, it is within the jurisdiction of Havant Borough Council (HBC) and Hampshire County Council (HCC) who act as the local planning and highway authorities respectively.

At present, the site is occupied by a single building which comprises 9,933 sqm of B2 floorspace. A total of 81 car parking spaces are provided to the north of this building. The development proposals comprise the demolition of the existing building and the construction of three new buildings totalling 9,423 sqm of flexible E(g)(iii)/B2/B8 use floorspace. A total of 136 car parking spaces will be provided, of which 5% will be designated for disabled users.

This Technical Note (TN) has been prepared to support the planning application at the Site, specifically to address HBC's request to undertake a walking and cycling audit of active travel routes to key destinations in the local area. This TN should be read in conjunction with the Transport Assessment, also prepared to support the planning application at the Site.

The remainder of the report will describe the scope / routes assessed as a part of the walking and cycling audit followed by detailing how people of all abilities will make key journeys within the established assessment area that are essential to supporting car free lifestyles.

2.0 Walking and Cycling Audit

A Walking and Cycling Audit assesses the accessibility of a Site to identified key locations in the local area when travelling by walking and cycling modes of travel. It is also used as a tool to identify potential infrastructure improvements to the local area which will further enhance the connectivity of the Site in terms of walking and cycling.

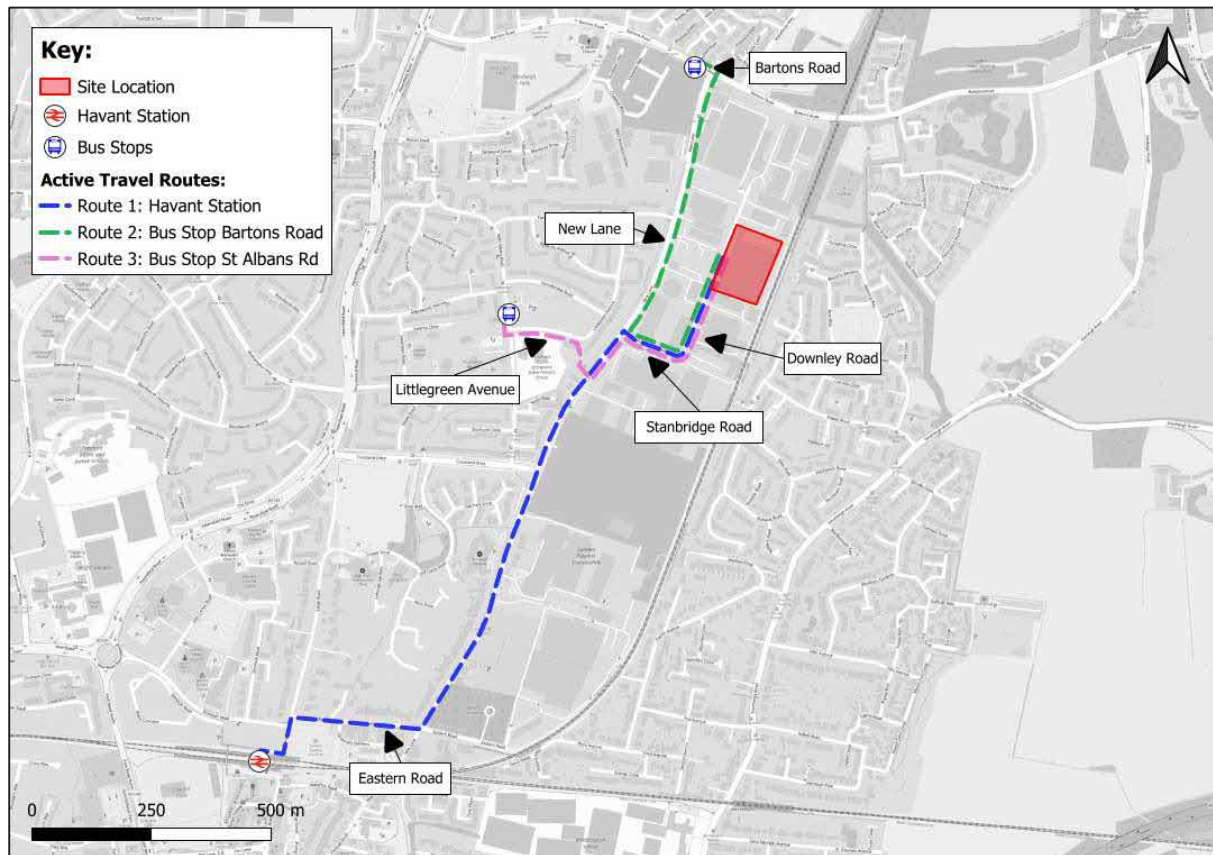
Assessment Scope

Three key active travel destinations, and the associated routes to each destination, were agreed with HBC prior to the undertaking of the Walking and Cycling Audit. The key active travel destinations are as follows:

- Havant Railway Station
- Bus Stop Bartons Road
- Bus Stop St Albans Road

The key routes and their proximity to the Site are illustrated below in **Figure 1**.

Figure 1: Active Travel Routes



A Site Visit was undertaken on the 17th of September 2024, where each of the routes was surveyed to understand their suitability to be undertaken by active travel modes and uncover any potential areas for improvement along each of the outlined routes.

A summary of each route along with any potential areas for improvement that were identified is provided below. Maps of the identified routes are also attached at **Appendix A** which include photographs at different points along the routes. It is noteworthy that all photographs were taken from the perspective of walking from the key destination to the Site. Overall it was noted that the quality of existing footway was of good width and quality without significant defaults.

Route 1: Havant Railway Station

Havant Railway Stations is approximately 1.7km (23-minute walk) south of the Site. To access the station pedestrians / cyclists would travel south along Downley Road, west along Stanbridge Road, south along New Lane, west along Eastern Road before routing south



along Leigh Road. Photos taken along this route is illustrated within figures 1-4 of **Appendix A**.

Downley Road and Stanbridge Road are the access roads to the industrial estate which the site falls within. Both roads are well lit and footways are allocated on both sides of the carriageway.

It is noted that the parking restrictions along each road is limited to single yellow lines. As such, there were occasional (two at the time of the Site visit) instances of on-street parking. It is important to note that this did not appear to be as a result of a lack of off-street parking at any unit, rather vehicles were parked on-street briefly when visiting the units within the estate. This assumption is based off the fact that the first vehicles was unoccupied but with its hazard lights on while the driver of the second vehicle was visiting the reception of the unit it was parked adjacent to. Therefore, it was assumed that both vehicles were briefly visiting the estate.

A crossing point is present directly adjacent to the alleyway connecting New Lane to Littlegreen Avenue, thus facilitating a safe and suitable place for active travellers to cross New Lane. This New Lane –Littlegreen Avenue connection is discussed within Route 3.

The majority of this route follows New Lane, at approximately 950m (13-minute walk). Active travel infrastructure is very good along New Lane as continued, uninterrupted cycleways are in place in both the northbound and southbound direction. Furthermore, it was highlighted that New Lane is largely lined with trees and is subject to a grass verge which separates pedestrians and vehicular traffic along the majority of the route. This makes New Lane an attractive option for both pedestrians and cyclists.

On the approach to the station itself, the existing provision of infrastructure was highlighted as conducive to active travel modes. A shared pedestrian / cyclists zebra crossing is in place on Leigh Road between Eastern Road and Elmleigh Road. This crossing is situated on the desire line for pedestrian's / cyclists routing to the station from the Site, therefore offering a suitably located and safe crossing point.

Additionally, the signage / wayfinding was identified as highly suitable for active travellers. Instead of simply showing street names on road name signs, both the road name and a key road which can be accessed from that road is displayed on the sign. For example, the sign on Eastern Road states 'Eastern Road, which leads to New Lane' rather than just the individual road name. This signage can be seen within the route map photos shown at **Appendix A**. It was noted, however, that this high-quality level of signage is only in place in the vicinity of Havant Station and Town Centre and does not continue to be in place throughout the route, particularly on the approach to the site.

Potential Improvement

The potential area for improvement identified along Route 1 was a lack of visibility at the New Lane / Eastern Road crossing, specifically for those routing from the Site towards the station (along New Lane) across Eastern Road at the junction intersection.

This area for improvement is shown below in **Photo 1**.



Photo 1: Lack of Visibility at the New Lane / Eastern Road Intersection



Photo 1 is taken from the perspective of a pedestrian walking south from the Site along New Lane at the crossing point which must be used in order to continue westbound along Eastern Road towards the station.

The photo illustrates the lack of available visibility of vehicles north of the intersection along New Lane. This poses a potential safety issues as pedestrians are unable to see vehicles approaching the intersection from the north.

This could be improved by cutting back the existing hedge to ensure that it is flush with the pavement line. This will maximise the visibility of vehicles north of the crossing point along New Lane, most importantly vehicles which are routing southbound.

An additional area for potential improvement was identified along Route 1. As previously outlined, there is a poor provision of wayfinding on the approach to the Site, specifically along New Lane. Therefore, a potential improvement could be to increase the quality of wayfinding along New Lane to be in line with the provision that is in place in the vicinity of Havant Station and Town Centre. Given that active travellers are required to route along New Lane in order to access all three of the identified active travel destinations, this potential improvement is applicable to all three active travel routes.



Route 2: Bus Stop Bartons Road

Route 2 comprises the journey from the Site to the bus stops on Bartons Road. The Bartons Road bus stop is circa 800m north of the Site and is approximately an 11-minute walk. Photos taken along the route are displayed within Figures 5-7 within **Appendix A**. Similar to Route 1, the majority of the route is undertaken on New Lane, albeit in the northbound direction. After routing northbound along New Lane for 800m, active travellers route between 50m and 100m westbound along St Albans Road depending on which bus stop is the final destination.

As aforementioned, the existing situation on New Lane regarding the provision of active travel infrastructure is of high quality. This is as a result of the use of a grass verge to separate the footway and vehicle carriageway and the continued, uninterrupted cycleway present in both the northbound and southbound direction.

Dropped kerbs and tactile paving are in place on Bartons Road adjacent to the bus stop providing a crossing point that is both suitably located and designed which allows pedestrians to access both the eastbound and westbound bus stop on Bartons Road.

Potential Improvement

The identified potential improvement along this route is to improve the existing bus stop infrastructure. This is applicable to both the eastbound and westbound stop.

As opposed level of infrastructure provided at Stop St Albans Road (discussed below in Route 3), the bus stop infrastructure provided at Stop Bartons Road is limited to a flag post and notice board. The existing bus stop infrastructure is shown below in **Photo 2**.



Photo 2: Bus Stop Bartons Road



Photo 2 shows the existing bus infrastructure at Bartons Road. A potential improvement could be to improve the bus stop to provide a shelter, seating and live journey time updates. This improvement would make both the route and destination itself more attractive to active travellers.

It is significant to note that the viability of this improvement is subject to the land ownership at each stop and the level of space which is needed to make the improvements. An initial review of the existing highway layout suggests that there is sufficient space to make this improvement.

Route 3: Bus Stop St Albans Road

Route 3 comprises the journey from the Site to the bus stops at St Albans Road. The stop is located circa 700m (9-minutes) west of the Site. The route mirrors Route 1 before existing New Lane after approximately 100m to route along the alleyway connecting New Lane and Littlegreen Avenue. Active travellers route west along Littlegreen Avenue for approximately 150m before turning north at the St Albans Road / Littlegreen Avenue simple priority



junction. Photos which were taken along this route during the Site visit are shown within Figures 8-11 of **Appendix A**.

Ample street lighting is present along the alleyway itself therefore mitigating the possibility of active travellers feeling unsafe along the alleyway at night. It is noted that there is no cycling infrastructure in place along Littlegreen Avenue although this is not uncommon for a low traffic, residential side road.

Both bus stops along St Albans Road were facilitated with seating (a place to stop a rest), a shelter and live journey time updates, therefore contributing to the attractiveness of the route and the use of public transport as a mode of travel to and from the Site.

Potential Improvement

One identified area for improvement was the lack tactile paving at the crossing point on Littlegreen Avenue, located adjacent to the Littlegreen Avenue / St Albans Road intersection. This is shown below in **Photo 3**.

Photo 3: Littlegreen Avenue Crossing Point



Photo 3 shows that although there are dropped kerbs at the crossing, no tactile paving is present. This may inhibit those with visual impairments for undertaking this route.

This could be improved through the addition of tactile paving at the crossing point, thus making the route more accessible to those from all walks of life.



3.0 Summary and Conclusions

This TN has summarised the findings of a walking and cycling audit for three identified routes to key destinations agreed with the HBC.

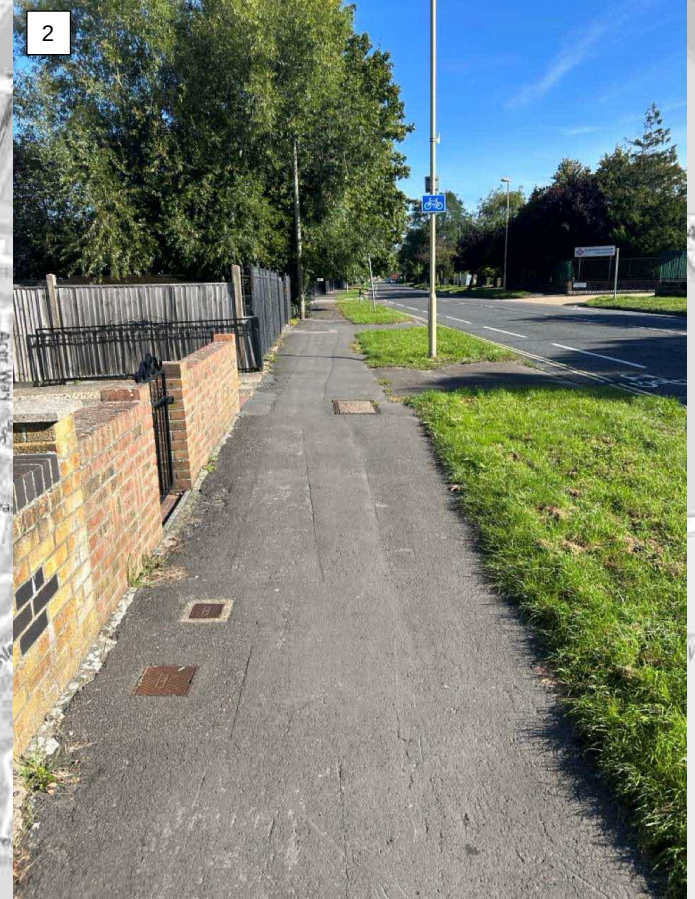
A potential improvement has been suggested at each route which could make the route more attractive to active travellers. The potential improvement suggested along each route is summarised below:

- **Route 1** –Improve the visibility at the New Lane / Eastern Road crossing by trimming back the existing hedge in line with the footway line.
- **Route 2** –Improve the level of infrastructure at Bus Stop Bartons Road to add shelter, seating and live journey time updates.
- **Route 3** –Add tactile paving at the crossing point on Littlegreen Avenue in order to increase the accessibility of Bus Stop St Albans Road to those from all walks of life, particularly those with visual impairments.
- **All Three Routes** –Improve the provision of wayfinding along New Lane to be in line with the wayfinding present in the vicinity of Havant Station and Town Centre.



Appendix A Route Maps and Site Visit Photos





Key:

— Route

10

Location of Google Street View photo

Downley Road Havant

Canmoor Developments Limited

Route 1 – Havant Station



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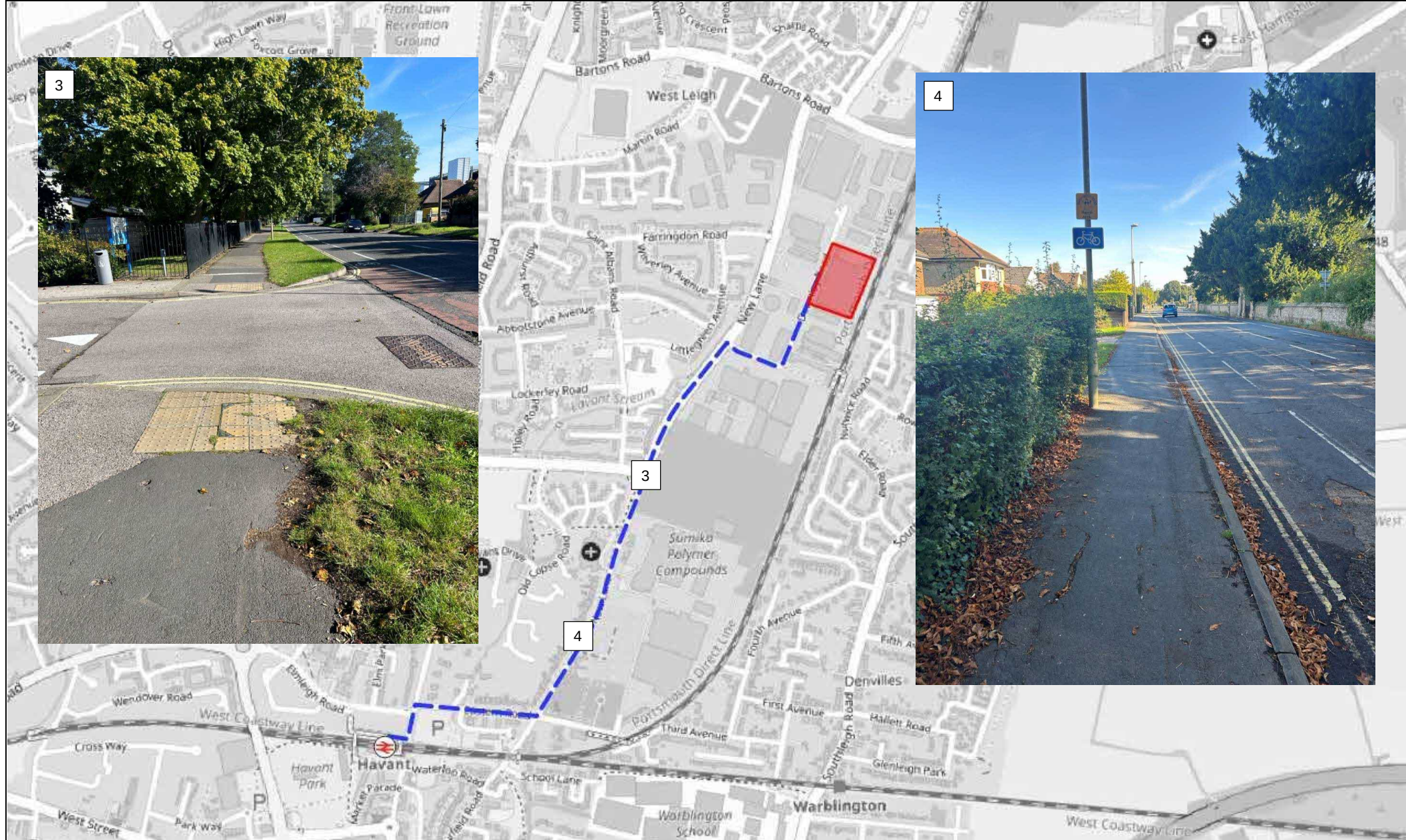
18/09/2024

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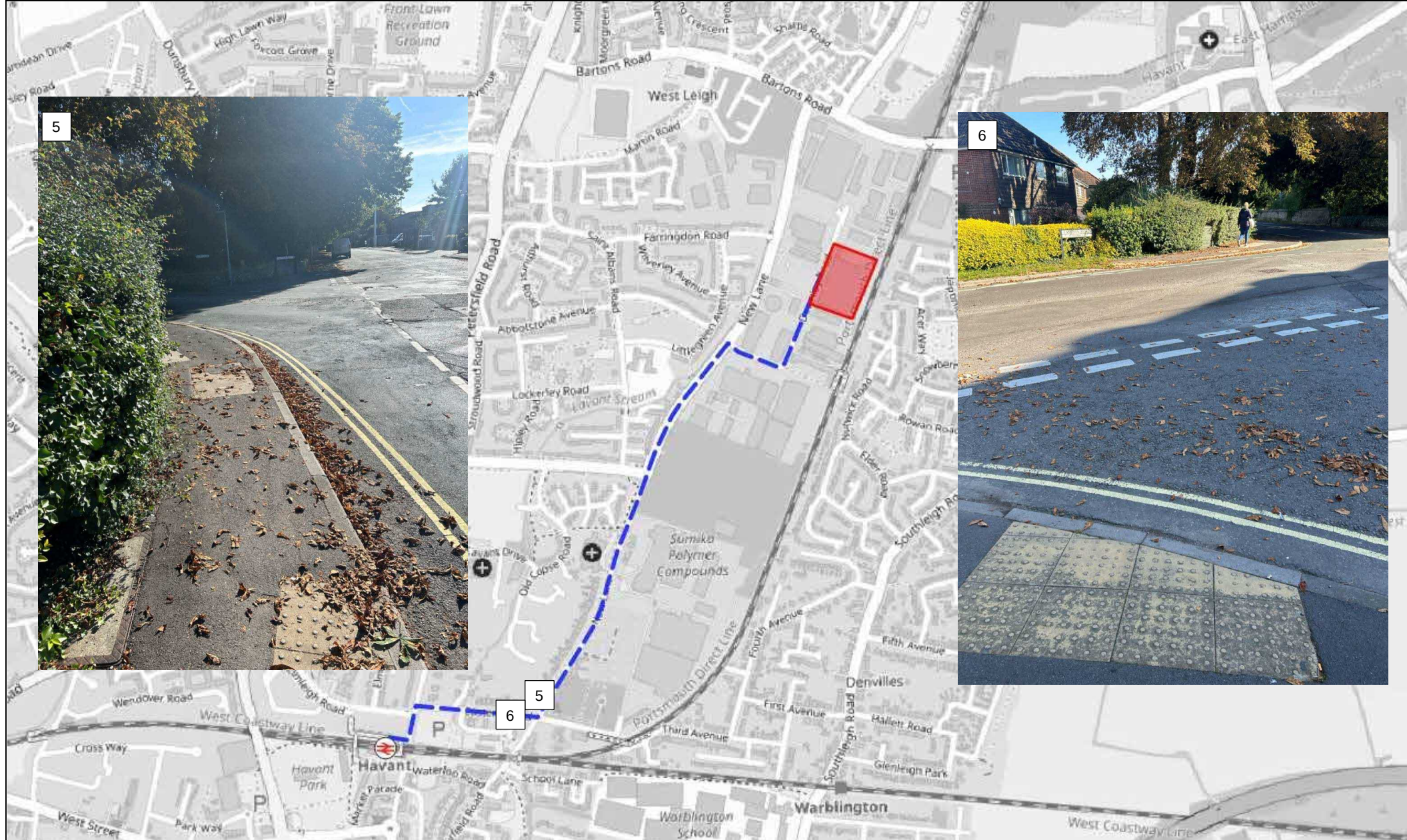
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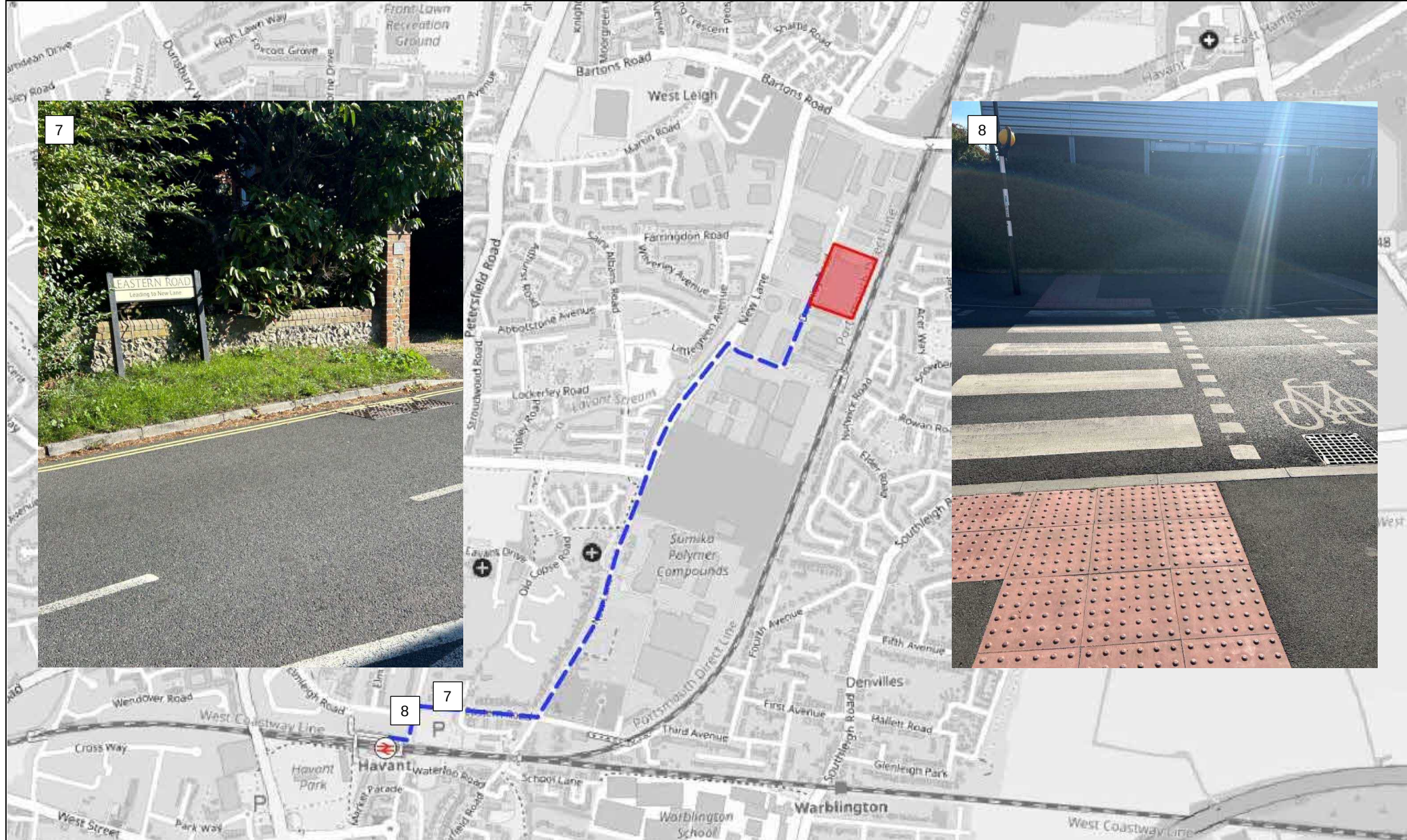
Figure 1



Key: Route 10 Location of Google Street View photo	Downley Road Havant				Canmoor Developments Limited				
	Route 1 –Havant Station								
	DRAWN: BW		CHECKED: KL		DATE: 18/09/2024		SCALES: NTS		DRAWING REFERENCE: Figure 2



Key: Route 10 Location of Google Street View photo	Downley Road Havant				Canmoor Developments Limited		
	Route 1 –Havant Station						
	DRAWN: BW		CHECKED: KL		DATE: 18/09/2024		SCALES: NTS
						DRAWING REFERENCE: Figure 3	



Key:  Route	Downley Road Havant		Canmoor Developments Limited	
 Location of Google Street View photo	Route 1 – Havant Station			
DRAWN: BW	CHECKED: KL	DATE: 18/09/2024	SCALES: NTS	DRAWING REFERENCE: Figure 4



Key: — — — Route 10 Location of Google Street View photo	Downley Road Havant	Canmoor Developments Limited
	Route 2 –Stop Bartons Road	SLR
	DRAWN: BW CHECKED: KL DATE: 18/09/2024 SCALE: NTS	DRAWING REFERENCE: Figure 5



Key:

— Route

10

Location of Google Street View photo

Downley Road Havant

Canmoor Developments Limited

Route 2 –Stop Barton's Road



DRAWN:

BW

CHECKED:

KL

DATE:

18/09/2024

SCALES:

NTS

DRAWING REFERENCE:

Figure 7



Key: — Route 10 Location of Google Street View photo	Downley Road Havant			Canmoor Developments Limited
	Route 3 – Stop St Albans Road			
	DRAWN: BW	CHECKED: KL	DATE: 18/09/2024	SCALES: NTS DRAWING REFERENCE: Figure 8



Key: — Route	Downley Road Havant			Canmoor Developments Limited
10 Location of Google Street View photo	Route 3 – Stop St Albans Road			
DRAWN: BW	CHECKED: KL	DATE: 18/09/2024	SCALES: NTS	DRAWING REFERENCE: Figure 9



Key: Route	Downley Road Havant		Canmoor Developments Limited	
Location of Google Street View photo	Route 3 – Stop St Albans Road			
DRAWN: BW	CHECKED: KL	DATE: 18/09/2024	SCALES: NTS	DRAWING REFERENCE: Figure 10



Key:

— Route

10

Location of Google Street View photo

Downley Road Havant

Canmoor Developments Limited

Route 3 – Stop St Albans Road



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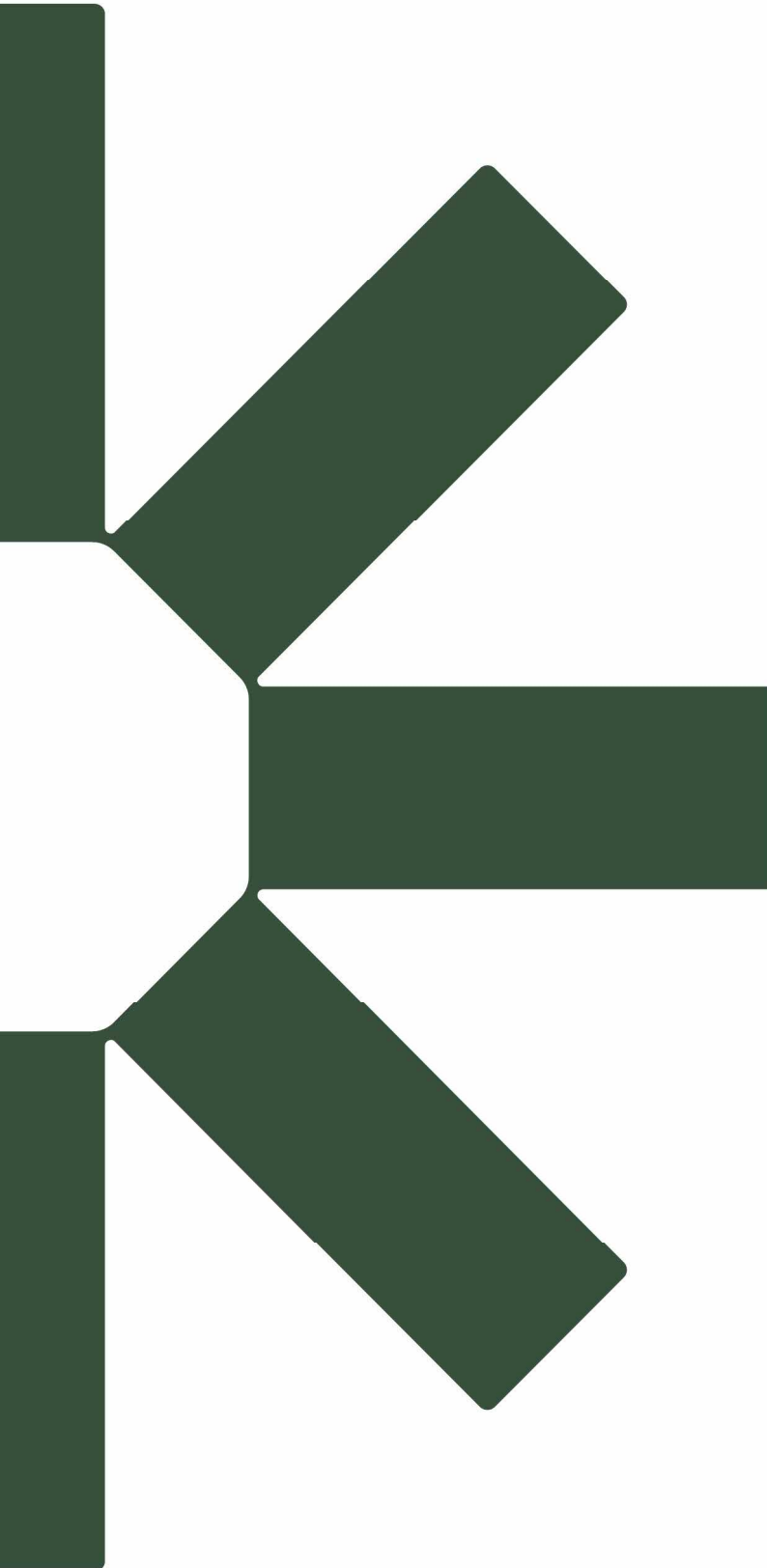
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Figure 11

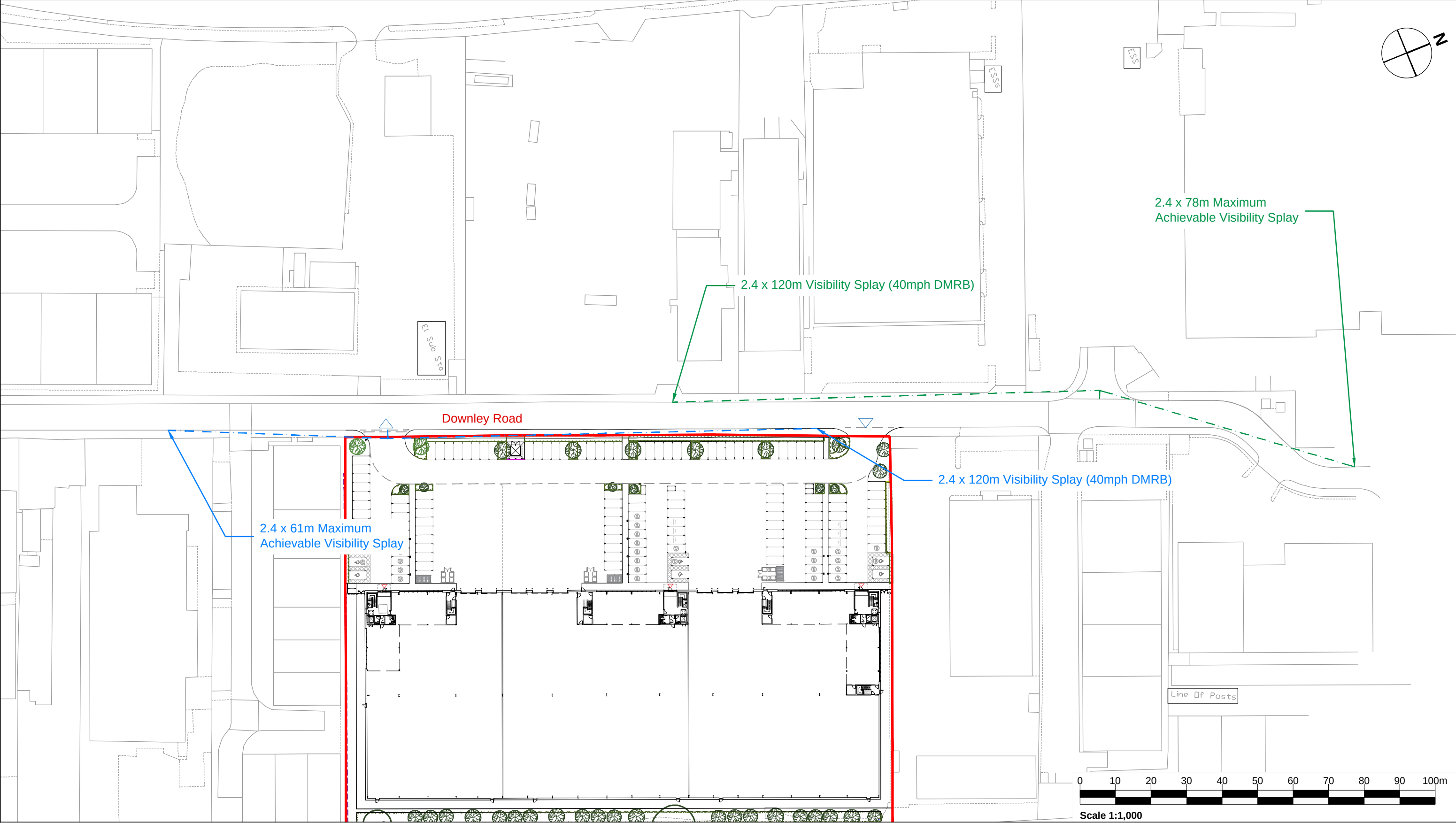


Making Sustainability Happen

Appendix B Site Accesses



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Client
Canmoor Developments Limited

Project
Downley Road, Havant

Drawing Title
Site Access Visibility Assessment

Designed	Drawn	Checked	Authorised
	LJ	TF	
Date	Date	Date	Date
	26.09.24	26.09.24	

Drawing Number
425.065366.00001_AT_SK02

Rev. **C**

Scale
1:1000 @ A3

SLR Project No.

C	Site plan updated	16.10.24	LJ	TF	
B	Site plan updated	15.10.24	LJ	TF	
A	Visibility updated	08.10.24	LJ	TF	
Rev	Amendments	Date	By	Chk	Auth

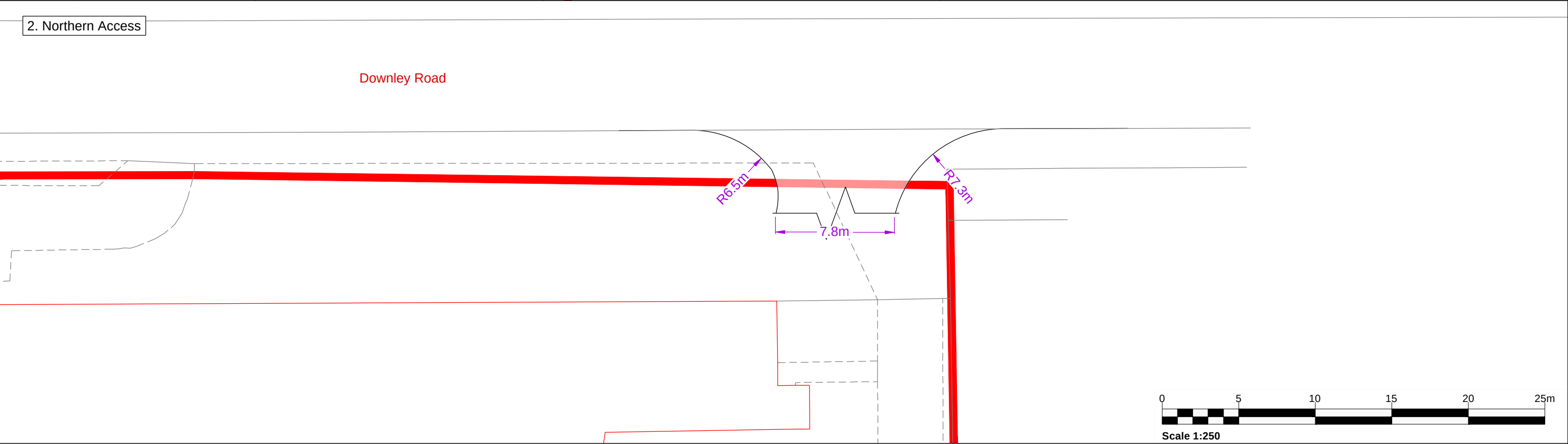
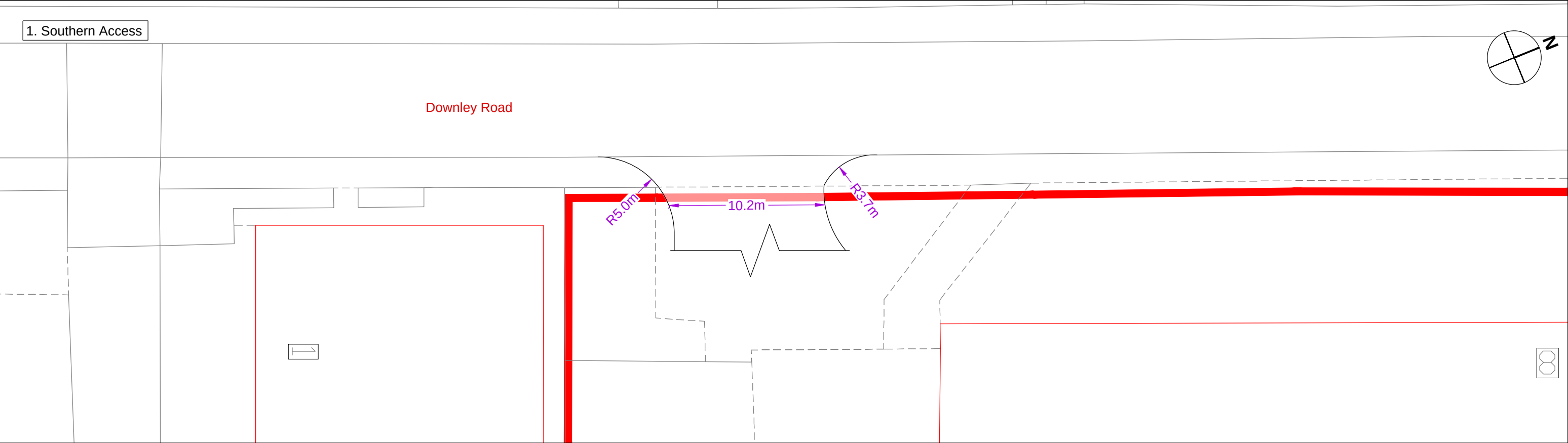
Rev	Amendments	Date	By	Chk	Auth
-----	------------	------	----	-----	------

Notes:

1.

Legend:

\\slr-local\au\Offices\UK\London\Vectors\Projects\240000425.065366.0001 - Downley Road, Havant\Transport Planning\DRAWINGS\425.065366.00001 - AT_C Series - HGV Access.dwg 11/10/2024

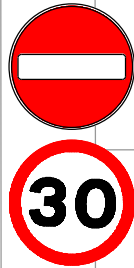


		Client Canmoor Developments Limited										Notes: 1.				Legend: Proposed kerbline Proposed carriageway	
www.slrconsulting.com		Project Downley Road, Havant															
Drawing Status & Suitability Code																	
Designed	Drawn LJ	Checked TF	Authorised	Drawing Title Proposed Site Accesses													
Date	Date 11.10.24	Date 11.10.24	Date														
Drawing Number 425.065366.00001_AT_SK04			Rev.	Scale 1:250 @ A3		SLR Project No.		Rev	Amendments			Date	By	Chk	Auth		

Appendix C Tracking

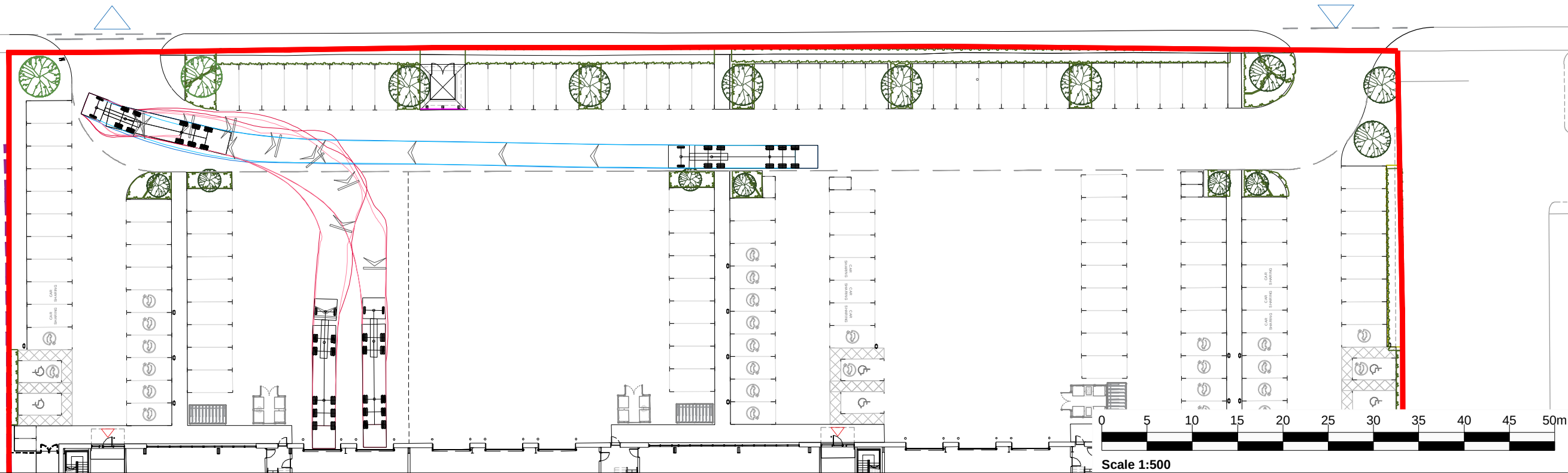
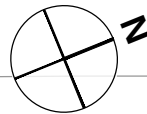


\\slr-local\au\offices\UK\London\Veolia\Projects\240000425\065366\00001 - Downley Road - Havant\Transport Planning\DRAWINGS\425.065366.00001 - AT_C Series - HGV Access.dwg 16/10/2024



No entry sign at exit & Posted speed limit for exiting vehicles

Downley Road



www.slrconsulting.com

Drawing Status & Suitability Code

Designed	Drawn	Checked	Authorised
	LJ	TF	
Date	Date	Date	Date
	26.09.24	26.09.24	

Drawing Number
425.065366.00001_AT_C01

Rev.

D

Client
Canmoor Developments Limited

Project
Downley Road, Havant

Drawing Title
Swept Path Analysis - 16.5m HGV
Site Access - Inbound

Scale

1:500

@ A3

SLR Project No.

Rev	D	Tracking amended	16.10.24	LJ	TF	
	C	Tracking amended	15.10.24	LJ	TF	
	B	Tracking amended	11.10.24	LJ	TF	
	A	Tracking amended	08.10.24	LJ	TF	
Rev		Amendments	Date	By	Chk	Auth

Rev

Amendments

Date

By

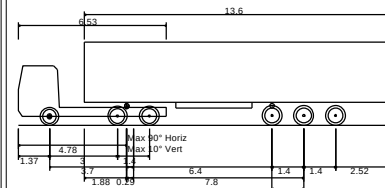
Chk

Auth

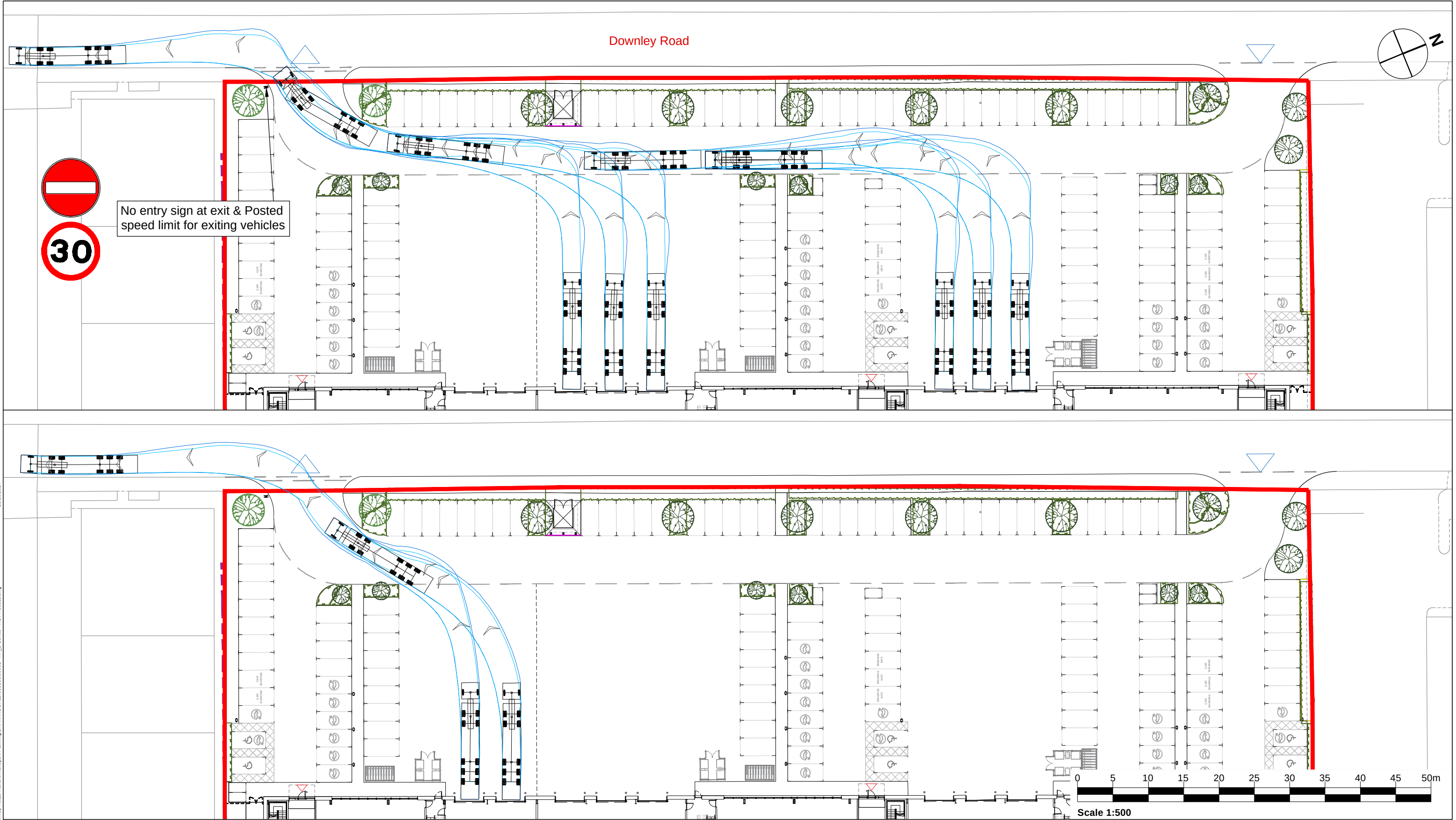
Notes:

1.

Legend:



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m





SLR

www.slrconsulting.com

Drawing Status & Suitability Code

Designed	Drawn	Checked	Authorised
	LJ	TF	
Date	15.10.24	Date	15.10.24

Drawing Number	Rev.
425.065366.00001_AT_C01.1	A

Client
Canmoor Developments Limited

Project
Downley Road, Havant

Drawing Title
Swept Path Analysis - 16.5m HGV
Site Access - Outbound

Scale	@ A3	SLR Project No.
1:500		

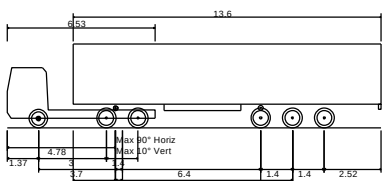
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Rev		Amendments	Date	By	Chk

Rev		Amendments	Date	By	Chk
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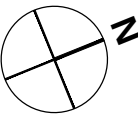
Notes:

1.

Legend:

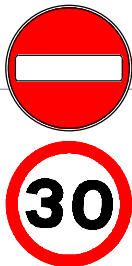


Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m



El Sub Stn

Downley Road



No entry sign at exit & Posted speed limit for exiting vehicles



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Drawing Status & Suitability Code

Designed	Drawn	Checked	Authorised
	LJ	TF	
Date	Date	Date	Date
	11.10.24	11.10.24	

Drawing Number
425.065366.00001_AT_C02

Rev.

C

Client
Canmoor Developments Limited

Project
Downley Road, Havant

Drawing Title
Swept Path Analysis - Refuse Vehicle Site Access

Scale
1:500 @ A3

SLR Project No.

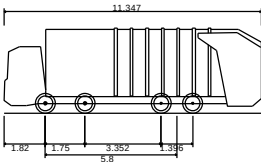
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B	Tracking amended	15.10.24	LJ	TF	
A	Tracking amended	14.10.24	LJ	TF	
Rev	Amendments	Date	By	Chk	Auth

Rev	Amendments	Date	By	Chk	Auth
-----	------------	------	----	-----	------

Notes:

1.

Legend:



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

Appendix D Stage 1 RSA





Stage 1 Road Safety Audit

Downley Road, Havant

Canmoor Developments Limited

Prepared by:

SLR Consulting Limited

Ground Floor Belmont House , Churchill Way, Cardiff,
CF10 2HE

SLR Project No.: 425.065366.00001

Client Reference No: XXXX

17 October 2024

Revision: 01

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	17 October 2024	Ian Medd	Alastair Pike	Alastair Pike
	Click to enter a date.			
	Click to enter a date.			
	Click to enter a date.			
	Click to enter a date.			

Basis of Report

This document has been prepared by SLR Consulting Limited (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with Canmoor Developments Limited (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

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3.0	Audit Team Statement.....	7

Appendices

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Appendix B	Submitted Documents
Appendix C	Problem Location Plan



Acronyms and Abbreviations

RSA	Road Safety Audit
SRA	Safety Risk Assessment
DMRB	Design Manual for Roads and Bridges
MfS	Manual for Streets
PIC	Personal Injury Collisions
DfS	Departures from Standards
SPA	Swept Path Analysis
HGV	Heavy Goods Vehicle



1.0 Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit carried out on Thursday 17th October 2024. The RSA was carried out on behalf of Canmoor Developments Limited. The Overseeing Organisation for this Stage 1 RSA is Hampshire County Council.
- 1.2 An Audit Brief was prepared by Esha Shah of SLR Consulting Ltd on 30th September 2024. The brief was accepted by the RSA team on the same date.
- 1.3 This Road Safety Audit team was as follows:
 - Ian Medd, MCIHT, FSoRSA
Audit Team Leader
Independent Road Safety Auditor
 - Alastair Pike, MICE, MCIHT, MSoRSA, HE Approved Cert. Comp.
Audit Team Member
Head of Road Safety
SLR Consulting Ltd
- 1.4 A site visit was undertaken by the Audit Team on Tuesday 1st October 2024, between the hours of 11.00am and 12.00pm. The weather at the time of the visit was fine and bright and the carriageway surface was dry. Vehicular traffic levels were considered to be low. There were no pedestrian and no cyclist movements observed during this time.
- 1.5 A site location plan can be found at **Appendix A** of this report.
- 1.6 The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard, GG119 Road Safety Audit.
- 1.7 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit.
- 1.8 A table of documents submitted for this Stage 1 RSA can be found in **Appendix B**
- 1.9 The scheme Stage 1 RSA is described in the RSA Brief as follows;
- 1.10 The development proposals comprise the demolition of the existing building and the construction of three new buildings. A total of 136 car parking spaces will be provided, of which 5% will be designated for disabled users.
- 1.11 The site benefits from existing vehicular access points situated in its northwestern and southwestern corners from Downley Road.
- 1.12 The existing vehicular access points at either end of the site frontage on Downley Road are to be amended to include bellmouth geometry and relocated slightly to accommodate internal parking.



- 1.13 A submitted design drawing has been annotated to show the locations of any problems identified during this Stage 1 RSA. This plan can be found at **Appendix C**.
- 1.14 Whilst recommendations have been made within this report, there may be equally satisfactory alternatives. The Audit Team will be pleased to consider alternatives if required.

Departures from Standards

- 1.15 The Audit Team were not informed of any Departure from Standards (DfS) associated with the design proposals.



2.0 Matters arising from this Stage 1 RSA.

Drawing No. 425.065366.00001 - SK03 - Site Location Plan

- 2.1 There were no road safety related problems identified within these Stage 1 design proposals



3.0 Audit Team Statement

- 3.1 We certify that this Audit has been carried out in accordance with the requirements of GG119.

Road Safety Audit Team Leader

Name: Ian Medd

Signed:

Position: Consultant

Organisation: Independent Road Safety Consultant

Date: 17 October 2024

Road Safety Audit Team Member

Name: Alastair Pike

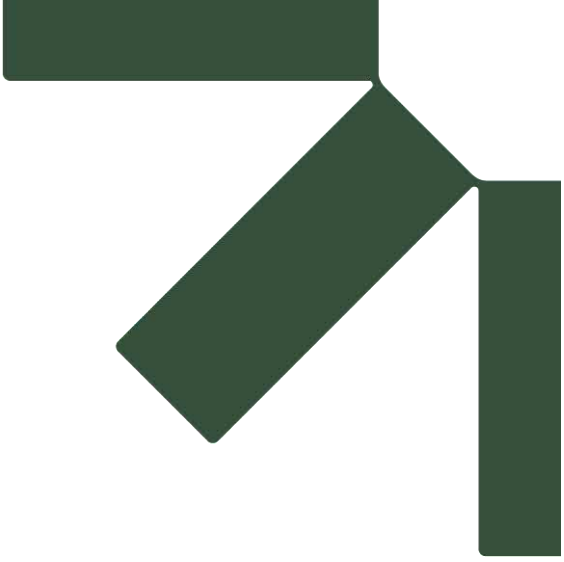
Signed:

Position: Head of Road Safety

Organisation: SLR Consulting Ltd

Date: 17 October 2024





Appendix A Site Location Plan

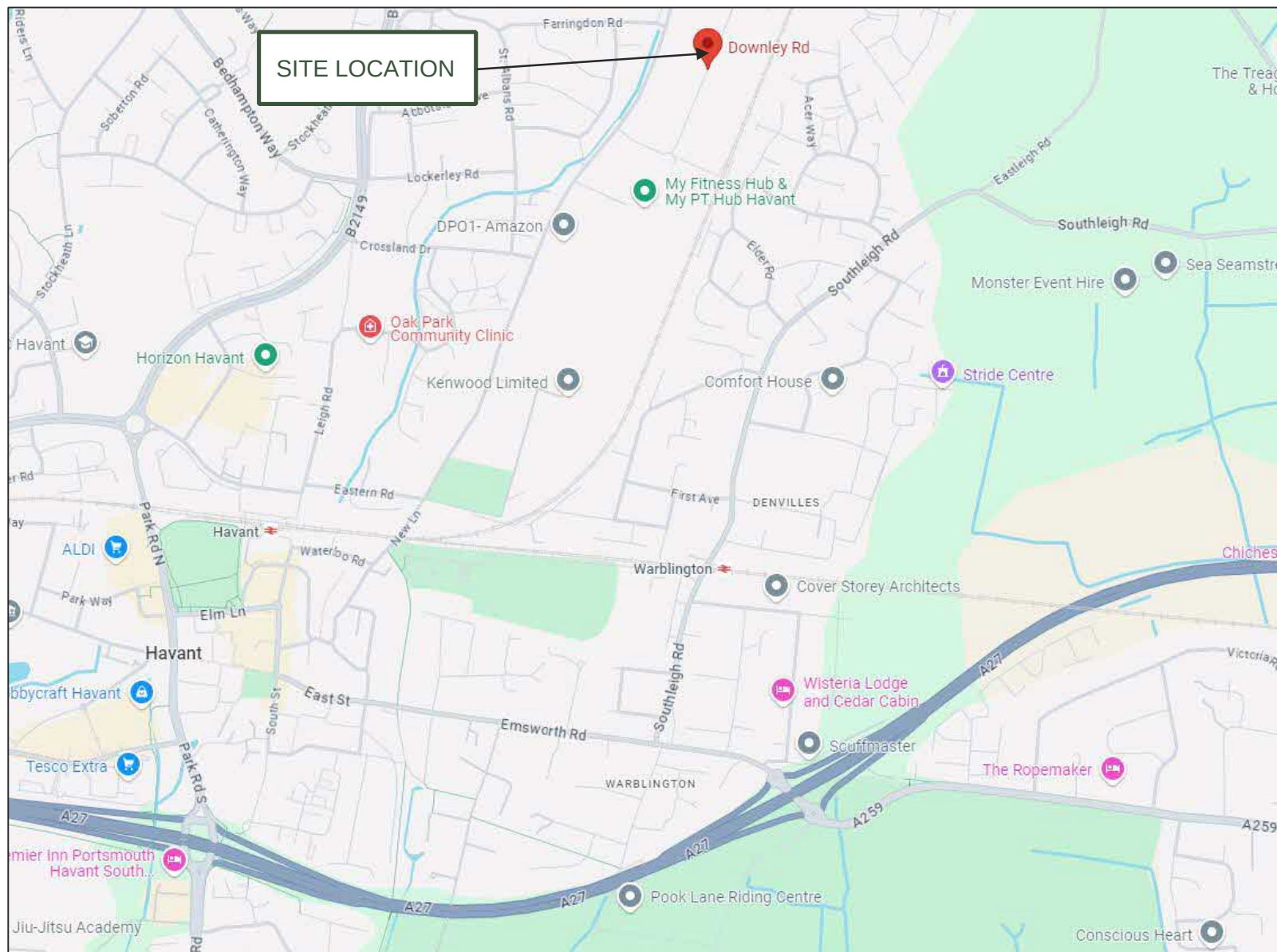
Stage 1 Road Safety Audit

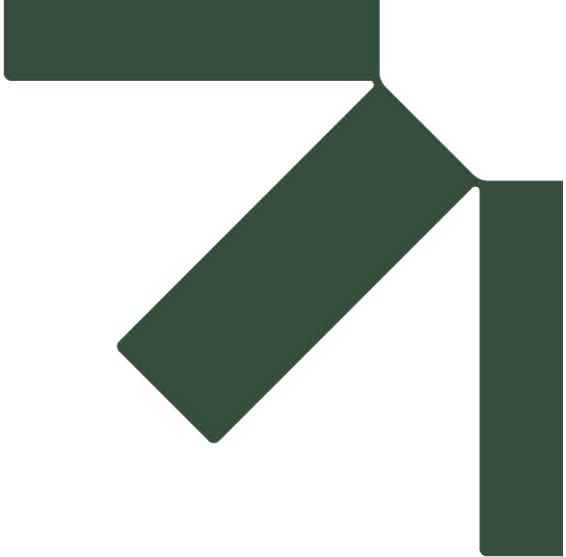
Downley Road, Havant

Canmoor Developments Limited

SLR Project No.: 425.065366.00001

17 October 2024





Appendix B Submitted Documents

Stage 1 Road Safety Audit

Downley Road, Havant

Canmoor Developments Limited

SLR Project No.: 425.065366.00001

17 October 2024

Submitted Documents

Document	Document Title
Design Drawings	 425.065366.00001 - AT_C01 Rev D - 16.5m HGV - Site Access - Inbound  425.065366.00001 - AT_C01.1 Rev A - 16.5m HGV - Site Access - Outbound  425.065366.00001 - AT_C02 Rev C - Refuse - Site Access  425.065366.00001_SK02 Rev C - Site Access Visibility
RSA Brief	 Downley Road_Stage 1 RSA Brief (002)  PL004L -Proposed Site Plan





Appendix C Problem Location Plan

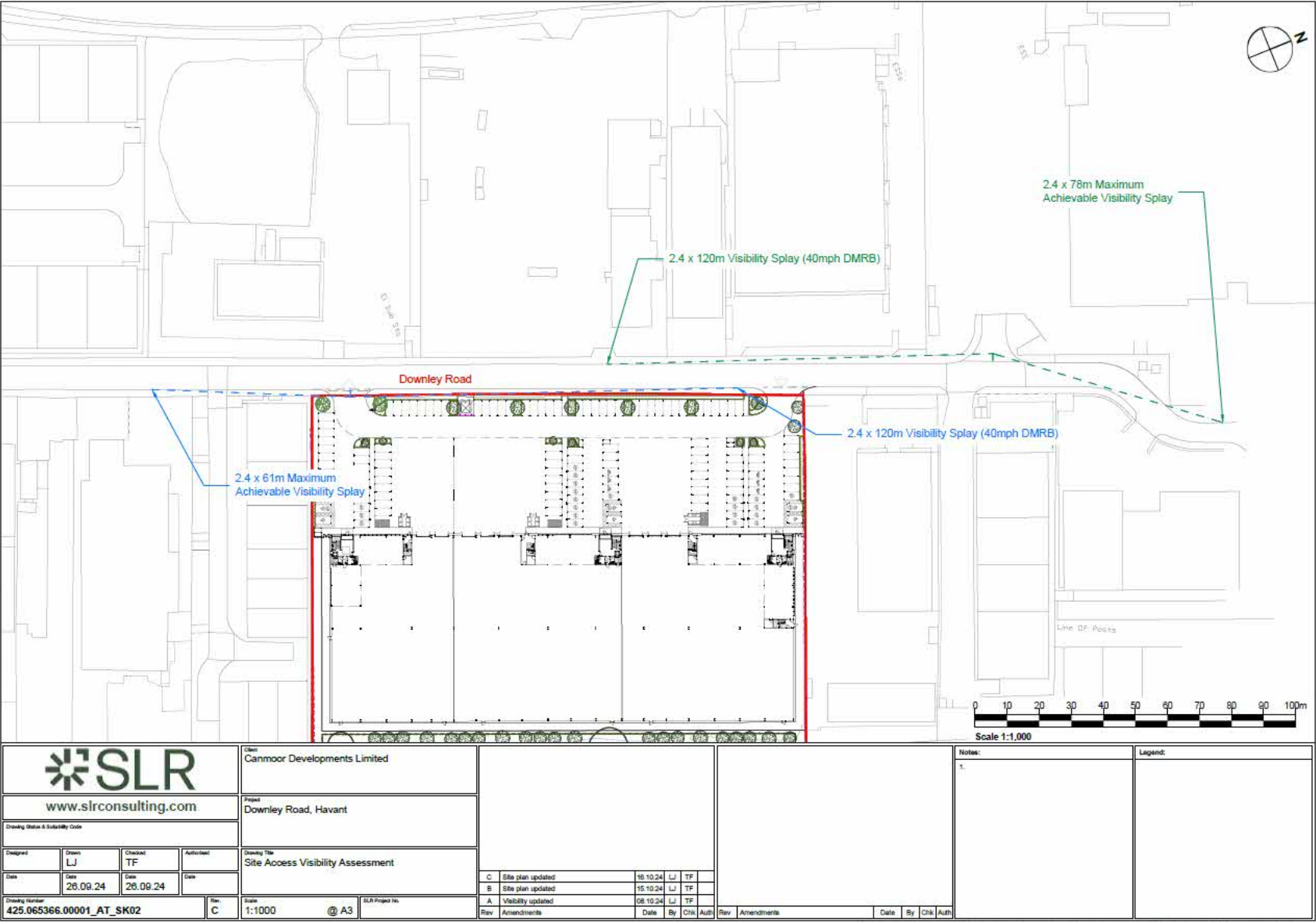
Stage 1 Road Safety Audit

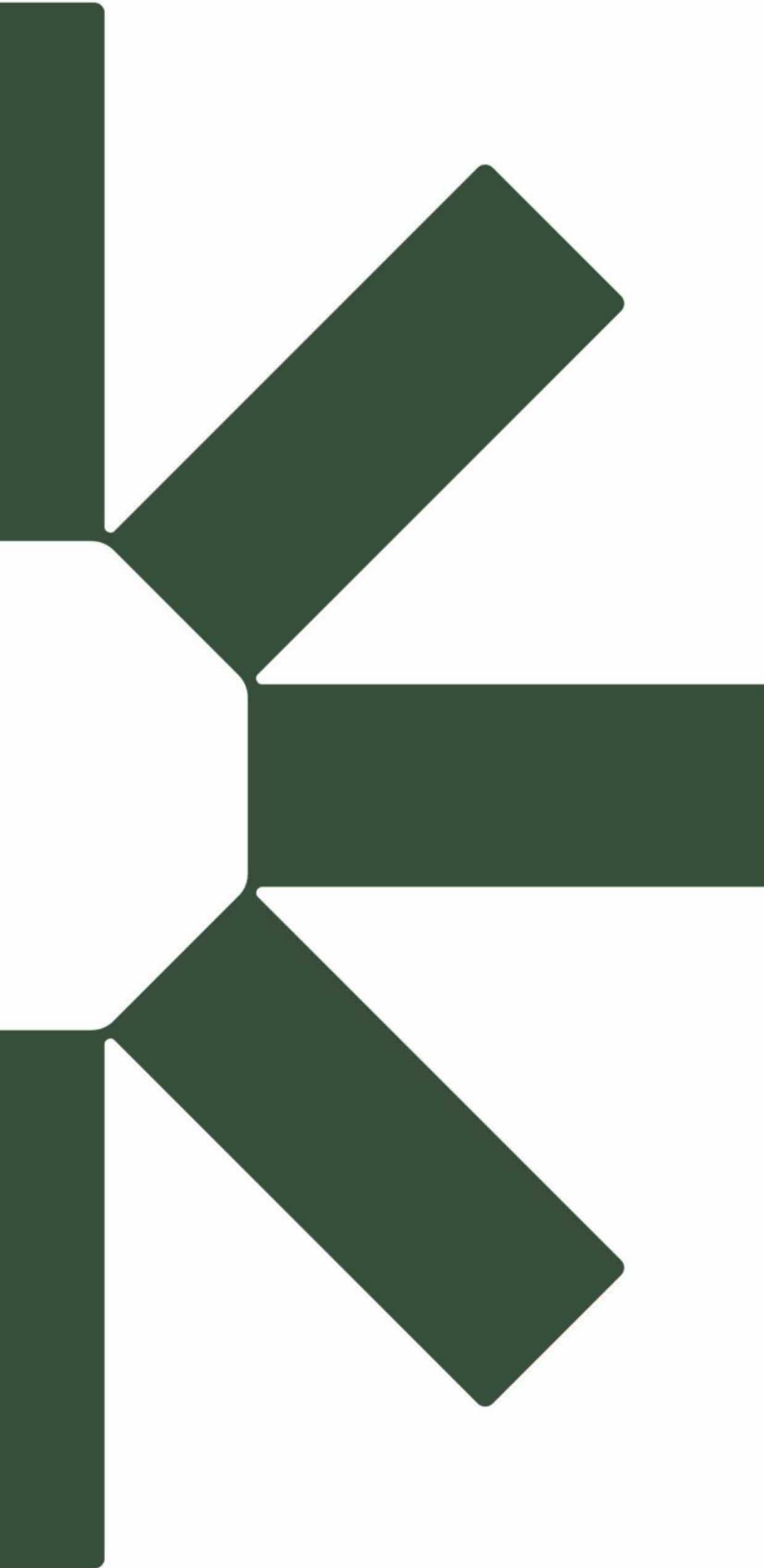
Downley Road, Havant

Canmoor Developments Limited

SLR Project No.: 425.065366.00001

17 October 2024





Making Sustainability Happen

Appendix E Drone Parking Surveys





Havant Industrial Park| CAR PARK SURVEY



DATE: 02/07/2024

Car park zone ->	Havant Industrial Park							Overall total
Type of space ->	Standard (Marked Bays)		Disabled		Lorry Loading Bay		All	
Spaces ->	103		5		8		116	
Time	Occupied	Stress	Occupied	Stress	Occupied	Stress	Occupied	Stress
07:00	11	11%	0	0%	0	0%	11	9%
07:30	14	14%	0	0%	1	13%	14	12%
08:00	25	24%	0	0%	1	13%	25	22%
08:30	33	32%	0	0%	0	0%	33	28%
09:00	34	33%	1	20%	0	0%	35	30%
09:30	33	32%	1	20%	0	0%	34	29%
10:00	34	33%	1	20%	0	0%	35	30%
10:30	35	34%	2	40%	0	0%	37	32%
11:00	37	36%	2	40%	0	0%	39	34%
11:30	37	36%	2	40%	0	0%	39	34%
12:00	37	36%	2	40%	0	0%	39	34%
12:30	32	31%	1	20%	0	0%	33	28%
13:00	31	30%	1	20%	0	0%	32	28%
13:30	34	33%	1	20%	0	0%	35	30%
14:00	34	33%	1	20%	1	13%	35	30%
14:30	35	34%	1	20%	0	0%	36	31%
15:00	34	33%	1	20%	0	0%	35	30%
15:30	32	31%	1	20%	0	0%	33	28%
16:00	28	27%	0	0%	0	0%	28	24%
16:30	18	17%	0	0%	0	0%	18	16%
17:00	5	5%	0	0%	0	0%	5	4%
17:30	4	4%	0	0%	0	0%	4	3%
18:00	3	3%	0	0%	0	0%	3	3%
18:30	3	3%	0	0%	0	0%	3	3%
19:00	3	3%	0	0%	0	0%	3	3%





[illegible]

[illegible]





Appendix F Accident Data



Accidents between dates 01/03/2019 and 28/02/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
NEW LANE, HAVANT BACS/SR/0824/141")

Selected Polygon:AW NEW LANE, HAVANT BACS/SR/0824/141

44190200782 11/06/2019 Time 2200 Vehicles 1 Casualties 1 Serious
E:472695 N: 107493 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (M/CYCLE) TRAVELLING SW ON DOWNLEY ROAD WHEN THE RIDER TURNED AROUND TO LOOK AT THE REAR LIGHT AND LOST CONTROL AND WENT TO THE OFFSIDE AND COLLIDED WITH A FENCE.

Occurred on DOWNLEY ROAD, 55 METRES NE FROM JUNCTION WITH STANBRIDGE ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Wall or fence
O/S Age of Driver 48 Male
Not hit and run Breath test Not applicable Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 48 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2019 and 28/02/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW NEW LANE, HAVANT BACS/SR/0824/141")

44190217900 24/06/2019 Time 1645 Vehicles 2 Casualties 2 Serious
E:472371 N: 107205 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (M/CYCLE) TRAVELLING SW ALONG NEW LANE, RIDER FAILS TO VEH 2 (CAR) STATIONARY AND WAITING TO TURN RIGHT ONTO CROSSLAND DRIVE AND COLLIDES WITH REAR NEARSIDE OF VEH 2. Occurred on NEW LANE AT JUNCTION WITH CROSSLAND DRIVE , HAVANT, HAMPSHIRE.

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 59 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Waiting to turn right
Vehicle movement from NE to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 25 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2019 and 28/02/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
NEW LANE, HAVANT BACS/SR/0824/141")

44200470204 05/12/2020 Time 1735 Vehicles 2 Casualties 1 Serious
E:472365 N: 107209 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 Raining 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 EAST ALONG CROSSLAND DRIVE TURNS LEFT INTO NEW LANE FAILING TO
GIVE WAY TO VEH 2 (P/CYCLE) TRAVELLING NE ALONG NEW LANE AND COLLIDES.
Occurred on NEW LANE AT JUNBCTION WITH CROSSLAND DRIVE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from W to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 44 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 44 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Accidents between dates 01/03/2019 and 28/02/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
NEW LANE, HAVANT BACS/SR/0824/141")

44210313452 06/08/2021 Time 1730 Vehicles 2 Casualties 1 Slight
E:472542 N: 107738 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH 1 (CAR) HAD TURNED RIGHT OUT OF LITTLEGREEN AVENUE ONTO FARRINGDON ROAD, WHEN VEH
2 (CAR) TRAVELLING W ALONG FARRINGDON ROAD SAW VEH 1 AT THE LAST MOMENT AND COLLIDED
WITH VEH 1.

Occurred on FARRINGDON ROAD AT THE JUNCTION WITH LITTLEGREEN AVENUE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 55 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 65 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable 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 Skidded
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Male
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/03/2019 and 28/02/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW NEW LANE, HAVANT BACS/SR/0824/141")

44220345314 25/08/2022 Time 0558 Vehicles 2 Casualties 1 Slight
E:472687 N: 107852 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface 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 look properly	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING N ALONG NEW LANE FAILED TO STOP IN TIME AND COLLIDED WITH VEH2 (P/CYCLE) TRAVELLING N ALONG NEW LANE, TURNING RIGHT
Occurred on NEW LANE, 179 METERS SOUTH OF JUNCTION WITH BARTONS 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 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 31 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Turning right
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 37 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Accidents between dates 01/03/2019 and 28/02/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
NEW LANE, HAVANT BACS/SR/0824/141")

44220384680 21/09/2022 Time 1416 Vehicles 2 Casualties 1 Slight
E:472366 N: 107204 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH1 (CAR) TRAVELLING S ALONG NEW LANE TURNED RIGHT ONTO CROSSLAND DRIVE AT THE SAME
TIME AS VEH2 (CAR) TRAVELLING E ALONG CROSSLAND DRIVE TURNED RIGHT ONTO NEW LANE
CAUSING A COLLISION

Occurred on NEW LANE AT JUNCTION WITH CROSSLAND DRIVE, 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 Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 23 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 Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/03/2019 and 28/02/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW NEW LANE, HAVANT BACS/SR/0824/141")

Notes:

Accidents involving:

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

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	0	1	1
Motorcycle rider	0	2	0	2
Cyclist	0	1	1	2
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	3	4	7