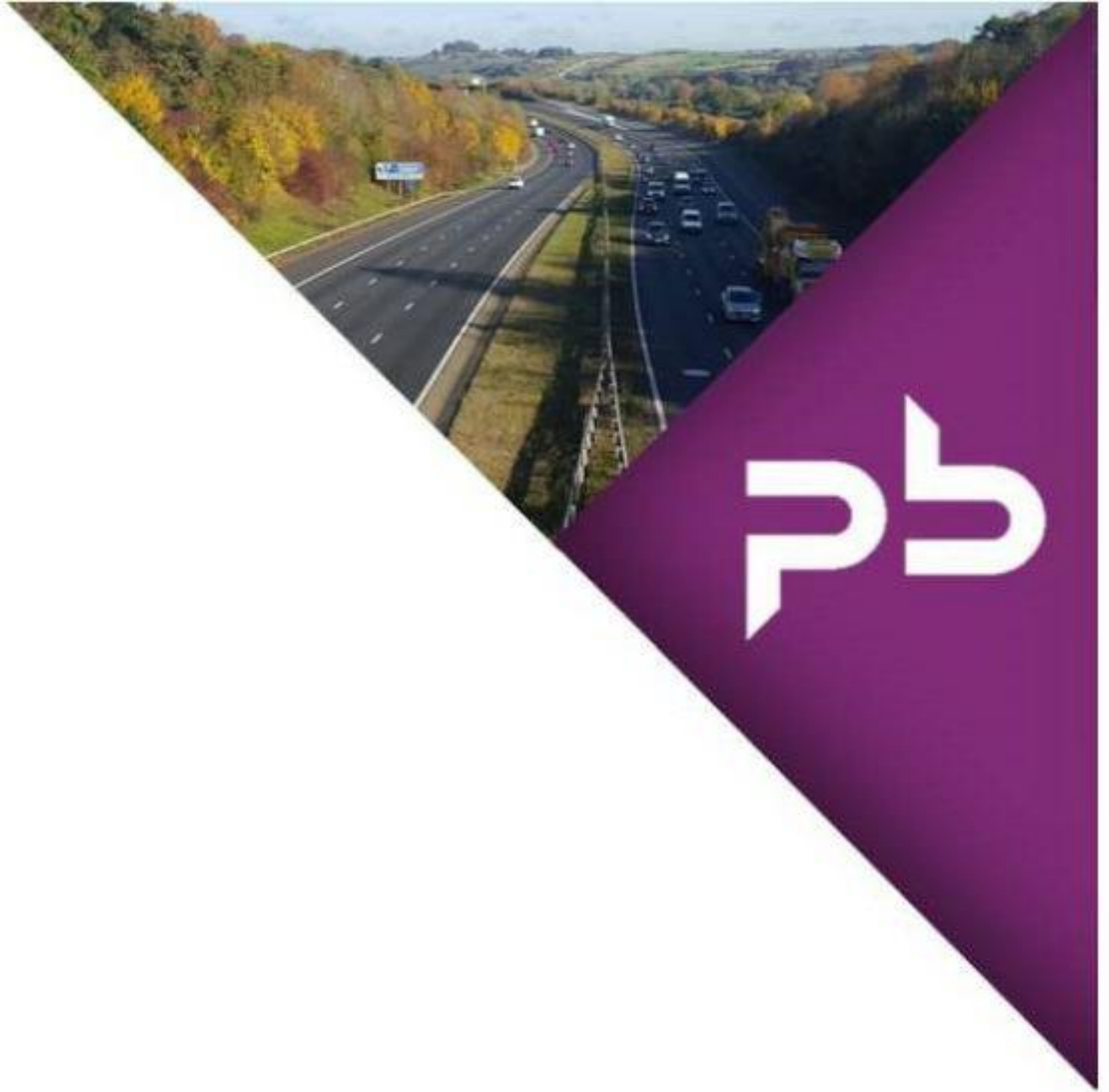




SALTMARSH LANE, HAYLING ISLAND

TRANSPORT STATEMENT

October 2021

Hayling Island Builders

**RESIDENTIAL DEVELOPMENT
SALTMARSH LANE
HAYLING ISLAND**

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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Prepared by:	Jessica Harding		August 2021
Checked by:	Tom Peters		August 2021
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Rev.	Date	By	Summary of Changes	Chkd	Aprvd
2	20.10.21	TP	Revised Site Layout	MS	MS

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**Hayling Island Builders
2 Castle Business Village
Station Road
Hampton
Middlesex,
TW12 2BX**

**Paul Basham Associates Ltd
The Bothy
Cams Hall Estate
Fareham
PO16 8UT**

**RESIDENTIAL DEVELOPMENT
SALTMARSH LANE
HAYLING ISLAND**

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Hayling Island Builders to support a planning application for a residential development of up to 60 dwellings at Land to the south of Saltmarsh Lane, Hayling Island.
- 1.2 The proposed development site covers approximately 2.4 hectares and is located in the southwest of Hayling Island, approximately 750m north from West Town. The proposed residential development site is currently occupied under agricultural use. The approximate site location is demonstrated below in **Figure 1**, whilst the current masterplan is included at **Appendix A**.



Figure 1: Approximate Site Location

- 1.3 This Transport statement has been prepared in accordance with the National Planning Policy Framework (NPPF), dated July 2021 and the web-based Planning Practice Guidance: 'Travel plans, transport assessments and statements in decision making', dated March 2014.
- 1.4 The scope of the highways input required has been determined through Pre-application discussions with Hampshire County Council (HCC) in its role as the highway authority. The full scoping response is included at **Appendix B**, however a summary of the comments provided by HCC is provided below:

- Pedestrian provision west, north and south is currently unsuitable and so a review is required,
- Trip rates should be the Beech Grove trip rates as provided by HCC,
- Proposed vehicle crossover access should be revised to be a bellmouth due to on-street parking and refuse manoeuvrability,
- The principle of a contribution towards the A3023 corridor improvements is agreed in line with the Sinah Lane application (amongst others).

1.5 This TS will review the existing site conditions, local road network, and site accessibility before reviewing the proposed development with regards to the proposed parking strategy, traffic impact and delivery and servicing arrangements. The TS will then draw conclusions from the assessment.

2. EXISTING SITE CONDITIONS AND ACCESSIBILITY

- 2.1 The proposed development site is located approximately 750m north of West Town and 1.5km from South Hayling. The site is currently occupied by agricultural farmlands and the existing conditions are shown in **Photograph 1** and **2**.



Photograph 1: Existing Site Conditions



Photograph 2: Existing Site Conditions

- 2.2 The site is bordered by Saltmarsh Lane to the north, Hailing Billy Trail and agricultural fields to the west and south respectively, and residential homes on West Lane to the east. The site is currently accessed via a surfaced track from Saltmarsh Lane between two properties, 64 and 64A. The junction with Saltmarsh Lane is in the form of a vehicle cross over, measuring approximately 3.8m in width and has no footways currently associated with it. The access route is shown in **Photographs 3** and **4**.



Photograph 3: Current access from Saltmarsh Lane



Photograph 4: Current access route

Local Road Network

- 2.3 Saltmarsh Lane is a single carriageway road that serves a residential cul-de-sac providing access to c. 100 properties, connecting to West Lane to the east. Saltmarsh lane is subject to a 30mph speed limit and has a footpath measuring approximately 1.5m in width on both sides of the carriageway which is generally set back 2m from the carriageway edge behind a tree lined verge.
- 2.4 Saltmarsh Lane routes on an approximate east-west alignment, connecting to West Lane (a 40-mph road with north-south alignment, that runs parallel to the A3023, Manor Road) at its eastern extent. The A3023 provides the sole connection north out of Hayling Island providing access to strategic routes such as the A27 and M3.

Pedestrian and Cycle Network

- 2.5 Footways are provided on either side of Saltmarsh Lane carriageway, measuring at 1.5m width. These footways connect to the pedestrian infrastructure along West Lane and continue south, providing a pedestrian connection between the site and West Town 750m to the south. These footways feature dropped kerbs at the junctions along Saltmarsh Lane and West Lane. For footway infrastructure on Saltmarsh Lane, refer to **Photographs 5 and 6**.



Photograph 5: Dropped kerbs at the junction of Saltmarsh Lane and West Lane.



Photograph 6: Dropped kerbs at the junction of Saltmarsh Lane and West Lane.

- 2.6 Furthermore, the site is well located with regard to the Hayling Billy Trail. The Hayling Billy Trail is a footway/cycleway which forms an off-road element of National Cycle Network Route 2 (**Figure 4**). The Hayling Billy Trail routes on a north-south alignment between Sinah Lane to the south and the very north point of Hayling Island, therefore providing a key sustainable transport corridor for the Island. This trail runs to the west of the site and can be accessed close to the site - approximately 125m along Denhill Close (300m north of the site and accessed via Saltmarsh Lane) provides a gated access to the trail. This footpath in relation to the site is shown within **Figure 2**, refer to **Figure 3** for a broader viewpoint of Hayling Island Public Rights of Way (PRoWs).



Figure 2: Location of the Hayling Island Billy Trail demonstrated in green



Figure 3: PRoW within Hayling Island (PRoW highlighted in light pink and the Hiking Trail in green).

- 2.7 **Figure 4** shows the NCR stops on the west coast of Hayling Island, at this location there is a pedestrian and cycle ferry service that connects to the mainland approximately 2.5km from the proposed site.

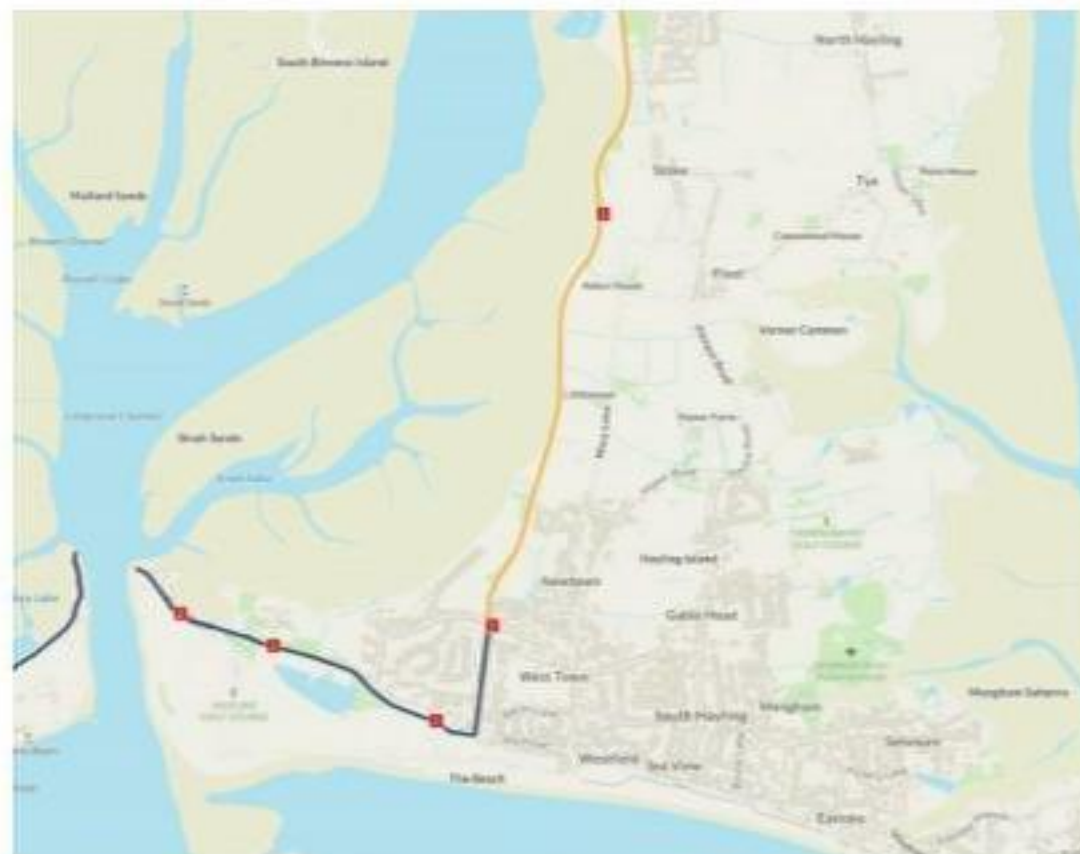


Figure 4: NCR for Hayling Island along the Hayling Billy Trail.

Public Bus Services

- 2.8 The closest bus stop is located approximately 500m to the east (6-minute walk) at Brights Lane on Manor Road, which is named Brights Lane Bus Stop. On Hayling Island there are 2 buses that serve the area on the same route in different directions. The 31 service (running clockwise towards Havant) and the 30 service (running anticlockwise towards Eastoke) both operated by Stagecoach bus company. Brights Lane Bus Stops have satisfactory conditions, comprising of flags and timetable information.
- 2.9 Both buses service the south and west of Hayling Island, passing through West Town, East Stoke, Selshire, South Hayling, Gable Head, Fleet, Stoke and then north into mainland Langstone Road, Havant and Havant Station (see **Figure 5** for the Hayling Island Bus Route). Refer to **Figure 6** for a local view of bus stops and routes in relation to the site.



Figure 5: A Map to show the bus routes (30 and 31) and stops for Hayling Island and Havant on a regional scale.

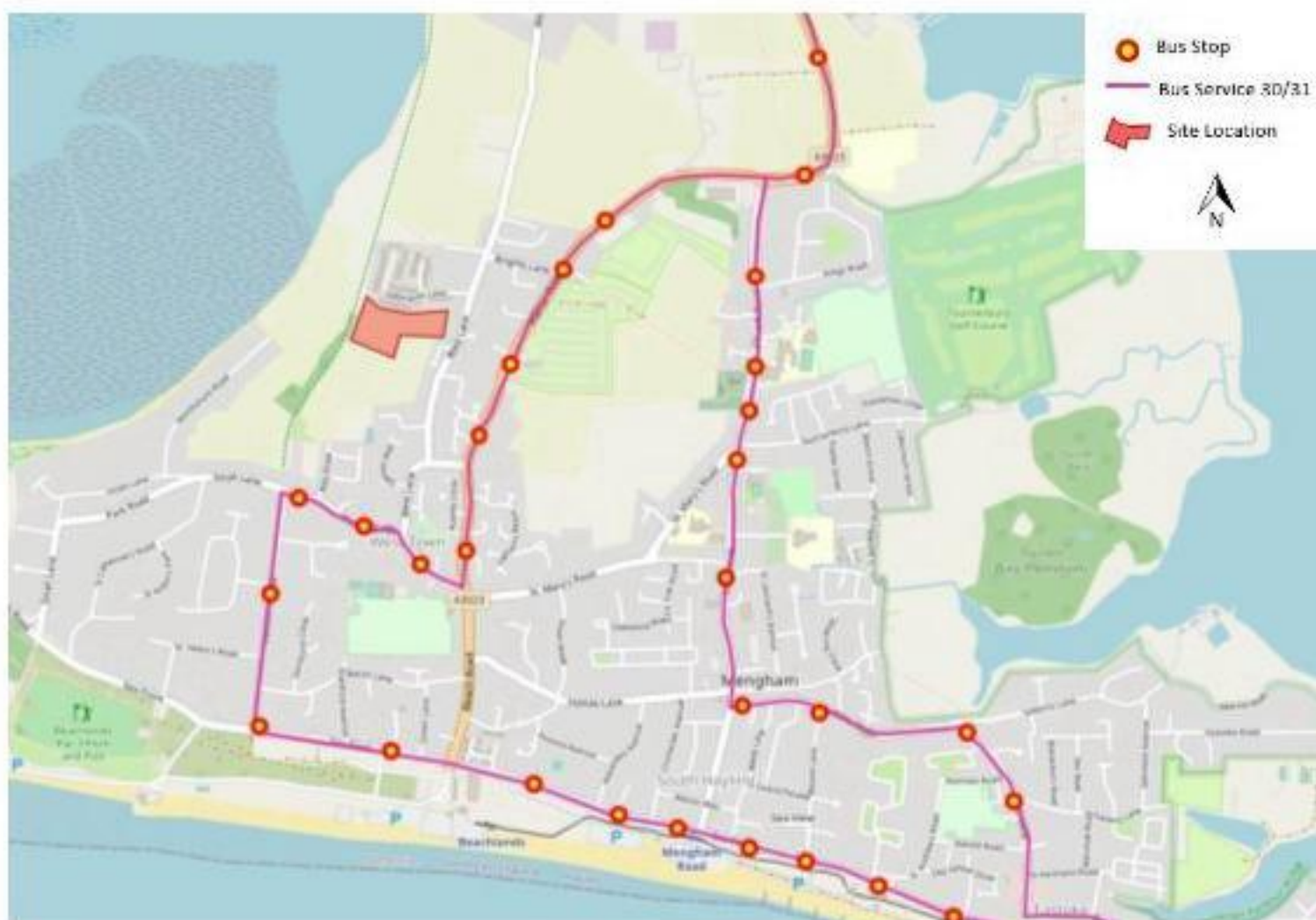


Figure 6: A Map to show the bus routes (30 and 31) and stops for Hayling Island on a local scale.

2.10 The services, defined in **Table 1**, run every 15-20 minutes, and take approximately an hour to circle the island. Due to the frequency of the services, there would be an opportunity to promote these buses as a form of sustainable transport for residents.

Service	Bus Stop Location	Route	Operator	Frequency		
				Mon-Fri	Sat	Sun
30	Brights Lane	Havant Bus Stop B – Hayling Island – West Town – Beachlands – Eastoke – Mengham – Hayling Island – Havant (B)	Stagecoach	Every 30 minutes between 11am-3pm (Varied occurrence all other times (AOT))	Every 30 minutes between 9am-6pm (Varied occurrence AOT)	Every Hour between 9:30am-5:30pm (Varied occurrence AOT)
31	Brights Lane	Havant (B) – Hayling Island – Mengham – Eastoke – Beachlands – West Town – Hayling Island – Havant (B)	Stagecoach	Every 30 minutes between 11am-3pm (Varied occurrence AOT)	Every 30 minutes between 8:30am-5:30pm (Varied occurrence AOT)	

Table 1: Summary of Local Bus Services

Rail and Maritime Services

- 2.11 There is no Railway station on Hayling Island. However, the bus services stop at Havant Railway station, the closest rail service to the site and it is also reachable by cycle via the Hayling Billy Trail and subsequent off-road cycle routes which combine to provide an entirely off-road route between the site and the station. Havant Railway Station is equipped with car and cycle parking and is staffed Monday-Friday during daytime operational hours. It provides direct access to destinations such as Portsmouth Harbour, Southampton Central, Brighton, London Victoria and London Waterloo. These services operate at a frequency of two services per hour to Southampton Central, Brighton and London Victoria, three per hour to London Waterloo and five per hour to Portsmouth Harbour. Havant Railway Station therefore provides opportunities for journeys to these key destinations to be made by public transport and reduce the necessity for car travel.
- 2.12 There is also a tourist railway service named "Hayling Seaside Railway" that stops at Eastoke Corner and Beachlands but only runs along the seafront, thus, is mainly used for leisure and tourist purposes.
- 2.13 A commercial ferry service is also available from Ferry Road, with the Hayling Ferry operating between the Hayling Terminal and Eastney Terminal in Portsmouth. The Hayling Terminal is located approximately 2.5km to the southwest of the site and operates an hourly frequency Monday-Sunday. This ferry link therefore provides a fast alternative to road-based transport between Hayling Island and Portsmouth.

Facilities

- 2.14 This site is a sustainable location and is in close proximity to an abundance of facilities and amenities, located only 750m north of West Town. These amenities include a Tesco Express, pharmacy, dentist, community centre and leisure facilities, as well as a range of pubs, restaurants, and retail stores. In addition, South Hayling is located 2km to the southeast of the site and offers further facilities, ensuring that residents are able to cater to their everyday needs without having to travel further afield.
- 2.15 Refer to **Appendix C** for an accessibility map for the site location, including bike trails and amenities and **Table 2** for walking and cycling times towards local facilities.

Facility	Approximate Journey Distance (m)	Approximate Journey Time (Minutes)	
		Walking	Cycling
Place of Worship – St. Patrick's Church	630	8	3
Restaurant – The Oven Cafe	730	9	4
Restaurant – Fish and Chip Shop	890	11	3
Supermarket – Tesco	920	11	3
Bank – Tesco ATM	920	11	3
Pharmacy – Lloyds Pharmacy	920	11	3
Supermarket – Lidl	1km	13	4
Community Centre	1.1km	14	4
Leisure – Hayling Island Cricket and Tennis Club	1.1km	14	4
Leisure – Hayling Park	1.1km	14	4
Public House – The Barley Mow	1.1km	14	4
Retail – Lucy Toy Store	1.2km	14	4
Post Office - Royal Mail	1.2km	15	5

Table 2: Walking and Cycling times in relation to the site

Personal Injury Accident (PIA) Data

- 2.16 Personal Injury Accident (PIA) data has been obtained for the recent 5-year period from Hampshire Constabulary, within the vicinity of the site to consider the existing safety situation on the local road network. As per HCC's request PIA data has been obtained for the entirety of West Lane as well as Saltmarsh Lane and Brights Lane up to the junction with the A3023. The data obtained from Hampshire Constabulary is reproduced at **Appendix D**.
- 2.17 The PIA data indicates that 3 collisions occurred within close proximity to the development site. These collisions comprised 2 slight casualties and 1 serious casualty. The 2 slight collisions occurred at the West Lane/Brights Lane junction and the Brights Lane A3023 junction. One occurred when a vehicle failed to stop and collided in a rear end shunt with a vehicle waiting to pull out of Brights Lane. The other occurred when a pedestrian ran out across Brights Lane failing to look and collided with a car. Neither of these collisions suggest a highway safety issue.
- 2.18 The serious collision occurred along West Lane north of its junction with Brights Lane and was the result of a southbound travelling vehicle losing control and veering into the path of an oncoming vehicle. Again this collision does not identify a particular road safety issue at this point.

- 2.19 West Lane itself is a rural road which is subject to a 40mph speed limit and has in recent years benefitted from highway improvements in the form of white lining, bollards and 40mph roundels painted on the carriageway in appropriate positions in response to highway safety concerns. Despite this it is noted that there is a history of collisions along the stretch of West Lane north of the site. This includes a fatal collision which occurred when a vehicle collided with a tree located adjacent to the carriageway.
- 2.20 Further clusters of collisions are evident at the north of West Lane at the point where West Lane joins the A3023. These collisions comprise slight casualties and typically occur when a vehicle pulls out in front of another vehicle/cyclist due to limited visibility. This junction is known to have highway safety issues locally and through improvements to the A3023 corridor there is the aim to shift vehicles onto the A3023 earlier and away from this junction. The proposed development is likely to result in a very small number of trips through this junction with the majority routing via Brights Lane, however it is assumed that the contribution for the A3023 improvements secured through this application will suffice in mitigating any potential impact at this junction.

Summary of Site Accessibility

- 2.21 The site is located approximately 750m north from 'West Town' and is well connected to the local public transport network which gives access to wider areas such as Havant, Portsmouth, and essential amenities. The site is also connected to excellent pedestrian and cycle routes such as the Hayling Billy Trail and the national cycle route, which provides off-road access north and south of Hayling. These well-connected means of transport provide an opportunity to therefore promote and establish a sustainable development.

3. PROPOSED DEVELOPMENT

- 3.1 The proposed development comprises the construction of up to 60 residential dwellings to the south of Saltmarsh Lane, together with associated car parking and landscaping. A copy of the current masterplan is included at **Appendix A**.
- 3.2 The planning application is to be in outline, with all matters reserved except for access. Therefore, the proposed Accommodation Schedule is not yet confirmed, however it is anticipated that the housing mix will comprise a mixture of semi and detached houses ranging with between 2-5 bedrooms.

Access Arrangements

- 3.3 The site will be served via a newly constructed bellmouth junction access arrangement as shown in the drawing at **Appendix E**. The access is provided in the same location as the existing vehicle crossover access arrangements routing between properties 64 and 64a Saltmarsh Lane. The proposed access arrangements originally took the form of a vehicle crossover and footway along the eastern edge. However following discussions with HCC during the pre-app process the access was revised to provide a bellmouth junction in order to prevent on-street parking within 10m of the access, to aid vehicle manoeuvrability through the junction, as well as widening and realigning the access to accommodate the required visibility splays.
- 3.4 The proposed access arrangements therefore comprise a 6m wide carriageway, with a 2m footway to the west and a c. 1m service margin to the east. The access radii have been carefully positioned and designed to ensure existing residential access is not restricted. Tactile paving is provided at the bellmouth along the desireline for pedestrians walking along Saltmarsh Lane. Visibility splays of 2.4x43m have been shown from the access onto Saltmarsh Lane, whilst visibility splays of 2x25m have been shown for vehicles exiting number 64 (in line with the proposed 20mph design speed of the internal road network).

Parking Provision

- 3.5 It is fully recognised that parking provision in a new development can influence people's travel choices. Whilst providing too much parking can encourage people to drive rather than use other forms of transport, providing too little could lead to indiscriminate parking and highway safety concerns. Whilst the application would be outline, there would be sufficient space to accommodate on-site car and cycle parking in line with Havant Borough Council's Parking Supplementary Planning Document. There would therefore be no detrimental overspill parking on Saltmarsh Lane.

Servicing Arrangements

- 3.6 Turning areas will be designed into the concept site at appropriate points so that refuse vehicles are able to get within the required 25m of bin collection locations. These turning heads will allow a refuse vehicle to enter and manoeuvre before exiting the site back onto Saltmarsh Lane in forward gear.
- 3.7 The development will also be designed to meet the regulations suitable for sufficient space for a fire tender access. Fire Tenders will be able to reach within 45m of all parts of the development, in accordance with Building Regulation Requirements.

4. TRIP GENERATION

Existing Trip Generation

- 4.1 The existing site is currently occupied by the undeveloped agricultural land which measures approximately 2.4 hectares. Therefore, it is assumed that no trips are generated.

Proposed Development Trip Generation

- 4.2 The proposals for the development on Saltmarsh Lane comprise up to 60 residential dwellings of which the accommodation schedule is yet to be determined.
- 4.3 At the request of Hampshire County Council, trip rates have been derived from surveys undertaken at the recent development, southwest of the site (Beech Grove) to maintain consistency. These trip rates have been agreed during the pre-application scoping stage with Hampshire County Council Highways Officers.
- 4.4 The resulting trip rates are summarised in **Table 3** with full outputs included in **Appendix F**.

Beech Grove (HCC Trip Rates)	AM Peak (0800-0900)			PM Peak (1700-1800)			12 Hour Total Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate (Per 1 Dwelling)	0.149	0.305	0.454	0.320	0.230	0.550	4.770
Trip Generation (60 dwellings)	9	18	27	19	14	33	286

Table 3: Proposed Trip Generation

- 4.5 As per **Table 3**, the proposed development is likely to currently generate in the order of 27 trips in the AM peak and 33 trips in the PM peak, with 286 trips generated across a 12-hour period which equates to 24 trips every hour.

5. HIGHWAY IMPACT ASSESSMENT

- 5.1 With respect to traffic distribution, it was also agreed through the scoping stage that it was practical to utilise the distributions for the Sinah Lane application but reconfigured to consider the revised localised routing to reflect the different origin point for trips. As such, it is anticipated that traffic will distribute from the site access to comprise the percentages set out by route in **Table 4** below.

Route Assignment	Percentage
Stay on Hayling Island	6.4%
Park Road N/S	17.2%
A27 East	7.8%
A27 West	43.2%
A3M	25.4%
Total	100%

Table 4: Route Assignment by Percentage

- 5.2 This distribution assignment suggests that 6.4% of all trips will remain on Hayling Island. The remaining trips will all route north through Hayling Island via Brights Lane/West Lane and the A3023 north to the A27 roundabout. From here, 17.2% will route north along Park Road, and 25.4% will route along the A27 east. The remaining 68.6% will then route west along the A27 with 25.4% routing north on the A3M and 43.2% continuing the A27 west.
- 5.3 For the combined total 93.6% routing north it is proposed that the majority of these trips will use Brights Lane to access the A3023 as efficiently as possible. This is because of the better visibility and ease of accessing the A3023 from Brights Lane compared to the West Lane/A3023 junction to the north. However it is acknowledged that a proportion of trips will use West Lane when routing north, albeit due to the characteristics of West Lane combined with the difficulty in egressing the junction to the north this proportion will be the minority. It is proposed that these proportions are split 80% of north bound trips using Brights Lane and 20% use West Lane accordingly.

Strategic Improvements

- 5.4 For the Sinah Lane application, a tariff-based mitigation scheme was identified for the site in relation to strategic transport contribution towards the Hayling Island Transport Assessment mitigation to improve the A3023 corridor. For Sinah Lane, a development of 195 dwellings, a strategic contribution of £679,000 was secured towards the mitigation scheme, which is equivalent to £3,482 per dwelling. Adopting a similar strategy for this Saltmarsh Lane application for 60 units would result in a strategic transport contribution of £208,920 towards mitigation work on the A3023 corridor. This approach of securing a contribution per dwelling towards mitigation works along the A3023 corridor was agreed by HCC during the pre-app process and should therefore be considered acceptable.

6. OFF-SITE INFRASTRUCTURE

- 6.1 Through the pre-app consultation with HCC it was identified that a number of junctions required a review of pedestrian accessibility and highways safety between the site and the A3023 due to the natural desire lines between the site and facilities such as the Mill Rythe Schools located to the north east of the site. The junctions identified as requiring further review included:

- Saltmarsh Lane/West Lane Junction
- Brights Lane/West Lane Junction
- Brights Lane/A3023 Junction

Saltmarsh Lane/West Lane

- 6.2 The junction between Saltmarsh Lane and West Lane is located within the 30mph zone, therefore requiring visibility splays of 2.4 x 43m for vehicles routing out of the junction. Having reviewed the junction it is apparent that the junction provides visibility in accordance with this requirement, subject to usual ongoing verge and hedge maintenance, therefore no further improvements are considered necessary to accommodate additional vehicle numbers.

- 6.3 It was noted within the pre-app discussions with HCC that pedestrian connectivity from west to east across West Lane is difficult due to the absence of a formal crossing location. The footway along the western side of West Lane continues north and terminates c. 20m north of the junction with Saltmarsh Lane. It is then possible to cross, due to the location of two dropped kerbs associated with driveways which sit opposite each other to cross West Lane. However due to the location of the two driveways, no tactile paving has been provided, therefore limiting the use of the crossing for those of impaired visibility and retaining the informal nature of the crossing. Due to narrow verge widths and locations of existing dropped kerbs and driveways it is difficult to propose an appropriate location for a more formalised crossing point. There is the potential to extend the eastern footway a further 10-15m north and enable dropped kerbs and tactile paving to be provided north of the driveway access to number 78. This would be subject to a review of highway land ownership as well as whether this would be viewed favourably in further urbanising the carriageway setting through conversion of the verge in this location.

Brights Lane/West Lane

- 6.4 Having reviewed the Brights Lane/West Lane junction visibility is also acceptable given that 2.4m x 43m visibility splays can be easily achieved (in accordance with the posted 30mph speed limit at this junction). Therefore, no improvements are considered necessary from a vehicle safety perspective.

- 6.5 Pedestrian infrastructure is provided in the form of footways either side of the carriageway along Brights Lane. Possible improvements could be made for those crossing Brights Lane in the vicinity of the junction with West Lane as, although there are footways which provide connections across Brights Lane, they are currently lacking dropped kerbs and tactile paving. Provision of such infrastructure would help those of reduced mobility/visibility to cross Brights Lane as appropriate to be on either the north/south side depending on their place or origin and destination as appropriate.

Brights Lane/A3023

- 6.6 The junction between Brights Lane and the A3023 is located within a 40mph speed limit and therefore visibility splays of 2.4 x 120m from Brights Lane are required. Again, these visibility splays are achievable subject to ongoing verge maintenance to the south, whilst to the north the access is located on the outside of a bend and so visibility is easily achieved.
- 6.7 At this junction footways are located on either side of Brights Lane, and tactile paving and dropped kerbs are provided as a formal crossing point across Brights Lane accordingly. These footways continue north and south along the western edge of the A3023, however at present there are no crossing formal crossing points to cross the A3023 west-east. To the south of the Brights Lane bellmouth the western footway routes east and abuts the carriageway, providing a natural crossing point. However dropped kerbs and tactile paving have not been provided and so it is only appropriate to certain road users. It is considered that this would be the most appropriate location for installing such dropped kerbs and tactile paving as it could then serve those routing either north or south along Brights Lane.

West Lane South

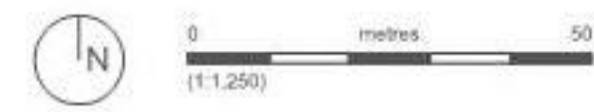
- 6.8 In addition to the junctions identified above, it was noted within the pre-app that there is currently a missing section of footway to the south of Charleston Close along West Lane up to its junction with Newton Lane, and that residents looking to travel south would have to walk on the carriageway. This has been explored and it is considered that suitable alternatives are provided for residents routing south to avoid the need for footway provision at this location. These alternatives include the Hayling Billy Trail, for which access is proposed from the site offering a direct traffic free route south to Station Road. In addition there is already a signed pedestrian route bypassing this section of missing footway provision via Charleston Close and although it is recognised this route is marginally longer in distance its additional length totals 100m and so this is considered reasonable. In addition to the above rationale of there being alternative routes, the current verge along West Lane to the south is restricted and any footway provided along here would likely be of restricted width, and therefore substandard.

7. SUMMARY AND CONCLUSIONS

- 7.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Hayling Island Builders to support a planning application for a residential development of up to 60 dwellings at Land to the south of Saltmarsh Lane, Hayling Island.
- 7.2 The site is currently occupied by agricultural land is located approximately 750m north from West Town. The site is well connected to the local public transport, pedestrian and cycle networks which gives access to wider areas such as like Havant, Portsmouth, and other local amenities, providing an opportunity to therefore promote and create a sustainable development. A PIA data assessment does not indicate any highway safety concerns that would worsen as a result of the proposed development.
- 7.3 Vehicular and pedestrian access to the site will be from Saltmarsh Lane via a bellmouth access proposed in the same location as the existing access point between properties 64 & 64A. The proposed access measures approximately 6m in width, with a 2m footway adjacent to the west and a c.1m service margin to the east. Visibility splays of 2.4m x 43m have been demonstrated as achievable along Saltmarsh Lane, in line with the posted 30mph speed limit, and visibility splays of 2m x 25m have been provided for vehicles egressing from property 64 onto the internal carriageway, in line with the proposed 20mph design speed. Vehicle tracking has also been undertaken which demonstrates that the access can accommodate a large refuse vehicle as well as two cars passing each other.
- 7.4 Based on the trip generation assessment, the proposed development is likely to generate 27 trips in the AM peak and 33 trips in the PM peak, with 286 trips generated across a 12-hour period. Despite this assessment, the proposed development is expected to have no effect or cause for concern on the highway safety and operation of the local road network.
- 7.5 The proposed development will have parking measurements and geometries that will be accord with the local standards. Refuse and fire tender vehicles will be suitably accommodated for regarding the manoeuvrability, accessing and egressing the proposed development and will be within the requirements set out in Manual for Streets and Building Regulations.
- 7.6 Pedestrian connectivity has been explored for residents travelling east from the site towards the A3023 and a number of potential improvements have been suggested. These improvements will be discussed in greater detail with HCC and formal designs worked up as part of any future Reserved Matters application.

- 7.7 The Transport Statement has demonstrated that the proposed development will not have a significant impact on the operation of the local highway network, and that safe and suitable access is achievable. We would therefore encourage the local highway network and planning authorities to look favourably upon this development in relation to highways.





Site boundary 2.51ha (6.20acres)

Project
Land South of Saltmarsh Lane

Drawing Title
Illustrative Masterplan

Date	Scale	Drawn by	Check by
07/10/2021	1:1,250 at A3	CT	SR/ML
Project No	Drawing No	Revision	
1240	005	E	

Appendix B





Hampshire County Council

Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055

www.hants.gov.uk

Tom Peters
Paul Basham Associates
t.peters@paulbashamassociates.com

Enquiries to	Sophie Osborne	My reference	6/3/13/225
Direct Line	0370 779 5232	Your reference	N/A
Date	11 th August 2021	Email	sophie.osborne@hants.gov.uk

For attention of Tom Peters

Dear Sir,

Re: Pre Application Advice - Proposed 62 dwellings on greenfield site accessed via Saltmarsh Lane, Hayling Island

Thank you for the opportunity to comment on the above pre-application for the above site. We have considered the information provided within the Pre-Application Scoping Note Reference 020.0660 and as discussed in our meeting on the 22nd July 2021 our comments regarding the proposed site are set out below.

Meeting Minutes

Minutes of the meeting held on the 22nd July 2021 have been provided and are agreed subject to inclusion of additional comments made by the Highway Authority in relation to the need to consider access to the Hayling Billy Trail via Denhill Close.

Policy Status

No narrative has been provided on the policy status of the proposed site. The Highway Authority understand that this is not an identified allocated site within the Adopted or Emerging Local Plan which is currently subject to examination. Confirmation should be provided on the policy background to the site and whether there are any elements of discussions during the Local Plan stage which may have bearing on the consideration of this site.

Site Location

The proposed development is located to the south of Saltmarsh Lane, circa 1km north of West Town, Hayling Island. The proposed site is surrounded by

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

residential developments to the north and east, agricultural land to the south and the Hayling Billy Trail to the west. It is further understood that the site is currently a greenfield site, used as farmland. There is an existing access to the site via a field gate from Saltmarsh Lane between properties No. 64 and 64a. This access from the Highway also provides access to property No. 64 directly.

Sustainable Access

Walking and Cycling

Saltmarsh Lane has a footpath on both sides of the carriageway measuring circa 1.5m in width. These footways connect into the wider pedestrian infrastructure along West Lane and continue south providing pedestrian connections between the development and West Town circa 750m to the south.

Where Saltmarsh Lane meets West Lane the footway provision on the northern side narrows considerably to provide below standard provision which is restricted by a private property boundary. Cross provision at this junction for pedestrians is also limited. There are further missing footway provisions towards the southern end of West Lane where the footway terminates from Charleston Close to the junction of West Lane with Newtown Lane. This is the main walking route into West Town where there are several key facilities that residents would wish to access. In order to encourage people to not use their car and provide a safe walking route to access the local facilities, this issue would need to be addressed.

From the site to access schools and the bus stops residents will need to cross Saltmarsh Lane at the junction of West Lane, West Lane itself to access Brights Lane and then the A3203 at Brights Lane to continue northbound or to access the bus stop. At present suitable formal crossing facilities are not provided at these locations and this should be considered within the application to provide a safe sustainable commuting route.

The site is well located in relation to the Hayling Billy Trail which is adjacent to the western boundary of the site. It is currently proposed to provide a direct connection from the site onto the Hayling Billy Trail with the aim to reduce cycling traffic on the A3023. However, the part of the trail that runs adjacent to the development is recognised locally as being narrower than other parts of the trail. Therefore, in order to emphasise the Hayling Billy as a commuter route out of the city it would be advisable to explore the scope to widen the Hayling Billy Trail in this location. Clarity is also sought that the site boundary and the boundary of the Hayling Billy Trail meet and that suitable connections can be made without the need for 3rd party land.

Access to the Hayling Billy Trail can also be achieved through Denhill Close. The route through here is currently restricted in width and its not clear the definitive width of the route. Ownership of this connection and the ability to improve this link should be explored further as it is a more direct link for the

proposed development for those wishing to travel north of the Hayling Billy Trail.

Public Transport

The nearest bus stops are located approximately 600m east of the site on Manor Road (which should be noted does exceed the recommended 400m distance to bus facilities). Bus services 30 and 31 run from these flag stops operating at a half an hour frequency between Hayling Island and Havant. In order to provide a safe pedestrian route from the proposed site to the bus stops, there would be a need a pedestrian crossing across the A3023 at Brights Lane.

Havant Railway Station is the nearest railway station, located approximately 7km north from the proposed development. The train station is accessible both by the number 30/31 bus and by bike via the Hayling Billy Trail. This further reinforces the need to widen the trail (if achievable) at the proposed exit from the site to really encourage this as a safe off-road commuter route between the site and the station. The station offers frequent services to Portsmouth Harbour, Southampton Central, Brighton and London further encouraging journeys to be made via public transport, thus, reducing the reliance on car travel. Without supporting measures to provide sustainable connectivity from the site to the railway station no journeys by train can be considered to be by sustainable modes from the site. Increasing the reliance on the private car on the immediate road network.

Maritime Services

Whilst the Highway Authority note the presence of the Hayling Ferry and the connections it provides to Portsmouth no considerable weight can be given to its presence when assessing the sustainability of the site due to the uncertainty of the operation of the Ferry for any known period of time.

Local Facilities

A high-level overview is provided within the scoping note with a commitment to provide a full assessment within the TA. This is welcomed and should include travel distances based on the available network and identify any that exceed the recommended walking and cycling distances as set out within 'Providing for Journeys on Foot' (CIHT 2000). Assessments of walking and cycling routes should also be fully supported by a WCHAR assessment as per Hampshire County Councils TG19.

Personal Injury Accidents

Data on the local accident history will need to be provided from Hampshire Constabulary for assessment within the Transport Assessment. The Highway Authority are aware of several accidents along West Lane. An assessment of 5 years should be undertaken. It is unclear what search area was utilised within the scoping note. The Highway Authority would expect a search area to

include Saltmarsh Lane, Brights Lane, and the full length of West Lane including the junctions.

The applicant should be aware that West Lane has been subject to a number of safety led improvements including the current 40mph limit and lining arrangement. There has been a recent fatality on West Lane in 2019 which should be identified within your review period. This has not resulted in any additional highway measures being required after investigation by the Casualty Reductions Partnership. The residential section of West Lane is subject to review by our Traffic Management team, however there is no fixed timescale for this.

Site Access

The site is proposed to be accessed via Saltmarsh Lane, with the current access to the site via a surfaced access track between two properties (no 64 and 64a Saltmarsh Lane) with a current farm gate into the site. This proposed access track also provides private access to no 64, a residential property to the west of the track. The pre-application document currently proposes a vehicle crossover as access to the site, however, in conjunction with emerging guidance from the Highway Authority, the Highway Authority does not support these current arrangements due to the number of proposed dwellings on this development. It is suggested that a bellmouth access would be more suitable, given the number of proposed developments and the presence of on-street parking along Saltmarsh Lane. This would also be consistent with the existing junction and access arrangements along Saltmarsh Lane. It is noted that the proposed development nearly doubles the number of properties access via Saltmarsh Lane and therefore in junction hierarchy terms extending this via a vehicle crossover would not be considered to be an appropriate form of design.

There are further issues with the proposed site access regarding a refuse vehicle entering and exiting the site. The diagram in appendix two of the pre-application scoping note shows a refuse vehicle entering the site but does not show the refuse vehicle entering the site with parked cars. It would not be possible for a refuse vehicle to enter the site if there were parked cars in the vicinity of the junction. Moreover, there are problems relating to the width of the carriageway (5.5m) for the proposed site entrance as a refuse vehicle and car will not be able to pass at the give way point of for some distance back. The current proposed carriageway width would therefore not be considered safe as cars should not be required to reverse back onto Saltmarsh Lane if they cannot pass the refuse vehicle. Additional land take may be required to achieve a suitable design arrangement for this access and this should be explored by the applicant. It is important to note that there are no issues considered with a 5.5m carriageway once inside the site subject to suitable tracking of a refuse vehicle around the site and appropriate parking provision preventing access being blocked. A stage 1 safety audit should be provided to support the access design.

According to Hampshire County Council's Technical Guidance Notes 3, "*horizontally, visibility splays shall not be obstructed by vegetation*" and "*trees should be set back significantly so as not to impede the visibility splay*". There are concerns that the trees on Saltmarsh Lane close to the site entrance impede the visibility splay of vehicles exiting the site. The Highway Authority recommend that a speed survey is undertaken on Saltmarsh Lane which may reduce the visibility requirements needed upon site exit. Furthermore, No. 64 would require visibility splays of 2mx25m onto the new access road (based on a 20mph speed design) as a result of the private access to this property directly accessing the new site road – N.B. this visibility splay would need to increase if the design speed of the site is proposed to be greater than 20mph.

Parking Provision

It is noted that parking is proposed to comply with Havant Borough Council's Parking Supplementary Planning Document. Agreement to such is for Havant Borough Council as the Parking Authority. The Highway Authority will be satisfied subject to suitable provision in accordance with the standards being provided. This should include cycle parking provision.

Internal Road Network

At this stage no comments are made on the internal layout as it is assumed that this schematic at this time.

It is unclear whether the roads and footways relating to this application are being put forward for adoption by the developer. Confirmation on this is requested at the application stage. The Highway Authority welcome early engagement on the internal layout should

Trip Generation

Revised trip generation is required to provide a robust and consistent approach across all Hayling Island sites. It has been suggested to base trip generation from the surveyed trip rates from the Oysters site which were undertaken ahead of the Covid 19 pandemic for Havant Borough Councils Local Plan Assessment. These rates represent a new build development site of 130 dwellings within Hayling Island and are therefore considered to be representative of trip generation within Hayling Island.

These rates are:

	Inbound	Outbound
AM	0.149	0.305
PM	0.32	0.23

Traffic Distribution/Assignment

A rough traffic distribution based on the Sinah Lane application was proposed in the pre-application scoping note. However, following the meeting on the 22nd July it was discussed that further surveys were to be carried out at Brights Lane and Saltmarsh Lane to find out turning movements to further understand the distribution of traffic. For example, how many are going north on West Lane or are cutting through Brights Lane to access the A3023 to exit the island. The Highway Authority welcome sight of the survey data once available.

Junction Assessments

Junction assessment are required at the site access and the Saltmarsh Lane/West Lane junctions. Further assessments may be required at the following junctions and the need for this should be informed from the distribution from the site once agreed:

- West Lane/A3023 Junction
- West Lane/Brights Lane Junction
- Brights Lane/A3023 Junction
- West Lane/Newtown Lane junction

When assessing the junction of Saltmarsh Lane/West Lane consideration should be given to the achievable visibility at the junction given the proposed intensification of the junction. The option of traffic calming measures along West Lane had been discussed at the meeting to slow down traffic and consequently aid visibility for cars exiting Saltmarsh Lane. The Highway Authority welcome further discussions on this along with our Traffic Management Officers once the applicant has undertaken some initial assessment work to discuss what may be suitable along the 30mph section of West Lane and to coordinate works with the Highway Authorities review of the route.

Travel Plan

Usually for a site of this size, it would not justify a travel plan. However, since Hayling Island is particularly sensitive and the Highway Authority are committed to reducing car dependency and encourage more sustainable modes of transport, it is recommended that a travel plan should be submitted with the planning documents.

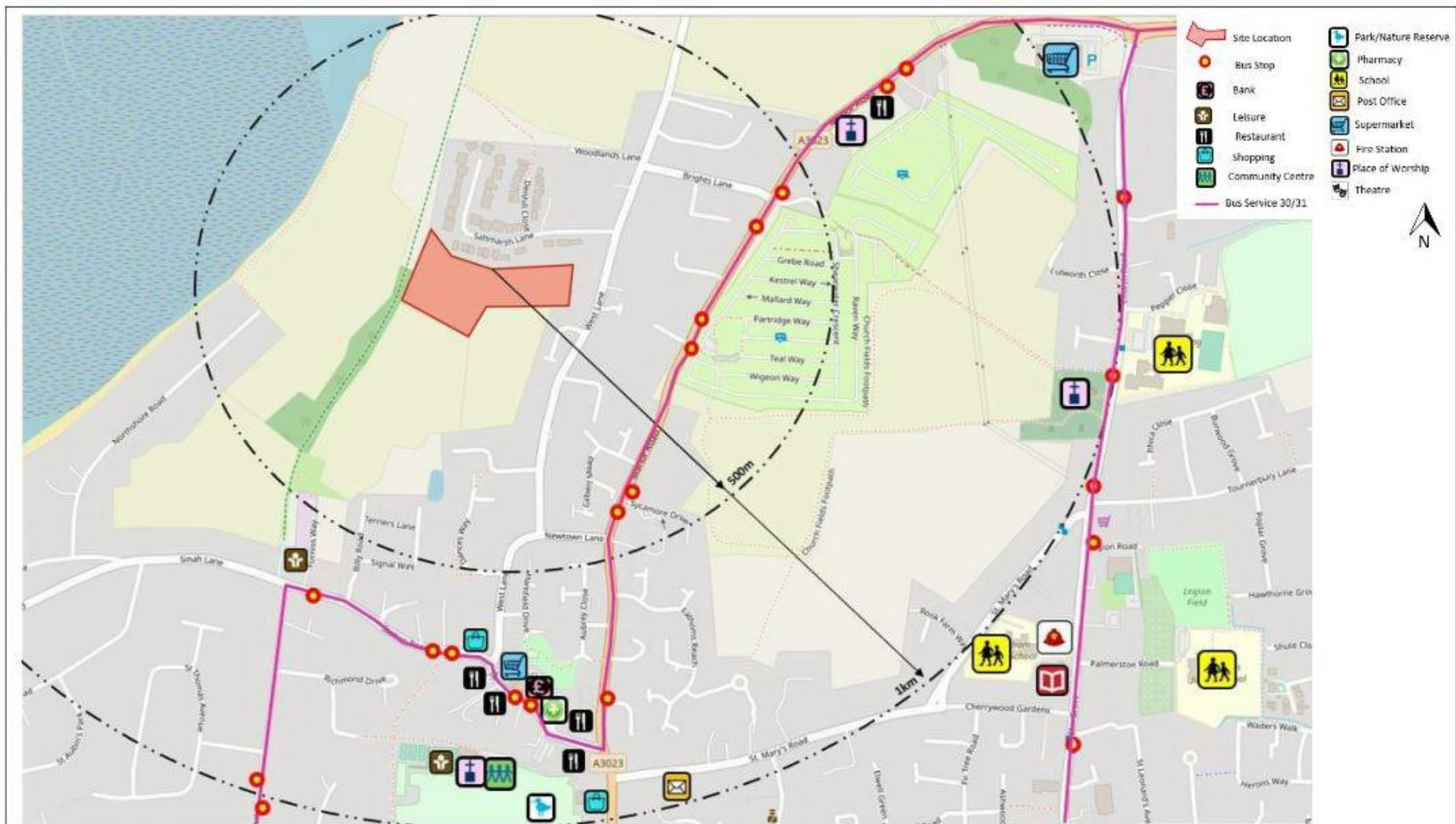
I trust that the above is clear but please contact me on the above number/email should you need any further information.

Yours faithfully,

Sophie Osborne
Assistant Transport Planner – Highways Development Planning

Appendix C





Project Number:
020.0660

Title:

Accessibility Map

Project Name:
Saltmarsh Lane, Hayling
Island

pb paulbasham
associates

Checked By:

Checked Date:

Scale:

Drawn By:
JH

Drawn Date:
30.07.2021

Drawing No:
1

Appendix D





Saltmarsh Lane and West Lane, Hayling Island

SCALE	1 : 12000
DATE	24/08/2021
DRAWING No.	
DRAWN BY	

Accidents between dates 01/05/2016 and 30/04/2021 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW West Lane BACS/SR/0821/104")

Selected Polygon:AW West Lane BACS/SR/0821/104

160257529 19/06/2016 Time 0001 Vehicles 2 Casualties 1 Slight
E:472022 N: 102358 First Road: A 3023 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 Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Inexperienced or learner driver/rider	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) TRAVELLING S ALONG A3023 HAVANT ROAD WAS CLIPPED BY VEH 2 (CAR) AS IT OVERTOOK, CAUSING THE RIDER TO FALL.

Occurred on A3023 HAVANT ROAD OUTSIDE NUMBER 88, HAYLING ISLAND, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Male
Not hit and run Breath test Not applicable Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 34 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

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

Accidents between dates 01/05/2016 and 30/04/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW West Lane BACS/SR/0821/104")

Notes:

160417421 04/11/2016 Time 1515 Vehicles 2 Casualties 1 Slight
E:472020 N: 102357 First Road: A 3023 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) IS LET OUT BY ANOTHER UNKNOWN VEH TO TRAVELLING N ALONG A3023 HAVANT ROAD AND COLLIDES WITH VEH 1 (M/CYCLE) TRAVELLING N ALONG A3023 HAVANT ROAD
Occurred on A3023 HAVANT ROAD OUTSIDE NUMBER 117, HAYLING ISLAND, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc 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 Not at, or within 20M of Jet First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 22 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 E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jet First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/05/2016 and 30/04/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW West Lane BACS/SR/0821/104")

Notes:

44170050772 08/02/2017 Time 2128 Vehicles 1 Casualties 1 Slight
E:471694 N:102026 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING S ALONG WEST LANE AT NIGHT IN COLD CONDITIONS, DRIVER IS INEXPERIENCED AND NOT DRIVEN THIS ROAD BEFORE TOOK THE SHARP LEFT HAND BEND TOO FAST, LEAVES THE CARRIAGEWAY TO THE OFFSIDE AND COLLIDES WITH TREES AND OVERTURNS.

Occurred on WEST LANE 328 METRES NORTH OF DAW LANE, HAYLING ISLAND, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from NE to S No tow / articulation Leaving the main road
On main carriageway Overturned
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Tree
O/S Age of Driver 20 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 20 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2016 and 30/04/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW West Lane BACS/SR/0821/104")

Notes:

44170276283 18/07/2017 Time 1455 Vehicles 2 Casualties 1 Slight
E:471704 N:100340 First Road: A 3023 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: Failed to look properly	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

V1 (CYCLE) TUNRED L OUT OF HIGWORTH LANE ONTO MANOR RD, FAILED TO LOOK RIGHT AND COLLIDED WITH V2 (CAR) TRAVELLING SW ON MANOR RD.

Occurred on A3023 MANOR RD AT JUNCTION WITH HIGWORTH LANE, HAYLING ISLAND, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Turning left
Vehicle movement from E to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 13 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 13 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 Car 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 78 Female
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates 01/05/2016 and 30/04/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW West Lane BACS/SR/0821/104")

Notes:

44170287718 26/07/2017 Time 1340 Vehicles 2 Casualties 3 Slight
E:472031 N:102284 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled A 3023
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: Following too close	Vehicle 2	Possible
2nd: Sudden braking	Vehicle 1	Possible
3rd: Failed to look properly	Vehicle 2	
4th:		
5th:		
6th:		

V1 (CAR) WAITING AT JUNCTION TO TURN LEFT ONTO A3023 IS REAR-ENDED BY V2(CAR) WHO FAILS TO STOP.

Occurred on WEST LANE AT JUNCTION IWHT A3023 HAVANT ROAD, HAYLING ISLAND, HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn left
Vehicle movement from SW to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jet Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 44 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 44 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 15 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Casualty Reference: 3 Vehicle: 1 Age: 12 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Accidents between dates 01/05/2016 and 30/04/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW West Lane BACS/SR/0821/104")

Vehicle Reference	2	Car	Stopping
Vehicle movement from	SW 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 object in road	None	Off road:	None
Did not leave carr		Age of Driver	Not traced
Not hit and run	Breath test	Driver not contacted	
		Left hand drive:	No

Accidents between dates 01/05/2016 and 30/04/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW West Lane BACS/SR/0821/104")

Notes:

44170447791 17/11/2017 Time 0835 Vehicles 2 Casualties 1 Slight
E:471290 N: 99559 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 judge other persons path or speed	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH1 (CAR) TRAVELLING NW ON STATION ROAD GOES TO PULL INTO LAYBY ON OFFSIDE BUT COLLIDES WITH VEH2 (CAR) TRAVELLING IN OPPOSITE DIRECTION CAUSING MINOR INJURY TO DRIVER OF VEH2.

Occurred on STATION ROAD AT JUNCTION WITH JAMES CLOSE, HAYLING ISLAND, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 68 Male
Not hit and run Breath test Negative
Left hand drive: No

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

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

Accidents between dates 01/05/2016 and 30/04/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW West Lane BACS/SR/0821/104")

Notes:

44170481389 12/12/2017 Time 0810 Vehicles 1 Casualties 1 Slight
E:471879 N:101984 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Frost/Ice
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) TRAVELLING SW ALONG WEST LANE, AROUND A RIGHT HAND BEND AND LOSES CONTROL ON THE ICEY ROAD SURFACE CAUSING THE RIDER TO FALL OFF.

Occurred on WEST LANE 340 METRES SOUTH WEST OF A3023 HAVANT ROAD, HAYLING ISLAND, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead right bend
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jet First impact Offside Hit vehicle:
Hit object in road None Off road: None
Nearside Age of Driver 49 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 49 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2016 and 30/04/2021 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW West Lane BACS/SR/0821/104")

44180029674 23/01/2018 Time 1315 Vehicles 1 Casualties 1 Slight
E:472024 N: 102352 First Road: A 3023 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
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Loss of control	Vehicle 1	Very Likely	
2nd: Illness or disability, mental or physical	Vehicle 1	Possible	
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING S ON A3023 HAVANT ROAD LEAVES CARRIAGEWAY TO NEARSIDE DUE TO DRIVER HAVING SUSPECTED MEDICAL EPISODE AND COLLIDES WITH A WALL. DRIVER SUFFERED MINOR INJURIES.

Occurred on A3023 HAVANT ROAD, OUTSIDE NO.86, HAYLING ISLAND, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Wall or fence
Nearside Age of Driver 77 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 77 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2016 and 30/04/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW West Lane BACS/SR/0821/104")

Notes:

44180178570 14/05/2018 Time 1615 Vehicles 1 Casualties 1 Slight
E:471505 N:100391 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:	Failed to look properly	Casualty 1	Possible
2nd:	Careless/Reckless/In a hurry	Casualty 1	Possible
3rd:	Failed to look properly	Vehicle 1	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING W ALONG BRIGHTS LANE WHEN CAS1 (PEDESTRIAN) RUNS OUT INTO THE ROAD TRAVELLING N IN FRONT OF VEH1 CAUSING A COLLISION.

Occurred on BRIGHTS LANE, AT JUNCTION WITH WEST LANE, HAYLING ISLAND, HAMPSHIRE.

Vehicle Reference 1 Car Turning left
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 Jet Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 53 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 13 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr elsewhere N bound
Driver's nearside

Accidents between dates 01/05/2016 and 30/04/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW West Lane BACS/SR/0821/104")

Notes:

44180349104 15/09/2018 Time 1454 Vehicles 1 Casualties 1 Serious
E:471273 N: 99683 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: Illness or disability, mental or physical	Vehicle 1	Possible
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH1 (CAR) TRAVELLING N ALONG WEST LANE FAILS TO NEGOTIATE SLIGHT BEND IN ROAD AND COLLIDES WITH AT REE ON THE NEAR SIDE.

Occurred on WEST LANE AT JUNCTION WITH HAMFIELD DRIVE, HAYLING ISLAND, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
Hit object in road None Off road: Tree
Nearside Age of Driver 18 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 18 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/05/2016 and 30/04/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW West Lane BACS/SR/0821/104")

Notes:

44190249823 16/07/2019 Time 1600 Vehicles 2 Casualties 1 Slight
E:471705 N:102032 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
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:		

VEH2 (VAN) TRAVELLING N ALONG WEST LANE WENT AROUND A SHARP BEND AND CLIPPED THE WING MIRROR OF VEH1 (CAR) TRAVELLING W ALONG WEST LANE.

Occurred on WEST LANE, 315 METERS N FROM LAW LANE, HAYLING ISLAND, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead left bend
Vehicle movement from E to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jet First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 76 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 71 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead right bend
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 Not at, or within 20M of Jet First impact Offside 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 01/05/2016 and 30/04/2021 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW West Lane BACS/SR/0821/104")

44200393189 10/10/2020 Time 0726 Vehicles 1 Casualties 1 Fatal
E:471666 N:101454 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
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: Exceeding speed limit	Vehicle 1	Possible	
2nd: Poor turn or manoeuvre	Vehicle 1	Possible	
3rd: Loss of control	Vehicle 1	Possible	
4th: Illness or disability, mental or physical	Vehicle 1	Possible	
5th: Distraction in vehicle	Vehicle 1	Possible	
6th:			

VEH 1 (CAR) TRAVELLING N ALONG WEST LANE LEAVES CARRIAGEWAY COLLIDING WITH A TREE FOR CURRENTLY UNESTABLISHED REASON(S).

Occurred on WEST LANE 250 METRES SOUTH OF DAW LANE, HAYLING ISLAND, 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 Not at, or within 20M of Jet First impact Front Hit vehicle:
Hit object in road None Off road: Tree
Did not leave carr Age of Driver 20 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 20 Male Driver/rider Severity: Fatal
Not a pupil
Seatbelt Not worn Cycle helmet: Not a cyclist

Accidents between dates 01/05/2016 and 30/04/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW West Lane BACS/SR/0821/104")

Notes:

44210033400 28/01/2021 Time 1539 Vehicles 2 Casualties 2 Serious
E:471534 N:100528 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING SW ALONG WIDE LANE HAS VEERED TO THE NEARSIDE AND ENTERED THE GRASS VERGE. VEH1 THEN SPUN IN THE CARRIAGEWAY AND COLLIDED WITH VEH2 (CAR) TRAVELLING NE ALOGN WIDE LANE.

Occurred on WEST LANE, 128 METERS N OF JUNCTION WITH WOODLANDS LANE, HAYLNG ISLAND, HAMPSHIRE

Vehicle Reference 1 Car 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 Jet First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 88 Female
Not hit and run Breath test Negative
Left hand drive: No

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 Not at, or within 20M of Jet First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Not requested
Left hand drive: No

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

Casualty Reference: 2 Vehicle: 2 Age: 15 Female Passenger Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/05/2016 and 30/04/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW West Lane BACS/SR/0821/104")

Notes:

Accidents involving:

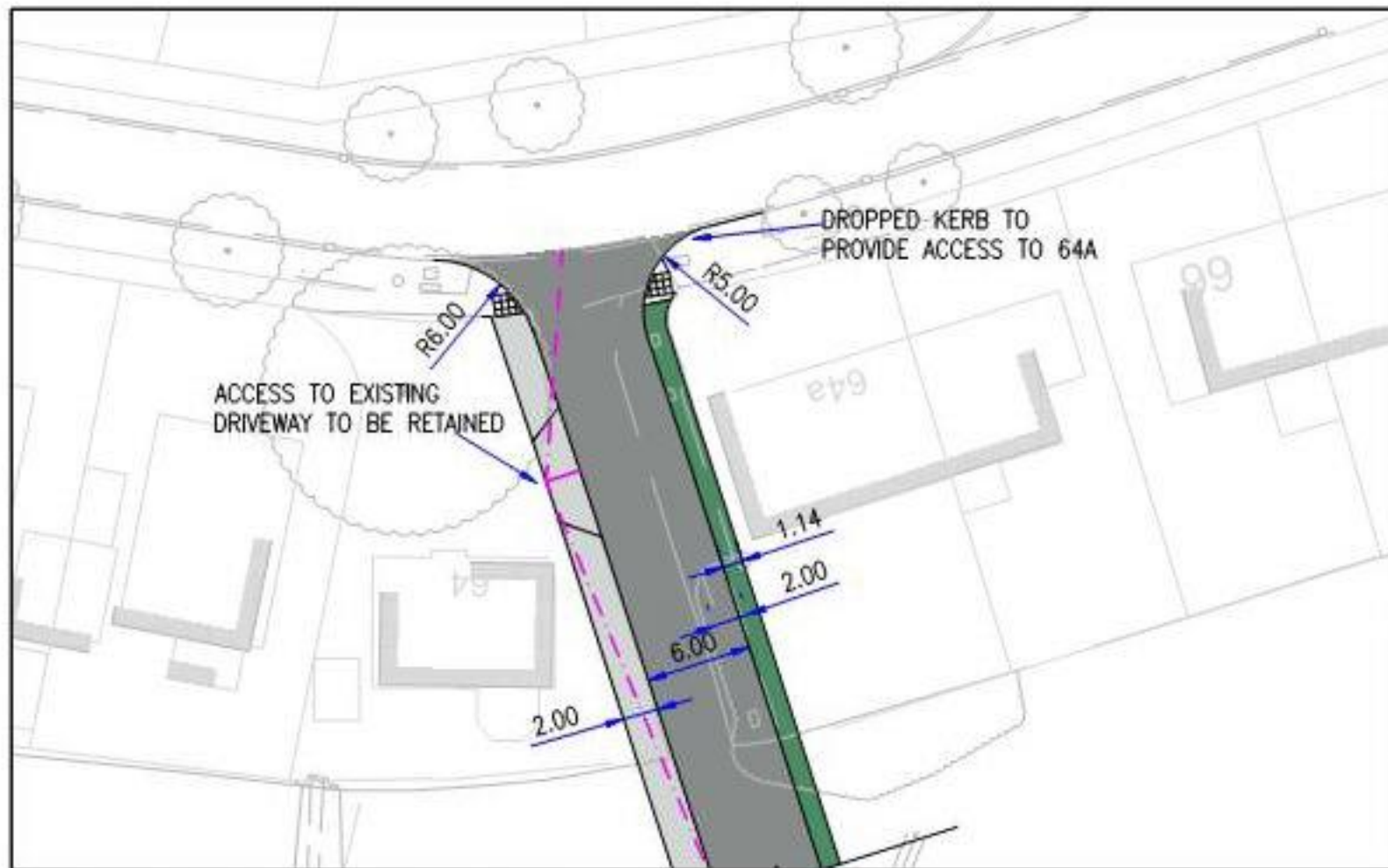
	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	1	2	6	9
2-wheeled motor vehicles	0	0	2	2
Pedal cycles	0	0	2	2
Horses & other	0	0	0	0
Total	1	2	10	13

Casualties:

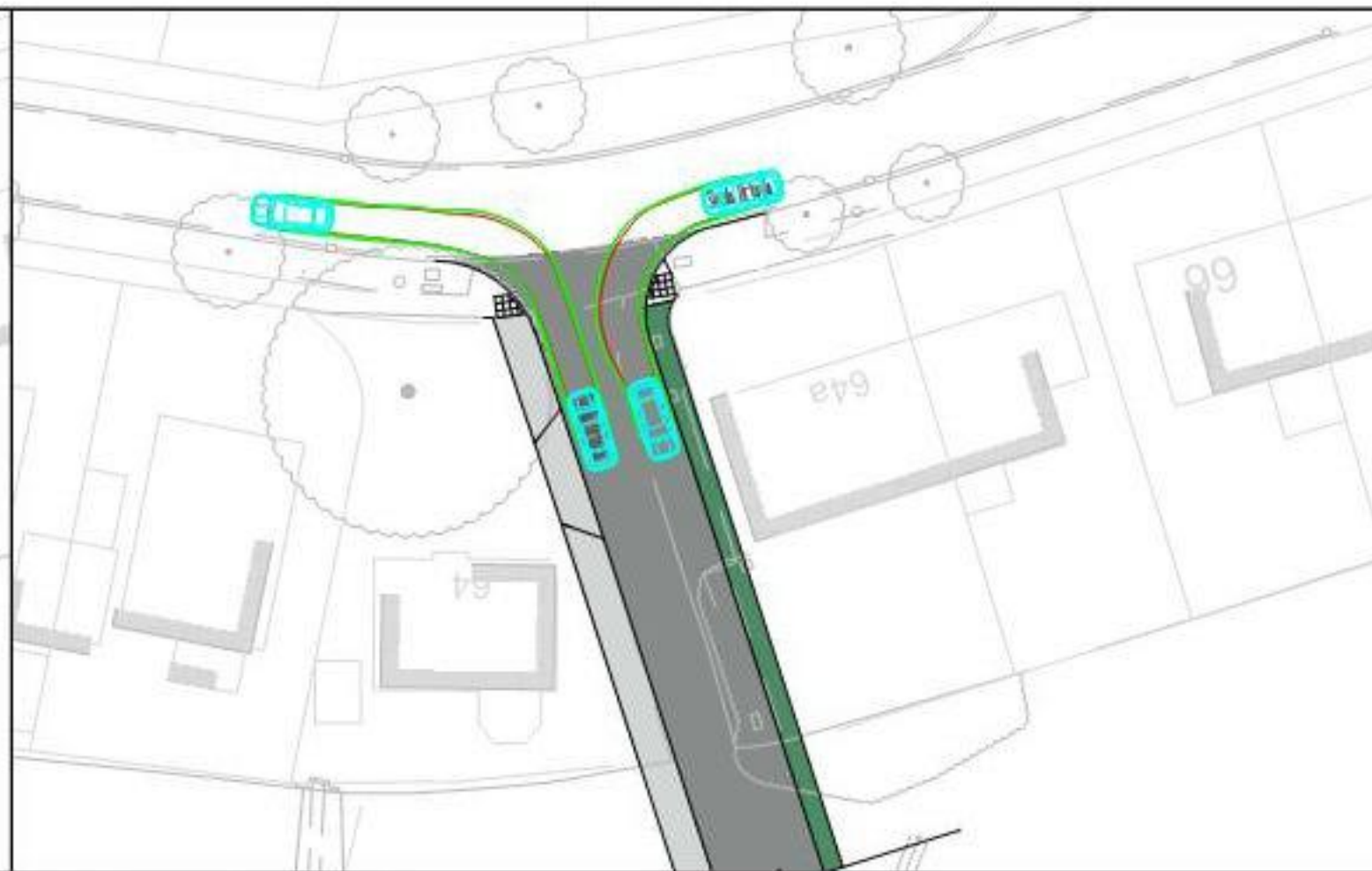
	Fatal	Serious	Slight	Total
Vehicle driver	1	1	5	7
Passenger	0	1	3	4
Motorcycle rider	0	0	2	2
Cyclist	0	0	2	2
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	1	2	13	16

Appendix E

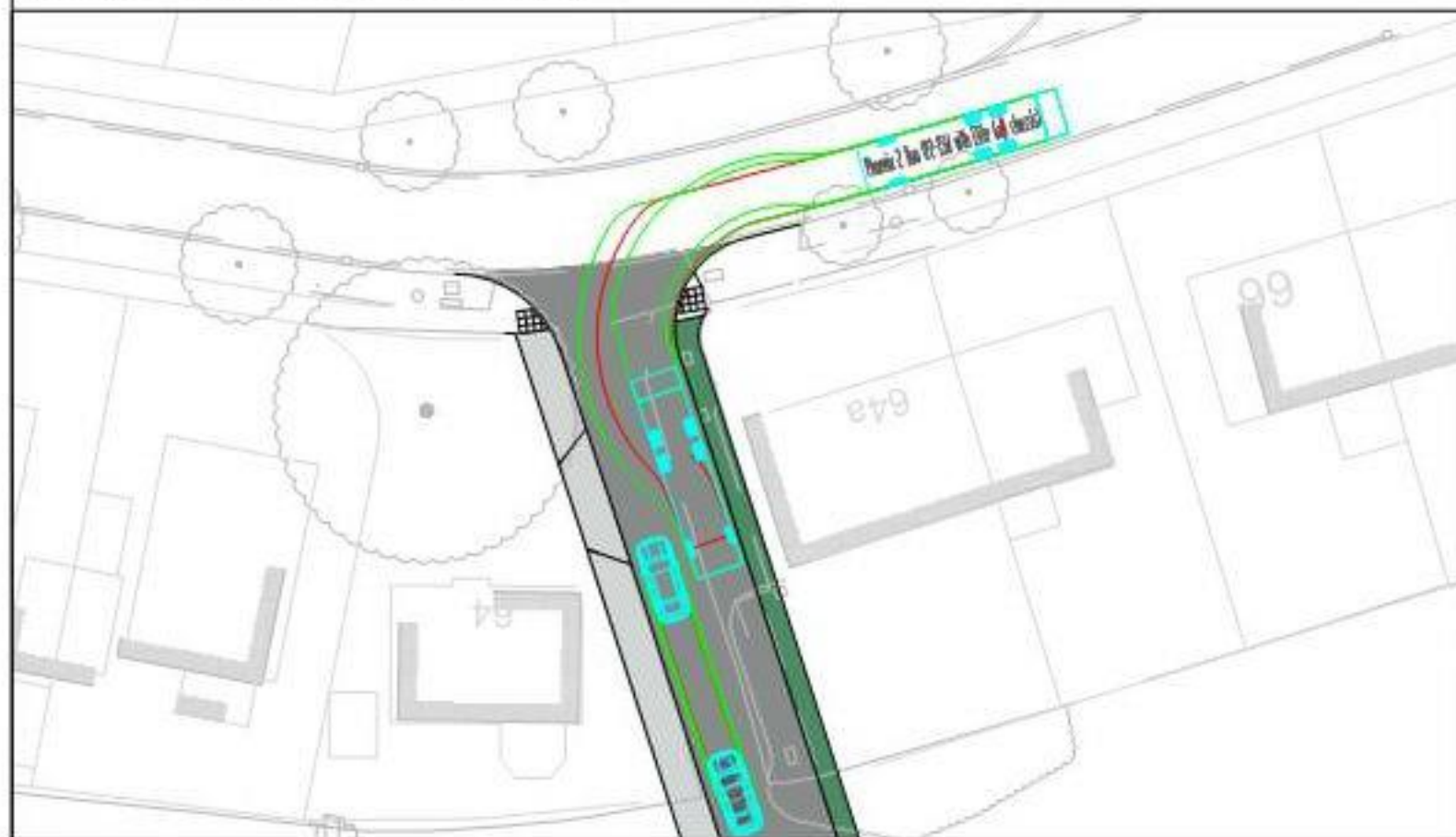




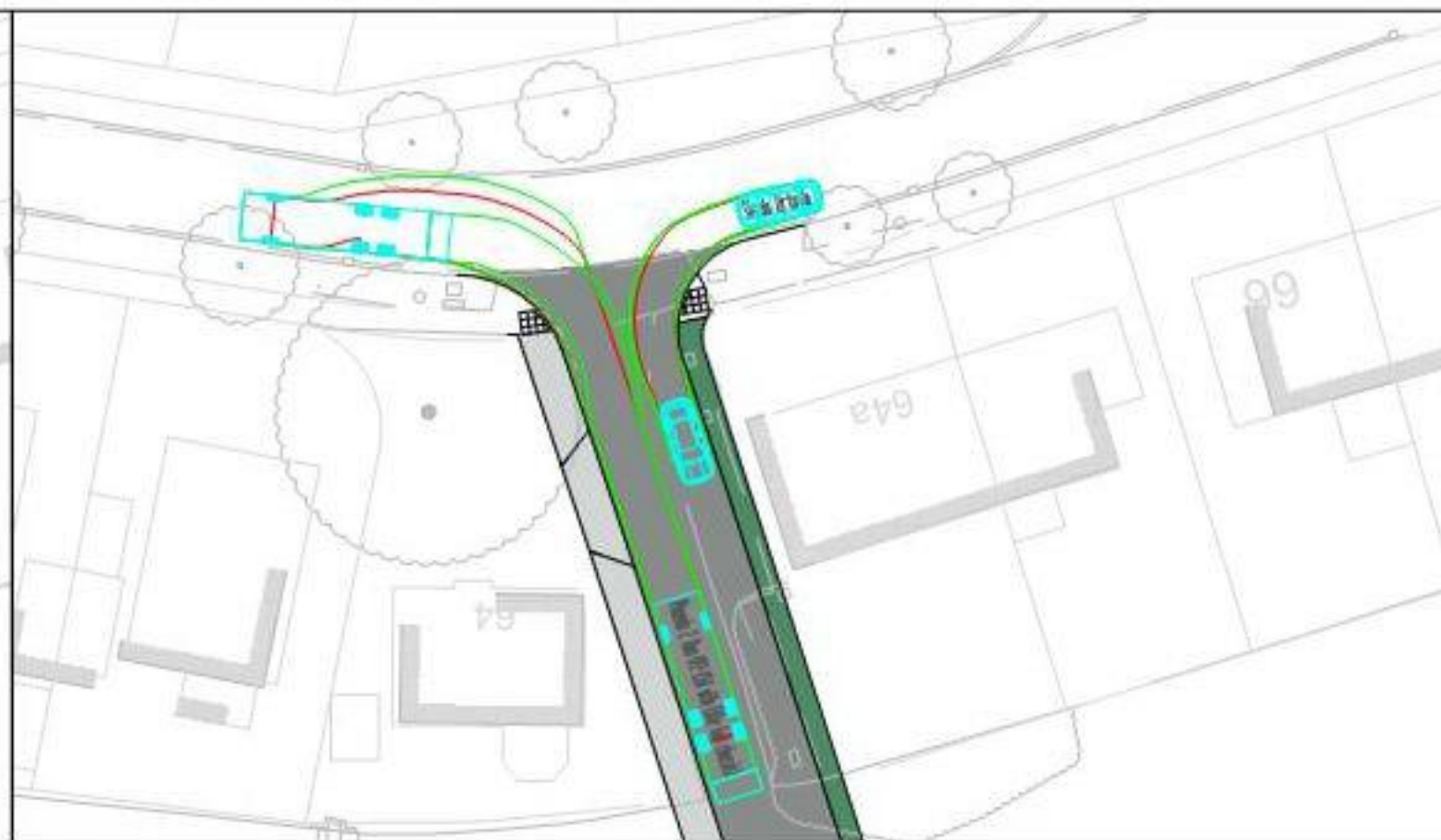
ACCESS DESIGN WITH DIMENSIONS



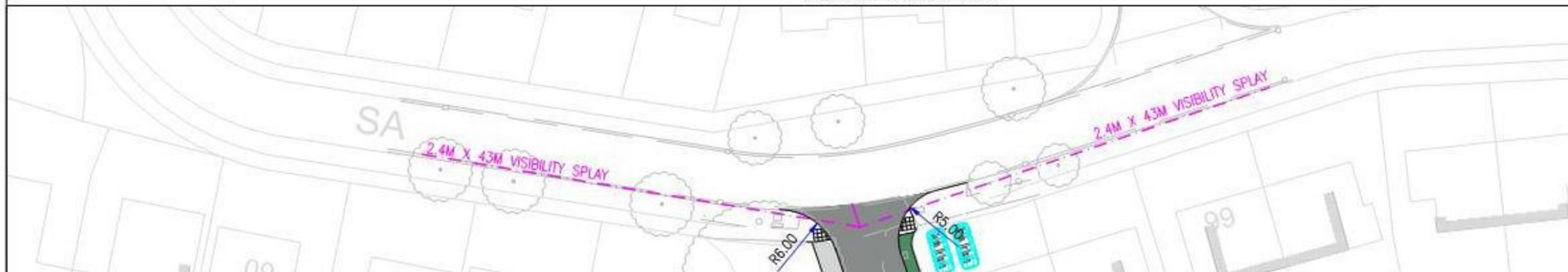
TWO-WAY CAR MOVEMENT



REFUSE VEHICLE ENTER



REFUSE VEHICLE EXIT



PRIMARY AND SECONDARY DIRECTION VISIBILITY SPLAYS

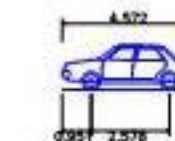
GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
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6. STREET TREES LOCATED WITHIN THE VISIBILITY SPLAY ARE NOT LARGE ENOUGH TO FULLY OBSCURE A VEHICLE OR PEDESTRIAN AND SO WILL NOT HAVE A SIGNIFICANT IMPACT UPON ROAD SAFETY (AS PER MANUAL FOR STREETS)

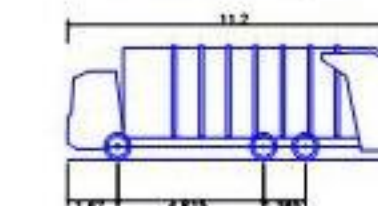
KEY:

- INDICATIVE LAND OWNERSHIP BOUNDARY
- FOOTWAY
- CARRIAGEWAY
- SERVICE MARGIN/VERGE

VEHICLE PROFILES



Skoda Octavia
Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.251m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 2.00s
Kerb to Kerb Turning Radius 9.500m



NORTH

Rev	Description	Date	By	Chkd
A	ACCESS REVISED FOLLOWING HCC PRE-APP	16.08.21	THP	MS

Project Name SALTMARSH LANE HAYLING ISLAND	Title ACCESS ARRANGEMENTS	Client PRIVATE CLIENT	Checked By MS	Checked Date 26.04.21	Scale 1:500	(AT A3 SIZE)		
Project Phase PRELIMINARY			Drawn By THP	Drawn Date 23.04.21	Client Drawing No. -	PBA Drawing No. 020 0660.001	Revision A	

Appendix F



Surveyed Trip Rates

Time period starting	arr	dep
00:00	0.015238	0.00381
01:00	0.009524	0.00381
02:00	0.00381	0
03:00	0.001905	0.005714
04:00	0.00381	0.005714
05:00	0.00381	0.032381
06:00	0.017143	0.118095
07:00	0.047619	0.295238
08:00	0.148571	0.304762
09:00	0.152381	0.209524
10:00	0.158095	0.180952
11:00	0.139048	0.182857
12:00	0.186667	0.140952
13:00	0.171429	0.165714
14:00	0.175238	0.188571
15:00	0.222857	0.161905
16:00	0.304762	0.211429
17:00	0.32	0.230476
18:00	0.268571	0.201905
19:00	0.228571	0.175238
20:00	0.167619	0.102857
21:00	0.112381	0.066667
22:00	0.072381	0.030476
23:00	0.030476	0.019048