



Transport Assessment

Southleigh, Havant

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Bloor Homes

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Transport Assessment

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1 Introduction

1.1 Preface

- 1.1.1 Stantec has been commissioned by Bloor Homes to prepare this Transport Assessment (TA) to assess the potential transport-related impacts, effects and strategy solutions to support the strategic allocation for up to 2,100 units to the east of Havant and to support an outline planning application for the proposed development of up to 1,800 homes by Bloor Homes at the Southleigh Site in Havant.
- 1.1.2 The Site is located east of the centre of Havant, northwest of Emsworth and north of the A27. It largely consists of undeveloped land bisected by Southleigh Road and Eastleigh Road.
- 1.1.3 In the context of adopted National, Hampshire County Council (HCC) and emerging Havant Borough Council (HBC) Local Policy, where the emphasis is on the delivery of low car dependency development and the promotion of more sustainable means of travel, it is considered that a vision and validate (or decide and provide) type methodology should be used to develop a transport strategy aimed at achieving these objectives. This methodology aligns closely with the Government's net-zero carbon targets and with local-level targets set in the HCC Local Transport Plan.
- 1.1.4 This TA should be read in conjunction with the suite of planning documents submitted as part of the application, including a Framework Travel Plan, which has been prepared to encourage sustainable travel choices for future residents and visitors of the Site.

1.2 Description of Development

- 1.2.1 The application seeks outline planning permission, with all matters reserved except for primary vehicular access, for a mixed-use development in Havant. Proposals include the demolition of existing buildings, the conversion of farm buildings into offices, residential or small-scale commercial uses, and the construction of new residential dwellings.
- 1.2.2 A Local Centre is proposed, which could accommodate a range of uses, including shops, cafés, restaurants, community facilities, and workspaces. Key infrastructure will include a Primary School, early years provision, public open spaces, a community park, community food growing areas, and active travel routes. Additional support infrastructure, including Sustainable Drainage Systems (SuDS) and utilities, will also be delivered as part of the scheme.
- 1.2.3 The proposed development includes improvements and contributions to off-site active travel routes, which include the Purbrook/Emsworth Route along Bartons Road, a section of Southleigh Road from the Site, and the improvement of Havant Local Cycling and Walking Infrastructure Plan (LCWIP) Route 371 of New Lane.
- 1.2.4 Public transport improvements and enhancements are proposed as part of the development proposals, enhancing the existing service 27 route, which runs along Southleigh Road, as well as providing a new service that runs through the Southleigh development between Emsworth and Havant.
- 1.2.5 Improvements to junctions to mitigate the development impacts are proposed; these would be accompanied by pedestrian/cyclist improvements to facilitate safer movements across these junctions. These proposals are included to tie into the vision for the Site and provide more attractive, safer routes to encourage a modal shift.

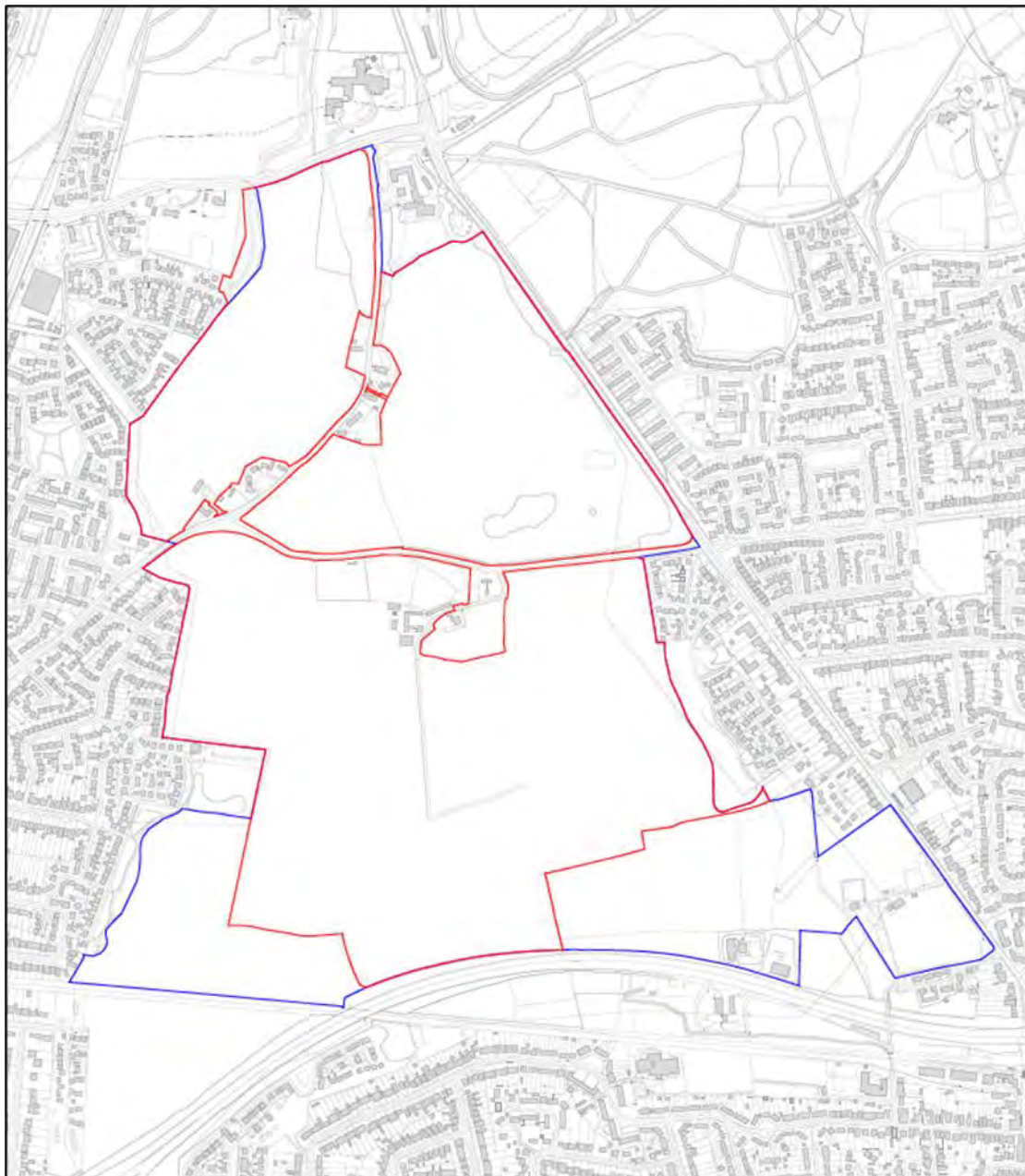
1.3 Site Description

- 1.3.1 The proposed development Site sits between the residential areas of Denvilles to the west and New Brighton to the east, Bartons Road and Southleigh Park House to the north, and the A27



in the south. The Site location plan is provided in **Appendix A**, and in **Figure 1.1** below, which displays two boundaries: the outline application red line Boundary for up to 1,800 units (Site Boundary), and blue Draft Havant Local Plan Allocation Boundary for up to 2,100 units (Allocation 1).

Figure 1.1: Site Boundary and Allocation Boundary



- 1.3.2 The outline application area is based on land within the control of the Applicant and covers the majority of the land identified for housing and communal uses in the Draft Local Plan.
- 1.3.3 The proposals have been developed to ensure that access to the wider allocation site area is an inherent design feature. The development of the two land parcels to the southeast and southwest within the allocation is facilitated, not prejudiced, by the proposals contained in this application.
- 1.3.4 The application seeks planning permission for a residential-led development for some 1,800 units. **Table 1.1** below summarises the application scheme elements. **Section 7** of this report provides further detail on the development proposals.



Table 1.1: Development Components

Land Use	Use Class and Quantum
Residential Development	Up to 1,800 dwellings (C3), including affordable housing
Non-Residential Development	A mixed-use Local Centre comprising the following uses: <ul style="list-style-type: none"> • Retail, commercial, business and service (Use Class E) • Health Centre (Use Class E) • Children's day nursery (Use Class E) • Community Hall (Use Class F2)
Education	Land for a new three-form entry (3FE) primary school (F1 use).
Green Infrastructure	Existing retained vegetation (trees, hedgerows); a Community Country Park, informal open space, children's play, landscaping, ecological enhancements, access routes, sustainable drainage systems including attenuation basins, and ancillary infrastructure.
Access & Movement	Estate roads, pedestrian, cycle and emergency accesses. Mobility Hub adjacent to the Local Centre.
Ancillary Infrastructure	All associated ancillary works, including services and utilities, for example, electricity sub-stations and foul drainage pumping stations.

- 1.3.5 For the purposes of all assessment work contained within this Transport Assessment, the quantum of residential development assessed is up to 2,100 dwellings to account for the wider allocation coming forward in line with HBC's draft Local Plan, although the specific transport measures and mitigation proposed relate to the outline application for 1,800 units.

1.4 Vision and Validate

- 1.4.1 The transport strategy for the Site has been developed using a "vision and validate" approach. This approach, in accordance with DfT Circular 01/2022, the National Planning Policy Framework (NPPF) and Hampshire County Council's (HCC's) Local Transport Plan 4 (LTP4), seeks to establish a sustainable future vision for development, and to embed the principles of that vision in the design approach.
- 1.4.2 In a transport context, this vision-led approach seeks to create and improve connections within the proposed development and between the surrounding communities by walking, cycling, and using public transport, thereby reducing car dependency. This approach for planning for people and places for Southleigh and the wider area is in accordance with HCC's LTP4 Road User Utility Framework.
- 1.4.3 The vision is to transform the Site into a new neighbourhood that meets the area's housing needs with significantly improved public transport and active travel connectivity, and a substantially reduced level of car dependency.
- 1.4.4 Based on a series of future possible scenarios, the proposals incorporate a targeted approach to measures and mitigation schemes that align with the vision of sustainable development to not only benefit the future residents of the development, but also the existing community. These benefits are to be achieved through improvements to active travel and public transport routes and services, as well as improvements to junctions to improve accessibility for all in line with the hierarchy of movement.
- 1.4.5 Validating this vision will be achieved through a Monitor and Manage approach through continuous survey, feedback, adjustments, and scenario testing guidance to ensure that the development's strategic aims remain realistic, achievable, and aligned with the vision aspirations. It also provides an ongoing understanding of the developments' impact on the



local transport network, along with the measures and mitigation schemes that should be put in place to achieve the desired outcomes.

1.5 Pre-Application Discussions

Hampshire County Council

1.5.1 Stantec has engaged in pre-application discussions with Hampshire County Council (HCC) as the Local Highway Authority since January 2023, when the initial transport scoping meeting was held. Since then, a series of consultation meetings have been held between Stantec, HCC and their advisors to discuss the evolving transport strategy and assessment methodology.

1.5.2 A breakdown of the meetings held, and topics discussed is outlined in **Table 1.2** below.

Table 1.2: HCC Consultation

Date	Attendees	Topic
16/01/23	Stantec / HCC / HBC	<u>Transport Scoping Meeting #1</u> Inception meeting outlining the Transport Strategy Proposals, utilising a Vision & Validate methodology and setting aside the transport work undertaken for the Local Plan withdrawn in 2022.
09/05/23	Stantec / HCC / HBC	<u>Transport Scoping Meeting #2</u> Meeting following the issuance of the TA Scoping Note on 24/03/2023. Transport strategy established, including the extent of traffic surveys, and the HCC Strategic Model (SRTM) to be utilised.
09/11/23	Stantec / HCC / NH	<u>Highways Pre-Application Meeting</u> Updated transport strategy presented, including trip purpose and destination forecasts extracted from the SRTM. Scenario testing tool methodology presented, including inputs and overall approach to Vision & Validate with development proposal assumptions.
13/12/23	Stantec / HCC	<u>Vision & Validation Queries</u> Meeting following issuance of TN03 – Trip Forecasting Methodology on 17/11/2023 to address specific queries on this Note.
11/11/24	Stantec / HCC	<u>Highway Pre-Application Meeting</u> Site masterplan and transport update following a brief project hiatus. Trip rate validation surveys carried out, and TN05 – Local Survey Summary issued to HCC for agreement.
01/04/25	Stantec / HCC	<u>Masterplan Connectivity</u> Meeting following on from the Workshop sessions held with HBC in Nov/Dec 2024. Dedicated discussion around the masterplan development, external connectivity, and bus service proposals.
13/05/25	Stantec / HCC / Systra	<u>Modelling Tool Brief</u> Re-brief of the Vision & Validate modelling tool following the onboarding of Systra as external consultants to support HCC in their review.
12/06/25	Stantec / HCC / Systra	<u>Modelling Tool Review</u> Meeting to address a number of queries and requests raised by Systra following their review of submitted material (TN03, TN05, Vision & Validate Tool, and Junction Models)
23/06/25	Stantec / HCC	<u>Transport Access Strategy</u> Meeting to review the access strategy for the Site following the issuance of TN06a – Masterplan Transport for HCC (an adaptation of the Technical Note for HBC following the Masterplanning workshop sessions).
24/06/25	Stantec / HCC / Systra	<u>Modelling Tool Scenario Testing</u> Meeting to run through the Vision & Validate Tool and the specific inputs informing the scenario testing process.



Date	Attendees	Topic
10/10/25	Stantec / HCC / Systra	<u>Trip Forecasting Tool – Factors</u> Meeting to discuss the factors within the Trip Forecasting Tool
27/10/25	Stantec / HCC / Systra	<u>Trip Forecasting Tool – Factors</u> Follow-up meeting to run through the changes to the factors within the Trip Forecasting Tool
25/11/25	Stantec/HCC	<u>Public Transport Strategy</u> Meeting to review the proposed new and enhanced existing bus service provision for the Site
17/12/25	Stantec/HCC	<u>Public Transport Strategy, Site Access Junction, & Junction Mitigation Schemes</u> Meeting to update on the Public Transport strategy viability review. Discussion around submitted access and off-site junction schemes proposed, to be reviewed in detail by HCC internally and a response provided.

- 1.5.3 As outlined above, a series of meetings and workshop sessions have been held with HCC, during which broad agreement has been sought on the overall transport strategy for the Site and the methodology underpinning the assessment process.
- 1.5.4 These meetings have been undertaken alongside the issuance of a number of Technical Notes setting out the assessment detail, transport strategy, and validation process. The key Technical Notes issued to HCC for review are outlined below and are included as **Appendix B** to this report.
- 1.5.5 Stantec provided HCC with a Technical Note dated 17th November 2023 presenting the TN03 Trip Forecasting Methodology. This included scenario testing, how it works and how the assignment tool will be utilised to assess the trip and traffic generation of the development proposals.
- 1.5.6 Hampshire County Council responded with a formal pre-application to this on 9th January 2024, raising 21 points relating to the Transport Strategy for the development. Stantec provided a response on the 29th August 2024 in TN05-P04 “*Local Survey Summary – Trip Rate Validation*”, to respond to HCC’s first point, which was:
- “How are we validating the national assumptions and use of TRICs against the local base line travel patterns and trip rates? There are opportunities to survey local sites and obtain very specific base data from the Manor Farm/Copseys Nursery site, the Land West of Horndean site, Land South of Bartons Road (although incomplete with regards infrastructure provision) and the Hampshire Farm site in Emsworth. All these reflect a modern housing mix and tenure so would be representative of the site in a base scenario.”*
- 1.5.7 The surveys conducted in response to the above were then used to update the validation of the Trip Forecasting Tool to better align with the trip generation characteristics of the local area, although the differences were marginal.
- 1.5.8 The following key Technical Notes (**Appendix B**) have been produced during the pre-application discussions to keep HCC informed of the assessment progress and seek agreement on the methodology and strategy at each stage. These include:
- TN02 – Traffic Survey Data Summary (21/07/2023)
 - TN03 – Trip Forecasting Methodology (17/11/2023)
 - TN05 – Local Survey Summary (26/11/2024)
 - TN06 – Overview of Transport Proposals (11/04/2025)



- TN11 – Trip Forecasting Tool Modifications (30/07/2025)
- TN12 – Trip Forecasting Tool Factors (23/10/2025)

Havant Borough Council

- 1.5.9 Havant Borough Council (HBC), as the Local Planning Authority (LPA), have been involved in a number of meetings alongside HCC to discuss the development proposals and transport strategy for the Site as set out in **Table 1.3**.
- 1.5.10 In addition to these meetings, a series of specific Masterplanning workshops were held with the planning authority to ensure HBC were suitably informed of the technical work being undertaken to support the development of the masterplan.

Table 1.3: HBC Masterplanning Workshops

No.	Date	Topic
1	25/11/2024	Inception, Baseline Analysis, and Distribution of Land Uses
2	02/12/2024	Blue & Green Infrastructure
3	06/12/2024	Connectivity & Active Travel
4	16/12/2024	Emerging Masterplan

- 1.5.11 These Masterplanning workshops were followed up with Technical Notes for the relevant disciplines, including Connectivity and Active Travel. This Technical Note is included as **Appendix B**.

National Highways

- 1.5.12 Engagement with National Highways has been ongoing since their inclusion in the early pre-application highways strategy meeting in November 2023. As the authority responsible for the A27 trunk road, its slip roads, and some of its associated junctions, the impact of the development proposals on the Strategic Road Network (SRN) corridor has been a key consideration.
- 1.5.13 The view that National Highways presented reflected NH Policy based on Department for Transport Circular 01/2022, i.e. that:
- *“New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable”. (Paragraph 12)*
 - *“walking, wheeling, cycling and public transport must be the natural first choice for all who can take it”. (Paragraph 13)*
 - *local planning and highway authorities need to be “moving away from transport planning based on predicting future demand to provide capacity (‘predict and provide’) to planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes (vision-led approaches including ‘vision and validate,’ ‘decide and provide’ or ‘monitor and manage’). (Paragraph 15)*
 - *“Successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries”. (Paragraph 17)*



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- 1.5.14 In addition to discussions around the SRN impacts, discussions were held to address a previously developed concept access proposal, as part of the now-withdrawn HBC draft Local Plan (2019), to potentially serve the Site with a new / rearranged junction directly with the A27.
- 1.5.15 The preferred option of a possible new junction with the A27 (referred to as Option 1B in HBC reports) worked up for the withdrawn Local Plan by HBC's consultants, Mainland, had an indicative layout included as part of the Transport Assessment Addendum (Dec 2020) that formed part of the withdrawn Local Plan evidence base. Notwithstanding the fact that the provision of new trunk road junctions to serve development should be considered a last resort, the indicative road layout was presented to National Highways by Stantec as part of a pre-application meeting in November 2024 to ascertain their initial view on the layout and the general principles and policy of providing a new junction with the A27. NH noted that no previous agreement had been reached with HBC over the acceptability or otherwise of such a junction at the time.
- 1.5.16 The review concluded that Option 1B does not comply with mandatory safety standards due to critical shortcomings in weaving distance and associated safety requirements.
- 1.5.17 Following this consultation with National Highways and with reference to national, regional, and local transport policy, the provision of a new junction with the A27 (as had been previously considered in 2019/20 for the withdrawn Local Plan) was no longer considered appropriate or viable for the Site. However, there remains a need to assess the proposed transport strategy and to demonstrate that the access and movement requirements can be satisfactorily delivered to HBC, HCC and NH.
- 1.5.18 It should also be noted that the emerging HBC Local Plan (Draft Building a Better Future Plan) does not present a general vehicle connection with the A27 as an allocation requirement, nor does it include a new A27 junction layout.

Stagecoach

- 1.5.19 As the main bus operator within Havant, Stagecoach have been consulted periodically to discuss the development proposals and understand their views on serving the Site through bus service options. Whilst there is no presumption that Stagecoach would be the provider of any new services that may be required, they do have a local understanding of the issues and potential viability of operations.
- 1.5.20 The dates of consultation meetings are outlined below:
- 11/07/2023 – Initial consultation to set out Stantec's early thoughts on potential new/enhanced services for the Southleigh site
 - 09/06/2025 – Follow-up consultation with progressed public transport strategy
- 1.5.21 During these consultation meetings, Stagecoach expressed a number of key views as the predominant local operator that have been taken into consideration in the development of the proposals:
- Willingness to support the principles of the service for the Southleigh site, as well as enhancements to existing services.
 - Preference to have a new service as a standalone from Havant Bus Station rather than an extension to an existing service.
 - A new service along Bartons Road and into the Site would be positive for existing residents in the local area.
 - Would expect a service to operate on an approximate 1-hour round trip and provide a service every 20 minutes.



- Flexibility around specific service routing beyond Bartons Road and the Site would be dictated by subsequent demand modelling and masterplan layout.
- Potential to offer a direct partnership with the developer to start an operational service, dependent on conditions.
- Consideration would be needed around the preservation of the 700 Coastliner service along the A259. Would not want any impacts on this route or patronage conflicts.

1.6 Public Consultation

- 1.6.1 To inform the development proposals outlined as part of this application, a public consultation was held across two days on 13th and 14th June 2025 at the Emsworth Baptist Church, Emsworth and Stride Centre, Denvilles, respectively. These exhibitions were well attended by both members of the public and elected members.
- 1.6.2 The public exhibitions were accompanied by an online consultation period, which ran until 7th July 2025.
- 1.6.3 On the 27th January 2026, a Development Consultation Forum (DCF) was held at the Public Service Plaza, Havant. This DCF is a meeting facilitated by HBC on behalf of the developer, which provided an opportunity for residents, community groups, and local councillors to hear about the development proposals and to provide feedback directly to the developer.
- 1.6.4 The DCF consisted of an open exhibition displaying the development proposals, followed by the Developer and design team presenting the scheme and allowed time for Local Councillors to ask questions on the proposals.

1.7 Report Structure

- 1.7.1 The remainder of the report follows the structure below:
- **Section 2:** Policy Context – Provides information of the relevant National, Regional and Local policies that inform the design of the development.
 - **Section 3:** Site in Context– This section outlines the context in which the existing site sits, including its location and transport infrastructure.
 - **Section 4:** Vision and Validate Approach – This section presents the Vision and Validate approach to assessing the Site.
 - **Section 5:** Site Accessibility & Sustainable Travel Strategy – This section outlines the available infrastructure to travel to and from the Site by sustainable modes.
 - **Section 6:** Highway Network – This section outlines the local and strategic highway access to the Site, along with Personal Injury Collision data for the surrounding area.
 - **Section 7:** Development Proposals – This section provides an overview of the development proposals for the Site.
 - **Section 8:** Trip Generation, Distribution and Mode Share – This section demonstrates the trip generation, distribution and forecast mode share of the development on a zone-to-zone movement basis, in order to establish potential impacts on the transport network.
 - **Section 9:** Vehicular Trip Assignment – This section provides the methodology for distributing the trip generation of the development on the local and strategic highway network.



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- **Section 10:** Traffic Impact Appraisal – This section outlines the results of the junction modelling.
- **Section 11:** Warblington Level Crossing – This section presents the queuing and journey time surveys carried out at the Warblington Level Crossing
- **Section 12:** Provisional Construction Method Statement – This section details the provisional measures that will be used for the construction of the development, in terms of transport.
- **Section 13:** Summary and Conclusions – This section provides a summary of the development and the conclusion of the Transport Assessment.



2 Policy Context

2.1 National Planning Policy Context

National Planning Policy Framework (NPPF)

- 2.1.1 The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for the country. These policies are then interpreted and applied locally to meet local development aspirations.
- 2.1.2 The NPPF sets out the Government's commitment to ensuring that the planning system does everything it can to support sustainable economic growth. Significant weight is placed on the need to support economic growth through the planning system.
- 2.1.3 The revised National Planning Policy Framework (NPPF) came into force in December 2024 with minor amendments made on 7th February 2025. The presumption in favour of sustainable development remains the core objective of the NPPF (paragraph 10 states that *"So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development."*)
- 2.1.4 In Section 9 'Promoting sustainable transport', paragraph 109 states that: *"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*
- a) making transport considerations an important part of early engagement with local communities;*
 - b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
 - c) understanding and addressing the potential impacts of development on transport networks;*
 - d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
 - e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
 - f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*
- 2.1.5 Paragraph 110 follows this up by stating, *"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural area, and this should be taken into account in both plan-making and decision-making."*
- 2.1.6 Paragraphs 109 and 110 describe circumstances that support the allocation of Southleigh, Havant, as a strategic site. It is considered that the Site can be made sustainable through both the on-site design and access arrangements proposed, as well as the proposed new public transport and walk and cycle improvements, thereby providing an appropriate choice of transport modes that promote sustainable travel options. The fundamental methodology for



achieving sustainable development is the utilisation of the vision-led approach, or 'Vision & Validate', as described in **Section 6** of this TA.

- 2.1.7 Paragraph 116 states, "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.*"
- 2.1.8 The National Planning Policy Framework promotes development in sustainable locations, or locations that can be made sustainable, maximising the use of existing infrastructure while supporting further infrastructure improvements to benefit the wider local economy. It prioritises access by public transport, walking, and cycling, while the residual traffic impact of development only needs to be addressed if it is considered severe.
- 2.1.9 As is set out in **Section 3 & Section 4** of this TA, the Site is in a strategically sustainable location, being close to an existing town centre, existing schools, facilities and services, including railway stations, and could be made even more sustainable in strategic location terms by the improvements proposed as part of this application.
- 2.1.10 While **Section 7** outlines the proposals to improve the active travel and public transport provision and services in the area, to enable current and future residents to travel in a more sustainable manner, reducing the reliance on cars.

Planning Practice Guidance (PPG) – Department for Communities and Local Government (March 2014)

- 2.1.11 The supporting 'Planning Practice Guidance' provides a section on Travel Plans, Transport Assessments and Statements in decision-making. This states that Transport Assessments can positively contribute to the following:
- *"encouraging sustainable travel;*
 - *Lessening traffic generation and its detrimental impacts;*
 - *Reducing carbon emissions and climate impacts;*
 - *Creating accessible, connected, inclusive communities;*
 - *Improving health outcomes and quality of life;*
 - *Improving road safety; and*
 - *Reducing the need for new development to increase road capacity or provide new roads"*
- 2.1.12 The guidance also states that Transport Assessments should be:
- *"proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
 - *Established at the earliest practicable possible stage of a development proposal;*
 - *Be tailored to particular local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
 - *Be brought forward through ongoing collaborative working between the Local Planning Authority/Transport Authority. Engaging communities and local businesses in TAs can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)"*



Department for Transport (DfT) Circular 01/2022

- 2.1.13 The DfT published the Circular 01/2022 on 23rd December 2022, which outlines the policies and strategic principles that apply to development in relation to the Strategic Road Network (SRN). This document replaces Circular 02/2013.
- 2.1.14 Paragraph 12 states that *“New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable”*.
- 2.1.15 Paragraph 13 outlines that, as set out in other Government documentation, *“walking, wheeling, cycling and public transport must be the natural first choice for all who can take it”*
- 2.1.16 Paragraph 15 outlines that local planning and highway authorities need to be *“moving away from transport planning based on predicting future demand to provide capacity (‘predict and provide’) to planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes (vision-led approaches including ‘vision and validate,’ ‘decide and provide’ or ‘monitor and manage’)”*.
- 2.1.17 Paragraph 17 states, *“Successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries”*.
- 2.1.18 Paragraph 23 states, *“Capacity enhancements such as modifications to existing junctions or road widening to facilitate development should be determined on a case-by-case basis. The general principle should be accepted where proposals would include measures to improve community connectivity and public transport accessibility, and this will be weighed against any negative safety, traffic flow, environmental and deliverability considerations, impacts on the permeability and attractiveness of local walking, wheeling and cycling routes, and alternative options to manage down the traffic impact of planned development or improve the local road network as a first preference.”*
- 2.1.19 Paragraph 44 indicates that *“Travel plans are an effective means of incentivising the use of sustainable modes of transport. Where these are required, development promoters must put forward clear targets and commitments to manage down the traffic impact of development and maximise the accessibility of and within sites by walking, wheeling, cycling, public transport and shared travel. Targets for achieving a modal shift to sustainable transport will need to be subject to sustained monitoring and management by an appointed travel plan coordinator.”*
- 2.1.20 Paragraph 48 states that, *“Where a transport assessment is required, this should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Where such development has not been identified in an up-to-date development plan (or an emerging plan that is at an advanced stage), developers should demonstrate that the development would be located in an area of high accessibility by sustainable transport modes and would not create a significant constraint to the delivery of any planned improvements to the transport network or allocated site.”*
- 2.1.21 The proposed development aligns with the DfT Circular, which prioritises active travel and public transport when designing the Site, with a network of greenways throughout the development, connecting to the existing footways and cycleways, some of which are proposed to be improved as part of the development. Enabling current and new residents to access local amenities more safely. For amenities further away, the bus service proposals will increase connectivity to Havant and Emsworth town centres and railway stations, enabling more multi-modal trips.
- 2.1.22 These measures will be reinforced through the submitted Travel Plan to encourage future residents to achieve a modal shift from cars to more sustainable means of travel.



2.2 Local Planning Policy

Havant Adopted Local Plan

- 2.2.1 There are two documents that make up the current Adopted Local Plan for Havant. The first is the Havant Borough Core Strategy (HBCS), adopted by HBC in March 2011 and sets the planning framework for the communities of Havant Borough until 2026. The second is the Havant Borough Local Plan (Allocations) (HBLPA), which was adopted by HBC in July 2014, following on from the HBC's plan for the delivery of the Borough's vision for growth and prosperity up to 2026.
- 2.2.2 Havant Borough Local Plan 2036 has been withdrawn; hence, HBC is in the process of preparing a new Local Plan, as described below.

Draft Building a Better Future Local Plan 2025

- 2.2.3 Havant has begun the development of a new Local Plan, *"Draft Building a Better Future Plan"*, which went to consultation between 6th May – 1st July 2025. The proposed policies that relate to transport are:
- *"A strategic policy setting out the key transport infrastructure requirements over the plan period"*
 - *"Site allocations which maximise development in locations which have good access to shops, services and facilities"*
 - *"Development management policies setting out expected standards and requirements for access and parking in new development, with sustainable modes places at the forefront"*
 - *"A development management policy to limit new accesses onto classified roads, for highways efficiency and safety reasons"*
 - *"A development management policy that supports electronic communications networks and expects high speed network infrastructure to be provided as part of the new development"*
- 2.2.4 Allocation 1: Southleigh, Havant is included within the Building a Better Future Local Plan 2025 as the largest allocation within the plan. The application Site represents approximately 85% of the full allocation area, this smaller area being beyond the control of the applicant.
- 2.2.5 The allocation requirements included within the draft Local Plan have been considered as part of this application, specifically those around producing *"a comprehensive access and movement strategy focused on sustainable transport options"*.
- 2.2.6 Policy 4: Infrastructure and Environmental Mitigation to Support Development states with regards to highways and transport *"The Council will work with infrastructure providers and other partners to bring about the strategic infrastructure investment needed in the Borough to accommodate planned development, with a particular focus on:*
- a) *Securing improvements to the Borough's transport network, in particular to support a shift to low carbon and sustainable modes;"*
- 2.2.7 Additionally, Policy 4 covers the safeguarding of land for:
- n) *"Transport mitigation"*
 - *A road and/or active travel link to the south west to serve Southleigh (BL5) (exact requirements to be determined through transport assessments for the Local Plan and the site)"*



Transport Assessment

2.2.8 Policy 47: Accessibility, Transport and Parking states that:

- a) *“development proposals must be informed by the following hierarchy;*
 - i. *opportunities to reduce travel demand and the need to travel;*
 - ii. *vulnerable users, including people with disabilities or long-term mobility-related health conditions;*
 - iii. *people walking;*
 - iv. *people cycling;*
 - v. *people using public transport;*
 - vi. *delivery of goods; and*
 - vii. *other motor vehicles.*

2.2.9 Policy 47 continues to state, *“Planning permission will be granted for development proposals, provided that:*

- b) *The needs of all people and modes of transport have been considered, with sustainable and active modes of travel prioritised and positively encouraged through on and/or off-site measures;*
- c) *The site is located and planned so that*
 - i. *Safe and suitable access to the site is provided for all people and modes of transport, with priority given to walking, cycling and public transport;*
 - ii. *The layout prioritises comfortable non-motorised movement to all parts of the site, and provides a high level of permeability to link with the wider network beyond the site;*
 - iii. *The site layout encourages lower vehicle speeds, for the safety of all users;*
 - iv. *Any existing public rights of way on site are safeguarded or diverted and rights of way on and near the site are improved where necessary to address the impact of the development;*
 - v. *The streets, including public and private parking areas, contribute positively to the design of the development and deliver a high quality public realm, including through the use of high quality materials and integration of landscaping;*
 - vi. *Sufficient visibility and lighting are provided for the safe use of the streets, cycle routes, walking routes and parking areas;*
 - vii. *Provision is made for the parking of motor vehicles and cycles in line with Council standards; and*
 - viii. *Adequate provision is made for varying sizes of vehicles, including refuse and emergency vehicles, to access all parts of the site, park, load, unload and turn safely and with ease;*
- d) *Any transport impacts are fully assessed and mitigated where necessary as follows:*
 - i. *Where required, a satisfactory Transport Statement or Transport Assessment is submitted which evaluates transport impacts and demonstrates that the needs of the*



development for all modes have been considered and any adverse impacts on the wider area are mitigated;

- ii. A sequential approach is taken to mitigation measures so that they first avoid or reduce the need to travel, then consider the needs and the experience of all highway users, in line with the hierarchy set out at criterion a. above;*
 - iii. The traffic generated by the development, taking into account any proposed avoidance and mitigation measures, would not result in severe impacts, either individually or cumulatively, on the transport network and would not have an unacceptable impact on highway safety;*
 - iv. A Travel Plan is provided where appropriate in relation to the scale and type of development; and*
 - v. The development contributes to the delivery of identified improvements to the pedestrian, cycle, public transport and/or road networks as appropriate;*
- e) The development would not compromise the ability of Local Authorities or Highway Authorities to deliver identified interventions.”*

- 2.2.10 The development proposals for the Site have been developed in accordance with Policy 4: Infrastructure and Environmental Mitigation to Support Development and Policy 47: Accessibility, Transport and Parking. This has been done to ensure the development incorporates sustainable transport as a core part of the Site vision, to reduce reliance on private cars, and to promote healthier lifestyles for employees, residents and visitors.

Hampshire Local Transport Plan 4

- 2.2.11 In February 2024, Hampshire County Council adopted its Local Transport Plan 4 (LTP4), which superseded LTP3. This establishes transport policy for Hampshire, including specific policies with respect to new development across all Local Plan areas.

- 2.2.12 The vision for LTP4 is:

“A carbon neutral, resilient and inclusive transport system designed around - and with - people, which: supports health, wellbeing and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire’s unique natural and built environment.”

- 2.2.13 LTP4 has outlined nine core outcomes grouped under four key themes. The outcomes define what HCC is seeking to achieve and provide the focus for how it progresses to considering the right solutions for Hampshire. The core outcomes are considered by HCC to “*reflect the national, sub-national and local policy context, the current challenges for the status of the network; and the drivers for change.*” The core outcomes outlined in the LTP4 are:

A Carbon neutral, resilient Hampshire

- *“Reduce transport related carbon emissions to net zero (neutrality) by 2050.”*
- *“A transport network that is resistant to climate change, extreme weather, incidents and major disruptive events.”*

Respect and Protect Hampshire’s environment

- *“Improved air quality and less noise disturbance from transport”*
- *A transport network that protects and enhances our natural and historic environments, resulting in an overall net environmental gain”*



Thriving and prosperous places

- *“Supporting a connected economy, creating successful places and ensuring Hampshire continues to prosper whilst reducing its emissions.”*
- *“Support sustainable housing and employment growth and regeneration that positively supports our LTP4 vision.”*

Healthy, happy, inclusive lives

- *“A network that supports and enables active travel and active lifestyles to improve our health and wellbeing.”*
- *“A transport system that provides more equitable access to services, opportunities and life chances delivering improved quality of life for all in Hampshire.”*

2.2.14 LTP4 proposed 9 core policies intended “to provide fundamental ‘rules’” that HCC believe are needed to deliver the proposed LTP4 outcomes. These policies are:

- Policy C1 – *“Putting people and places at the heart of our decisions”*
- Policy C2 – *“Efficient and sustainable movement of goods”*
- Policy C3 – *“Transport strategies and schemes to be developed in accordance with consideration of all users (Road User Utility Framework)”*
- Policy C4 – *“Place climate change at the heart of decision-making”*
- Policy C5 – *“Support local living and reduce demands on transport”*
- Policy C6 – *“Encourage sustainable travel behaviour”*
- Policy C7 – *“A Safe Systems approach for Hampshire”*
- Policy C8 – *“Managing the harmful health effects of poor air quality and noise disturbance due to transport”*
- Policy C9 – *“Protecting the environment”*

2.2.15 LTP4 Guiding Principle 1: Give People a choice of high-quality travel options aims to “Avoid, Reduce, Replace, Offset” the carbon emissions from transport, using the principles of the transport hierarchy and the Road User Utility Framework. The aim is to achieve this through the provision of high-quality travel options, reducing the dependency on the private car but *“providing better walking, cycling and public transport choices”*. Providing the choice to ‘live locally’ and allowing for efficient vehicle use through attractive and frequent public transport options.

2.2.16 Section 8.1: Our Route to 2050 in the LTP4 states that there is a:

*“Shifting away from ‘planning for vehicles’, towards ‘**planning for people and places**’ and an increased focus on ‘**decide and provide**’ or ‘**vision and validate**’ policies which will deliver our LTP4 vision. An emphasis on modal shift and managing demand for road space, rather than just supplying the extra capacity to meet this demand.”*

2.2.17 This underpins the transport strategy for the Site, see **Sections 4 & 8**, which is in accordance with Guiding Principle 1 and “Our Route to 2050” guidance on Vision and Validate. This is reflective of the Site’s vision to provide sustainable transport options to the future residents, employees, and visitors, aiming to reduce single-occupancy vehicle use.



Emsworth Neighbourhood Plan

- 2.2.18 HBC adopted the Emsworth Neighbourhood Plan in September 2021. It forms part of the development plan for the area's vision up to 2036 and will be used to determine planning applications.
- 2.2.19 The southeastern portion of Allocation 1: Southleigh, Havant, identified in the HCC Emerging Local Plan (Building a Better Future), falls within the boundary of the Emsworth Neighbourhood Plan. The plan doesn't specifically refer to the Site or any associated requirements but does contain transport-related policy.
- 2.2.20 Policy M1, regarding Cycle Storage Provision, states:
- *"All proposed new residential development applications should include cycle shortage facilities based on one per one or two bedroom dwelling or two per three or more bedroom dwellings"*
 - *"All new non-residential development applications should include covered and secure storage in accordance with most recent technical standards prepared by Havant Borough Council"*

Havant Borough Council Parking Supplementary Planning Document (July 2016)

- 2.2.21 This document provides the parking standards for land uses within the boundaries of Havant Borough Council. The cycle and car parking standards are shown in **Table 2.1** and **Table 2.2**, respectively. It is understood that an updated parking SPD will be prepared in due course as part of the emerging Local Plan. If this is adopted prior to any consent on the Southleigh site, the new standards will apply. In the interim, the proposed development will provide parking in accordance with current standards, although this will need to be reviewed as time progresses to align with the Site's vision.

Table 2.1: Havant Cycle Parking Standards

Land Use	Type	Short Stay	Long Stay
Residential	1 Bed	In larger developments (schemes of 10 or more dwelling), short-term visitor parking will be expected at 20% of the long-term cycle parking standard	1 Space per unit
	2 Beds		2 Spaces per unit
	3 Beds		
	4+ Beds		
Education	Schools	All new educational establishments or expansions of more than 50 sqm will require a transport appraisal and school or college travel plan to determine provision and facilities. The plan and transport appraisal or assessment is required to identify and justify any allocation to staff, students or community users. For 16+ colleges/further education colleges, consideration should be given to the use of powered two-wheelers/mopeds by young people.	
	Nurseries	1 stand per 6 full-time staff	At least 2 stands per establishment
A1 Shops	Non-food retail and General Retail	Whichever is greater: 1 space per 6 staff or 1 per 300sqm GEA	1 stand per 200sqm GEA
	Food Retail		



Table 2.2: Havant Car Parking Standards

Land Use	Type	Minimum Car Parking Requirements
Residential	1 Bed	1 Space
	2 Bed	2 Spaces
	3 Bed	3 Spaces
	4+ Bed	
Education	Nurseries	1.5 spaces per 2 full-time staff
	Schools	1 space per teaching member of staff + 2 space per 3 non-teaching staff
A1 Shops	Non-Food Retail and General Retail	1 space per 20sqm (Covered Areas) 1 space per 30sqm (Uncovered Areas)
	Food Retail	1 space per 14 sqm (Covered Areas)



3 Site in Context

3.1 Introduction

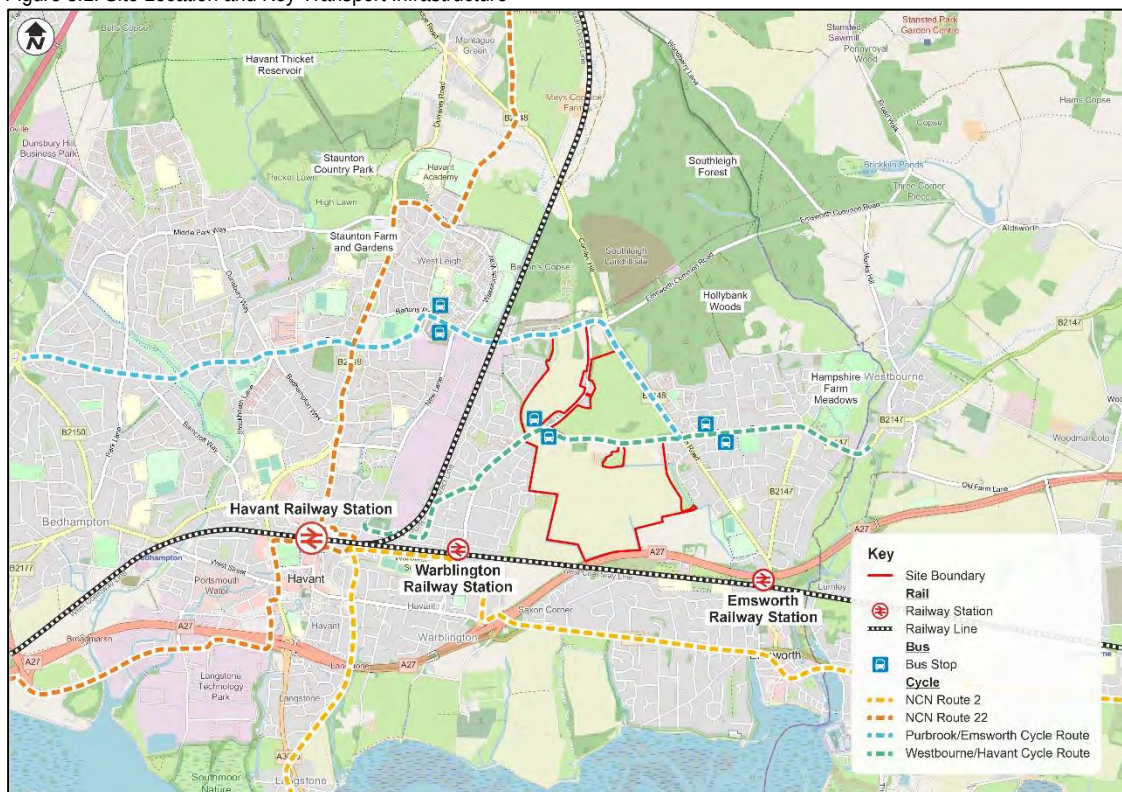
3.1.1 This section outlines the existing site context regarding the surrounding area, amenities and local infrastructure.

3.2 The Existing Application Site

3.2.1 The Site is located on the eastern edge of Havant, with Emsworth beyond to the south and east. It comprises mainly green field areas surrounding a small number of existing properties and farm buildings. The Site is divided by Southleigh Road running east to west through the Site's centre. Eastleigh Road runs between Bartons Road on the northern boundary of the Site and Southleigh Road to the south. Both Southleigh Road and Eastleigh Road are subject to 7.5T weight limits except for loading.

3.2.2 **Figure 3.1** displays the Site's context and existing key transport infrastructure.

Figure 3.1: Site Location and Key Transport Infrastructure



3.2.3 The Site is bounded to the north by Bartons Road, and by Horndean Road (B2148) to the east, which provides access towards Emsworth. The B2148 is also subject to a 7.5T weight limit north of Bartons Road and has a height restriction of 3.5m where it passes beneath the railway line at Emsworth. The A27 borders the Site to the south, along with the West Coastway rail line beyond. West of the Site is the residential area of Denvilles, with New Brighton to the east.

3.2.4 A collection of farm buildings and dwellings is currently accessed from the southern side of Southleigh Road, central to the Site. Several dwellings are situated along the extent of Eastleigh Road between Southleigh Road and Bartons Road, with access roads and driveways present on either side of the carriageway. In addition, Southleigh Park House, a Grade II listed building, c.90m south of Bartons Road and bordering the Site, is presently an

unoccupied commercial development with planning consent for 20 residential dwellings (Ref: [APP/23/00871](#)).

- 3.2.5 Southleigh Road is part of the existing local cycle network, with a shared foot/cycleway route running along the southern side of the carriageway. Southleigh Road also accommodates an infrequent local bus service (No.27) running between Rowlands Castle, Havant Town Centre and Emsworth, with bus stops located towards the western edge of the Site.
- 3.2.6 Bartons Road is currently identified as part of the local cycle network. The northern area of Havant can be accessed via Bartons Road, while the bus stops on Wakefords Way, which provides access to and from Havant Town Centre.
- 3.2.7 Both Havant Town Centre and Emsworth Town Centre areas are accessible from Southleigh Park via walking and cycling routes through the local area. Additionally, two National Cycle Network (NCN) Routes are present through Havant and Emsworth, providing dedicated cycle routes and active travel connectivity.
- 3.2.8 Three rail stations – Emsworth, Warblington, and Havant – are located in relatively close proximity to the Site. Emsworth and Warblington are within a practical walking and cycling distance of the Southleigh Site and are also accessible via local bus services. Emsworth and Warblington rail stations facilitate connections to regional destinations along the south coast and, via interchange at Havant, to towns and cities to the north and to London. Havant rail station is slightly more distant but within commuting range (c. 30-minute walk, 10-minute cycle), and as the largest station in the area, it offers more frequent services and wider regional and national connectivity with direct services to London.

3.3 Local Amenities

- 3.3.1 The Site is located within good proximity to existing local amenities and key destinations, including Emsworth and Warblington Rail Stations and Havant Town Centre and Bus/Rail Stations, albeit there are some movement constraints on the existing transport networks.
- 3.3.2 The Site is located between Emsworth and Havant, so residents can benefit from facilities in both towns. Facilities such as local retail stores, nurseries, and primary schools are adjacent to the Site off Southleigh Road and Horndean Road.
- 3.3.3 Beyond the residential areas, immediately adjacent to Southleigh, Havant Town Centre, and Emsworth Town Centre provide access to numerous local facilities for retail, leisure, health, and education purposes. These Town Centre areas are within walking / cycling distance for residents of the Southleigh Site and will provide access to the key amenities.
- 3.3.4 The key local amenities are presented in **Table 3.1** and **Figure 3.2**.
- 3.3.5 Dedicated facilities are to be provided within the Site itself, allowing residents to live locally and reduce the need to travel. The on-site Local Centre will include retail, community, and early years facilities, while the 3-form entry Primary School will further facilitate internal movements and reduce the need to carry out external trips



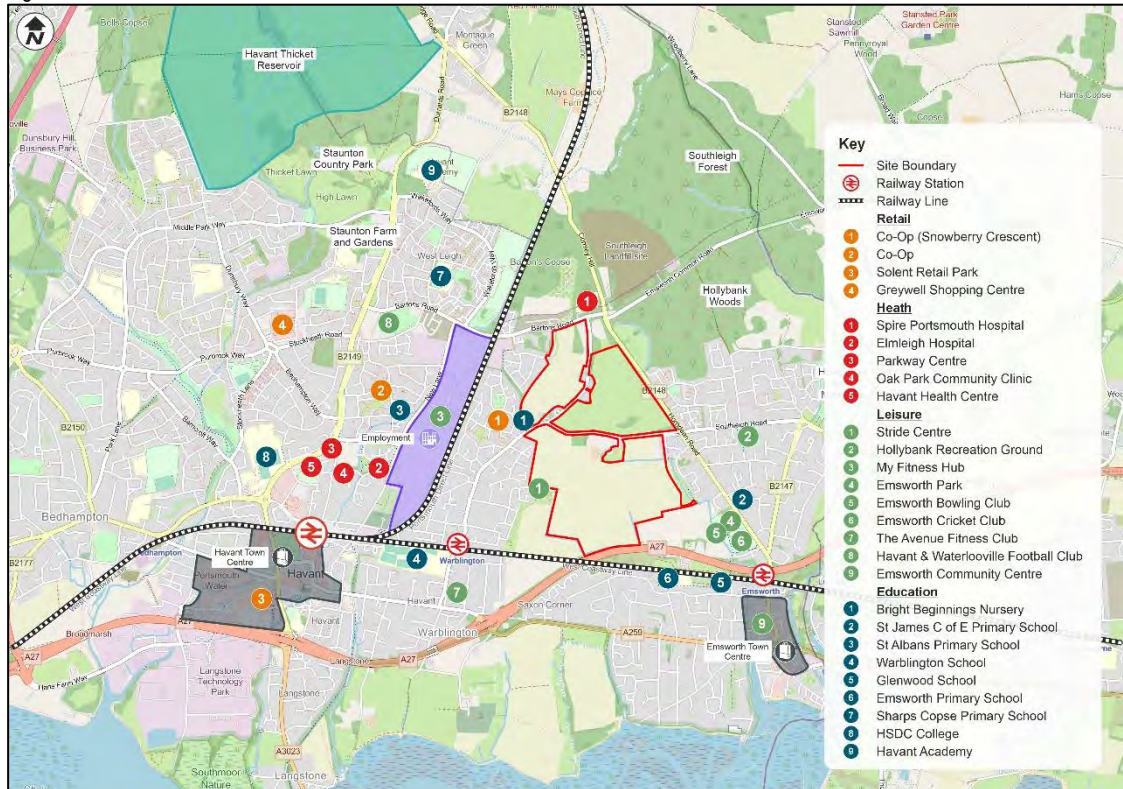
Transport Assessment

Table 3.1: List of Local Amenities

Category	Name	Travel Distance	Walk Time	Cycle Time
Transport	Warblington Railway Station	1.1km	15 minutes	3 minutes
	Ensworth Railway Station	2.1km	28 minutes	6 minutes
Retail	Co-Op (Snowberry Crescent)	650m	9 minutes	2 minutes
	Co-Op	1.5km	19 minutes	4 minutes
	Solent Retail Park	3.1km	50 minutes	11 minutes
Health	Spire Portsmouth Hospital	1.2km	15 minutes	4 minutes
	Elmleigh Hospital	1.8km	25 minutes	6 minutes
	Parkway Centre	2.1km	29 minutes	6 minutes
	Oak Park Community Clinic	2.2km	30 minutes	7 minutes
	Havant Health Centre	2.6km	36 minutes	9 minutes
Leisure	Stride Centre	1.1km	15 minutes	3 minutes
	Hollybank Recreation Ground	1.4km	19 minutes	5 minutes
	My Fitness Hub	1.6km	22 minutes	5 minutes
	Emsworth Park	1.7km	23 minutes	5 minutes
	Emsworth Bowling Club	1.7km	23 minutes	5 minutes
	Emsworth Cricket Club	1.7km	23 minutes	5 minutes
	The Avenue Lawn Tennis, Squash and Fitness Club	1.7km	23 minutes	5 minutes
	Havant & Waterloo Football Club	2.2km	31 minutes	7 minutes
	Emsworth Community Centre	2.4km	33 minutes	7 minutes
Education	Bright Beginnings Nursery	650m	7 minutes	2 minutes
	St James C of E Primary School	1.6km	21 minutes	5 minutes
	St Albans Primary School	1.6km	22 minutes	5 minutes
	Warblington School	1.6km	22 minutes	5 minutes
	Glenwood School	2.3km	32 minutes	7 minutes
	Emsworth Primary School	3.1km	42 minutes	10 minutes



Figure 3.2: Local Amenities

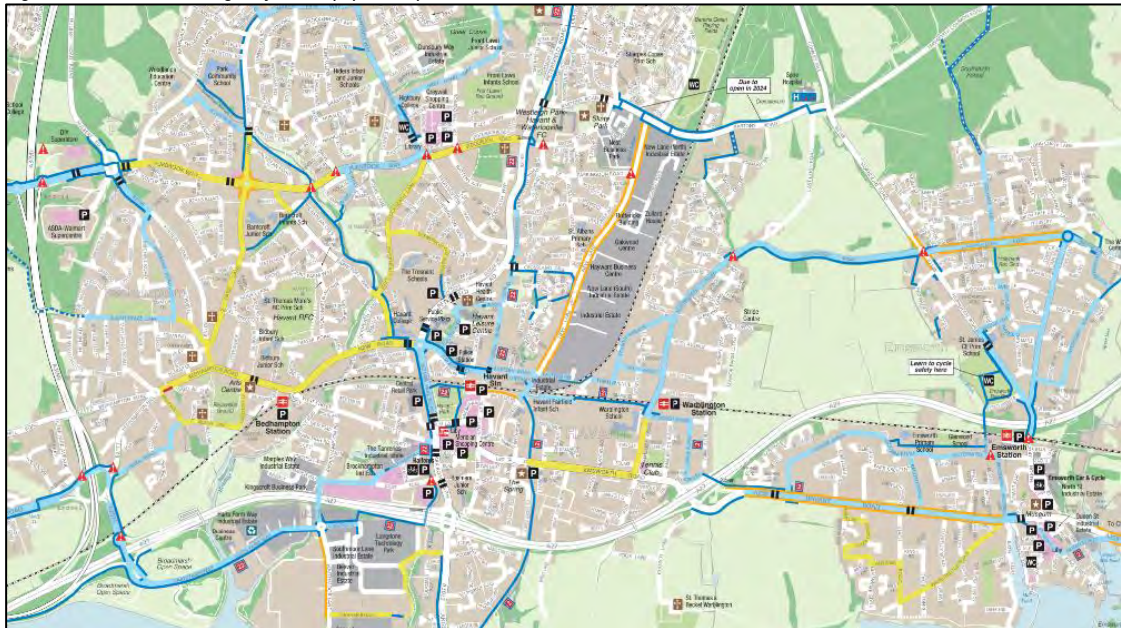


4 Site Accessibility

4.1 Active Travel

- 4.1.1 The Site is located along and close to designated local cycling routes and existing National Cycle Networks (NCNs). Further signposted cycle routes within the Emsworth and Havant areas can be accessed from these routes. A comprehensive map of cycle routes in the local area can be found on the Havant Borough Council Interactive Cycle Map; an extract is shown in **Figure 4.1** below.

Figure 4.1: Havant Borough Cycle Map (Extract)



- 4.1.2 Southleigh Road, across the Site extents, has a shared footway/cycleway c. 2.5–3.0m wide along the southern side of the carriageway from Horndean Road to c. 60m northeast of Rowan Road, where cyclists are directed to re-join the carriageway or cross the road to a short, shared foot/cycleway section on the west side of Southleigh Road. On the north-west side of Southleigh Road, there is a short, unprotected northbound cycle lane across the Rowan Road junction directing cyclists to join the c. 2.7m wide shared footway/cycleway that provides the connection on the opposite side via a dropped kerb crossing with tactile paving. This route is part of the Westbourne/Havant Cycle Route, the key cycle route running between the Southleigh Site and Havant Town Centre.
- 4.1.3 Horndean Road provides the direct link to Emsworth, including Emsworth Park and Emsworth Rail Station. Footways of varying widths are present on both sides of the Horndean Road carriageway, the widths of these being constrained by the highway boundary and property boundaries. The junctions along Horndean Road have dropped kerbed crossings with tactile paving, and a controlled toucan crossing provides access across Horndean Road between Emsworth Park and St James' C of E Primary School.
- 4.1.4 There is an additional sign-posted pedestrian/cycle route between Southleigh Road and St James' C of E Primary School / Emsworth Park utilising the designated quiet streets of Woodlands Avenue, Garland Avenue, and Bellevue Lane, along with the traffic-free route within Hollybank Recreation Ground.
- 4.1.5 Southleigh Road to the southwest connects to NCN Route 2, which runs between Havant, Warblington, and Emsworth and beyond to Chichester. Additionally, NCN Route 2 connects Havant to Hayling Island and accesses NCN Route 22 in Havant. Beyond Havant, NCN Route

22 connects to the NCN Route 236 and Route 222, providing a route to the west of Portsmouth and a route around the perimeter of Portsmouth.

- 4.1.6 Two footbridges facilitating the crossing of the rail line are present to the west of the Southleigh development site. These are accessed from Rowan Road/Nutwick Road and Forth Avenue/Third Avenue, with the Third Avenue connection being a ramped shared pedestrian/cycle bridge. These existing connections help to significantly reduce the severance for pedestrians and cyclists between the Site and Havant Town Centre created by the northbound railway line from Havant station.

4.2 Public Transport

Bus

- 4.2.1 A pair of bus stops is currently present at the Southleigh Road / Eastleigh Road junction. These provide access to the 27-bus service, an irregular service that runs only during off-peak hours.
- 4.2.2 Further bus stops are located on the A259 south of the Site. These stops in both Warblington and Emsworth provide access to the 700 Coastliner, a service that runs every 20 minutes between Portsmouth and Chichester via Havant.
- 4.2.3 Additional local bus routes 20/21, 30/31, 39 and 641 run from Havant Bus Station, as summarised in **Figure 4.2**, below, with frequencies set out in **Table 4.1**.

Figure 4.2: Public Transport Infrastructure

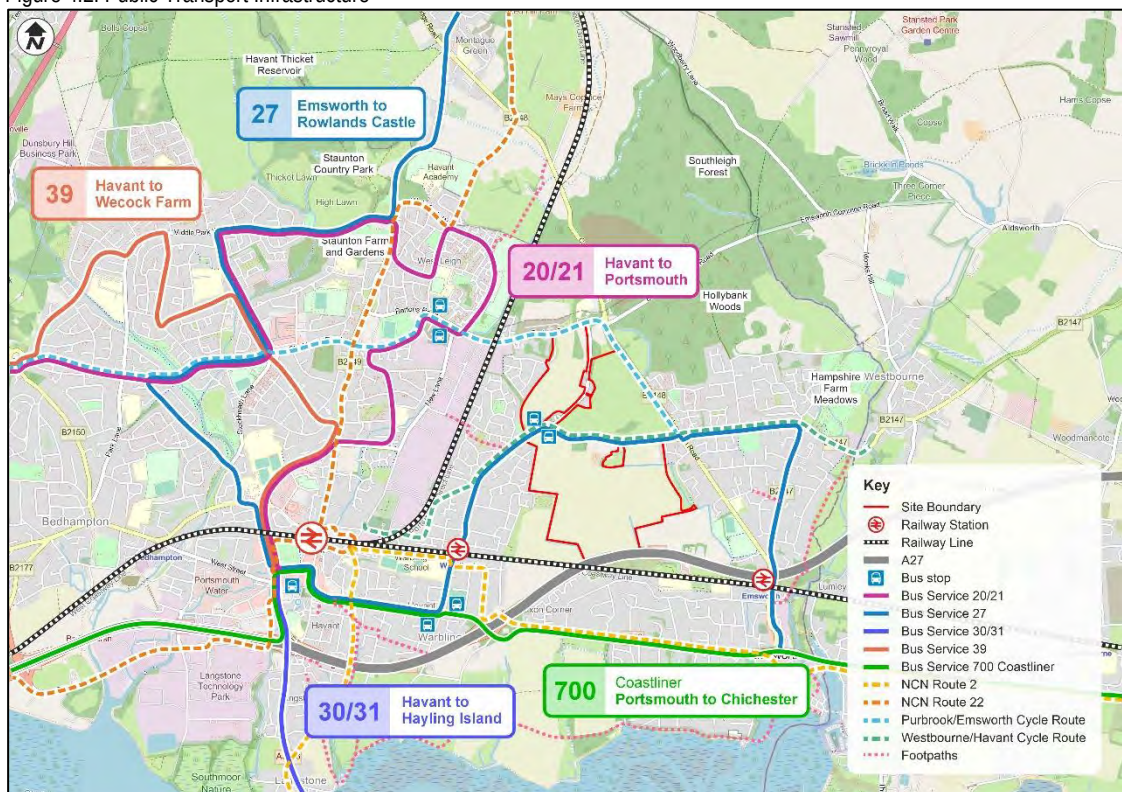


Table 4.1: Bus Services

Service	Route	Weekday Peak	Weekend Frequency
20	Havant – Portsmouth	Every 20 Minutes	Every 20 Minutes (Sat) Every 30 Minutes (Sun)
21	Anchorage Park – Portsmouth	Every 12 Minutes	Every 12 Minutes (Sat) Every 20 Minutes (Sun)
27	Rowlands Castle – Havant - Emsworth	Every 2 Hours	No Service
30/31	Havant – Hayling Island	Every 15 Minutes	Every 15 Minutes (Sat) Every 30 Minutes (Sun)
39	Wecock Farm – Havant	Every 15 Minutes	Every 15 Minutes (Sat) Every 30 Minutes (Sun)
641	Southbourne – Oaklands School	School Service	No Service
700 Coastliner (A259)	Portsmouth – Havant – Emsworth – Southbourne – Chichester	Every 20 Minutes	Every 20 Minutes (Sat) Every 30 Minutes (Sun)

Source: [Live Bus Times & Timetables | Stagecoach](#) (Accessed: October 2025)

- 4.2.4 Beyond the bus services shown above, further local services can be accessed from Havant Bus Station on Elm Lane within the Town Centre. Services from the Havant Bus Service facilitate onward travel to Portsmouth, Southsea, and Waterlooville.

Rail

- 4.2.5 The Site is within relatively close proximity to three railway stations: Emsworth Station (1.8km southeast, c. 25-minute walk), Warblington Station (1.5km southwest, c. 20-minute walk) and Havant Station (2.4km southwest, c. 30-minute walk).
- 4.2.6 Emsworth and Warblington Stations are located on the West Coastway line and operated by Southern, while Havant Station is also located on the Portsmouth Direct Line and operated by South Western Railway.
- 4.2.7 These stations are all located within reasonable walking/cycling distance of the Southleigh Site and provide rail connections to key destinations such as Portsmouth, Southampton, Brighton, and London.
- 4.2.8 **Table 4.2** displays the services available at these railway stations, and **Figure 4.2** shows the location of the stations.

Table 4.2: Railway Services at Emsworth, Havant and Warblington Railway Stations

Station	Destination	Weekday Peak Frequency	Weekday Off-Peak Frequency	Weekend Frequency
Havant	London Waterloo	4	2	3
Havant / Emsworth / Warblington	Brighton	3	3	3
	London Victoria	4	4	4
	Portsmouth Harbour	5	5	5
	Southampton Central	2	2	2

Source: [National Rail](#) (Accessed: October 2025)



5 Highway Network

5.1 Local Highway

- 5.1.1 Southleigh Road and Eastleigh Road run across the Southleigh allocation boundary and are intrinsic highway routes for the Site that are being retained. Southleigh Road runs east to west through the wider Site, and Eastleigh Road forks off Southleigh Road and runs south to north towards Bartons Road. Southleigh Road and Eastleigh Road are both single-lane carriageways with a 7.5T weight limit imposed, and where they run across the allocation area, are subject to a 40mph speed limit. The junction of Southleigh Road and Eastleigh Road is a priority junction, with Southleigh Road having priority. Southleigh Road forms a staggered priority junction with the B2148 Horndean Road immediately east of the Site.
- 5.1.2 Horndean Road forms part of the eastern boundary of the Site beyond in the northeast parkland area, and the eastern boundary of the allocation area at Emsworth Park. It is a single-carriageway road subject to the national speed limit north of the Southleigh Road junction, and subject to a 30mph speed limit from the Southleigh Road junction southwards.
- 5.1.3 Horndean Road passes under two bridges toward its southern end, both with height restrictions of 3.5m. These two bridges are the crossings for the A27 and the West Coastway Rail line. Further north, Horndean Road forms a staggered priority junction with Bartons Road/Emsworth Common Road, with Bartons Road forming the Site's northern boundary.
- 5.1.4 Southleigh Road continues southwest beyond the Site towards Warblington. A level crossing is present on Southleigh Road at Warblington Station. Southleigh Road then forms a signalised junction with Emsworth Road and Pook Lane, c.400m south of the Warblington station Level Crossing. A further 300m east of the Emsworth Road / Southleigh Road / Pook Lane junction, Emsworth Road meets the Warblington Interchange, a set of grade-separated dumbbell roundabout junctions where the A259 meets the A27, with on and off-slip roads for the A27.
- 5.1.5 Bartons Road is a single-carriageway road running along the northern boundary of the Site, subject to a 40mph speed limit. It forms a priority staggered junction with Horndean Road at its eastern extent, while Eastleigh Road forms a priority ghost island right turn junction with Horndean Road on the Site boundary and c.115m west of Horndean Road. At Bartons Road's western extent, the speed limit is reduced to 30mph, and it forms a signalised junction with the B2149 Petersfield Road. Local roads such as New Lane and Wakefords Way also form accesses with Bartons Road.

5.2 Strategic Highway Access

- 5.2.1 As noted above, Southleigh Road leads to Emsworth Road and the A259, subsequently connecting to the A27 trunk road at the Warblington Interchange. The A27 is part of the Strategic Road Network (SRN) and is managed by National Highways (NH). Warblington Interchange consists of two priority-controlled roundabouts for the A27 on/off-slips, serving both eastbound and westbound traffic (a grade-separated dumbbell junction).
- 5.2.2 Alternative access to the A27 can be gained via Havant and the Park Road South junction, which can be accessed from the B2149 Petersfield Road or Emsworth Road.
- 5.2.3 The A27 is the strategic trunk road running along the south coast, providing a connection to Chichester and Worthing/Brighton in the east through to Eastbourne/Pevensey, and towards Portsmouth and Southampton to the west. Within Havant, the A27 connects to the A3(M), which runs north of Havant, and the A27 becomes the M27 west Portsbridge Roundabout (to the north of Portsmouth).

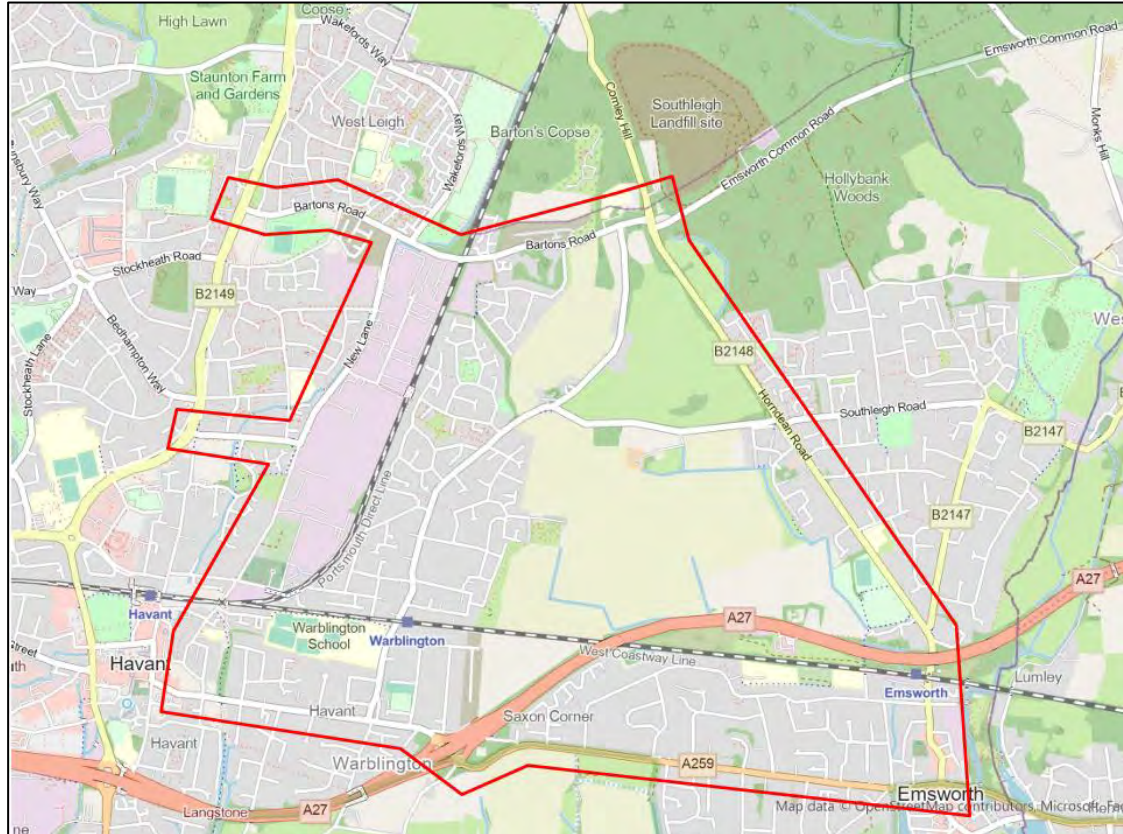


5.3 Personal Injury Collision Data

Local Highway Network

5.3.1 Personal Injury Collision (PIC) data have been obtained for the study area, as shown in **Figure 5.1**. The accident data was obtained from Hampshire Constabulary for the local highway network near the Site for the latest 5-year period between 1st September 2019 to 31st August 2024.

Figure 5.1: PIC Data Request Area (Sep 2019 – Aug 2024)



5.3.2 Collisions are classed into three categories based on Severity: Slight, Serious, and Fatal. The definitions of which are as follows:

- **Slight:** Injuries of a minor nature, such as sprains, bruises, or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not a prerequisite for an injury to be defined as Slight);
- **Serious:** Injuries for which a person is detained in hospital, as an in-patient, or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the collision. The Serious category, therefore, covers a very broad range of injuries; and
- **Fatal:** Injuries which cause death either immediately or any time up to 30 days after the collision.

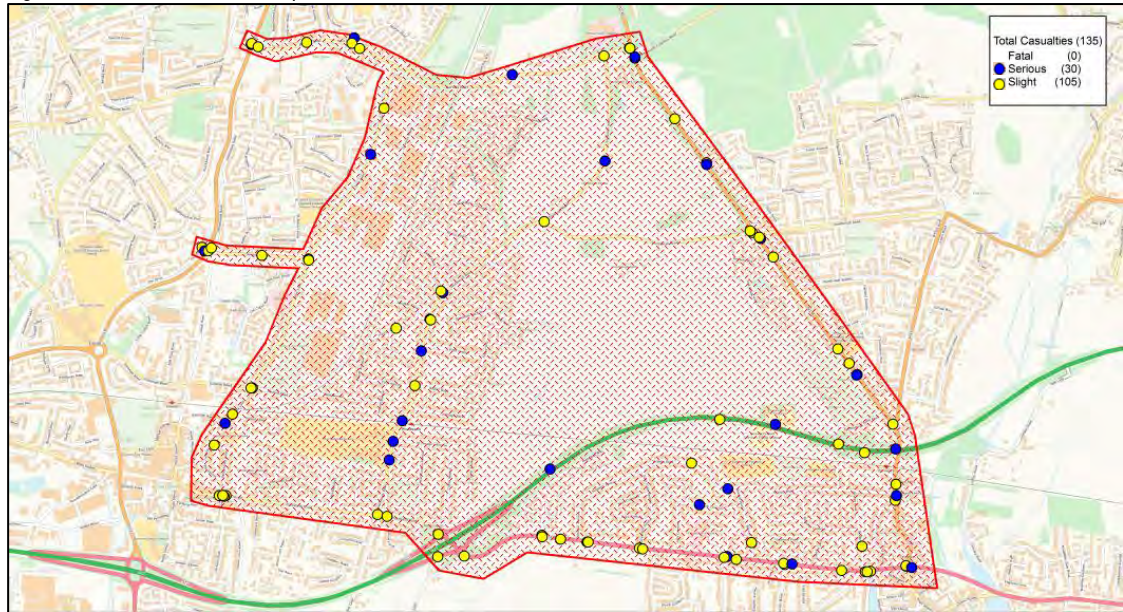
5.3.3 Within this study area, there have been 105 slight, 30 serious and 0 fatal casualties, as summarised below in **Table 5.1**. This lists the locations on the local highway network that had 3 or more collisions.



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- 5.3.4 A detailed plan showing the locations of all collisions is presented in **Figure 5.2** and is included in **Appendix C**.

Figure 5.2: Collision Location Map



Source: Hampshire Constabulary

Table 5.1: PIC Distribution

Location	Slight	Serious	Fatal	Total
Horndean / Southleigh Road	3	1	0	4
Southleigh Road (Warblington)	1	3	0	4
Horndean / Bartons Road	3	1	0	4
Bartons Road / Prospect Lane	2	1	0	3
B2149 / Barton Road Junction	2	1	0	3
B2149 / Crossland Drive	2	1	0	3
New Lane / Eastern Road	2	1	0	3
East Street / Beechwood Road	6	0	0	6
North Street / Victoria Road	2	1	0	3

Source: Hampshire Constabulary

Vulnerable Road Users

- 5.3.5 A number of collisions within the study area involve vulnerable road users (pedestrians and cyclists). As shown in **Table 5.2**, 20 of the 105 slight casualties involved a pedestrian/cyclist, while 10 of the 30 serious casualties involved a pedestrian/cyclist. **Table 5.2** shows a breakdown of collisions involving vulnerable road user casualties for each location.



Table 5.2: Vulnerable Road User Casualties

Location	Slight		Serious	
	Pedestrians	Cyclists	Pedestrians	Cyclists
A259 / Clovelly Road	0	1	0	0
A259 / Emsworth House Close	0	0	1	0
Bartons Road	0	1	0	0
Beechworth / Fairfield Road	1	0	0	0
East Street / Beechwood Road	0	1	0	0
Emsworth Road / Pook Lane	1	0	0	0
Emsworth / Southleigh Road	0	1	0	0
Fair Oak Drive	0	1	0	0
Havant Road / North Street	0	1	0	0
Havant Road / North Street Rbt	0	1	0	0
Horndean Road	0	5	0	0
Horndean / Southleigh Road	0	1	0	0
New Lane	0	1	0	1
New Lane / Crossland Drive	0	0	0	1
New Lane / Eastern Road	0	2	0	0
New Lane / Fairfield Road Level Crossing	1	0	0	0
North Street / Victoria Road	0	0	1	0
New Lane / Waterloo Road	0	0	0	1
Park Crescent	0	0	1	0
Southleigh Road	0	0	2	0
Southleigh / Nutwick Road	0	1	0	1
Victoria Road	0	0	1	0
Total	3	17	6	4

Source: Hampshire Constabulary

- 5.3.6 As shown in **Tables 5.1** and **5.2**, the locations of accidents are spread over the study area, with no junctions flagging up as a hotspot for safety concern. While there are incidents at East Street / Beechwood Road, the proposed development would not materially impact the operation or safety of this junction. The collisions at this junction have been reviewed in greater detail to ensure there is no safety concern or patterns of causation.
- 5.3.7 There are multiple collisions at Horndean / Bartons Road, Horndean / Southleigh Road and B2149 / Bartons Road. These junctions are proposed to be improved as part of the development application for pedestrians/cyclists and off-site mitigation. See **Section 7** for further details.



East Street / Beechwood Road

- 5.3.8 The East Street / Beechwood Road junction has been studied in detail, and the individual collisions are summarised below in **Table 5.3**.

Table 5.3: PIC Data Analysis – East Street / Beechwood Road

Collision Reference	Date	Collision Details
44220237623	15/06/2022	M/CYCLE1 travelling W/B along East Street turned right into Beechworth Road without giving way to CAR1 travelling along East Street (E/B).
44230353724	01/09/2023	M/CYCLE1 travelling W/B along East Street failed to stop due to slippery road surface and collided with P/CYCLE1 travelling W/B along East Street, waiting to turn right onto Beechworth Road
44220248926	22/06/2022	CAR travelling W/B on East Street, slowed to turn right into Beechwood Road, pulled across path of M/CYCLE1 travelling E/B on East Street causing rider to be thrown over CAR1 and land in the road.
44240276074	29/06/2024	CAR1 travelling W/B along East Street went to turn right for Beechwood Road. CARr2 also travelling W/B went to overtake as CAR1 was turning and collided with the offside of CAR1.
44200331376	28/08/2020	M/CYCLE1 travelling W/B along East Street rider slides off at slow speed resulting in minor injuries.
44210510075	21/12/2021	CAR1 travelling S/B along Beechwood Road failed to slow on approach to the junction, turned right onto East Street at speed and collided with road-side furniture.

- 5.3.9 The individual collision details outlined in the above table suggest that none of the collisions at East Street / Beechwood Road are a result of a highways safety issue. Driver error is a common theme throughout the above collisions, and there are no patterns identified.

A259 & A27 Routes

- 5.3.10 PIC data, between 1st September 2019 to 31st August 2024 for Warblington Interchange is set out below in **Table 5.4** and **Table 5.5**.



Table 5.4: A259 PIC Distribution

Location	Slight	Serious	Fatal	Total
A259	6	0	0	6
A259 / A27	1	0	0	1
A259 / Bath Road	1	0	0	1
A259 / Beach Road	1	0	0	1
A259 / Blandings Way	2	0	0	2
A259 / Clovelly Road	2	1	0	3
A259 / Emsworth House Close	0	1	0	1
A259 Havant Road / Nore Farm Avenue	1	0	0	1
A259 Havant Road / North Street	1	0	0	1
A259 Havant Road / North Street Rbt	1	1	0	2
Total	16	3	0	19

Source: Hampshire Constabulary

Table 5.5: A27 PIC Distribution

Location	Slight	Serious	Fatal	Total
A27 – Eastbound On-slip	0	1	0	1
A27 – Eastbound Off-slip	1	0	0	1
A27 – Westbound On-slip	1	0	0	1
A27 – Westbound Off-slip	0	0	0	0
A27 - Eastbound	2	2	0	4
A27 - Westbound	1	0	0	1
Emsworth Road	2	0	0	2
Road between Two Roundabouts	0	0	0	0
Total	7	3	0	10

Source: Hampshire Constabulary

- 5.3.11 **Tables 5.4 and 5.5** suggest that while there are accidents along the A259 and A27, these are spread across the network; as such, it is determined that the proposed development will not have a determinate impact on the safety of the A259 or A27.
- 5.3.12 Collisions along the A259 corridor have been studied in detail and are summarised below to understand whether any causation patterns are present with these collisions. These are summarised in **Table 5.6** below.



Table 5.6: PIC Data Analysis – A259 Corridor

Collision Reference	Date	Collision Details
44190334256	17/09/2019	CAR1 travelling E/B along A259 Havant Road turns right to travel S/B along Clovelly Road and collides with P/CYCLE1 travelling W/B along A259 Havant Road.
44190367935	14/10/2019	VAN1 travelling W/B along Havant Road fails to notice vehicles stopped ahead at temporary traffic lights and collides into the rear of CAR1, shunting it forward into CAR2
44190459454	23/12/2019	CAR1 travelling E/B along Havant Road, slows and indicates to turn right into Bridgefoot path. CAR2 travelling E/B along Havant Road, fails to notice CAR1, attempts to overtake and collides with their offside.
44200217050	16/06/2020	CAR1 travelling E/B along A259 Havant Road entered the roundabout without giving way to P/CYCLE1 already on the roundabout travelling N, causing a collision and knocking the rider off.
44200346346	08/09/2020	CAR1, travelling W along A259 Havant Road, fails to notice stationary traffic ahead and collides with the rear of HGV1 travelling W along A259.
44210141824	15/04/2021	CAR1, travelling W along A259 Havant Road, has failed to notice slowing traffic ahead and has collided with the rear of CAR2, travelling W along A259. CAR2 has then been shunted forward into the rear of CAR3 and CAR4 ahead.
44210165156	30/04/2021	CAR1, travelling E along A259 Havant Road, collided with the rear of CAR2, travelling E in front, waiting to turn right into Clovelly Road.
44210201864	25/05/2021	CAR1 travelling N along Beach Road has turned right onto A259 Havant Road, having been signalled by stationary traffic in both lanes to emerge. CAS1 (pedestrian) travelling S across A259 from between stationary vehs has stepped into the path of a vehicle.
44210249775	25/06/2021	CAR2 travelling w along A259 Havant Road has suffered a medical episode, lost control and collided with the rear of CAR1 travelling W along A259 ahead.
44210291329	23/07/2021	CAR1, travelling W along A259 Havant Road, failed to stop in time for the traffic ahead, as the traffic lights on red, and collided into the rear of CAR2
44210371088	15/09/2021	VEH1, travelling E to W on A259, collides with the rear of VAN1, also travelling E to W, and held up at the lights. VAN1 then collides with the rear of CAR1
44220257649	28/06/2022	E-SCOOTER travelling W along A259 Havant Road when the rear wheel failed, causing the rider to fall off.
44220400829	01/10/2022	CAR3 travelling E along Havant Road failed to stop in time for traffic ahead and collided with CAR1 travelling E along Havant Road, shunting it into the rear of CAR2 travelling E along Havant Road
44230035083	26/01/2023	CAR1, travelling NW on the wrong side of rbt collides with CAR2, police on active duty, and CAR3, also police on duty
44230201857	22/05/2023	VAN1 travelling W on A259 Havant Road was waiting to turn right into Nore Farm Avenue. VAN2 stopped behind. CAR1 failed to stop in time and collided with the rear of VAN2, pushing VAN2 into the rear of VAN1.



Collision Reference	Date	Collison Details
44230227412	08/06/2023	VAN1 travelling W along A259 Havant Road stopped to allow a vehicle to pull out of bath road. CAR1 failed to notice this and collided with the rear of VAN1.
44230257915	28/06/2023	CAR1, travelling W along A259 Havant Road, failed to stop in time and collided with the rear of VAN1, pushing VAN1 into the rear of CAR2, which was waiting to turn right into a filling station.
44230491950	01/12/2023	CAR1, travelling N along Beach Road, went to turn right into A259 Havant Road and collided with the nearside of CAR2, travelling W on Havant Road
44240205511	16/05/2024	CAR1 was travelling E along A259 Havant Road when the driver blacked out. CAR1 collided with the offside of CAR2 and head-on with CAR3, both travelling W. CAR4, travelling W, then collided with the rear of CAR3.

5.3.13 Although 19 collisions have occurred along this corridor over the most recent five-year period, there are no highway safety issues that are indicated by the above collision causations along the A259 corridor. Vehicles failing to stop or turning without observing traffic properly are common causes of collisions. Two collisions involved a vulnerable user and a vehicle.



6 Vision and Validate Approach

6.1 Introduction

- 6.1.1 This section outlines the rationale for adopting a Vision and Validate approach to the Site masterplan development and overarching Transport Strategy, as now required by DfT and HCC LTP Policy, instead of a more traditional Predict and Provide approach.
- 6.1.2 The Transport Assessment for the withdrawn Havant Local Plan, including the draft allocation of the Southleigh Site, was based mainly on a vehicle traffic impact mitigation 'predict and provide' approach. As noted above, this highway-led approach is no longer in line with policy, and a people-and-places-led approach is now required.
- 6.1.3 The key difference between the two approaches is that:
- Predict and Provide is a passive approach that assumes nothing will change in the future concerning travel patterns and behaviour. Therefore, car use and car dependency will continue to rise linearly and dominate how people travel. This naturally leads to forecasts that prioritise the need for highway capacity and junction improvements, which then subsequently promote even more car use.
 - Vision and Validate is an approach that works backwards from a changed vision of what we want the future to be (in this case, a much less car-dominated, low-car dependency, more sustainable development) and identifies the series of interventions that would need to be made to achieve that outcome. These interventions, therefore, focus more on measures that would need to be in place to reduce car dependency to achieve the desired vision.
- 6.1.4 The other difference is that the interventions required to achieve the vision outcome are based on an ongoing monitoring process to establish the effectiveness of measures introduced in working towards the vision (i.e. is the development on the right path to achieve the vision outcomes).
- 6.1.5 To achieve this, an initial package of measures would typically have been delivered for the first phase of the development (e.g. cycle lanes, new bus service), and travel plan monitoring would be used to establish whether the measures are working (i.e. are they leading to lower car use than the traditional approach). If they are, and mode share targets are being achieved, then no additional interventions may be required at this stage, but if they are not, it may be necessary to introduce further improvements (e.g. a higher frequency bus service, additional new pedestrian / cycle infrastructure, or added incentives to promote the use of these).
- 6.1.6 It should be noted that new/additional highway capacity would only be introduced as a last resort or if they also deliver improvements for pedestrians, cycles and public transport.

6.2 Vision and Validate Compared to Predict and Provide

- 6.2.1 In the withdrawn Local Plan transport approach (now non-policy-compliant), a series of highway capacity improvement schemes would likely be seen as the priority and would be implemented before a certain number of units/phases are occupied.
- 6.2.2 In the vision-led approach, a series of sustainable travel interventions is developed as a package of measures to be delivered in phases at logical points in time as development progresses.
- 6.2.3 As with the old approach to delivering highway capacity, some of these interventions will need to be in place 'prior to occupation' so that more sustainable travel patterns can be established early on, and others may be phased in with time, if required, based on the monitoring results.



6.3 Vision and Validate Methodology

- 6.3.1 Stantec provided Hampshire County Council, as the highway authority, with a “TN03 – Trip Forecasting Methodology” in November 2023. This detailed the approach and methodology that would be used to assess the impact of the proposed development on the transport network through a vision-led scenario testing approach. This Technical Note is included within **Appendix B** to this report for full details of the methodology.
- 6.3.2 The Technical Note describes the Stantec forecasting tool, including the data sources used for input, how trip generation, distribution and resulting travel mode are calculated and the assignment of trips by each mode to the regional zone system.
- 6.3.3 Hampshire County Council responded on January 9th, 2024, raising a series of queries/clarification points relating to the trip forecasting methodology for the proposed development. A response was provided on the 29th August 2024, following a set of multi-modal surveys carried out at sites close to the proposed development. This took the form of TN05-P04 “*Local Survey Summary – Trip Rate Validation*”.
- 6.3.4 Between May and October 2025, a series of meetings was held between Stantec, HCC, and HCC’s appointed consultant, Systra. These were held to discuss the vision and validate methodology, the Stantec forecasting tool, and progress towards agreement on the trip forecasting scenarios being assessed within this Transport Assessment.
- 6.3.5 As presented to the local highway authority and discussed in the meetings, the vision and validate trip forecasting tool has been used to assess the impact of the Site under three scenario tests:
- Scenario 1: Business as Usual – Uses current mode share data and typical car trip forecasting approach
 - Scenario 2: Do Something (includes proposed sustainable travel measures / improvements tested using a traditional validated mode choice assessment approach)
 - Scenario 3: Do Something Plus (includes potential additional sustainable travel measures beyond the Do Something scenario, with more optimistic ‘vision’ based assessment criteria)
- 6.3.6 Further details of these scenario tests and the vision behind each one are outlined within **Section 8** of this Transport Assessment.

6.4 Embedded Sustainable Travel Measures

- 6.4.1 As part of the development proposals for the Southleigh Site, a number of sustainable travel measures are intrinsically embedded into the masterplan strategy to support the sustainable vision for the Site and encourage sustainable travel patterns from the outset.
- 6.4.2 The following measures form part of the transport strategy to progress towards a sustainable vision for the Site:
- Active Travel corridors providing pedestrian and cycle infrastructure as part of the Site masterplan;
 - Provision of segregated walking and cycle routes alongside primary street corridors to complement the network of traffic-free routes.
 - Safe pedestrian connections following the people-first hierarchy to local facilities and services (On and Off-Site);
 - Mobility hub(s) as part of masterplan that could incorporate bike/e-bike hire, car club;



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- Potential bus priority provision at the northern Site entrance point to promote bus use over general car use and improve bus journey time reliability;
- Creation of a clear hierarchy of street types from the primary street down to residential lanes.
- Traffic calming and public realm design to support the proposed internal 20mph speed limit. The internal design will manage vehicle speeds and contribute to a people-first hierarchy.
- Provision of (or contribution towards) cycle lane infrastructure to connect or facilitate the later connection of the Site to key local destinations such as Emsworth Station and Town Centre, Warblington School, Havant Station and Town Centre, and other local schools, local centres and leisure spaces;
- Delivery of new high-frequency (at least every 20 minutes) bus services for the Site running between the Southleigh Site and Havant Town Centre;
- Increasing the frequency of the 27 Service along Southleigh Road;
- Good digital connectivity to allow for remote working; and
- Provision of travel vouchers to encourage a modal shift to more sustainable means of travel.



7 Development Proposals

7.1 Introduction

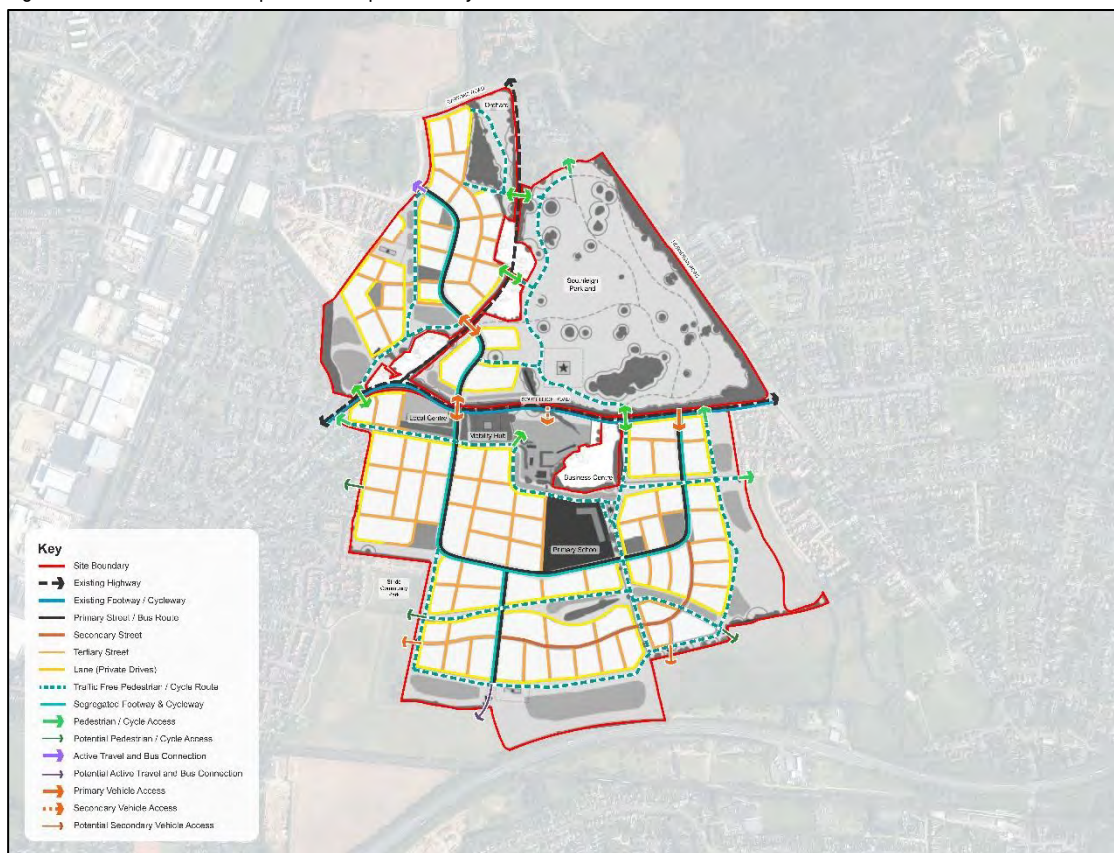
7.1.1 This section sets out the proposals associated with the development, including vehicle and active travel access. The development proposals include:

- Up to 2,100 residential dwellings in the Site allocation (Up to 1,800 units as part of this planning application);
- Flexible commercial space;
- 3 Form Entry Primary School
- Nursery Provision
- Community Park; and
- Local Centre.

7.1.2 The Illustrative Masterplan in **Appendix D** shows a potential layout, with further description of the masterplan development and rationale set out in the accompanying Design and Access Statement.

7.1.3 A transport overlay of the Illustrative Masterplan is shown in **Figure 7.1**, presenting the transport hierarchy, access and crossing points, along with the internal Site connectivity.

Figure 7.1: Illustrative Masterplan – Transport Overlay



7.2 Active Travel

- 7.2.1 The masterplan has been developed from the outset with a street and movement hierarchy that promotes walking and cycling as the most important means of travel, followed by public transport. For this reason, an active travel connectivity grid has been developed whereby wayfinding and access routes to the wider area, as well as within the Site, are legible and safe.
- 7.2.2 These permeate through the entire development, ensuring all residential parcels can access the on-site amenities, cross the proposed and existing highway network, and access the network beyond the Site.
- 7.2.3 A series of traffic-free pedestrian routes is to be provided across and within the development to facilitate easy access to the proposed local centre, primary school, open spaces and bus stops.
- 7.2.4 Pedestrian access will also be provided along the internal road network in accordance with Manual for Streets, connecting into the existing footway network at numerous locations beyond the vehicle access points, including Southleigh Road.
- 7.2.5 Controlled crossing points are to be provided where the pedestrian routes cross external highway roads, notably along Southleigh Road and Eastleigh Road.
- 7.2.6 Similarly to the pedestrian network, within the Site, segregated and shared (largely traffic-free) cycle routes are proposed to enable and encourage safer travel for cyclists, linking to existing external cycle infrastructure along with proposed improvements to off-site cycle routes and junctions.
- 7.2.7 Externally, improvements are proposed to the following routes:
- Southleigh Road (northern section) to the west of the Site
 - Purbrook/Emsworth Cycle Route (Bartons Road and New Lane)
 - Petersfield Road – New Lane (LCWIP Route 371)

7.3 Vehicular Access

- 7.3.1 There are four proposed vehicle access points to the Site; these are:
- Site Access 1: Southleigh Road (W) (**Drawing 332310755-STN-HGN-CH-SW-DR-0001 – P03**) – Access point to serve northern and southern sections of the Site, and for Southleigh Road existing through traffic – Signalised Crossroads;
 - Site Access 2: Eastleigh Road (**Drawing 332310755-STN-HGN-CH-SW-DR-0002 – P03**) – Signalised Crossroads with proposed new internal access road;
 - Site Access 3: Southleigh Road (E) (**Drawing 332310755-STN-HGN-CH-SW-DR-0003 – P03**) – 3-arm roundabout to serve southern sections of the Site; and
 - Site Access 4: Normandy Way (Bus Gate) (**Drawing 332310755-STN-HGN-CH-SW-DR-0004 – P03**) – Priority junction with Normandy Way, restricted to pedestrians, cycle, and bus access
- 7.3.2 Swept path analysis has been carried out for these Site access proposals, which demonstrates that the accesses can accommodate a large refuse vehicle accessing and egressing the three Site accesses, along with the analysis of bus movements for the Normandy Way bus gate.



7.3.3 The access arrangements with relevant visibility splays are contained in **Appendix E**, and the vehicle swept path analysis is contained in **Appendix F**.

7.4 Public Transport Improvements

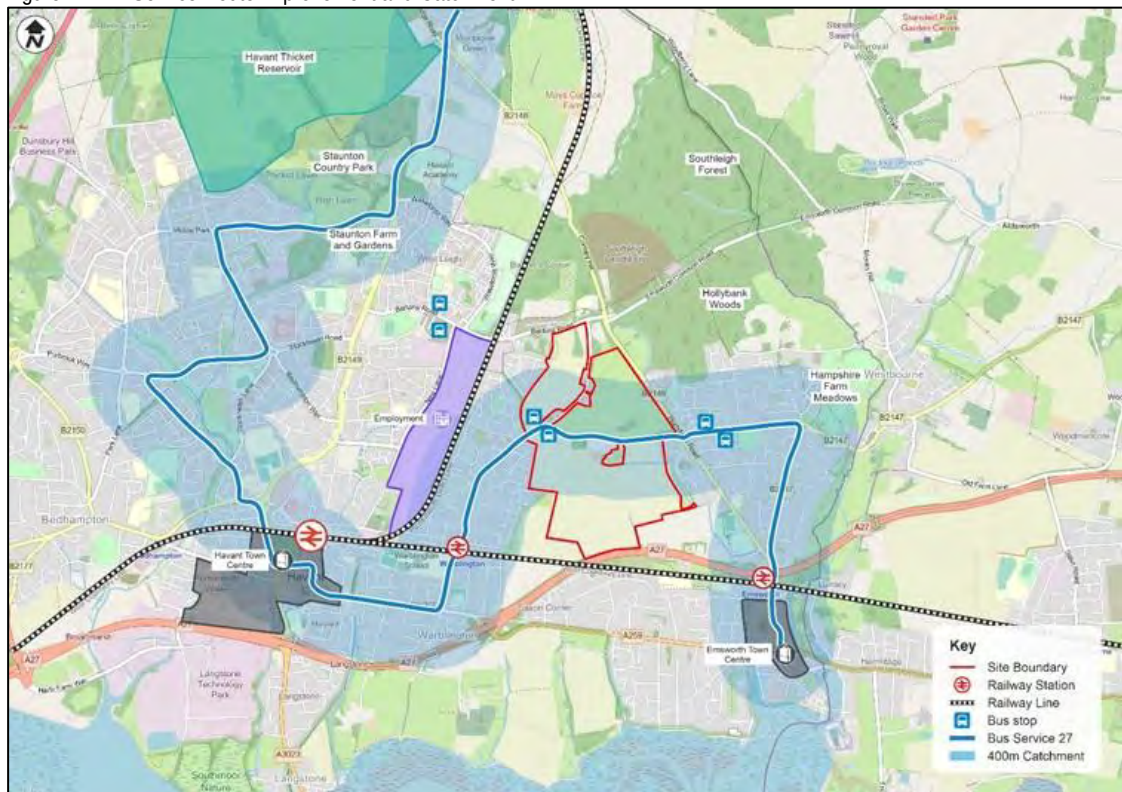
7.4.1 As part of the development proposals, two new/enhanced bus services are proposed.

- Service 27 Enhancement (Emsworth – Havant section)
- New Route (Southleigh – Havant)

7.4.2 The enhancement to the 27 service includes a frequency increase to once per hour from the existing once every two hours (off-peak only), and an hourly service introduced on Saturday. This enhancement is focused on the section of the 27 service between Havant Bus Station and Emsworth Town Centre.

7.4.3 There may be the potential to further increase the frequency of this service as part of the proposed Monitor and Manage approach. The 27-service route is shown in **Figure 7.2** below.

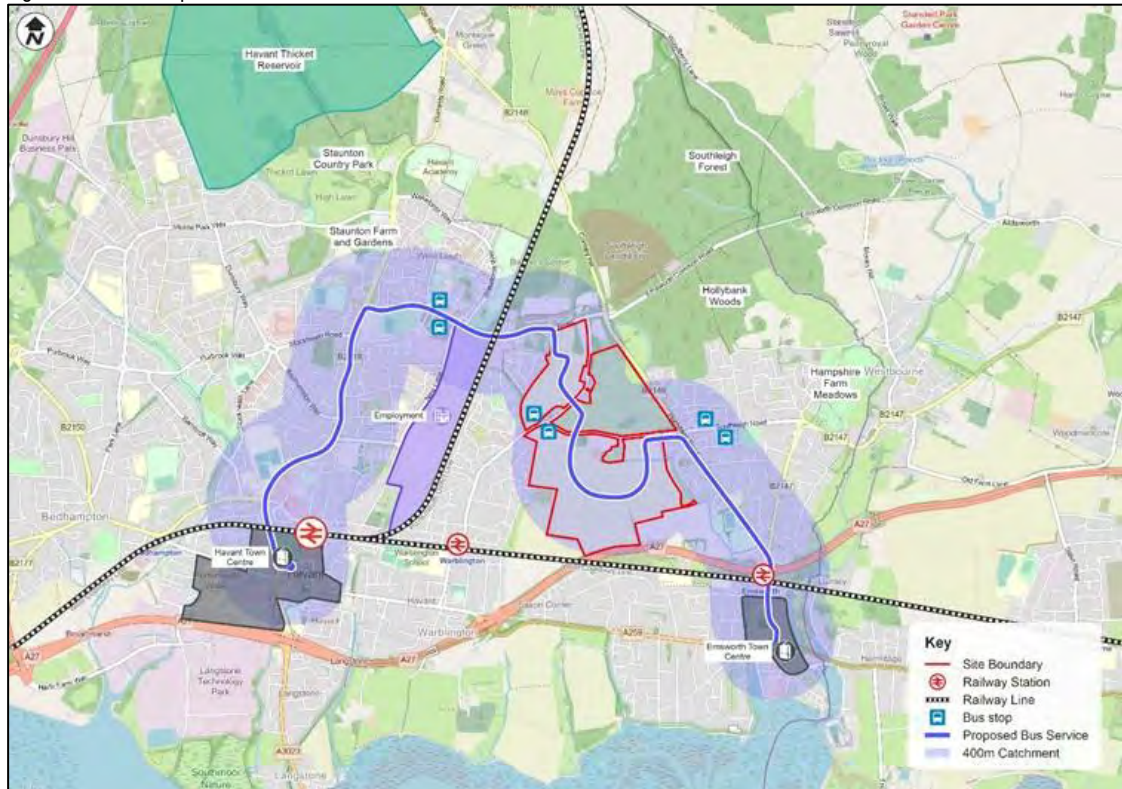
Figure 7.2: 27 Service Route Improvement and Catchment



7.4.4 The proposed new service to be implemented as part of the development proposals would follow a route from Havant bus station to the north along Petersfield Road, along Bartons Road, entering the Site through the proposed Normandy Way bus gate, passing along the development spine road to provide easy access to all households and continuing on to Emsworth via Horndean Road.

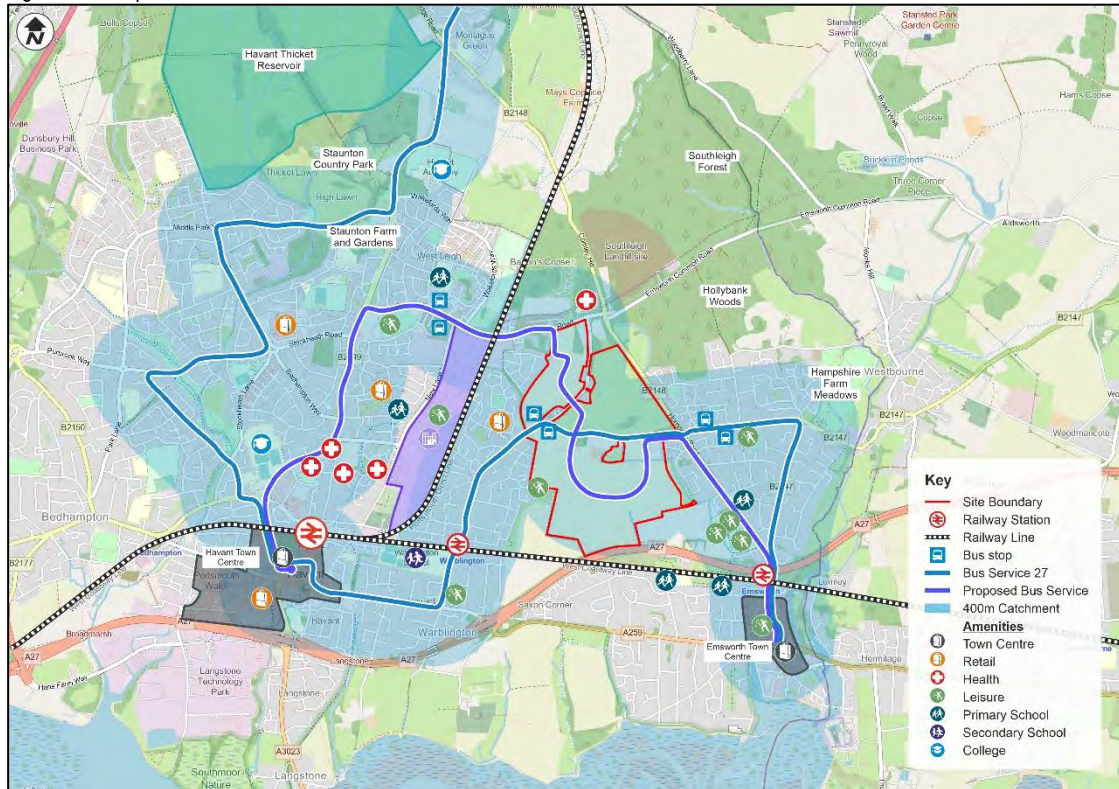
7.4.5 The new service incorporating Bartons Road allows for the service to benefit communities beyond Southleigh, provided an immediately accessible service into Havant where there is currently no service available. The proposed new service is shown in **Figure 7.3** below.

Figure 7.3: New Proposed Service and Catchment



- 7.4.6 The exact routing of this new proposed service is to be agreed with HCC and the future operator. The routing presented is indicative and has the potential to be modified depending on optimum routing requirements and catchments.
- 7.4.7 The proposed new and improved services have been devised to ensure each household across Southleigh, Havant has good public transport accessibility from early in the development phasing. Patronage is expected to gradually increase as the development is built out and occupied. These services will need to become 'self-financing' to ensure longer-term sustainability.
- 7.4.8 The implementation of the service enhancement and the new service to be implemented has therefore been assessed to establish their financial viability. The services would require a level of support funding to facilitate their operation in the earlier phases of development, before becoming self-reliant as the development is built out and revenue increases.
- 7.4.9 A combined plan of the local area with both the 27-service and the proposed new route is shown in **Figure 7.4**.

Figure 7.4: Proposed Bus Routes



Service 27 Enhancement:

- 7.4.10 The service 27 currently operates between Rowlands Castle, Havant and Emsworth with an approximately two-hour frequency between the hours of 09:00 – 16:00 Monday to Friday, equating to four journeys in each direction. The enhanced service would involve increasing the service frequency between Emsworth and Havant to hourly between approximately 08:00 – 20:00, Monday to Friday, and introducing an hourly service on Saturdays between 08:00 – 17:00.
- 7.4.11 This option would require one additional bus to facilitate the increased level of service. In addition to residents of the Development, the enhanced service would also potentially attract new bus trips from the existing population along the route, notably within New Brighton and Denvilles, where bus services are currently more limited.
- 7.4.12 The enhanced service would need to be subsidised by the Developer until the fare box revenue is sufficient for the service to break even, which will likely be realised at a later phase of the development.

Proposed New Service:

- 7.4.13 A proposed new service would connect the Development with Havant and Emsworth via Bartons Road to the north of the Site. The proposed route would operate from Havant Bus Station, northbound along the Petersfield Road corridor to Bartons Road, then southbound through the Development and continuing south to Emsworth on Horndean Road.
- 7.4.14 The exact routing of this new proposed service is to be agreed with HCC and the future operator. The routing presented is indicative and has the potential to be modified depending on optimum routing requirements and catchments.
- 7.4.15 The new service is proposed to operate with the following frequencies and hours:
- Monday to Friday, 30-minute frequency, 07:00–19:30



- Saturday, 30-minute frequency, 08:00–19:30
- 7.4.16 In addition to residents of the Development, the new service would also attract new bus trips from the significant existing population along the corridor, including recent new developments abutting Bartons Road, where there are currently no bus services.
- 7.4.17 The new service would require three buses to operate at the above frequency. The service would need to be subsidised by the Developer until farebox revenue is sufficient to break even, which is likely to be realised in a later phase of the development.
- 7.4.18 The forecast breakeven point for the new service is reliant on an existing population catchment that is present around the Emsworth area and new developments off Bartons Road. The developments off Bartons Road are of note as there is currently no bus service accessible here, a new service as part of the Southleigh development would directly benefit these residents.

7.5 Off-Site Junction Improvements

- 7.5.1 Multiple off-site junctions have been identified for potential improvements as part of these development proposals. These localised improvements are to reflect the overall transport strategy aspirations, improving pedestrian and cycle connectivity at junctions and mitigating the residual traffic impact of the development proposals through infrastructure upgrades where practicable.
- 7.5.2 The proposed changes deliver an increased highway capacity to accommodate the forecast vehicle traffic generation, significantly reducing the forecast vehicle queuing and delay through the junction compared to their existing arrangements.
- 7.5.3 In accordance with the HCC LTP4 Road User Utility Framework, these improvement schemes are designed to improve the function and safety for all road users, including pedestrians and cyclists. The improvements proposed below have been modelled, see **Section 10**:
 - Horndean Road / Bartons Road / Emsworth Common Road (*Junction 4, see Section 10*) (**Drawing 332310755-STN-HGN-CH-SW-DR-0005 – P02**) – Mitigation involves the signalisation of all arms as well as the introduction of signalised toucan crossings. The stop lines also include advanced stop lines (ASL's) for cyclists. The central island of the staggered junction will be sufficiently wide for pedestrians and cycles to wait if required, and appropriate tactile paving will be provided.
 - Horndean Road / Southleigh Road (*Junction 6, see Section 10*) (**Drawing 332310755-STN-HGN-CH-SW-DR-0006 – P02**) – Mitigation involves the signalisation of all arms and the signalisation of the existing uncontrolled pedestrian crossings to Toucan crossings. The stop lines also include ASL's for cyclists. The central island of the staggered junction will be sufficiently wide for pedestrians and cycles to wait if required, and appropriate tactile paving will be provided.
 - Bartons Road / Eastleigh Road (*Junction 10, see Section 10*) (**Drawing 332310755-STN-HGN-CH-SW-DR-0007 – P02**) – Mitigation involves the signalisation of all arms and the implementation of a 'single stage' crossing of Eastleigh Road. The Eastleigh Road approach is to be widened to accommodate two lanes of traffic on the approach.
 - Warblington Interchange (mainly a highway capacity/safety improvement scheme) (**Drawing 332310755-STN-HGN-CH-SW-DR-0008 – P02**)
 - o Northern Dumbbell Roundabout (*Junction 1, see Section 10*) – Proposed mitigation involves signalling this roundabout with the addition of internal stop lines of two lanes, introducing a circulatory movement for traffic, and removing the southern carriageway of the roundabout. The improvements to the roundabout also include widening the northern arm entry to two lanes.



- o Southern Dumbbell Roundabout (*Junction 2, see Section 10*) – Mitigation involves signalisation of this roundabout as well, with the introduction of internal stop lines, making a two-lane circulatory system for traffic, and removing the northern carriageway of the roundabout. The southbound exit arm will be widened to 2 lanes.

7.6 Mitigation Proposals Summary

- 7.6.1 A suite of mitigation proposals has been presented and is included as part of the development proposals. These proposals are across active travel, public transport, and junction improvement schemes.
- 7.6.2 The proposals presented are all considered to be subject to negotiation as part of the submitted application and are expected to be refined through the application process.

7.7 Parking Provision

Cycle Parking

- 7.7.1 Cycle parking for all land uses will be provided in accordance with Havant Borough Council Parking Standards, as shown in **Table 2.1** in **Section 2** above.

Car Parking

- 7.7.2 Car parking for all land uses will be provided in accordance with the adopted Havant Borough Council Parking Standards at the time of the relevant reserved matters application for each phase of development. Current standards are as shown in **Table 2.2** in **Section 2** above.



8 Trip Generation and Mode Share

8.1 Overview

- 8.1.1 This section presents the forecast travel demand associated with the proposed development for all means of travel. The resulting forecast flows by each means of transport have been used to verify/refine the illustrative masterplan layout and design, along with the proposed bus routes/services. The residual vehicle traffic movements have been used to determine the highway impact assessments and to inform the junction modelling in **Section 10**.

8.2 Trip Rate Validation

- 8.2.1 As stated in **Section 6**, the Vision and Validate methodology and approach have been adopted to produce a vision-led and people-first trip forecasting tool for the development site. An initial run of the multi-modal trip forecasting was presented to HCC in November 2023, following which, a localised validation exercise was carried out.
- 8.2.2 Multi-modal surveys were undertaken at two nearby sites deemed comparable to the proposed Southleigh development. These surveys were carried out in April and May 2024 with the intention of reflecting current travel behaviours in the area. The results of these surveys are contained in **Appendix G**.
- 8.2.3 The selected sites, Land South of Bartons Road and Hampshire Farm, were chosen due to their proximity and contextual similarities to the Southleigh Site. The Land South of Bartons Road site lies directly adjacent to the proposed development and falls within the Havant area, while Hampshire Farm is situated to the east, within Emsworth, near the northeastern boundary of the settlement.
- 8.2.4 Although the surveyed sites differ in scale from the proposed development, their geographic location, existing transport infrastructure, and closeness to Southleigh, Havant make them more relevant for comparison than other sites. However, neither site includes local amenities as part of the development (such as schools, shops, or employment centres), meaning there is minimal opportunity for any trip internalisation (e.g. trips to primary schools, local centre or employment self-contained within the Site).
- 8.2.5 Based on the analysis of the surveyed sites, validation of the original trip forecasting tool based on TRICS data was undertaken around the following:
- Comparison of the survey trip rates to the previously used TRICS person trip generation data. This facilitated adjustments to the daily trip rate profile and the factoring to be applied across the 12-hour period.
 - Walk and cycle mode share baselines updated
 - Adjustment based on journey purpose to reflect the surveyed mode shares.
 - Public Transport adjustments (made by reducing the convenience factor in the forecasting tool) to reflect the public transport mode share of the surveyed sites.
 - Car passenger rates increased for education trips to reflect the surveyed sites.
- 8.2.6 It should be noted that, as part of the survey, only pedestrians were questioned if they were on route to their final destination by foot or to onward use of Public Transport. Cyclists, car drivers, and passengers were not questioned. As such, it is possible that the survey underreports later (2nd leg) public transport usage, leading to a slight over-forecast of car trips.
- 8.2.7 Further details of the trip rate validation exercise and agreement of this with HCC is included as TN05 within **Appendix B**.



8.3 Assessment Methodology

- 8.3.1 To assess the forecast trip generation of the Site, the trip forecasting tool outlined in **Section 6** has been used. This tool forecasts trips for all modes, including public transport, walking, cycling, and car driver trips. The tool enables the creation of scenarios with varying factors that can be toggled on/off based on the scenario's vision for the future. These scenarios are:
- **Scenario 1: Business as Usual (BaU)** – This scenario assumes the future will reflect the existing transport behaviours and infrastructure. It will act as a baseline against which the other scenarios, where the proposed transport infrastructure and behavioural changes have been implemented, can be compared.
 - **Scenario 2: Do Something (DS)** – This scenario presents a realistic 'core' version of the transport behaviours and infrastructure based on the fully built-out development proposals, public transport proposals, and infrastructure outlined in **Section 7**; it is the core scenario that the development will be tested against. It does not include any future optimism with respect to travel behaviour change; it reflects current mode choice parameters.
 - **Scenario 3: Do Something Plus (DS+)** – This scenario demonstrates a 'stretched', more sustainable version of the future with aspirational transport behaviour and infrastructure. This scenario is representative of a further shift towards a people and place-led future.
- 8.3.2 These scenarios are built upon one another, with each having a more sustainable vision of the future than the last. Each scenario tests for the 2038 forecast development completion year.
- 8.3.3 As part of the pre-application discussions with HCC, the Trip Forecasting Tool factors were examined to understand their implementation and effect, a Technical Note, "TN012 Trip Forecasting Tool – Factors for HCC / Systra", was produced to outline the factors' application, the level of the factors within each scenario and the rationale of each factor in each scenario. The Technical Note is contained in **Appendix B**.
- 8.3.4 Following multiple meetings and iterations of this note, TN012, the principles and scenarios presented in the note were agreed upon between HCC and Stantec, with the mode share outputs between scenarios showing an agreeable progression across scenarios.
- 8.3.5 A key component of the tool is that it is not a simple application of blanket mode choice factors across all trips. The overall mode choice figure for the development is an output of the tool, not an input. The mode choice varies by trip destination depending on a number of factors, including:
- Trip distance – only practicable means of travel are applied (i.e. no trip longer than 5km can be made by walking, no trip longer than 10km can be made by cycling)
 - Availability of public transport – destinations that are not served by public transport will not be able to use that means of travel
 - Relative attractiveness of public transport trip vs car trip (where public transport is a viable option)
 - Trip purpose / time of day
- 8.3.6 **Table 8.1** displays how the factors within the Trip Forecasting Tool have been applied.



Table 8.1: Trip Forecasting Tool – Factor Application

Category	Factor	Application
Cycle Infrastructure	Cycle Scenario	Uses the Propensity to Cycle Tool for Havant 014F LSOA (this is the LSOA that contains most of the Site), the uplift factors are 2.5 for Government Target, 7.2 for Go Dutch and 8.9 for eBike. The uplift factor is applied to the zones (599-626 and 881-882) near the Site and within appropriate distance bands.
Public Transport	PT Scenario	When toggled to "High Quality, the inconvenience factor is reduced in the Binary-Logit model to reflect a more attractive and immediately accessible public transport service.
	PT Network	When the Development option is selected, the journey times for the respective zones impacted by the change in the bus routes will be modified to reflect the improved service.
	PT Incentives	When >0, the inconvenience factor is reduced in the Binary-Logit model to reflect the provision of travel vouchers to residents and marketing campaigns for new / improved services.
Car Driver Adjustments (Trip Purpose)	Car Driver Share (vehicle occupancy) – Employment (On-Site)	Reflects the likely vehicle occupancy for each trip purpose. Once the active travel and public transport trips have been calculated, the remaining trips are assigned to cars. The car driver's share between the car driver and the car passenger is then used to determine the total number of vehicles for assignment to the highway network.
	Car Driver Share (vehicle occupancy) – Residential (All) (Off-Site)	Adjusts the proportion of car drivers to passengers for each Trip purpose.
Home Work	Home Work Proportion	Adjusts the number of external work trips by removing those that would work from home. When set to Low (Default), there is no adjustment made as homeworking is inherent within the surveyed sites and the baseline trip generation.
Employment Internalisation	Local Centre	Adjusts the number of trips internalised associated with each Employment land use (Local Centre, Primary School, Nurseries). The remaining generation of the Employment land uses being external trips.
Residential Internalisation (Trip Purpose)	Primary School	Adjusts the number of trips associated with Primary School that are internal to the Site, with the remaining trips being external trips.
	Secondary School	Adjusts the number of trips associated with the Nurseries that are internal to the Site, with the remaining trips being external.
	Shop	Adjusts the number of trips to Shops within the Site, with the remaining trips being external.
	Other / Entertainment / Day Trip	Adjusts the proportion of trips for these trip purposes associated with the on-site provision

8.3.7 **Table 8.2** displays the category of factors that were toggled 'on' for the three proposed scenarios, and **Table 8.3** presents what could be potentially implemented/delivered as part of the development to reflect the toggled-on factors in **Table 8.2**.



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Table 8.2: Scenario Assessment Factors

Category	Factor	Scenario 1: BaU	Scenario 2: DS	Scenario 3: DS+
Cycle Infrastructure	Cycle Scenario	Base	Government Target	Go Dutch
Public Transport	PT Scenario	No Change	Max Potential	Max Potential
	PT Network	Current	Development	Development
	PT Incentives	0.00	3.00	3.00
Car Driver Adjustments (Trip Purpose)	Car Driver Share - Employment	Default	Incentivised	Incentivised
	Car Driver Share – Residential (Work)	Default	Default	Community Car Share Scheme
	Car Driver Share – Residential (Education)	Default	Community Car Share Scheme	Community Car Share Scheme
	Car Driver Share – Residential (Shopping)	Default	Default	Default
	Car Driver Share – Residential (Other)	Default	Default	Default
	Car Driver Share – (Entertainment)	Default	Default	Default
	Car Driver Share – (Day Trip)	Default	Default	Default
Home Work	Home Work Proportion	Low (Default)	Low (Default)	Medium
Employment Internalisation	Local Centre	30.0%	30.0%	40.0%
	Primary School	30.0%	30.0%	40.0%
	Nurseries	30.0%	30.0%	40.0%
Residential Internalisation (Trip Purpose)	Primary School	90.0%	90.0%	90.0%
	Secondary School	0.0%	0.0%	0.0%
	Shop	10.0%	10.0%	15.0%
	Other	20.0%	20.0%	20.0%
	Entertainment	10.0%	10.0%	10.0%
	Day Trip	10.0%	10.0%	15.0%



Table 8.3: Scenario Assessment Factors – Rationale

Factor	Scenario 1: BaU	Scenario 2: DS	Scenario 3: DS+
Cycle Scenario (New/Improved Infrastructure)	Reflects the existing cycle network	Reflects the proposed improvements to the cycle network along Southleigh Road and the Purbrook/Emsworth Cycle Route in impacted SRTM zones (599 – 626 & 881-882)	Same as previous, with the addition of a bridge connection to the Southwest and connection to Emsworth Park (Washington Road)
PT Scenario (Service Quality – RTPI, Shelters, WiFi, charging etc)	Reflects the existing quality of the bus services	Reflects the provision of new high-quality services by altering the inconvenience factor	Reflects the provision of new high-quality services by altering the inconvenience factor
PT Network (New Services & Infrastructure)	Reflects the existing bus services	Reflects the provision of the new service, and improved 27 bus service through the Site, along with the provision of a bus gate onto Normandy Way	Reflects the provision of the new service, and improved 27 bus service through the Site, along with the provision of a bus gate onto Normandy Way
PT Incentives (Campaigns and Vouchers)	Reflects the existing bus services	Reflects provision of vouchers and campaigns for public transport (Bus/Rail) by altering the inconvenience factor	Reflects provision of vouchers and campaigns for public transport (Bus/Rail) by altering the inconvenience factor
Car Driver Share: Employment (Occupancy) (On-site employment)	Reflects the existing proportion of car drivers to car passengers	Reflects a decrease in the proportion of car drivers to car passengers due to incentives, behavioural change and management at on-site employment	Reflects a decrease in the proportion of car drivers to car passengers due to incentives, behavioural change and management at on-site employment
Car Driver Share (Work) (Occupancy) (trips to off-site work)	Reflects the existing proportion of car drivers to car passengers	Reflects the existing proportion of car drivers to car passengers	Reflects a decrease in car driver mode share due to established community car sharing and behavioural change
Car Driver Share (Edu) (Occupancy) (trips to off-site education)	Reflects the existing proportion of car drivers to car passengers	Reflects a decrease in the proportion of car drivers to car passengers due to behavioural change and the implementation of a community car-sharing platform	Reflects a decrease in the proportion of car drivers to car passengers due to behavioural change and the implementation of a community car-sharing platform
Car Driver Share (All Other) (Occupancy)	Reflects the existing proportion of car drivers to car passengers	Reflects the existing proportion of car drivers to car passengers	Reflects the existing proportion of car drivers to car passengers
Home Work Proportion	Reflects the existing level of home working	Reflects the existing level of home working	Reflects an increase in home working due to behavioural change
Residential Internalisation: Secondary School	Reflects the provision of no secondary school	Reflects the provision of no secondary school	Reflects the provision of no secondary school
Residential Internalisation: Shop	Reflects a baseline of on-site internalisation	Reflects a baseline of on-site internalisation	Reflects an increase based on behavioural change from established community



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Factor	Scenario 1: BaU	Scenario 2: DS	Scenario 3: DS+
Residential Internalisation: Other	Reflects a baseline of on-site internalisation	Reflects a baseline of on-site internalisation	Reflects a baseline of on-site internalisation
Residential Internalisation: Entertainment	Reflects a baseline of on-site internalisation	Reflects a baseline of on-site internalisation	Reflects a baseline of on-site internalisation
Residential Internalisation: Day Trip	Reflects a baseline of on-site Internalisation	Reflects a baseline of on-site internalisation	Reflects an increase based on behavioural change from established community

- 8.3.8 The factors and rationale outlined above have been produced to reflect a sustainable future year scenario of 2038, with the development fully built out and occupied by residents, pupils, and on-site employees.
- 8.3.9 The factors have been input to represent a vision of the Southleigh Site that is in accordance with the Allocation presented in the Havant Borough Council development Local Plan “*Draft Building a Better Future Plan*”. Being mindful of the requirement to “*Provide a comprehensive access and movement strategy focused on sustainable transport options.*” as well as noting that for the Transport Assessment, “*This should include full consideration of reducing the need to travel and facilitating active and sustainable transport modes...*”.
- 8.3.10 Although the concept masterplan for the Site is still in development, the scale and layout of the Site are being specifically designed to reduce the need to travel, promoting a Southleigh community, ensuring people can live locally to required amenities, and internalising trips where possible.
- 8.3.11 The sustainable vision for the Site is in alignment with the Guiding Principles of the HCC Local Transport Plan 4, along with the Core Policies of the plan. Reducing the need to travel and encouraging internalised movements, as well as creating opportunities to ‘live locally’, are fundamental and are reflected in the forecasting tool's presented factors.



8.4 Resulting Residential Trip Generation

- 8.4.1 The proposed development will contain up to 2,100 residential units to account for the build-out of the full allocation; as such, this has been used to quantify the residential trip generation and assess the forecast impact of the full allocation.

Scenario 1

- 8.4.2 **Table 8.4** displays the trip rates and generation derived from the Forecasting Tool, based on the factors outlined in **Table 8.1**, for Scenario 1 – Business as Usual.

Table 8.4: Scenario 1 – Business as Usual Multi-Modal Trip Rates and Generation

Time Period	Mode	Trip Rates (Per Dwelling)			Trip Generation		
		Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	Walk	0.026	0.094	0.119	54	196	250
	Cycle	0.005	0.025	0.031	11	53	64
	PT	0.004	0.021	0.025	9	44	53
	Car Driver	0.075	0.425	0.500	157	893	1,051
	Car Passenger	0.034	0.088	0.122	71	185	256
	Total	0.144	0.654	0.798	303	1,372	1,675
PM Peak (17:00 – 18:00)	Walk	0.030	0.037	0.067	63	77	141
	Cycle	0.012	0.009	0.021	26	18	45
	PT	0.016	0.008	0.023	33	16	49
	Car Driver	0.314	0.156	0.471	660	328	988
	Car Passenger	0.060	0.086	0.145	125	180	305
	Total	0.432	0.295	0.728	907	620	1,528
Daily (07:00 – 19:00)	Walk	0.426	0.411	0.837	894	863	1,757
	Cycle	0.115	0.111	0.226	242	233	474
	PT	0.114	0.119	0.232	239	249	488
	Car Driver	2.147	2.325	4.472	4,509	4,882	9,391
	Car Passenger	0.621	0.699	1.320	1,304	1,468	2,772
	Total	3.423	3.664	7.087	7,187	7,695	14,882



Scenario 2

8.4.3 **Table 8.5** displays the trip rates and generation derived from the Forecasting Tool, based on the factors outlined in **Table 8.1**, for Scenario 2 – Do Something.

Table 8.5: Scenario 2 – Do Something Multi-Modal Trip Rates and Generation

Time Period	Mode	Trip Rates (Per Dwelling)			Trip Generation		
		Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	Walk	0.026	0.094	0.119	54	196	250
	Cycle	0.008	0.039	0.047	17	82	99
	PT	0.021	0.061	0.082	44	128	173
	Car Driver	0.061	0.378	0.440	129	795	923
	Car Passenger	0.028	0.081	0.109	59	171	230
	Total	0.144	0.654	0.798	303	1,372	1,675
PM Peak (17:00 – 18:00)	Walk	0.030	0.037	0.067	63	77	141
	Cycle	0.024	0.013	0.037	50	27	77
	PT	0.074	0.026	0.100	156	54	210
	Car Driver	0.255	0.142	0.397	536	298	834
	Car Passenger	0.049	0.078	0.127	102	164	266
	Total	0.432	0.295	0.728	907	620	1,528
Daily (07:00 – 19:00)	Walk	0.426	0.411	0.837	894	863	1,757
	Cycle	0.204	0.187	0.391	429	392	821
	PT	0.526	0.352	0.878	1,105	738	1,844
	Car Driver	1.754	2.082	3.836	3,683	4,372	8,056
	Car Passenger	0.512	0.633	1.145	1,076	1,329	2,405
	Total	3.423	3.664	7.087	7,187	7,695	14,882



Scenario 3

8.4.4 As outlined in TN012 Trip Forecasting Tool Factors, there were changes to Scenario 3 – DS+ and its factors to accommodate the inclusion of the active travel connections to the south of the Site. To account for the implementation of connections to the south, the Trip Forecasting Tool has been modified. The two key modifications to the Tool are:

- Removal of a Cycle Restriction of Zones 605, 611, 612, 613 – These restrictions have been present in the baseline tool for the Site to represent the severance of the Site from the rail line and A27
- Inclusion of a “Footbridge Distance Reduction” factor

8.4.5 For the purposes of this assessment, the Footbridge Distance factor has been set to 25%, reducing the effective distance between the Site and affected zones by 25%, shifting their distance bands.

8.4.6 **Table 8.6** displays the trip rates and generation derived from the Forecasting Tool, based on the factors outlined in **Table 8.1**, for Scenario 3 – Do Something Plus.

Table 8.6: Scenario 3 – Do Something Plus Multi-Modal Trip Rates and Generation

Time Period	Mode	Trip Rates (Per Dwelling)			Trip Generation		
		Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	Walk	0.026	0.096	0.123	55	203	258
	Cycle	0.018	0.083	0.101	38	175	213
	PT	0.018	0.049	0.066	37	102	139
	Car Driver	0.051	0.287	0.339	108	603	711
	Car Passenger	0.025	0.081	0.106	53	170	223
	Total	0.139	0.597	0.735	291	1,253	1,544
PM Peak (17:00 – 18:00)	Walk	0.033	0.040	0.073	69	85	154
	Cycle	0.061	0.033	0.094	127	70	198
	PT	0.058	0.022	0.080	122	46	168
	Car Driver	0.193	0.126	0.319	406	265	671
	Car Passenger	0.047	0.069	0.116	98	144	243
	Total	0.392	0.291	0.682	823	610	1,433
Daily (07:00 – 19:00)	Walk	0.436	0.440	0.876	915	924	1,839
	Cycle	0.490	0.461	0.952	1,030	968	1,998
	PT	0.417	0.286	0.703	876	600	1,476
	Car Driver	1.378	1.663	3.040	2,893	3,491	6,385
	Car Passenger	0.469	0.580	1.049	985	1,218	2,203
	Total	3.191	3.429	6.620	6,700	7,201	13,901



Scenario Trip Generation Comparison – Residential

- 8.4.7 **Table 8.7** compares the trip generation per mode for each of the three tested Scenarios: Business as Usual, Do Something and Do Something+.

Table 8.7: Scenario Trip Generation Comparison

Time Period	Mode	Scenario 1 - BaU	Scenario 2 – DS	Scenario 3 – DS+
AM Peak (08:00 – 09:00)	Walk	250	250	258
	Cycle	64	99	213
	PT	53	173	139
	Car Driver	1,051	923	711
	Car Passenger	256	230	223
	Total	1,675	1,675	1,544
PM Peak (17:00 – 18:00)	Walk	141	141	154
	Cycle	45	77	198
	PT	49	210	168
	Car Driver	988	834	671
	Car Passenger	305	266	243
	Total	1,528	1,528	1,433

- 8.4.8 **Table 8.7** shows that between Scenario 1: BaU and Scenario 2: DS in the AM Peak, the overall number of car driver trips is forecast to decrease by 12.2% (128 cars), while cycling and public transport use is forecast to increase by 54.7% (35 trips) and 226.4% (120 trips), respectively. The PT uplift is due to the fact that it is proposed to introduce a new bus service to the Site, as well as enhancing the frequency of service number 27.
- 8.4.9 In the PM Peak hour, between Scenario 1: BaU and Scenario 2: DS, car driver trips are forecast to decrease by 15.6% (154 trips), while cycling and public transport use increases by 71.1% (32 trips) and 328.6% (161 trips) respectively.
- 8.4.10 In the AM Peak hour, between Scenario 1: BaU and Scenario 3: DS+, car driver trips are forecast to decrease by 32.4% (340 trips), while cycling and public transport use increases by 232.8% (149 trips) and 162.3% (86 trips), respectively.
- 8.4.11 In the PM Peak hour, between Scenario 1: BaU and Scenario 3: DS+, car driver trips are forecast to decrease by 32.1% (317 trips), while cycling and public transport use increases by 340.0% (153 trips) and 242.9% (119 trips), respectively.



Scenario Mode Share Comparison – Residential

8.4.12 **Table 8.8** displays the mode share for each of the Vision and Validate scenarios outlined across peak hour periods and the 12-hour daily period.

Table 8.8: Scenario Mode Share Comparison – Residential

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily (07:00 – 19:00)		
	S1	S2	S3	S1	S2	S3	S1	S2	S3
Walk	14.9%	14.9%	16.7%	9.2%	9.2%	10.8%	11.8%	11.8%	13.2%
Cycle	3.8%	5.9%	13.4%	2.9%	5.1%	13.8%	3.2%	5.5%	14.4%
PT	3.2%	10.3%	9.0%	3.2%	13.7%	11.7%	3.3%	12.4%	10.6%
Car Driver	62.7%	55.1%	46.1%	64.7%	54.6%	46.8%	63.1%	54.1%	45.9%
Car Passenger	15.3%	13.7%	14.5%	20.0%	17.4%	17.0%	18.6%	16.2%	15.9%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

8.4.13 Over the 12-hour day, between Scenario 1: BaU and Scenario 2: DS, there is a 2.3% increase in active travel mode share, a 9.1% increase in PT and a 9.0% decrease in car user mode share.

8.4.14 Over the 12-hour day, between Scenario 1: BaU and Scenario 3: DS+, there is a 12.6% increase in active travel mode share, a 7.3% increase in PT and a 17.2% decrease in car user mode share.



8.5 Proposed Development Employment Trip Generation

8.5.1 The proposed development consists of several land uses that will generate trips from their employees. These proposals, as stated in **Section 7**, include 3FE Primary Schools, a Local Centre and Nurseries.

8.5.2 For the purpose of this assessment, the following number of employees has been used:

- Primary Schools – 60 employees
- Local Centre – 174 employees (Assumed GFA of 0.36Ha. TRICS job rate of around 482 jobs per Ha)
- Nurseries – 27 employees (TRICS site reviewed showed a 0.23:1 staff to pupil ratio, with a projected 115 pupils on-site)

Local Centre

8.5.3 **Table 8.9** presents the employment trip generation for the proposed Local Centre.

Table 8.9: Local Centre Trip Generation – Vision & Validate Scenarios

Time Period	Mode	Scenario 1 – BaU			Scenario 2 – DS			Scenario 3 – DS+		
		Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
AM Peak (08:00 – 09:00)	Walk	3	0	3	3	0	3	3	0	3
	Cycle	2	0	2	4	0	4	9	0	9
	PT	2	0	2	10	1	11	7	0	7
	Car Driver	41	2	43	31	2	33	23	1	24
	Car Passenger	4	0	4	4	0	4	3	0	3
	Total	52	3	55	52	3	55	44	2	46
PM Peak (17:00 – 18:00)	Walk	0	2	2	0	2	2	0	2	2
	Cycle	0	1	1	0	3	3	0	6	6
	PT	0	1	1	0	6	6	0	4	4
	Car Driver	0	29	29	0	22	22	0	16	16
	Car Passenger	0	3	3	0	3	3	0	2	2
	Total	0	36	36	0	36	36	0	31	31
Daily (07:00 – 19:00)	Walk	11	7	18	11	7	18	11	8	19
	Cycle	6	5	11	13	10	23	31	25	56
	PT	8	8	16	35	37	52	24	27	51
	Car Driver	146	151	297	111	115	226	81	86	167
	Car Passenger	13	14	27	15	16	31	11	12	13
	Total	185	185	370	185	185	370	159	159	318



Primary Schools

8.5.4 **Table 8.10** presents the employment trip generation for the proposed Primary Schools.

Table 8.10: Primary School Trip Generation – Vision & Validate Scenarios

Time Period	Mode	Scenario 1 – BaU			Scenario 2 – DS			Scenario 3 – DS+		
		Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
AM Peak (08:00 – 09:00)	Walk	1	0	1	1	0	1	1	0	1
	Cycle	1	0	1	1	0	1	3	0	3
	PT	1	0	1	3	0	3	2	0	2
	Car Driver	14	1	15	11	1	12	8	0	8
	Car Passenger	1	0	1	1	0	1	1	0	1
	Total	18	1	19	18	1	19	15	1	16
PM Peak (17:00 – 18:00)	Walk	0	1	1	0	1	1	0	1	1
	Cycle	0	0	0	0	1	1	0	2	2
	PT	0	0	0	0	2	2	0	2	2
	Car Driver	0	10	10	0	8	8	0	5	5
	Car Passenger	0	1	1	0	1	1	0	1	1
	Total	0	12	12	0	12	12	0	11	11
Daily (07:00 – 19:00)	Walk	4	2	6	4	2	6	4	3	7
	Cycle	2	2	4	4	3	7	11	9	20
	PT	3	3	3	12	13	25	8	9	17
	Car Driver	50	52	102	38	40	78	28	30	58
	Car Passenger	5	5	10	5	5	10	4	4	8
	Total	64	64	128	64	64	128	55	55	110



Nursery/Early Learnings

8.5.5 **Table 8.11** presents the employment trip generation for the proposed nursery/early learning provision.

Table 8.11: Nurseries Trip Generation – Vision & Validate Scenarios

Time Period	Mode	Scenario 1 – BaU			Scenario 2 – DS			Scenario 3 – DS+		
		Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
AM Peak (08:00 – 09:00)	Walk	0	0	0	0	0	0	0	0	0
	Cycle	0	0	0	1	0	0	1	0	1
	PT	0	0	0	2	0	2	1	0	1
	Car Driver	6	0	6	5	0	5	4	0	4
	Car Passenger	1	0	1	1	0	1	0	0	0
	Total	8	0	8	8	0	8	7	0	7
PM Peak (17:00 – 18:00)	Walk	0	0	0	0	0	0	0	0	0
	Cycle	0	0	0	0	0	0	0	1	1
	PT	0	0	0	0	1	1	0	1	1
	Car Driver	0	4	4	0	3	3	0	2	2
	Car Passenger	0	0	0	0	0	0	0	0	0
	Total	0	6	6	0	6	6	0	5	5
Daily (07:00 – 19:00)	Walk	2	1	3	2	1	3	2	1	3
	Cycle	1	1	2	2	2	4	5	4	9
	PT	1	1	2	5	6	11	4	4	8
	Car Driver	23	23	46	17	18	32	13	13	26
	Car Passenger	2	2	4	2	2	4	2	2	4
	Total	29	29	58	29	29	58	25	25	50



Total Employment Trip Generation

8.5.6 **Table 8.12** presents the total employment trip generation for the proposed development for each of the scenarios.

Table 8.12: Total Employment Trip Generation – Vision and Validate Scenarios

Time Period	Mode	Scenario 1 – BaU			Scenario 2 – DS			Scenario 3 – DS+		
		Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
AM Peak (08:00 – 09:00)	Walk	5	0	5	5	0	5	4	0	4
	Cycle	3	0	3	5	0	5	13	1	14
	PT	4	0	4	15	1	16	10	1	11
	Car Driver	61	3	65	47	3	50	34	2	36
	Car Passenger	5	0	6	6	0	6	5	0	5
	Total	78	4	82	78	4	82	67	4	71
PM Peak (17:00 – 18:00)	Walk	0	4	4	0	4	4	0	3	3
	Cycle	0	2	2	0	4	4	0	9	9
	PT	0	2	2	0	9	9	0	7	7
	Car Driver	0	43	43	0	33	33	0	24	24
	Car Passenger	0	4	4	0	3	3	0	3	3
	Total	0	54	54	0	54	54	0	46	46
Daily (07:00 – 19:00)	Walk	17	11	28	17	11	28	16	12	28
	Cycle	9	7	16	20	15	35	47	38	85
	PT	13	12	25	52	56	108	37	41	78
	Car Driver	219	227	446	166	172	339	122	130	252
	Car Passenger	20	20	40	23	24	46	17	18	34
	Total	278	278	556	278	278	555	238	238	476



8.6 Overall Total Site Trip Generation

8.6.1 **Table 8.13** presents the proposed developments total trip generation for each of the scenarios, incorporating both the residential, and employment elements of the Site.

Table 8.13: Total Site Trip Generation – Vision and Validate Scenarios

Time Period	Mode	Scenario 1 – BaU			Scenario 2 – DS			Scenario 3 – DS+		
		Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
AM Peak (08:00 – 09:00)	Walk	58	197	255	58	197	255	60	203	263
	Cycle	14	53	67	22	83	105	51	175	227
	PT	13	45	57	29	129	188	47	103	150
	Car Driver	219	897	1,116	175	797	973	142	605	747
	Car Passenger	77	185	262	66	171	237	58	170	228
	Total	380	1,377	1,757	380	1,377	1,787	358	1,256	1,614
PM Peak (17:00 – 18:00)	Walk	63	81	144	63	81	144	69	88	157
	Cycle	26	20	46	50	31	81	127	80	207
	PT	33	18	51	156	63	219	122	53	174
	Car Driver	660	371	1,031	536	331	866	406	288	694
	Car Passenger	125	184	309	102	168	271	98	148	246
	Total	907	675	1,582	907	675	1,582	823	657	1,480
Daily (07:00 – 19:00)	Walk	911	874	1,785	911	874	1,785	931	935	1,866
	Cycle	251	240	490	448	407	855	1,077	1,006	2,083
	PT	252	261	513	1,157	794	1,951	913	641	1,554
	Car Driver	4,728	5,109	9,837	3,850	4,545	8,394	3,015	3,621	6,637
	Car Passenger	1,324	1,488	2,812	1,099	1,352	2,451	1,002	1,235	2,237
	Total	7,465	7,972	15,437	7,465	7,972	15,437	6,938	7,439	14,377

8.6.2 **Table 8.13** displays that the implementation of the transport mitigation measures has the overall effect of shifting trips from car drivers to more sustainable means of travel. In addition, for the step from Scenario 2 to 3, there is also a decrease in total trip generation in line with the vision for the proposed development to internalise as many trips as possible.



Scenario Mode Share Comparison – Employment and Residential

- 8.6.3 **Table 8.14** displays the mode share for each of the Vision and Validate scenarios outlined across peak hour periods and the 12-hour daily period.

Table 8.14: Scenario Mode Share Comparison – Employment and Residential

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily (07:00 – 19:00)		
	S1	S2	S3	S1	S2	S3	S1	S2	S3
Walk	14.5%	14.5%	15.4%	9.1%	9.1%	9.4%	11.6%	11.6%	12.0%
Cycle	3.8%	6.0%	13.0%	2.9%	5.1%	12.9%	3.2%	5.5%	13.6%
PT	3.3%	10.7%	9.6%	3.2%	13.9%	12.2%	3.3%	12.6%	11.1%
Car Driver	63.5%	55.4%	47.6%	65.2%	54.8%	48.4%	63.7%	54.4%	47.3%
Car Passenger	14.9%	13.5%	14.4%	19.5%	17.1%	17.1%	18.2%	15.9%	15.9%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

- 8.6.4 Between Scenario 1: BaU and Scenario 2: DS, there is a 2.1% increase in active travel mode share, a 9.3% increase in PT and a 9.3% decrease in car user mode share in the daily period.
- 8.6.5 Between Scenario 1: BaU and Scenario 3: DS+, there is a 10.8% increase in active travel mode share, a 7.8% increase in PT and a 16.4% decrease in car user mode share in the daily period.
- 8.6.6 As **Table 8.14** shows, implementing the factors outlined in **Section 8.2** significantly influences the various means of travel used to/from the proposed development.



9 Vehicular Trip Assignment

9.1 Introduction

- 9.1.1 Whilst it is expected that the development will successfully deliver the Scenario 3 outcomes, for the purposes of robustness for highways impact and junction capacity testing, the car trip generation as a result of Scenario 2: Do Something (i.e. no significant travel behaviour change) has been carried forward to this section of TA for the distribution and assignment of the car trip generation, and to **Section 10** for the undertaking of junction capacity assessments.
- 9.1.2 This section therefore sets out the distribution and assignment methodology utilised for the trip generation across all modes onto the local highway network, and subsequently onto the wider Strategic Road Network.

9.2 Trip Distribution

- 9.2.1 The principles of the forecast trip distribution have been extracted from the Solent Regional Transport Model (SRTM). As outlined in **Section 1** of this report, during the pre-application consultation in May 2023, it was agreed to utilise the SRTM for the zone system, distance, journey time, and distribution skims, and to directly apply these to the trip forecasting tool.
- 9.2.2 The technical note produced “TN03 – Trip Forecasting Methodology” in November 2023 presented the trip distribution process utilised from the SRTM. This is included in **Appendix B** of this report; however, an overview of the trip distribution approach is summarised below:
- The trip distribution was taken from SRTM. The trip distribution from SRTM, provided for all trips to and from Zone 609, reflects the zone where most of the development is located.
 - Three trip distribution years are available from the SRTM: 2019, 2036, and 2041. For the purposes of this assessment, the 2036 distribution was used as this was deemed most representative of the conditions for the development assessment year (2038).
 - Trip distribution data was received for four time periods: AM, IP, PM, and OP. Trip distribution for the relevant time period is used for each assessment period.
 - The data was provided for three modes: Car, PT, and Active Travel. The spreadsheet tool calculates mode share, so the combined distribution across all modes was used.
 - Trip distribution data was also provided for the different trip purposes. Work trips in the spreadsheet tool (both associated with the residential and employment offering) use the Home-Based-Work (HBW) distribution. Home-Based-Education (HBE) is used for the education trips. Home-Based-Other (HBO) is used for all other trip purposes within the spreadsheet tool.
 - The trip distribution gets applied to the residential trip generations. The trips to each zone for each trip purpose are provided for inbound and outbound trips.
 - A similar process is done to apply the distribution to the trips associated with the on-site employment.

9.3 Trip Assignment

- 9.3.1 The vehicle trip assignment of the forecast trips generated is assigned using a separate spreadsheet tool. The assignment of trips in this tool is based on the route options from the origin zone (the Site) to the destination zones as extracted from the SRTM.



9.3.2 The assignment methodology is presented along the following steps:

1. The development Site is split into parcels, Northern, Middle and Southern.
 - a. Northern – West of Eastleigh Road
 - b. Middle – East of Eastleigh Road, North of Southleigh Road
 - c. Southern – South of Southleigh Road
2. These Site parcels are then split again based on the estimated development distribution across development parcels. This provides the level of development that will be accessed through the respective parcels' access points.
3. The traffic generation from the Trip Forecasting Tool, in **Section 8**, applies the trip generation SRTM Zones with the Site (Zone 609), being set as the origin and all other zones as the destinations, or vice versa for inbound and outbound trips.
4. Each parcel's trip generation is routed from the origin zone to the destination zone, depending on the zone-to-zone assignment. Multiple route options have been used, and the trip generation is proportionally split based on the likelihood of route choice.
5. The routes have been partially informed by Google Maps route assignment, with the routes split into links, which are assigned Movement Numbers to track the number of vehicles assigned to each movement. The parcel assignments are then combined for a total movement trip assignment, which is applied to the external highway network.
6. The movement number associated with the trips is then assigned within a network model to feed into the junction modelling that has been completed in **Section 10**.

9.3.3 The local highway network vehicle flows are contained in **Appendix H. This includes the 2023 Baseline, based on 14 June 2023 surveys**, which are contained in **Appendix G**, and the 2038 Baseline, which has been factored up using TEMPro and the inclusion of local committed development. These show the vehicle flows without the inclusion of the proposed development

9.3.4 The Site access arrangement with vehicle flows is contained in **Appendix I** for each scenario. These include the proposed development vehicle flows and the baseline flows with the proposed development vehicle flows.

9.3.5 **Appendix J** contains the local highway network vehicle flows for each of the scenarios, based on the 2038 Baseline with the proposed development, dependent on the scenario.

9.3.6 The forecast vehicle assignment across the local highway network for the AM, PM, and daily periods is presented in **Appendix J**.

9.4 Trip Assignment Summary

9.4.1 As outlined in this section, the assignment of trips is conducted using the SRTM Zones. A summary of the assignment is outlined below, identifying the origin / destination of Southleigh, Havant traffic across a daily period.

9.4.2 **Table 9.1** displays a summary of the trip assignment, grouped by SRTM sector (amalgamated Zones), for residential and employment uses, and a combined assignment.



Transport Assessment

Table 9.1: Trip Assignment Summary

Sector	Arrival			Departure		
	Residential	Employment	Combined	Residential	Employment	Combined
East Hampshire (Core)	6%	6%	6%	5%	4%	5%
Eastleigh	0%	1%	0%	0%	0%	0%
Fareham	2%	3%	2%	5%	5%	5%
Gosport	0%	0%	0%	0%	0%	0%
New Forest (Core)	0%	0%	0%	0%	0%	0%
Test Valley (Core)	0%	0%	0%	0%	0%	0%
Winchester (Core)	1%	1%	1%	1%	2%	1%
Portsmouth	12%	14%	12%	20%	20%	20%
Southampton	1%	1%	1%	2%	2%	2%
East Hampshire (Marginal)	2%	3%	2%	3%	3%	3%
New Forest (Marginal)	0%	0%	0%	0%	0%	0%
Test Valley (Marginal)	0%	0%	0%	0%	0%	0%
Winchester (Marginal)	0%	0%	0%	0%	0%	0%
Arun (Marginal)	1%	1%	1%	1%	2%	1%
Chichester (Marginal)	7%	7%	7%	12%	12%	12%
Isle of Wight	1%	2%	1%	1%	1%	1%
Arun (Buffer)	0%	0%	0%	0%	0%	0%
Chichester (Buffer)	0%	0%	0%	0%	0%	0%
East Hampshire (Buffer)	0%	0%	0%	1%	1%	1%
New Forest (Buffer)	0%	0%	0%	0%	0%	0%
Test Valley (Buffer)	0%	0%	0%	0%	0%	0%
Bournemouth	0%	0%	0%	0%	0%	0%
Poole	0%	0%	0%	0%	0%	0%
Christchurch	0%	0%	0%	0%	0%	0%
East Dorset	0%	0%	0%	0%	0%	0%
Basingstoke & Dean	0%	0%	0%	1%	1%	1%
Salisbury	0%	0%	0%	0%	0%	0%



Transport Assessment

Sector	Arrival			Departure		
	Residential	Employment	Combined	Residential	Employment	Combined
External (assumed that these come from London)	0%	0%	0%	0%	0%	0%
Havant Zones						
Waterlooville	4%	4%	4%	2%	3%	2%
Stakes	1%	1%	1%	0%	2%	0%
Widley	3%	3%	3%	1%	1%	1%
Bedhampton	6%	6%	6%	3%	3%	3%
Leigh Park	14%	13%	14%	5%	6%	5%
Havant Town Centre	9%	7%	9%	8%	10%	8%
New Lane Industrial Estate	6%	4%	6%	6%	4%	6%
Hayling Island and Langstone	4%	5%	4%	1%	1%	1%
Emsworth	4%	3%	4%	6%	4%	6%
New Brighton	4%	2%	4%	3%	1%	3%
Warblington	8%	6%	8%	8%	3%	8%
Denvilles	0%	0%	0%	0%	0%	0%
Total	100%	100%	100%	100%	100%	100%



10 Traffic Impact Appraisal

10.1 Introduction

- 10.1.1 This section presents the methodology and traffic impact assessments carried out to ascertain the forecast impact on the highway network of the vehicle trips generated to and from the development.

10.2 Study Network

- 10.2.1 Standalone junction modelling has been carried out for the proposed three site access junctions in line with the development proposals outlined in **Section 7**.
- 10.2.2 The bus gate onto Normandy Way has not undergone individual junction modelling as it will have a negligible impact on Normandy Way's function. The number of two-way bus movements through the bus gate will depend on the specific timetable; however, it is expected to be 6 per hour under current proposals.
- 10.2.3 Nine off-site junctions have undergone standalone junction modelling to ascertain the forecast impact of development traffic, dependent on the scenario tested. The junctions being assessed have the potential to see impacts as a result of the development proposals and have been agreed with HCC through the pre-application discussions outlined in **Section 1**.
- 10.2.4 Site Access Junctions:
- Site Access 1: Southleigh Road (W) – Main Junction for the Site and through traffic – Signalised Crossroads;
 - Site Access 2: Eastleigh Road – Signalised Crossroads;
 - Site Access 3: Southleigh Road (E) – 3-arm Roundabout
- 10.2.5 The following off-site junctions have been assessed using as part of this report:
- Junction 1 – Havant Road / A27 South Roundabout (Warblington Interchange)
 - Junction 2 – Emsworth Road / A27 North Roundabout (Warblington Interchange)
 - Junction 3 – Emsworth Road / Southleigh Road / Pook Lane (Signalised Junction)
 - Junction 4 – Horndean Road / Bartons Road / Emsworth Common Road
 - Junction 6 – Horndean Road / Southleigh Road
 - Junction 8 – High Street / North Street Roundabout
 - Junction 10 – Eastleigh Road / Bartons Road
 - Junction 11 – Petersfield Road / Bartons Road (Signalised Junction)
 - Junction 12 – Manor Lodge Double Mini Roundabout

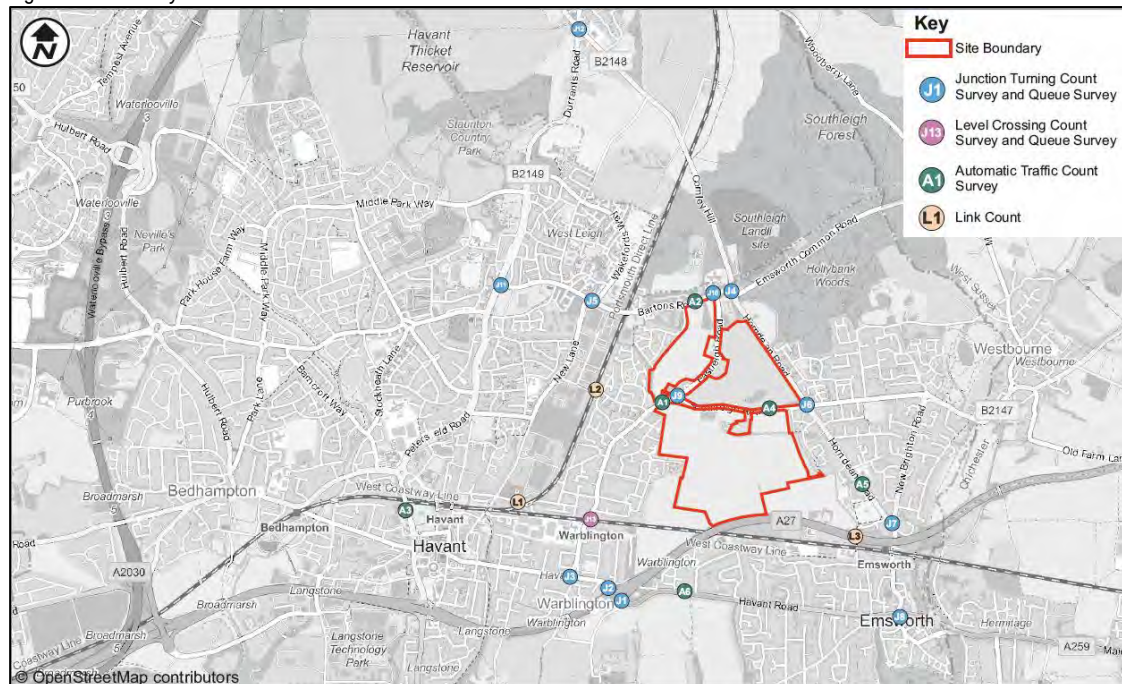
10.3 Traffic Data

- 10.3.1 Traffic surveys were commissioned and carried out across the highway network in proximity to the Site within Havant and Emsworth. These surveys comprised of 12 Classified Turning Counts (CTCs), six Automatic Traffic Counts (ATCs), one level crossing count, and three



pedestrian/cycle link counts, the survey results are contained in **Appendix G. Figure 10.1** displays the survey locations.

Figure 10.1: Survey Locations



- 10.3.2 Surveys were conducted by Nationwide Data Collection. As agreed with HCC, the surveys were carried out during neutral conditions prior to the end of the school term, the CTCs were carried out on Wednesday, 14 June 2023 and collected turning and queue data during the periods 07:00 – 10:00 and 16:00 – 19:00. On the same day, the level crossing count was carried out for a 24-hour period collecting crossing closure durations, traffic volumes, and queue data at one-minute intervals, along with the Pedestrian/Cycle Link Counts between 07:00 – 10:00 and 16:00 – 19:00. The ATCs were conducted for a 7-day period (16 – 20 June) and collected flow and speed data.
- 10.3.3 The traffic survey results were presented to HCC at an in-person meeting held at HCC's office in Winchester on 17 July 2023. Peak-period vehicle queuing at both junctions and the Warblington level crossing was discussed to ensure all parties understood the existing traffic situation.
- 10.3.4 Beyond the initial round of traffic surveys across the local highway network, a follow-up site survey was undertaken on Thursday, 10th July 2025. This was primarily to understand the operation of the Warblington Level Crossing while also reviewing the operation of the local highway network. The survey found that the average duration of closures is 2 minutes and 49 seconds. The maximum recorded closure duration was 4 minutes and 48 seconds, while the minimum recorded duration was 51 seconds; further details are in **Section 11.3**.
- 10.3.5 Stantec commissioned IDASO Limited to conduct an automatic number plate recognition (ANPR) survey of the Warblington Level Crossing to understand the nature of its operation, in terms of flow distribution and vehicle transit time through the level crossing. The surveys were conducted on Wednesday, 17th September 2025, to capture a typical neutral working day, and when all schools in the area were fully operational following the summer break; further details are in **Section 11.4** and the results are contained in **Appendix G**.

10.4 Committed Development

- 10.4.1 As part of the assessment process, committed developments within the Havant local area have been included to provide a comprehensive view of the future year situation. These developments have been assumed to have been built out by the assessment year.
- 10.4.2 The committed development flows have been extracted from the relevant transport assessments and added to the future year (2038) scenario.
- 10.4.3 As part of the Environmental Impact Assessment (EIA) scoping process, the following 4 committed development proposals have been deemed appropriate to include in the assessment:
- Southleigh Park House (APP/17/0063): Located to the north of the Site, between the Southleigh parkland and Bartons Road, and consisting of 70 dwellings. This site had its hybrid application approved in 2019, with the reserved matters application approved in May 2025.
 - Land West of Coldharbour Farm Road (APP/19/01226): Located to the southeast of the Site, adjacent to Emsworth Park and consisting of 44 dwellings. The Site received full planning permission in 2024.
 - Camp Field (Land west of Havant Crematorium) (APP/19/00007): Located north of the Site, north of Bartons Road, and consisting of 77 dwellings. This site was granted permission in 2020 and is currently being built out.
 - Land North of Long Copse Lane (APP/21/00893): Located east of the Site in Emsworth, and consisting of 210 dwellings. The site is currently pending a decision, but has been included in the assessment assumptions.

10.5 Background Traffic Growth

- 10.5.1 Background growth within Havant and the neighbouring local areas has been applied to the assessment using output from the DfT's TEMPro Software tool. To provide a robust estimate of the local traffic growth, factors from TEMPro have been obtained to reflect growth from the traffic survey date (2023) through to the forecast development completion year (2038).
- 10.5.2 The TEMPro growth rates include an overall allowance for housing projections in the area based on Local Plan forecasts. It is therefore necessary to adjust the factors to reflect the specific development proposals for the Southleigh allocation (since the traffic for the Site will be directly and specifically added to junctions as part of this TA). This has been done by removing 2,100 dwellings from the future household projections in Havant in 2038.
- 10.5.3 It should be noted that the committed development outlined above has been included manually and not removed from the background growth rate. This approach is considered to be a robust approach to accounting for background growth in the area.
- 10.5.4 The resulting growth rates derived from TEMPro are shown in **Table 10.1** below. These have been applied to the 2023 survey baseline flows and are illustrated on the network diagrams provided in **Appendix H**.

Table 10.1: TEMPro Growth Factors

Geographical Area	Year	AM Peak	PM Peak
Havant 014	2023 – 2038	1.1253	1.1211

Source: TEMPro Version 8.1



10.6 Assessment Years and Scenarios

10.6.1 All junctions have been assessed for the following scenarios, for AM and PM peaks periods:

- 2023 Baseline;
- 2038 Future Year Baseline;
- 2038 Baseline + Committed Development;
- 2038 Baseline + Committed Development + Proposed Development (S1 – BaU);
- 2038 Baseline + Committed Development + Proposed Development (S2 – DS); and
- 2038 Baseline + Committed Development + Proposed Development (S3 – DS+)

10.6.2 The outputs for the junctions modelled in this section are contained in **Appendix K**.

10.7 Site Access Junctions

10.7.1 As presented in **Section 7** of this report, four new vehicle access points are proposed as part of the development proposals. Three of these access points have been modelled as described below, with the Normandy Way access being a bus gate that is not considered to require modelling due to the low vehicle use.

Site Access 1 – Southleigh Road (W)

10.7.2 The primary access for the development is proposed to be a signalled crossroads junction located towards the western end of the development on Southleigh Road. This junction provides access to both the southern and northern development parcels of the Site and is part of the bus route spine road.

10.7.3 The junction has been modelled with an 'all-red' pedestrian phase running every cycle. This has been implemented to ensure pedestrian and cycle movements across the junction are regularly accommodated, allowing for an unsevered development that puts people's movements first.

10.7.4 The results of the modelling are summarised in **Table 10.2**.



Table 10.2: Site Access 1 – Southleigh Road (W) – Crossroads

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Queue (Veh)	Delay (s/veh)	DoS (%)	Queue (Veh)	Delay (s/veh)	DoS (%)
2038 + Committed Development + Proposed Development (BaU)						
Site Access (N)	1.7	43.7	37.9	0.5	35.0	13.1
Southleigh Road (E)	9.1	40.4	84.8	5.7	16.4	46.8
Site Access (S)	11.4	67.2	89.1	2.7	44.5	58.4
Southleigh Road (W)	11.9	35.4	79.0	10.4	39.7	84.6
Cycle Time (s)	90			70		
PRC (%)	1.0			6.4		
Delay (s)	17.58			9.19		
2038 + Committed Development + Proposed Development (DS)						
Site Access (N)	1.4	38.8	26.2	0.5	34.9	12.6
Southleigh Road (E)	8.2	32.6	78.4	5.1	15.9	43.2
Site Access (S)	8.1	51.7	78.6	2.3	42.1	51.7
Southleigh Road (W)	11.2	34.4	77.3	7.4	26.8	69.1
Cycle Time (s)	90			70		
PRC (%)	14.6			30.2		
Delay (s)	13.76			6.62		
2038 + Committed Development + Proposed Development (DS+)						
Site Access (N)	1.2	38.6	19.0	0.5	34.8	11.7
Southleigh Road (E)	5.7	20.9	56.3	4.6	15.3	38.9
Site Access (S)	5.2	46.6	65.8	1.9	40.3	44.9
Southleigh Road (W)	5.9	25.0	64.5	5.6	20.5	54.1
Cycle Time (s)	90			70		
PRC (%)	36.8			66.5		
Delay (s)	9.15			5.07		

- 10.7.5 The proposed site access junction is shown to operate within capacity under all with development scenarios, this being inclusive of running an all-red pedestrian stage every cycle, as noted. Reserve capacity is available even under the pessimistic 'business as usual' test, where no sustainable travel shift is predicted to be achieved.



Site Access 2 – Southleigh Road (E)

10.7.6 The other access for the development on Southleigh Road is proposed to be a roundabout junction located towards the eastern end of the development. This junction provides access to the Site's southern development parcels and is part of the bus route spine.

10.7.7 The modelling results are summarised in **Table 10.3**.

Table 10.3: Site Access 2 – Southleigh Road (E) – Roundabout

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Queue (Veh)	Delay (s/veh)	RFC	Queue (Veh)	Delay (s/veh)	RFC
2038 + Committed Development + Proposed Development (BaU)						
Southleigh Road (E)	1.8	8.22	0.64	1.9	8.45	0.66
Site Access	0.5	5.42	0.33	0.4	5.66	0.31
Southleigh Road (W)	2.1	11.24	0.68	0.3	4.45	0.21
2038 + Committed Development + Proposed Development (DS)						
Southleigh Road (E)	1.6	7.65	0.61	1.4	7.11	0.59
Site Access	0.4	5.21	0.31	0.4	5.33	0.29
Southleigh Road (W)	1.6	9.32	0.62	0.2	4.31	0.19
2038 + Committed Development + Proposed Development (DS+)						
Southleigh Road (E)	1.5	7.32	0.60	1.1	6.14	0.53
Site Access	0.4	4.98	0.28	0.4	5.03	0.27
Southleigh Road (W)	1.0	7.17	0.51	0.2	4.17	0.16

10.7.8 The proposed site access roundabout towards the east of the Site is shown to operate well within capacity under all development scenarios. Reserve capacity is available even under the pessimistic 'business as usual' test, where no sustainable travel shift is predicted to be achieved.



Site Access 3 – Eastleigh Road

10.7.9 Reserve capacity is available even under the pessimistic ‘business as usual’ test, where no sustainable travel shift is predicted to be achieved. The junction has been modelled with an all-red pedestrian phase running every cycle. This has been implemented to ensure pedestrian and cycle movements across the junction are regularly accommodated, allowing for an unsevered development that puts people's movements first.

10.7.10 The modelling results are summarised in **Table 10.4**.

Table 10.4: Site Access 3 – Eastleigh Road - Crossroads

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Queue (Veh)	Delay (s/veh)	DoS (%)	Queue (Veh)	Delay (s/veh)	DoS (%)
2038 + Committed Development + Proposed Development (BaU)						
Site Access (N)	4.5	48.1	72.9	1.5	34.9	33.9
Eastleigh Road (N)	3.7	28.3	63.3	5.7	26.6	65.7
Site Access (S)	0.5	30.4	13.1	0.3	29.3	7.1
Eastleigh Road (S)	5.6	21.8	55.9	3.3	17.8	35.7
Cycle Time (s)	60			60		
PRC (%)	23.5			37.1		
Delay (s)	7.05			4.58		
2038 + Committed Development + Proposed Development (DS)						
Site Access (N)	3.4	37.3	58.4	1.3	34.2	30.1
Eastleigh Road (N)	3.6	30.5	64.5	4.5	23.4	58.3
Site Access (S)	0.5	28.7	11.0	0.2	29.3	6.2
Eastleigh Road (S)	5.7	23.2	58.0	3.1	17.6	33.8
Cycle Time (s)	60			60		
PRC (%)	39.5			54.5		
Delay (s)	6.31			3.98		
2038 + Committed Development + Proposed Development (DS+)						
Site Access (N)	2.7	40.9	55.4	1.1	33.5	26.5
Eastleigh Road (N)	3.3	24.0	55.3	4.1	22.3	54.6
Site Access (S)	0.4	31.0	9.7	0.2	29.4	5.7
Eastleigh Road (S)	5.3	20.2	52.3	2.9	17.4	31.9
Cycle Time (s)	60			60		
PRC (%)	62.5			64.8		
Delay (s)	5.28			3.58		

10.7.11 The proposed site access junction is shown to operate within capacity under all development scenarios. Reserve capacity is available even under the pessimistic ‘business as usual’ test, where no sustainable travel shift is predicted to be achieved.



10.8 Off-Site Junctions with Mitigation Proposals

- 10.8.1 The junctions presented in this section are proposed to have mitigation measures implemented as part of the development proposals. These mitigation proposals aim to mitigate, as far as possible, the additional development traffic forecast to be assigned through the junctions, and, more importantly, to take the opportunity to improve other aspects of the highway network for pedestrians, cyclists and vulnerable road users.
- 10.8.2 The 2023 baseline modelling of all off-site junctions has been validated against the surveyed queuing and signal timings (where applicable). These baseline models and associated queue surveys were shared with HCC to discuss the modelling and validation approach in November 2024.

Warblington Interchange Junction 1 – Havant Road / A27 South Roundabout (Impacts HCC and NH Network)

- 10.8.3 **Table 10.5** displays Havant Road and A27 (S) roundabout junction assessment for the AM (08:00 – 09:00) and PM Peaks (17:00 – 18:00).

Table 10.5: J1 – Havant Road / A27 South Roundabout ARCADY Assessment AM & PM Peak Hours

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Queue (Veh)	Delay (s/veh)	RFC	Queue (Veh)	Delay (s/veh)	RFC
2023 Baseline						
A259 (E)	2.7	8.10	0.73	1.4	5.81	0.58
Church Lane	0.1	33.91	0.11	0.2	25.88	0.15
A259 (W)	4.2	10.31	0.80	1.6	5.04	0.61
A27 Off-Slip	0.1	3.95	0.10	0.6	4.52	0.38
2038 Future Year Baseline						
A259 (E)	5.0	13.66	0.83	2.1	7.83	0.68
Church Lane	0.7	177.46	0.44	0.5	66.41	0.33
A259 (W)	9.0	20.32	0.90	2.2	6.21	0.68
A27 Off-Slip	0.2	4.71	0.13	0.9	5.65	0.46
2038 + Committed Development						
A259 (E)	6.0	16.04	0.86	2.2	8.14	0.69
Church Lane	1.9	392.41	0.92	0.6	77.20	0.37
A259 (W)	9.5	21.20	0.91	2.2	6.31	0.69
A27 Off-Slip	0.2	4.78	0.14	0.9	5.77	0.47
2038 + Committed Development + Proposed Development (BaU)						
A259 (E)	17.4	44.73	0.97	2.7	9.92	0.73
Church Lane	8.4	1608.94	>10	3.5	397.80	1.06
A259 (W)	30.8	59.19	1.00	2.8	7.38	0.73
A27 Off-Slip	0.2	5.54	0.16	1.1	6.89	0.53
2038 + Committed Development + Proposed Development (DS)						
A259 (E)	15.5	40.42	0.96	2.7	9.67	0.73
Church Lane	8.4	1552.64	>10	2.4	306.17	0.87
A259 (W)	27.4	53.96	0.99	2.7	7.24	0.73
A27 Off-Slip	0.2	5.48	0.16	1.1	6.69	0.52



2038 + Committed Development + Proposed Development (DS+)						
A259 (E)	13.2	34.80	0.95	2.7	9.57	0.73
Church Lane	8.4	1505.34	>10	2.1	274.13	0.81
A259 (W)	23.3	47.23	0.98	2.6	7.17	0.73
A27 Off-Slip	0.2	5.41	0.16	1.1	6.62	0.51

10.8.4 **Table 10.5** shows that the junction is approaching/reaching the capacity of the A259 (W) arm in the AM Peak 2038 Baseline. Beyond that flow level (incorporating Committed Development and Development Scenarios), the junction's capacity is exceeded. In the PM peak, the capacity of the junction is predicted to be exceeded in the 'with development' Scenario 1, but only on Church Lane, which provides access to a small number of properties.

10.8.5 The modelling of Church Lane effectively 'breaks' beyond the 2023 Baseline; this is due to the very low flow (15 & 26 per hour) exiting Church Lane and the comparable greater flows from the other arms on this junction, resulting in the modelling not permitting egress from Church Lane. In reality, those who egress Church Lane would be able to exit, taking natural gaps in the traffic flow.

10.8.6 The proposed mitigation scheme and capacity testing results are set out in **Table 10.7**.



Warblington Interchange Junction 2 – Emsworth Road / A27 North Roundabout (Affects HCC and NH network)

10.8.7 **Table 10.6** displays the Emsworth Road and A27 (N) roundabout junction assessment for the AM (08:00 – 09:00) and PM Peaks (17:00 – 18:00).

Table 10.6: J2 – Emsworth Road / A27 North Roundabout ARCADY Assessment AM & PM Peak Hours

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Queue (Veh)	Delay (s/veh)	RFC	Queue (Veh)	Delay (s/veh)	RFC
2023 Baseline						
Havant Road	0.4	4.75	0.29	1.5	8.26	0.59
A27 Off-Slip	2.8	7.56	0.73	1.8	6.32	0.64
Emsworth Road	5.2	33.87	0.85	1.6	11.52	0.62
2038 Future Year Baseline						
Havant Road	0.5	5.00	0.32	1.6	8.70	0.61
A27 Off-Slip	5.1	12.41	0.83	2.7	8.43	0.73
Emsworth Road	30.6	157.02	1.07	2.4	15.47	0.71
2038 + Committed Development						
Havant Road	0.5	4.94	0.33	2.0	10.12	0.66
A27 Off-Slip	5.5	13.27	0.84	3.2	9.88	0.76
Emsworth Road	69.6	195.87	1.11	3.3	21.12	0.77
2038 + Committed Development + Proposed Development (BaU)						
Havant Road	0.5	4.99	0.34	2.4	11.25	0.70
A27 Off-Slip	6.5	15.43	0.87	6.8	19.11	0.88
Emsworth Road	162.3	773.40	1.48	5.4	32.14	0.86
2038 + Committed Development + Proposed Development (DS)						
Havant Road	0.5	5.00	0.34	2.3	10.96	0.70
A27 Off-Slip	6.3	15.06	0.86	5.8	16.51	0.86
Emsworth Road	145.7	704.62	1.45	5.1	30.40	0.85
2038 + Committed Development + Proposed Development (DS+)						
Havant Road	0.5	5.00	0.34	2.2	10.85	0.69
A27 Off-Slip	6.3	15.07	0.86	5.3	15.25	0.85
Emsworth Road	129.7	619.98	1.40	4.9	29.52	0.84

10.8.8 **Table 10.6** shows that the junction in the 2023 Baseline operates approaching capacity in the AM Peak, which worsens in the following tests where flows through the junction are greater. In all tests, Emsworth Road operates at or above capacity in the AM peak, while in the PM peak, it approaches capacity with the introduction of development traffic.

10.8.9 As outlined in **Section 7.5**, as part of the development proposals, this interchange is proposed to be improved to mitigate the effect of the development. This proposed upgrade includes signalling the two roundabouts with the addition of internal stop lines, widening of the northern arm entry to two lanes, and partial removal of the circulatory roundabout sections that are rarely used.



10.8.10 Given the integrated nature of the two roundabout junctions of Warblington Interchange, the proposed mitigation scheme incorporates both junctions and treats them as a single, comprehensive, linked signal junction.

10.8.11 This proposed mitigation scheme has been tested, and the results are shown in **Table 10.7**.

Table 10.7: J1/2 – Warblington Interchange LinSig Summary Results – Mitigation Scheme

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Queue (Veh)	Delay (s/veh)	DoS (%)	Queue (Veh)	Delay (s/veh)	DoS (%)
2038 + Committed Development + Proposed Development (BaU)						
A259 (W)	7.1	28.6	69.6	3.9	18.4	40.9
A259 (central link WB)	4.5	18.1	44.9	11.1	22.5	76.8
A27 Off-Slip (EB)	11.1	20.2	75.4	9.9	23.3	74.4
A259 (central link EB)	14.1	11.2	79.7	12.1	13.3	74.8
A27 Off-Slip (WB)	1.0	32.2	22.9	4.7	30.1	59.3
A259 (E)	9.4	14.2	67.8	6.8	17.9	60.5
Church Lane	0.1	13.7	3.6	1.0	6.6	4.6
North RBT Internal	1.2	4.7	63.1	1.3	7.0	61.9
South RBT Internal	8.7	28.5	74.1	11.2	15.5	76.0
Cycle Time (s)	60			60		
PRC (%)	12.9			17.2		
Delay (s)	33.81			33.33		
2038 + Committed Development + Proposed Development (DS)						
A259 (W)	7.2	30.9	72.0	3.9	18.4	40.6
A259 (central link WB)	4.6	19.2	46.8	10.9	22.1	76.0
A27 Off-Slip (EB)	10.6	18.4	72.6	9.6	22.7	73.0
A259 (central link EB)	14.1	11.2	79.7	12.0	13.1	74.4
A27 Off-Slip (WB)	1.0	32.1	22.5	4.6	29.8	58.5
A259 (E)	9.3	14.1	67.5	7.3	20.4	66.2
Church Lane	0.1	13.6	3.5	0.1	6.2	4.4
North RBT Internal	1.1	4.4	61.0	1.3	5.3	60.7
South RBT Internal	8.4	27.9	72.5	10.6	13.0	70.2
Cycle Time (s)	60			60		
PRC (%)	13.0			18.4		
Delay (s)	33.12			32.70		



2038 + Committed Development + Proposed Development (DS+)						
A259 (W)	6.9	29.9	69.7	3.8	17.4	38.7
A259 (central link WB)	4.6	19.2	46.8	10.3	20.1	73.0
A27 Off-Slip (EB)	10.6	18.4	72.7	9.8	24.5	75.1
A259 (central link EB)	14.1	11.2	79.8	12.0	13.0	74.1
A27 Off-Slip (WB)	1.0	32.1	22.5	4.6	29.8	58.5
A259 (E)	8.9	13.3	67.1	6.8	17.9	60.5
Church Lane	0.1	13.9	3.6	0.1	6.5	4.6
North RBT Internal	1.1	4.4	61.0	1.3	5.7	62.1
South RBT Internal	8.1	29.0	73.1	10.9	15.1	74.8
Cycle Time (s)	60			60		
PRC (%)	12.8			19.9		
Delay (s)	32.35			32.47		

10.8.12 The proposed mitigation scheme is shown to provide significantly greater levels of capacity across the junctions. There is reserve capacity within the junction under all three of the development scenario tests.



Junction 4 – Horndean Road / Bartons Road / Emsworth Common Road Staggered Priority Junction

10.8.13 **Table 10.8** displays the Horndean Road, Bartons Road, Emsworth Close Road staggered priority junction assessment for the AM (08:00 – 09:00) and PM Peak (17:00 – 18:00).

Table 10.8: J4 – Horndean Road / Bartons Road PICADY Assessment AM & PM Peak Hours

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Queue (PCU)	Delays (s)	RFC	Queue (PCU)	Delays (s)	RFC
2023 Baseline						
Bartons Rd to Horndean Rd (N)	0.2	8.31	0.15	0.2	8.68	0.20
Bartons Rd to Horndean Rd (S) & Emsworth Common Rd	11.3	84.31	0.96	2.5	24.48	0.72
Horndean Rd (S) to All Arms	0.3	9.41	0.21	0.1	6.83	0.05
Emsworth Common Rd to Horndean Rd (S),	0.0	10.07	0.04	0.1	10.41	0.12
Emsworth Common Rd to Bartons Rd & Horndean Rd (N)	3.3	46.53	0.78	19.9	176.91	1.05
Horndean Rd (N) to All Arms	0.2	8.21	0.16	0.1	8.99	0.12
2038 Future Year Baseline						
Bartons Rd to Horndean Rd (N)	0.2	8.82	0.17	0.3	10.20	0.24
Bartons Rd to Horndean Rd (S) & Emsworth Common Rd	42.7	255.05	1.14	5.3	48.44	0.87
Horndean Rd (S) to All Arms	0.4	11.04	0.27	0.1	7.22	0.06
Emsworth Common Rd to Horndean Rd (S),	0.1	11.46	0.05	0.2	11.00	0.14
Emsworth Common Rd to Bartons Rd & Horndean Rd (N)	10.9	133.46	0.99	55.4	475.51	1.27
Horndean Rd (N) to All Arms	0.2	9.02	0.19	0.2	10.42	0.16
2038 + Committed Development						
Bartons Rd to Horndean Rd (N)	0.2	9.16	0.19	0.4	10.93	0.26
Bartons Rd to Horndean Rd (S) & Emsworth Common Rd	56.0	348.01	1.20	9.9	82.02	0.96
Horndean Rd (S) to All Arms	0.4	11.41	0.28	0.1	7.49	0.06
Emsworth Common Rd to Horndean Rd (S),	0.1	11.69	0.05	0.2	11.38	0.14
Emsworth Common Rd to Bartons Rd & Horndean Rd (N)	15.7	183.89	1.06	65.8	604.59	1.35
Horndean Rd (N) to All Arms	0.3	9.52	0.20	0.2	10.95	0.17
2038 + Committed Development + Proposed Development (BaU)						
Bartons Rd to Horndean Rd (N)	0.4	10.93	0.29	0.4	11.81	0.30
Bartons Rd to Horndean Rd (S) & Emsworth Common Rd	73.9	513.07	1.29	17.4	134.05	1.04
Horndean Rd (S) to All Arms	0.4	11.93	0.29	0.1	7.85	0.07
Emsworth Common Rd to Horndean Rd (S),	0.1	11.98	0.05	0.2	11.92	0.15
Emsworth Common Rd to Bartons Rd & Horndean Rd (N)	23.6	270.21	1.16	83.0	788.84	1.45
Horndean Rd (N) to All Arms	0.3	10.41	0.23	0.3	12.74	0.26



2038 + Committed Development + Proposed Development (DS)						
Bartons Rd to Horndean Rd (N)	0.4	10.81	0.28	0.4	11.73	0.29
Bartons Rd to Horndean Rd (S) & Emsworth Common Rd	72.6	500.52	1.28	16.3	126.80	1.03
Horndean Rd (S) to All Arms	0.4	11.89	0.29	0.1	7.80	0.07
Emsworth Common Rd to Horndean Rd (S),	0.1	11.96	0.05	0.2	11.82	0.15
Emsworth Common Rd to Bartons Rd & Horndean Rd (N)	22.9	262.44	1.15	80.9	767.83	1.44
Horndean Rd (N) to All Arms	0.3	10.32	0.22	0.3	12.50	0.24
2038 + Committed Development + Proposed Development (DS+)						
Bartons Rd to Horndean Rd (N)	0.4	10.51	0.26	0.4	11.71	0.29
Bartons Rd to Horndean Rd (S) & Emsworth Common Rd	70.6	481.50	1.27	15.6	121.51	1.02
Horndean Rd (S) to All Arms	0.4	11.84	0.29	0.1	7.76	0.07
Emsworth Common Rd to Horndean Rd (S),	0.1	11.92	0.05	0.2	11.76	0.14
Emsworth Common Rd to Bartons Rd & Horndean Rd (N)	22.3	254.08	1.14	79.2	750.96	1.43
Horndean Rd (N) to All Arms	0.3	10.22	0.22	0.3	12.33	0.24

10.8.14 **Table 10.8** shows that the junction is operating overcapacity in the baseline tests, specifically on Bartons Road and Emsworth Common Road. Horndean Road operates within capacity in all the tests, as its movements have priority over the side roads. Notably, this junction is also wide on Horndean Road and difficult to cross as a pedestrian or cyclist. Horndean Road also has a 60mph speed limit at this point, further increasing the severance effect of the road.

10.8.15 As outlined in **Section 7.5**, as part of the development proposals, this junction will be improved to mitigate the effect of the proposed development and to improve its function and safety for pedestrians and cyclists. This will involve signalisation of the staggered junction, with a signalised toucan crossing, and the central island will be equipped with dropped kerbs, tactile paving and guardrails (if required by HCC).

10.8.16 **Table 10.9** displays the modelling results of the proposed mitigation.



Table 10.9: J4 – Horndean Road / Bartons Road LinSig Summary Results – Mitigation Scheme

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Queue (Veh)	Delay (s/veh)	DoS (%)	Queue (Veh)	Delay (s/veh)	DoS (%)
2038 + Committed Development + Proposed Development (BaU)						
Comley Hill	7.6	27.3	79.6	5.7	20.4	68.4
Emsworth Common Rd	3.2	17.9	48.2	7.1	30.0	80.3
Horndean Road	17.7	61.7	97.1	9.4	27.8	83.4
Bartons Road	14.8	56.6	95.7	7.5	29.9	82.7
Internal NB	10.1	2.1	71.1	9.4	2.3	71.2
Internal SB	11.9	4.8	89.3	8.7	5.6	78.0
Cycle Time (s)	90			90		
PRC (%)	-7.9			7.8		
Delay (s)	30.01			17.84		
2038 + Committed Development + Proposed Development (DS)						
Comley Hill	7.5	27.0	79.2	5.5	20.0	66.9
Emsworth Common Rd	3.2	17.9	48.2	7.1	30.0	80.3
Horndean Road	16.6	57.5	96.3	9.2	27.5	83.2
Bartons Road	14.7	56.7	95.7	7.5	30.0	82.7
Internal NB	10.0	2.1	70.4	9.4	2.3	71.0
Internal SB	11.9	4.8	89.0	8.7	5.6	77.2
Cycle Time (s)	90			90		
PRC (%)	-7.0			8.2		
Delay (s)	29.05			17.64		
2038 + Committed Development + Proposed Development (DS+)						
Comley Hill	7.0	26.7	78.9	5.3	19.6	65.6
Emsworth Common Rd	3.2	17.9	48.4	7.1	30.0	80.3
Horndean Road	14.1	49.1	94.4	9.2	27.4	83.0
Bartons Road	14.0	55.4	95.7	7.5	30.0	82.7
Internal NB	10.0	2.1	68.9	9.4	2.3	70.9
Internal SB	9.9	4.4	88.8	8.5	5.6	76.5
Cycle Time (s)	90			90		
PRC (%)	-6.4			8.4		
Delay (s)	26.73			17.51		

10.8.17 The mitigation scheme proposed for the Horndean Road / Bartons Road junction does significantly improve the capacity of the junction. However, queuing remains at the junction during the AM peak.

10.8.18 Whilst queuing is present during the AM period, this is a significant improvement over the existing arrangement with committed development in **Table 10.8**. The delays and queuing are substantially less, even with the addition of the development traffic. The development proposal will fundamentally improve the operation of the junction, providing a notably benefit in capacity terms.



10.8.19 In addition to the capacity improvements, significant accessibility and safety improvements for pedestrians/cyclists are proposed as part of this mitigation scheme. Also, a speed limit reduction from 60mph to 40mph is proposed through this junction, consistent with that on Bartons Road.

10.8.20 It should be noted that the junction, in its current form, is operating over capacity regardless of any future year and committed development growth.



Junction 6 – Horndean Road / Southleigh Road

10.8.21 **Table 10.10** displays the Horndean Road and Southleigh Road staggered priority junction assessment for the AM (08:00 – 09:00) and PM Peak (17:00 – 18:00).

Table 10.10: J6 - Horndean Road / Southleigh Road PICADY Assessment AM & PM Peak Hours

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Queue (PCU)	Delays (s)	RFC	Queue (PCU)	Delays (s)	RFC
2023 Baseline						
Southleigh Rd (W) to Horndean Rd (N)	0.3	9.15	0.20	0.1	7.16	0.05
Southleigh Rd (W) to Horndean Rd (S) & Southleigh Rd (E)	1.7	25.89	0.64	0.7	16.92	0.40
Horndean Rd (S) to All Arms	0.1	6.37	0.12	0.1	5.83	0.12
Southleigh Rd (E) to Horndean Rd (S)	0.3	13.32	0.23	0.1	10.84	0.13
Southleigh Rd (E) to Southleigh Rd (W) & Horndean Rd (N)	1.6	21.90	0.62	1.3	19.10	0.58
Horndean Rd (N) to All Arms	0.0	6.26	0.04	0.1	6.21	0.07
2038 Future Year Baseline						
Southleigh Rd (W) to Horndean Rd (N)	0.3	10.43	0.24	0.1	7.66	0.06
Southleigh Rd (W) to Horndean Rd (S) & Southleigh Rd (E)	3.1	41.94	0.77	1.0	21.26	0.49
Horndean Rd (S) to All Arms	0.2	6.77	0.14	0.2	6.14	0.13
Southleigh Rd (E) to Horndean Rd (S)	0.5	21.16	0.35	0.2	14.14	0.18
Southleigh Rd (E) to Southleigh Rd (W) & Horndean Rd (N)	2.8	35.34	0.75	2.1	26.65	0.68
Horndean Rd (N) to All Arms	0.1	6.58	0.05	0.1	6.55	0.09
2038 + Committed Development						
Southleigh Rd (W) to Horndean Rd (N)	0.3	11.41	0.26	0.1	7.91	0.06
Southleigh Rd (W) to Horndean Rd (S) & Southleigh Rd (E)	4.2	57.64	0.83	1.2	24.49	0.53
Horndean Rd (S) to All Arms	0.2	7.00	0.16	0.2	6.69	0.19
Southleigh Rd (E) to Horndean Rd (S)	7.0	192.81	1.00	0.4	20.82	0.30
Southleigh Rd (E) to Southleigh Rd (W) & Horndean Rd (N)	14.0	136.67	1.01	3.1	37.22	0.77



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Horndean Rd (N) to All Arms	0.1	6.95	0.05	0.1	6.69	0.09
2038 + Committed Development + Proposed Development (BaU)						
Southleigh Rd (W) to Horndean Rd (N)	0.6	14.95	0.36	0.2	9.67	0.16
Southleigh Rd (W) to Horndean Rd (S) & Southleigh Rd (E)	59.5	982.99	1.40	11.7	124.15	0.98
Horndean Rd (S) to All Arms	0.1	6.97	0.08	0.2	6.66	0.18
Southleigh Rd (E) to Horndean Rd (S)	41.6	987.61	1.45	0.2	13.31	0.19
Southleigh Rd (E) to Southleigh Rd (W) & Horndean Rd (N)	97.1	964.36	1.47	1.7	25.22	0.64
Horndean Rd (N) to All Arms	0.3	10.02	0.21	0.3	7.85	0.21
2038 + Committed Development + Proposed Development (DS)						
Southleigh Rd (W) to Horndean Rd (N)	0.5	14.48	0.35	0.2	9.53	0.15
Southleigh Rd (W) to Horndean Rd (S) & Southleigh Rd (E)	50.0	568.55	1.34	17.2	177.43	1.04
Horndean Rd (S) to All Arms	0.1	6.87	0.08	0.2	7.28	0.18
Southleigh Rd (E) to Horndean Rd (S)	34.8	805.86	1.38	0.3	17.14	0.23
Southleigh Rd (E) to Southleigh Rd (W) & Horndean Rd (N)	79.8	781.45	1.40	2.1	33.59	0.69
Horndean Rd (N) to All Arms	0.3	9.65	0.21	0.3	7.81	0.21
2038 + Committed Development + Proposed Development (DS+)						
Southleigh Rd (W) to Horndean Rd (N)	0.5	13.44	0.33	0.2	9.58	0.16
Southleigh Rd (W) to Horndean Rd (S) & Southleigh Rd (E)	38.6	374.99	1.23	13.0	141.38	1.00
Horndean Rd (S) to All Arms	0.1	6.76	0.08	0.2	6.99	0.16
Southleigh Rd (E) to Horndean Rd (S)	20.6	466.30	1.22	0.2	14.69	0.20
Southleigh Rd (E) to Southleigh Rd (W) & Horndean Rd (N)	43.8	440.18	1.25	1.7	28.32	0.64
Horndean Rd (N) to All Arms	0.3	8.88	0.20	0.3	7.73	0.21

Arm A = Horndean Rd (S), Arm B = Southleigh Rd (W), Arm C = Horndean Rd (N) and Arm D = Southleigh Rd (E)

10.8.22 **Table 10.10** displays that the junction begins operating over capacity in 2038 Baseline + Committed Development, specifically Southleigh Road (E), while once development traffic is included, Southleigh Road (W) also operates overcapacity. This is due to movements along Horndean Road preventing traffic from emerging from Southleigh Road.



10.8.23 As outlined in **Section 7.5**, as part of the development proposals, this junction will be improved to mitigate the effect of the proposed development and to improve its function and safety for pedestrians and cyclists. This will involve the signalisation of the junction and the associated crossings, with the central island having dropped kerbs, tactile paving and guardrails (if required by HCC).

10.8.24 **Table 10.11** displays the modelling results of the proposed mitigation.

Table 10.11: J6 – Horndean Road / Southleigh Road LinSig Summary Results – Mitigation Scheme

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Queue (Veh)	Delay (s/veh)	DoS (%)	Queue (Veh)	Delay (s/veh)	DoS (%)
2038 + Committed Development + Proposed Development (BaU)						
Horndean Road (N)	23.9	124.5	100.7	15.1	39.8	81.2
Southleigh Road (E)	19.0	89.1	96.5	11.5	54.0	83.2
Horndean Road (S)	13.1	47.2	83.0	12.9	29.7	71.3
Southleigh Road (W)	26.6	101.9	99.7	8.5	57.3	78.9
Internal NB	3.8	11.2	73.2	2.6	6.1	65.4
Internal SB	3.6	9.2	73.5	1.4	5.2	62.7
Cycle Time (s)	90			90		
PRC (%)	-11.9			8.1		
Delay (s)	56.75			24.71		
2038 + Committed Development + Proposed Development (DS)						
Horndean Road (N)	18.7	87.2	96.1	14.7	38.7	80.2
Southleigh Road (E)	22.9	119.0	100.2	10.6	47.7	78.4
Horndean Road (S)	12.2	43.1	79.5	12.2	28.9	69.2
Southleigh Road (W)	25.9	98.2	99.3	8.6	61.6	80.9
Internal NB	4.0	12.0	72.5	2.4	5.4	62.4
Internal SB	3.0	8.0	72.6	1.4	5.3	63.2
Cycle Time (s)	90			90		
PRC (%)	-11.3			11.3		
Delay (s)	54.05			23.43		
2038 + Committed Development + Proposed Development (DS+)						
Horndean Road (N)	18.4	85.6	95.8	14.5	37.8	79.5
Southleigh Road (E)	18.1	84.1	95.5	10.3	46.7	77.1
Horndean Road (S)	12.0	42.5	78.8	11.2	27.9	66.1
Southleigh Road (W)	18.1	64.6	92.7	7.8	57.3	77.0
Internal NB	3.6	10.3	71.0	2.3	5.1	59.7
Internal SB	2.7	7.8	70.0	1.4	5.2	62.2
Cycle Time (s)	90			90		
PRC (%)	-6.4			13.2		
Delay (s)	41.89			21.97		



- 10.8.25 The mitigation scheme proposed for the Horndean Road / Southleigh Road junction does significantly improve the capacity of the junction. However, queuing is still present at the junction during the AM peak hour period.
- 10.8.26 Whilst queuing is present during the AM period, this is a significant improvement over the existing arrangement with committed development in **Table 10.10**. The delays and queueing are substantially less, even with the addition of the development traffic. The development proposal will fundamentally improve the operation of the junction, providing a notably benefit in capacity terms.
- 10.8.27 In addition to the capacity improvements, significant accessibility and safety improvements for pedestrians/cyclists are proposed as part of this mitigation scheme.
- 10.8.28 It should be noted that the junction, in its current form, is operating over capacity regardless of any future year and committed development growth, let alone the impact of the proposed Southleigh development. This mitigation scheme is improving the junction overall for all users, and not just a mitigation scheme to mitigate the impact of the proposed development.



Junction 10 – Eastleigh Road / Bartons Road Priority Junction

10.8.29 **Table 10.12** displays the Eastleigh Road / Bartons Road junction assessment for the AM (08:00 – 09:00) and PM Peak (17:00 – 18:00).

Table 10.12: J10 - Eastleigh Road / Bartons Road PICADY Assessment AM & PM Peak Hours

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Queue (Veh)	Delay (s/veh)	RFC	Queue (Veh)	Delay (s/veh)	RFC
2023 Baseline						
Eastleigh Road (LT)	0.3	13.02	0.24	0.2	11.01	0.19
Eastleigh Road (RT)	1.6	28.88	0.61	0.7	21.14	0.43
Bartons Road (RT)	0.3	8.75	0.25	0.4	9.79	0.30
2038 Future Year Baseline						
Eastleigh Road (LT)	0.5	19.48	0.34	0.3	12.80	0.24
Eastleigh Road (RT)	2.9	48.97	0.76	1.1	28.58	0.53
Bartons Road (RT)	0.4	9.48	0.29	0.5	10.87	0.35
2038 + Committed Development						
Eastleigh Road (LT)	0.6	22.87	0.39	0.4	13.50	0.27
Eastleigh Road (RT)	3.3	57.13	0.79	1.2	31.58	0.56
Bartons Road (RT)	0.5	9.86	0.32	0.6	11.14	0.37
2038 + Committed Development + Proposed Development (BaU)						
Eastleigh Road (LT)	100.4	1004.03	1.52	29.6	356.67	1.23
Eastleigh Road (RT)	59.1	1015.37	1.50	16.9	687.73	1.21
Bartons Road (RT)	1.2	13.36	0.53	17.2	64.52	0.95
2038 + Committed Development + Proposed Development (DS)						
Eastleigh Road (LT)	72.5	756.76	1.42	16.6	215.55	1.08
Eastleigh Road (RT)	46.8	766.68	1.40	10.6	247.34	1.06
Bartons Road (RT)	1.0	12.51	0.49	6.4	31.04	0.84
2038 + Committed Development + Proposed Development (DS+)						
Eastleigh Road (LT)	38.6	423.57	1.26	8.0	117.91	0.98
Eastleigh Road (RT)	30.7	429.83	1.25	6.2	150.02	0.94
Bartons Road (RT)	0.9	11.93	0.45	2.9	20.54	0.71

10.8.30 **Table 10.12** displays that the junction operates within capacity for 2038 with Committed Developments, although it is approaching capacity with notable delays on Eastleigh Road. The introduction of development traffic results in the junction operating overcapacity, with increasing delays on Eastleigh Road.

10.8.31 As outlined in **Section 7.5**, as part of the development proposals, this junction will be improved to mitigate the effect of the proposed development and to improve its function and safety for pedestrians and cyclists. This will involve signalisation of the junction, with a signalised crossing on Eastleigh Road, and widening of the Eastleigh Road approach to two lanes.

10.8.32 **Table 10.13** displays the modelling results of the proposed mitigation.



Table 10.13: J10 – Bartons Road / Eastleigh Road LinSig Summary Results – Mitigation Scheme

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Queue (Veh)	Delay (s/veh)	DoS (%)	Queue (Veh)	Delay (s/veh)	DoS (%)
2038 + Committed Development + Proposed Development (BaU)						
Bartons Road (E)	15.5	40.1	82.0	23.9	50.8	92.5
Eastleigh Road	15.5	41.2	86.0	11.9	72.7	90.7
Bartons Road (W)	12.3	34.1	85.3	16.7	43.3	92.3
Cycle Time (s)	180			180		
PRC (%)	4.7			-2.7		
Delay (s)	21.46			28.92		
2038 + Committed Development + Proposed Development (DS)						
Bartons Road (E)	14.7	37.5	79.5	19.8	34.4	84.0
Eastleigh Road	11.7	35.8	79.7	9.2	58.5	83.2
Bartons Road (W)	11.2	30.0	78.3	12.7	32.0	84.6
Cycle Time (s)	180			180		
PRC (%)	12.9			6.4		
Delay (s)	18.52			20.44		
2038 + Committed Development + Proposed Development (DS+)						
Bartons Road (E)	13.3	30.5	71.9	17.1	27.8	77.8
Eastleigh Road	7.9	34.7	71.5	7.1	51.3	77.1
Bartons Road (W)	10.0	24.6	66.7	9.3	26.6	78.1
Cycle Time (s)	180			180		
PRC (%)	25.2			15.3		
Delay (s)	15.15			16.40		

10.8.33 The junction mitigation scheme has been modelled under a double cycle time to account for the proposed crossing of Eastleigh Road being called every 180 seconds and resulting in an all-red pedestrian phase.

10.8.34 The proposed mitigation scheme is shown to significantly increase the capacity of the junction, while also providing a dedicated crossing point across Eastleigh Road, enabling a continuous through route for pedestrians and cyclists along Bartons Road.

10.8.35 Although the junction is shown to operate marginally over capacity during the PM peak period under the BaU scenario, this is resolved under both the DS and DS+ scenarios, where the sustainable travel measures of the development proposals are implemented, and the development site is less car dependent.

10.8.36 The proposed mitigation scheme improves the operation of the junction, mitigates the forecast impact of development traffic through the junction, and improves the junction for vulnerable road users.



10.9 Junctions without Mitigation Proposals

- 10.9.1 The following junctions have been modelled and considered not to require mitigation proposals as part of the proposed development, either due to their function not being determinately impacted or the proposed development having minimal impact when compared to the baseline scenarios.

Junction 8 – High Street / North Street Roundabout

- 10.9.2 **Table 10.14** displays the High Street / North Street roundabout junction assessment for the AM (08:00 – 09:00) and PM Peaks (17:00 – 18:00).

Table 10.14: J8 – High Street / North Street Roundabout ARCADY Assessment AM & PM Peak Hours

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Queue (Veh)	Delay (s/veh)	RFC	Queue (Veh)	Delay (s/veh)	RFC
2023 Baseline						
A259 East	1.7	6.85	0.62	1.0	4.80	0.50
High Street	0.3	5.40	0.22	0.3	4.82	0.25
A259 West	2.5	7.96	0.70	1.1	4.76	0.52
North Street	1.2	5.95	0.54	0.7	4.07	0.41
2038 Future Year Baseline						
A259 East	2.6	9.70	0.72	1.4	5.77	0.57
High Street	0.4	6.53	0.28	0.4	5.60	0.30
A259 West	4.4	12.62	0.81	1.5	5.78	0.59
North Street	1.8	8.13	0.64	0.9	4.74	0.47
2038 + Committed Development						
A259 East	2.9	10.61	0.74	1.4	6.04	0.59
High Street	0.4	6.85	0.29	0.5	5.82	0.31
A259 West	4.6	13.16	0.82	1.6	6.22	0.62
North Street	2.2	9.43	0.69	1.0	4.89	0.49
2038 + Committed Development + Proposed Development (BaU)						
A259 East	3.4	12.42	0.77	1.6	6.46	0.61
High Street	0.5	7.46	0.31	0.5	6.09	0.32
A259 West	4.8	13.69	0.82	1.9	6.84	0.65
North Street	3.3	13.01	0.78	1.0	5.08	0.51
2038 + Committed Development + Proposed Development (DS)						
A259 East	3.3	12.27	0.77	1.6	6.38	0.61
High Street	0.5	7.41	0.31	0.5	6.05	0.32
A259 West	4.8	13.59	0.82	1.8	6.72	0.64
North Street	3.3	12.58	0.77	1.0	5.07	0.51
2038 + Committed Development + Proposed Development (DS+)						
A259 East	3.3	12.11	0.76	1.6	6.35	0.61
High Street	0.5	7.36	0.31	0.5	6.03	0.32
A259 West	4.9	13.84	0.83	1.8	6.65	0.64



North Street	3.2	12.20	0.76	1.0	5.07	0.51
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10.9.3 **Table 10.14** displays that the junction operates within capacity for each test, including all 2038 with development scenarios.

Junction 12 – Manor Lodge Double Mini Roundabout

10.9.4 **Table 10.15** displays the Manor Lodge Double Mini roundabout junction assessment for the AM (08:00 – 09:00) and PM Peaks (17:00 – 18:00).

Table 10.15: J12 – Manor Lodge Double Mini Roundabout ARCADY Assessment AM & PM Peak Hours

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Queue (PCU)	Delays (s)	RFC	Queue (PCU)	Delays (s)	RFC
2023 Baseline						
J1 – Manor Lodge	4.9	21.72	0.84	4.6	20.18	0.83
J1 – Whichers Gate Rd	2.9	21.57	0.75	2.5	19.40	0.71
J1 – Durrants Rd	3.6	28.57	0.79	4.0	30.82	0.81
J2 – Manor Lodge	4.6	20.65	0.83	5.4	23.50	0.85
J2 – Manor Lodge Rd N	1.1	5.81	0.53	1.1	5.78	0.53
J2 – Redhill Rd	0.9	16.20	0.47	0.8	15.58	0.45
2038 Future Year Baseline						
J1 – Manor Lodge	12.0	47.96	0.95	10.1	40.84	0.93
J1 – Whichers Gate Rd	6.2	41.96	0.88	4.6	33.71	0.83
J1 – Durrants Rd	9.5	68.06	0.94	11.1	75.94	0.95
J2 – Manor Lodge	9.6	39.24	0.93	12.0	47.23	0.95
J2 – Manor Lodge Rd N	1.5	6.9	0.60	1.5	6.81	0.60
J2 – Redhill Rd	1.5	24.16	0.59	1.3	22.69	0.57
2038 + Committed Development						
J1 – Manor Lodge	11.2	44.39	0.94	13.4	51.80	0.96
J1 – Whichers Gate Rd	9.1	58.09	0.93	5.3	37.67	0.86
J1 – Durrants Rd	8.6	64.75	0.93	12.5	84.59	0.97
J2 – Manor Lodge	13.1	51.10	0.96	13.6	52.41	0.96
J2 – Manor Lodge Rd N	1.6	6.99	0.60	1.6	7.18	0.62
J2 – Redhill Rd	1.5	24.90	0.60	1.5	25.36	0.60
2038 + Committed Development + Proposed Development (BaU)						
J1 – Manor Lodge	16.8	63.30	0.98	39.1	122.06	1.05
J1 – Whichers Gate Rd	49.9	227.90	1.13	8.0	52.92	0.91
J1 – Durrants Rd	22.5	149.19	1.04	18.7	120.52	1.02
J2 – Manor Lodge	25.8	94.62	1.00	19.5	70.01	0.99
J2 – Manor Lodge Rd N	1.6	7.19	0.62	2.2	8.80	0.69
J2 – Redhill Rd	1.7	27.67	0.63	2.4	42.05	0.72
2038 + Committed Development + Proposed Development (DS)						
J1 – Manor Lodge	16.2	61.45	0.97	34.0	109.11	1.04
J1 – Whichers Gate Rd	45.9	212.06	1.12	8.0	52.90	0.91



J1 – Durrants Rd	22.0	146.39	1.04	18.0	116.89	1.01
J2 – Manor Lodge	25.1	92.64	1.00	19.3	69.37	0.99
J2 – Manor Lodge Rd N	1.6	7.16	0.62	2.1	8.54	0.68
J2 – Redhill Rd	1.6	27.28	0.62	2.2	38.69	0.70
2038 + Committed Development + Proposed Development (DS+)						
J1 – Manor Lodge	16.3	61.86	0.97	30.1	99.19	1.03
J1 – Whichers Gate Rd	38.3	182.06	1.09	8.1	53.58	0.91
J1 – Durrants Rd	21.8	144.20	1.04	18.1	117.30	1.01
J2 – Manor Lodge	23.8	88.44	0.99	19.0	68.52	0.99
J2 – Manor Lodge Rd N	1.6	7.17	0.62	2.0	8.31	0.67
J2 – Redhill Rd	1.6	27.28	0.62	2.1	36.03	0.68

- 10.9.5 **Table 10.15** displays that the junction operates at/over practical capacity in the 2038 Baseline, specifically Durrants Road and Manor Lodge. This is worsened by the introduction of committed and proposed development traffic, which results in Whichers Gate Road operating overcapacity.
- 10.9.6 Although this junction is shown to be operating over capacity, this is the case under the 2038 scenario with committed development. The forecast impact of the development traffic through this junction is shown to increase the queuing and delay; however, there is an existing capacity constraint at this junction that is not caused by the proposed development.
- 10.9.7 It is acknowledged that the development proposals will result in an increase in queuing and delays across the junction; however, this increase in queuing and delays is not considered to be severe. If desirable to HBC / HCC, potential contributions could be made to improvements at the junction.



Junction 3 – Emsworth Road / Southleigh Road / Pook Lane

10.9.9 **Table 10.16** displays the Emsworth Road / Southleigh Road / Pook Lane junction assessment for the AM (08:00 – 09:00) and PM Peak (17:00 – 18:00).

10.9.10 This junction has been modelled under the staging scenario where Pook Lane is given green time every cycle. It is understood from the signal controller specification provided by HCC, along with on-site and video footage observations, that Pook Lane operated on a call-up basis.

10.9.11 As Pook Lane only provides access to c.100 houses, the signal is only activated if a vehicle is present at the stop line and picked up by the sensors. For the purposes of this assessment, the junction has been modelled under a 100-second cycle time, including Pook Lane.

10.9.12 It should be noted that the junction is operated under MOVA control with variable cycle and stage timings, so the use of fixed times as required by the model may underestimate actual capacity.

Table 10.16: J3 – Emsworth Road / Southleigh Road / Pook Lane LinSig Assessment AM & PM Peak Hours

	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Queue (Veh)	Delay (s/veh)	PRC (%)	Queue (Veh)	Delay (s/veh)	PRC (%)
2023 Baseline						
Emsworth Road (E)	8.1	39.9	83.1	11.2	27.9	81.1
Emsworth Road (W)	10.2	56.0	78.7	11.2	53.7	79.5
Southleigh Road	11.0	49.5	83.3	8.4	68.1	85.0
Pook Lane	1.5	60.5	32.1	1.0	57.6	20.6
Cycle Time (s)	100			100		
PRC (%)	8.0			5.8		
Delays (s)	18.75			17.83		
2038 Future Year Baseline						
Emsworth Road (E)	13.7	60.3	93.5	22.9	44.6	92.7
Emsworth Road (W)	14.4	84.7	92.5	14.4	68.2	89.2
Southleigh Road	15.2	61.3	91.2	11.3	81.3	91.4
Pook Lane	1.8	61.8	36.6	1.1	58.3	23.8
Cycle Time (s)	100			100		
PRC (%)	-3.9			-3.0		
Delays (s)	29.13			26.66		
2038 + Committed Development						
Emsworth Road (E)	14.7	64.5	94.6	23.4	46.2	93.3
Emsworth Road (W)	14.4	84.7	92.5	15.9	81.3	92.9
Southleigh Road	16.9	68.6	93.5	12.2	88.0	93.1
Pook Lane	1.8	61.8	36.6	1.1	58.3	23.8
Cycle Time (s)	100			100		
PRC (%)	-5.1			-3.6		
Delays (s)	31.17			29.38		



2038 + Committed Development + Proposed Development (BaU)						
Emsworth Road (E)	70.0	369.4	119.7	104.7	344.1	118.8
Emsworth Road (W)	40.0	325.5	114.6	42.0	288.9	112.4
Southleigh Road	96.4	363.4	119.9	64.3	469.2	126.8
Pook Lane	1.8	61.8	36.6	1.1	58.3	23.8
Cycle Time (s)	100			100		
PRC (%)	-33.2			-40.6		
Delays (s)	182.73			185.66		
2038 + Committed Development + Proposed Development (DS)						
Emsworth Road (E)	56.7	290.9	113.9	83.3	267.9	113.3
Emsworth Road (W)	36.2	294.9	112.3	43.3	311.4	113.9
Southleigh Road	88.3	343.9	118.4	50.4	367.5	118.9
Pook Lane	1.8	61.8	36.6	1.1	58.3	23.8
Cycle Time (s)	100			100		
PRC (%)	-31.5			-32.1		
Delays (s)	157.49			151.65		
2038 + Committed Development + Proposed Development (DS+)						
Emsworth Road (E)	46.7	229.9	109.7	69.7	216.7	109.8
Emsworth Road (W)	33.1	268.1	110.4	35.7	254.9	109.8
Southleigh Road	72.6	293.5	114.5	48.3	356.7	118.0
Pook Lane	1.8	61.8	36.6	1.1	58.3	23.8
Cycle Time (s)	100			100		
PRC (%)	-27.3			-31.1		
Delays (s)	128.85			127.85		

10.9.13 **Table 10.16** shows that the junction operates over capacity under all future year scenarios, with and without committed development, as well as the proposed development.

10.9.14 The addition of the forecast development traffic through the junction is shown to exacerbate the queuing and delay across all scenario tests.

10.9.15 Although the junction is shown to be operating over capacity under the full development scenarios, the junction is known to be constrained by land availability, and no immediately available mitigation scheme is clear.

10.9.16 The mitigation proposal for the Warbling Interchange discussed earlier in this section will improve the wider Emsworth Road (A259) corridor. This improvement scheme is expected to result in a betterment of the operation of the Emsworth Road / Southleigh Road junction, given its proximity to the Warblington Interchange, while also ensuring traffic does not queue between junctions.

10.9.17 If the Emsworth Road / Southleigh Road junction is deemed to require mitigation under its forecast future condition, a coordinated approach across the applicant, the local authority, and highway authority would be required to implement a suitable highways mitigation scheme.



Junction 11 – B2149 Petersfield Road / Bartons Road

10.9.18 **Table 10.17** displays the B2149 Petersfield Road / Bartons Road junction assessment for the AM (08:00 – 09:00) and PM Peak (17:00 – 18:00).

10.9.19 It is understood from the signal controller specification provided by HCC for the junction that the junction operates on a SCOOT system with variable cycle times. Due to the limitation of LinSig to model variable cycle times, fixed cycle times have been utilised for this assessment work based on the peak period cycles provided within the specification.

Table 10.17: J11 – B2149 Petersfield Road / Bartons Road LinSig Assessment AM & PM Peak Hours

	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Queue (Veh)	Delay (s/veh)	PRC (%)	Queue (Veh)	Delay (s/veh)	PRC (%)
2023 Baseline						
Bartons Road	7.1	26.4	68.3	11.2	23.2	68.1
Petersfield Road (N)	9.1	28.7	70.3	8.4	35.6	67.3
Petersfield Road (S)	8.0	18.7	68.7	9.5	18.6	66.9
Cycle Time	80			90		
PRC (%)	28.1			32.2		
Delay (s)	12.10			13.38		
2038 Future Year Baseline						
Bartons Road	9.0	29.6	76.9	14.2	26.0	76.3
Petersfield Road (N)	11.5	32.9	78.9	10.3	39.4	75.5
Petersfield Road (S)	9.6	20.7	77.4	11.3	20.5	74.9
Cycle Time	80			90		
PRC (%)	14.0			17.9		
Delay (s)	15.29			16.62		
2038 + Committed Development						
Bartons Road	9.8	29.7	79.2	14.5	26.8	78.5
Petersfield Road (N)	11.5	33.0	79.0	10.7	42.3	78.5
Petersfield Road (S)	10.3	22.4	80.2	11.8	19.2	74.1
Cycle Time	80			90		
PRC (%)	12.2			14.7		
Delay (s)	16.08			17.19		
2038 + Committed Development + Proposed Development (BaU)						
Bartons Road	22.9	44.2	93.5	20.2	30.7	90.5
Petersfield Road (N)	14.8	51.1	90.4	14.1	66.9	91.4
Petersfield Road (S)	12.9	24.8	83.9	22.4	32.5	92.8
Cycle Time	80			90		
PRC (%)	-3.9			-3.1		
Delay (s)	26.35			28.29		



2038 + Committed Development + Proposed Development (DS)						
Bartons Road	19.4	36.0	89.6	10.1	31.5	90.5
Petersfield Road (N)	14.8	51.1	90.4	12.7	56.9	87.8
Petersfield Road (S)	11.9	22.7	80.8	19.1	27.0	89.1
Cycle Time	80			90		
PRC (%)	-0.4			-0.6		
Delay (s)	23.28			24.87		
2038 + Committed Development + Proposed Development (DS+)						
Bartons Road	16.6	33.3	86.1	19.1	29.2	84.7
Petersfield Road (N)	12.8	39.4	84.4	11.9	50.4	84.5
Petersfield Road (S)	12.6	26.0	84.7	17.5	26.0	87.5
Cycle Time	80			90		
PRC (%)	4.5			2.9		
Delay (s)	20.88			22.67		

10.9.20 **Table 10.17** shows that the junction is forecast to operate within capacity under the future year with the committed development scenario. With the forecasted additional traffic from the proposed development, under the BaU scenario, the junction is operating at slightly over capacity. However, it is shown to operate just at capacity in the DS scenario and within capacity in the DS+ scenario.

10.9.21 Given the capacity of the junction across the development scenarios, the operation of this junction should be monitored through the build-out and establishment of the development. The monitoring results of the development impact would determine whether additional sustainable travel mitigation may be required to alleviate any emerging concerns.

10.10 Summary

Junction 1 – Havant Road / A27 South Roundabout (Warblington Interchange)

10.10.1 Junction 1 in the 2023 Baseline is approaching capacity in the AM Peak, which compounds with background traffic growth in 2038, further so with committed and development traffic, resulting in the junction operating over capacity.

10.10.2 These impacts will be mitigated by improvements to the junction, which will involve the signalling of the roundabout along with the northern roundabout of the Warblington Interchange.

Junction 2 – Emsworth Road / A27 North Roundabout (Warblington Interchange)

10.10.3 Junction 2 in the AM Peak, specifically Emsworth Road, operates at capacity in the 2023 Baseline and overcapacity in the 2038 Baseline, with the addition of committed and proposed development traffic impacting the function of Emsworth Road.

10.10.4 The proposed Warblington Interchange mitigation scheme, which fully signalises the combined junction and has it operating as a single signalised gyratory, provides a fundamental betterment to the junction operation from a capacity perspective.

10.10.5 The mitigation scheme shows the junction operating within capacity under all the full development scenarios.

Junction 3 – Emsworth Road / Pook Lane / Southleigh Road



10.10.6 Junction 3 is shown to be operating over capacity under all future year scenarios. The addition of forecast development traffic through the junction is shown to exacerbate the queuing and delay across all scenario tests.

10.10.7 If the Emsworth Road / Southleigh Road junction is deemed to require mitigation under its forecast future condition, a coordinated approach across the applicant, the local authority, and highway authority would be required to implement a suitable highways mitigation scheme.

Junction 4 – Horndean Road / Bartons Road / Emsworth Common Road

10.10.8 Junction 4 is operating overcapacity in the 2023 Baseline, specifically Bartons Road in the AM Peak and Emsworth Common Road in the PM Peak, due to them being priority junctions onto Horndean Road. Both arms operate overcapacity in the 2038 Baseline, with the function decreasing with the addition of development traffic.

10.10.9 To mitigate the impacts, it is proposed that the junction be signalised, and the associated crossing points will be signalised too. The mitigation scheme proposed for the Horndean Road / Bartons Road junction significantly improves the capacity of the junction. However, queuing is still present at the junction during the AM peak hour period.

10.10.10 The junction, in its current form, is operating over capacity regardless of any future year and committed development growth, let alone the impact of the proposed Southleigh development. This mitigation scheme is improving the junction overall for all users, and not just a mitigation scheme to mitigate the impact of the proposed development.

Junction 6 – Horndean Road / Southleigh Road

10.10.11 Junction 6 begins to operate overcapacity in 2038 Baseline + Committed Development in the AM Peak period, specifically Southleigh Road (E), while Southleigh Road (W) operates over capacity when proposed development traffic is included. During the PM Peak period, Southleigh Road (W) operates at overcapacity once development traffic is included.

10.10.12 To mitigate the effects of the proposed development and improve the junctions operation, it is proposed that the junction is signalised, including its crossings. The proposed mitigation scheme for the Horndean Road/Southleigh Road junction significantly improves junction capacity. However, queuing is still present at the junction during the AM peak hour period.

10.10.13 It should be noted that the junction, in its current form, is operating over capacity regardless of any future year and committed development growth, let alone the impact of the proposed Southleigh development. This mitigation scheme is improving the junction overall for all users, and not just a mitigation scheme to mitigate the impact of the proposed development.

Junction 8 – High Street / North Street Roundabout

10.10.14 Junction 8 operates near capacity in the AM Peak for A259 West in 2038 Baseline, including Committed developments, with the addition of proposed development having very minimal effect on the operation of the junction, continuing to operate at capacity. In the PM Peak, the junction operates under capacity in all scenarios.

Junction 10 – Eastleigh Road / Bartons Road

10.10.15 Junction 10 in 2038 with Committed Developments in the AM Peak, the junction is approaching capacity with notable delays on Eastleigh Road. The introduction of development traffic results in the junction operating at overcapacity during both peak periods, with increasing delays on Eastleigh Road

10.10.16 To mitigate the impacts, it is proposed that the junction be signalised, and the associated crossing points will be signalised too. The proposed mitigation scheme is shown to significantly increase the capacity of the junction, while also providing a dedicated crossing



point across Eastleigh Road, enabling a continuous through route for pedestrians and cyclists along Bartons Road.

- 10.10.17 The proposed mitigation scheme is deemed to improve the operation of the junction, mitigate the forecast impact of development traffic through the junction, while also improving the junction for users beyond vehicles.

Junction 11 – Petersfield Road / Bartons Road (Signalised Junction)

- 10.10.18 Junction 11 is forecast to operate within capacity under the future year with the committed development scenario. With the forecast additional traffic from the proposed development, under the BaU and DS scenarios, the junction is operating at capacity with negative PRC across the AM and PM peak periods.
- 10.10.19 Given the capacity of the junction across the development scenarios, the operation of this junction should be monitored through the build-out and establishment of the development. The monitoring results of the development impact would deem whether subsequent highway mitigation proposals should be implemented.

Junction 12 – Manor Lodge Double Mini Roundabout

- 10.10.20 Junction 12 operates overcapacity in the 2038 Baseline, specifically Durrants Road and Manor Lodge. This is worsened by the introduction of committed and proposed development traffic, which results in Whichers Gate Road operating overcapacity.
- 10.10.21 Although this junction is shown to be operating over capacity, this is the case under the 2038 scenario with committed development. The forecast impact of the development traffic through this junction is shown to increase the queuing and delay; however, there is an existing capacity constraint at this junction that is not caused by the proposed development.
- 10.10.22 Resolving the capacity issue at this junction is not deemed to be the responsibility of this development proposal.



11 Warblington Level Crossing

11.1 Preface

- 11.1.1 It is apparent through site observation, engagement, and consultation feedback that Warblington level crossing is an existing constraint on the local highway network. However, the throughput and time taken to pass through the crossing are largely dependent on the timing of use and the number of trains passing, which impact barrier downtime.
- 11.1.2 The barriers are typically closed for around 40% of the time during peak rail service periods, but this downtime is not spread out in equal-length periods (i.e. the barriers are closed for longer when two trains are due to pass within a few minutes of each other)
- 11.1.3 For this reason, we have undertaken a series of observation, count and journey time surveys to determine how much of a constraint the crossing is and whether increases in traffic would significantly affect the situation.
- 11.1.4 This section presents the Warblington Level Crossing survey results and observations, comparison to queue counts and site visits, and subsequent assessment of the likely impact of development traffic on the Warblington Level Crossing.

11.2 Queue Count

- 11.2.1 A queue observation and traffic flow count was undertaken on Wednesday, 14th June 2023. The largest queues observed at the Level Crossing were in the morning and evening peak hours and when Warblington Secondary school pupils were being collected by parents at the end of the school day, as follows:
- at 08:53, when 44 vehicles (c. 264m) queued behind the closed barrier travelling northbound, and 47 vehicles (c. 282m) queued behind the closed barrier travelling southbound;
 - at 15:29, when the queues consisted of 47 vehicles (c. 282m) queued behind the closed barrier travelling northbound and 48 vehicles (c. 288m) queued behind the closed barrier travelling southbound;
 - at 17:55, when there were 45 Northbound vehicles (c. 270m) and 47 vehicles (c. 282m) queued behind the closed barrier travelling southbound.
- 11.2.2 Queues at all other times throughout the survey day were shorter than this, falling to zero for large periods when the barrier remained open, especially during quieter traffic flow periods.
- 11.2.3 This suggested a similar maximum queue length in both directions from the level crossing at these extended down times/highest peak traffic flow times

11.3 Site Visit Observation Survey

- 11.3.1 A follow-up site survey was undertaken on Thursday, 10th July 2025, and the findings from the survey found that the average duration of closures is 2 minutes and 49 seconds. The maximum recorded closure duration was 4 minutes and 48 seconds, while the minimum recorded duration was 51 seconds.
- 11.3.2 The barrier was observed to go down 11 times between 07:30-09:00, 8 times between 12:00 – 13:00 and 11 times between 14:30 – 16:00, equating to once every approximately 5 minutes and 30 seconds. The maximum observed queue length southbound was c. 200m (33 vehicles), less than observed during the 2023 queue counts, while the maximum observed



northbound queue length was c. 430m (72 vehicles), greater than observed during the 2023 queue counts.

- 11.3.3 The maximum northbound queue length was observed at 07:44 during the morning survey, prior to the traffic flow peak. This maximum queue length occurred when the barrier was lowered for 3 minutes and 26 seconds.
- 11.3.4 During this time, 4 vehicles were observed waiting within the central refuge area at the Emsworth Road / Southleigh Road junction, although these did not hold up A259 'through traffic'. The disruption was limited in both duration and extent, with traffic conditions returning to free flow approximately 2 minutes after the barrier was raised.

11.4 Flow and Journey Time Survey

- 11.4.1 Stantec commissioned IDASO Limited to conduct an automatic number plate recognition (ANPR) survey of the Warblington Level Crossing to understand the nature of its operation, in terms of flow distribution and vehicle transit time through the level crossing.
- 11.4.2 The surveys were conducted on Wednesday, 17th September 2025, to capture a typical neutral working day, and when all schools in the area were fully operational following the summer break, the results are contained in **Appendix H**.
- 11.4.3 **Figure 11.1** displays the location of the ANPR Cameras, which captured the movements from the north (Southleigh Road) and from the south (Emsworth Road). ANPR cameras were installed at the following locations:
- ANPR Camera 1 – Northside of Level Crossing, capturing southbound queues
 - ANPR Camera 2 – Southside of Level Crossing, capturing northbound queues
 - ANPR Camera 3 – Southleigh Road, capturing north of Rowan Road
 - ANPR Camera 4 – Emsworth Road East, capturing northern dumbbell
 - ANPR Camera 5 – Emsworth Road West, capturing queues past Meadowlands



Figure 11.1: Warblington Level Crossing Survey – Location of ANPR Cameras



11.5 Observations

- 11.5.1 One issue that had been raised during the community engagement events was that delays/time to get through the crossing regularly exceeded 30-minutes (sometimes up to an hour), and a concern that the queuing traffic at the level crossing impacts the ability for emergency vehicles to get through the level crossing in a timely manner.
- 11.5.2 A review of the camera footage at the Level Crossing (ANPR 2) revealed that when the barrier was down, an ambulance (under blue light conditions) was able to travel in the empty opposing traffic lane to reach the barrier, then was granted first movement by the vehicles in both lanes to allow it to cross the Level Crossing first.
- 11.5.3 Given these observations and footage, queuing with the level crossing down is not considered to have any more significant detrimental impact on the ability of emergency vehicles to pass in a timely manner than any other existing type of congestion. In fact, the lack of opposing traffic flow allowed the ambulance to reach the front of the queue more easily.

11.6 Survey Results

- 11.6.1 **Table 11.1** shows the two-way vehicle flows entering/exiting the cordon at Camera 3 (Emsworth Road – West), Camera 4 (Emsworth Road – East), and Camera 5 (Southleigh Road – North) for the count data collected in June 2023, compared to the ANPR survey to establish whether it was undertaken on a 'typical day', in the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hours.

Table 11.1: Level Crossing Two-Way Vehicle Flow Comparison – AM & PM Peak Periods

Location	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	2023	2025	Difference	2023	2025	Difference
Emsworth Road (E)	781	797	2.0%	662	704	6.3%
Emsworth Road (W)	952	893	-6.2%	1,133	1,038	-8.4%
Southleigh Road	792	746	-5.8%	685	607	-11.4%

11.6.2 The comparison shows broadly similar flow ranges within what would be expected as typical day-to-day variations.

11.6.3 **Table 11.2** displays the mean, 85th percentile and maximum journey times for the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hours.

Table 11.2: Level Crossing Average, 85th Percentile and Max Journey Times – AM & PM Peak Periods

Journey		AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
Origin	Destination	Mean	85 th Percentile	Maximum	Mean	85 th Percentile	Maximum
Level Crossing (N)	Emsworth Road (W)	03:50	06:39	13:11	01:51	01:59	05:50
Level Crossing (N)	Emsworth Road (E)	04:23	09:27	11:49	02:04	02:48	07:15
Level Crossing (S)	Southleigh Road	03:11	04:41	11:00	01:56	01:47	09:13
Emsworth Road (W)	Southleigh Road	04:55	07:49	10:38	04:46	08:28	13:33
Emsworth Road (W)	Level Crossing (N)	02:42	03:49	07:03	02:13	03:09	07:42
Emsworth Road (E)	Southleigh Road	03:55	05:41	09:05	04:18	05:59	13:29
Emsworth Road (E)	Level Crossing (N)	02:27	04:01	05:45	02:36	04:38	09:25
Southleigh Road	Level Crossing (S)	02:35	03:13	10:08	02:31	04:22	06:08
Southleigh Road	Emsworth Road (W)	05:30	09:04	12:41	04:29	06:36	13:39
Southleigh Road	Emsworth Road (E)	06:38	10:32	12:59	04:20	06:01	13:56

11.6.4 As can be seen, the overall average journey times are not significantly longer than the free-flow times along the road. The 85th percentile and maximum journey times provide an indication of typical worst-case journey times when the barriers were closed

11.6.5 **Table 11.2** shows that the mean journey time for the majority of the observed journeys is longer in the AM peak than in the PM peak. This is likely due to the overlap between commuter and school drop-off movements during the AM peak, but not the PM peak.



- 11.6.6 Southbound journeys from Level Crossing (N) to Emsworth Road in the AM Peak are longer than in the PM Peak, with the mean and 85th percentile in the PM peak being close in duration and in line with expected journey times with more limited congestion. In the AM, there is greater variation between the mean and 85th percentile, likely due to increased traffic during the school drop-off period.
- 11.6.7 Northbound journeys from Level Crossing (S) to Southleigh Road were also longer in the AM peak than in the PM peak. Their respective mean and 85th percentile journey times are close, displaying more consistent journey times, with the maximum journey times observed more likely to be outliers.
- 11.6.8 **Table 11.3** provides a comparison of the mean journey times between 08:00 – 08:30 and 08:30 – 09:00 to provide an understanding of whether the journey times differ between the two halves of the AM Peak.

Table 11.3: Level Crossing Mean Journey Times Comparison – AM Peak Periods

Direction	Movement		Mean Journey Time		
			08:00 – 08:30	08:30 – 09:00	Difference
Northbound	Emsworth Road (W)	Southleigh Road	06:03	03:13	02:50
Northbound	Emsworth Road (E)	Southleigh Road	04:23	03:25	00:58
Southbound	Southleigh Road	Emsworth Road (W)	07:42	03:31	04:11
Southbound	Southleigh Road	Emsworth Road (E)	09:28	03:39	05:49

- 11.6.9 **Table 11.3** shows that the mean journey time is greater in all of the movements in the 08:00 – 08:30 period.
- 11.6.10 There is a difference between the journey times from the Southleigh Road to Emsworth Road (E) and Emsworth Road (W). If the level crossing was the cause of the congestion along Southleigh Road, it would be expected that mean journey times to these destinations would be similar; however, the 08:00 – 08:30 mean Journey Time for the southbound journeys is approximately 1 – 2 minutes longer for vehicles travelling to Emsworth Road (E) than Emsworth Road (W). Following a review of the video footage recorded during the ANPR survey, it was observed that during the 08:00 – 08:30 period, traffic queued from the Warblington Interchange junction to the Level Crossing, preventing it from proceeding through the Level Crossing when the gates were open.
- 11.6.11 This suggests that, despite the northbound queues being similar or even worse, as observed during the Site visit, the delay for southbound vehicles is longer because the northbound queues can clear once the Level Crossing gates open, whereas the southbound queues are affected by queuing back from Warblington Interchange. It is proposed to undertake junction improvements at Warblington Interchange as part of the development mitigation package to alleviate this problem.

11.7 Development Impact

- 11.7.1 The development is expected to add between 150 – 200 vehicles to the flow across the level crossing in the AM and PM peak periods. This equates to around an extra 3 – 4 vehicles per minute in the peak flow direction.
- 11.7.2 If this level of flow were to be added to the queue at a period of worst queuing at the level crossing, even at the observed maximum closure time of around 4 minutes, this would only add around 16 vehicles to the overall queue (extending c.100m), which would clear once the barriers reopened.



- 11.7.3 It is not considered that this occasional impact during peak periods can be considered severe. The increase in vehicles on the queue length will not impact the delay for existing users for the vast majority of trips, as the queue constraint is the time that the barrier is down, as opposed to the number of vehicles.



12 Provisional Construction Method Statement

12.1 Construction Phasing and Access

- 12.1.1 The Site is proposed to be developed within a 'Considerate Contractor Framework', which will include developing a construction method statement. The statement will illustrate a construction routing strategy, areas of protection and mitigation practices such as noise and dust control, and operation times.

12.2 Contractor's Amenities and Provisions

- 12.2.1 The Contractor will be requested to provide the following amenities and provisions during the construction of all phases.

Times and Duration

- 12.2.2 Construction vehicle movements would take place during a typical day shift of 12 hours on weekdays (07:00–19:00) and five hours on Saturdays (08:00–13:00). Construction vehicles would not access the Site outside of these shift hours unless agreed in advance with LCC.

Site Crane

- 12.2.3 It is anticipated that site cranes will be located within the Site area. These may be provided using a traditional tower crane with a fixed jib or a luffing jib crane.

Wheel Wash

- 12.2.4 The Contractor will be requested to provide suitable vehicle washing facilities to prevent material from being deposited onto the public highway.

Statutory Requirements

- 12.2.5 During the construction of the Site, the Contractor shall be required to comply with all Statutory Requirements regarding the control of pollution (including noise and dust pollution).
- 12.2.6 The Contractor will be required to obtain all necessary approvals from the Local Authority, Police, and other necessary parties regarding access to the Site, any necessary diversions and traffic control systems. The Contractor will also be responsible for obtaining any necessary consent for means of access, loading/unloading and diversions.

Highways, Footpaths and Crossovers

- 12.2.7 During each phase's construction, the Contractor will be required to account for any restrictions that may be placed on this work to maintain traffic and pedestrian access.
- 12.2.8 The Contractor will not obstruct public thoroughfares without the approval of the appropriate Authority and will be responsible for the payment of any charges in connection with such closures.

Site Storage

- 12.2.9 The exact location of site storage will be the Contractor's responsibility, but this will need to be on the Site. The Contractor will be required to cooperate with the Local Authority and comply with any requirements relating to the delivery of materials to the Site.

Existing Services



Transport Assessment

12.2.10 The Contractor will be required to identify existing services and ensure that service pipes, cables, ducts, and the like are protected and maintained during the project's execution.

Adjacent Occupiers

12.2.11 The Contractor will be required to take precautions to protect occupiers of adjacent land or buildings, including the general public, from any danger, discomfort, disturbance, trespass, or nuisance arising because of the project. Such precautions shall include the provision of temporary screens, notices, and the like, as necessary.

Site Office, Toilets, Washing and Welfare Facilities

12.2.12 The Contractor will be required to provide all necessary temporary site accommodation and welfare facilities to undertake the works properly.

12.2.13 The Contractor will determine the location of such accommodation and clear away all accommodation upon completion of the works before making good any damage.

Junction Construction and Section 278 Agreements

12.2.14 The development will require Section 278 agreements for the construction of new and upgraded vehicle accesses, which will be agreed and provided by the client. However, such agreements will include relevant traffic management strategies to reduce the impact of these works on the operation of the local highway network as far as practicable, whilst maintaining a safe working environment for contractors, which will be the responsibility of the principal contractor.



13 Summary and Conclusions

13.1 Summary

- 13.1.1 This Transport Assessment (TA) has been prepared by Stantec on behalf of Bloor Homes to support an outline planning application for a residential-led development of the Site known as Southleigh Road, Havant. The development comprises up to 1,800 residential dwellings, local centres with flexible commercial space, a primary school and diverted and improved bus services. The full allocation of up to 2,100 residential dwellings has been tested as part of this Transport Assessment.

13.2 Development Proposals

- 13.2.1 This TA supports an outline planning application (All matters reserved except for principal access points) for a mixed-use development:

- Up to 1,800 residential dwellings;
- Flexible commercial space;
- 3 Form Entry Primary School
- Nursery Provision
- Community Park; and
- Local Centre.

13.3 Sustainable Transport Measures

- 13.3.1 As part of the development proposals, improvements to existing bus routes as well as standalone new routes are proposed.
- 13.3.2 The 27 service is proposed to increase its frequency between Emsworth and Havant from 2 hours outside of peak periods to every hour, while a new route is proposed to operate running between Havant – Southleigh – Emsworth. A bus gate is proposed on Normandy Way to better facilitate the new bus service and provide priority to public transport movements.
- 13.3.3 It is proposed that the Purbrook/Emsworth and Southleigh Routes be improved to increase their attractiveness and tied into the proposed on-site cycling provisions.
- 13.3.4 Several junctions are proposed to be upgraded to improve their functionality but also their safety for pedestrians and cyclists. These are:
- Horndean Road / Eastleigh Road / Emsworth Common Road – Signalisation and Pedestrian/Cycle Crossing Improvements
 - Horndean Road / Southleigh Road - Signalisation and Pedestrian/Cycle Crossing Improvements
 - Bartons Road / Eastleigh Road – Signalisation and Pedestrian/Cycle Crossing Improvements
- 13.3.5 A Framework Travel Plan has been submitted alongside this TA, this sets out the measures that will be implemented over the lifespan of the Travel Plan to facilitate a modal shift away from cars to sustainable modes.



- 13.3.6 As part of the vision and validate methodology of this assessment and application, the development should be closely monitored through the build-out to understand the modal share of residents, employees, and pupil travel patterns.
- 13.3.7 It is recognised that within the HBC *“Draft Building a Better Future Plan”*, there is an Allocation Requirement of *“direct connections to the south of the A27 and railway line by sustainable modes”*. Although this application does not explicitly provide these connections due to the extent of the application site boundary, the proposals will not prejudice future connections to the south, should they be deemed necessary to facilitate the full allocation.

13.4 Highway Proposals Detailed Elements

- 13.4.1 The planning application is an outline application but with the following elements applied for in detail:
- Site Access 1: Southleigh Road (W) – Main Junction for the Site and through traffic – Signalised Crossroads;
 - Site Access 2: Eastleigh Road – Staggered Signalised Crossroads;
 - Site Access 3: Southleigh Road (E) – 3-arm roundabout (Allows for bus turnaround); and
 - Site Access 4: Normandy Way (Bus Gate) – Priority junction with Normandy Way, restricted to pedestrians, cycle, and bus access

13.5 Personal Injury Collision

- 13.5.1 An assessment of Personal Injury Collision (PIC) data has been undertaken for the local highway network and a section of the A27 for a 5-year period between 1st September 2019 and 31st August 2024. During this period, no fatal incidents were recorded in the study area; a total of 105 slight and 30 serious casualties were recorded.
- 13.5.2 See **Section 5.3** for a detailed breakdown of the PIC data.
- 13.5.3 Based on the PIC assessment, it is considered that the areas assessed would not have their operational safety materially impacted by the proposed development.

13.6 Parking

- 13.6.1 As this is an outline planning application, the exact quantum of the proposals cannot be detailed, but it can be confirmed that the proposal will provide cycle and car parking in line with Havant Borough Council Parking Standards, see **Table 2.1** and **Table 2.2**.

13.7 Delivery and Servicing

- 13.7.1 It is proposed that the servicing and delivery will occur on-street for the residential dwellings, while the commercial and school areas will be handled via reserved matters applications. The detailed delivery and servicing arrangements will be handled via a condition.
- 13.7.2 Swept Path Analysis of all the junctions has been completed for a refuse vehicle. The junction designs and swept path analysis are in **Appendix E** and **Appendix F**, respectively.

13.8 Trip Generation

- 13.8.1 This report has presented trip generation across three assessment scenarios with varying levels of sustainable travel measures. The following two tables (**Table 13.1** and **13.2**) summarise the forecast trip generation of the Site across all scenarios, and for all users.



Table 13.1: Total Site Trip Generation – Vision and Validate Scenarios

Time Period	Mode	Scenario 1 – BaU			Scenario 2 – DS			Scenario 3 – DS+		
		Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
AM Peak (08:00 – 09:00)	Walk	58	197	255	58	197	255	60	203	263
	Cycle	14	53	67	22	83	105	51	175	227
	PT	13	45	57	29	129	188	47	103	150
	Car Driver	219	897	1,116	175	797	973	142	605	747
	Car Passenger	77	185	262	66	171	237	58	170	228
	Total	380	1,377	1,757	380	1,377	1,787	358	1,256	1,614
PM Peak (17:00 – 18:00)	Walk	63	81	144	63	81	144	69	88	157
	Cycle	26	20	46	50	31	81	127	80	207
	PT	33	18	51	156	63	219	122	53	174
	Car Driver	660	371	1,031	536	331	866	406	288	694
	Car Passenger	125	184	309	102	168	271	98	148	246
	Total	907	675	1,582	907	675	1,582	823	657	1,480
Daily (07:00 – 19:00)	Walk	911	874	1,785	911	874	1,785	931	935	1,866
	Cycle	251	240	490	448	407	855	1,077	1,006	2,083
	PT	252	261	513	1,157	794	1,951	913	641	1,554
	Car Driver	4,728	5,109	9,837	3,850	4,545	8,394	3,015	3,621	6,637
	Car Passenger	1,324	1,488	2,812	1,099	1,352	2,451	1,002	1,235	2,237
	Total	7,465	7,972	15,437	7,465	7,972	15,437	6,938	7,439	14,377

Rounding

Table 13.2: Scenario Mode Share Comparison – Employment and Residential

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily (07:00 – 19:00)		
	S1	S2	S3	S1	S2	S3	S1	S2	S3
Walk	14.5%	14.5%	15.4%	9.1%	9.1%	9.4%	11.6%	11.6%	12.0%
Cycle	3.8%	6.0%	13.0%	2.9%	5.1%	12.9%	3.2%	5.5%	13.6%
PT	3.3%	10.7%	9.6%	3.2%	13.9%	12.2%	3.3%	12.6%	11.1%
Car Driver	63.5%	55.4%	47.6%	65.2%	54.8%	48.4%	63.7%	54.4%	47.3%
Car Passenger	14.9%	13.5%	14.4%	19.5%	17.1%	17.1%	18.2%	15.9%	15.9%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Rounding

13.9 Impact of Proposed Development

- 13.9.1 An assessment of the impact on the local highway network has been undertaken using the industry-standard modelling software Junctions 11 and LinSig. It was shown that some junctions will operate at or over capacity in the future year baseline scenario, and in turn, with committed developments and these proposed developments added.
- 13.9.2 As a result, a number of off-site mitigation schemes are proposed that improve the overall capacity of the junctions, while also improving pedestrian and cycle connectivity where possible.
- 13.9.3 It should be reiterated that as part of the vision and validate approach to the application, a monitor and manage is proposed to be implemented between the Applicant, Havant Borough Council, and Hampshire County Council to monitor the development build-out and



effectiveness of proposed sustainable transport measures. This will monitor the success or otherwise of the sustainable transport measures implemented from the Transport Assessment and Travel Plan, and subsequently consider whether further transport mitigation measures would be required and when they should be implemented (e.g., a higher-frequency bus service).

- 13.9.4 The people-first and sustainable transport package of measures proposed as part of this application demonstrates that the vision for the Site can be achieved without the need for major highway capacity improvements, including new vehicle links / junctions to the A27. These proposals are shown to be in alignment with the Guiding Principles of the HCC Local Transport Plan 4, along with the Plan's Core Policies.

13.10 Conclusions

- 13.10.1 This TA has demonstrated that the Site is in a sustainable location and situated in an area of high accessibility, improved by the proposed development and the associated transport infrastructure committed to as part of this application. The Site is surrounded by multiple bus services, connections to railway stations, and cycling infrastructure, all of which provide connections to local amenities, and which are to be improved upon as part of the development proposals.

- 13.10.2 Design/vision-led approach has been adopted with key characteristics reflecting the transport hierarchy below to promote more sustainable means of travel and the need to travel/reduce car dependency:

- Trip Internalisation / Local Trip making
- Active Travel:
 - o Walking
 - o Cycling
- Public Transport (including interchange / rail connections)
- Car / Vehicle Sharing
- Single occupant car trips

- 13.10.3 The vision-led approach has been assessed using a tool approved by HCC and has been shown to demonstrate that a significant reduction in forecast car trips can be achieved relative to a 'business as usual' approach to design. This is reflected in the high numbers of people forecast to use the proposed new and improved bus services, as well as the active travel connections to be provided within and beyond the Site.

- 13.10.4 This TA has reviewed the local highway network in the vicinity of the Site, and there is not considered to be an existing highway safety issue that could be exacerbated by the development proposals.

- 13.10.5 The traffic modelling assessments carried out show that the residual highways impact of the proposed development will only impact select junctions within the local highway network. Several of these junctions are proposed to be improved as part of the development proposals, including:

- Horndean Road / Bartons Road / Emsworth Common Road
- Horndean Road / Southleigh Road
- Bartons Road / Eastleigh Road



Transport Assessment

- Warblington Interchange

13.10.6 The above improvements will deliver significant new safer crossing points for pedestrians and cyclists, as well as increases in highway capacity to mitigate the impact of the development traffic.

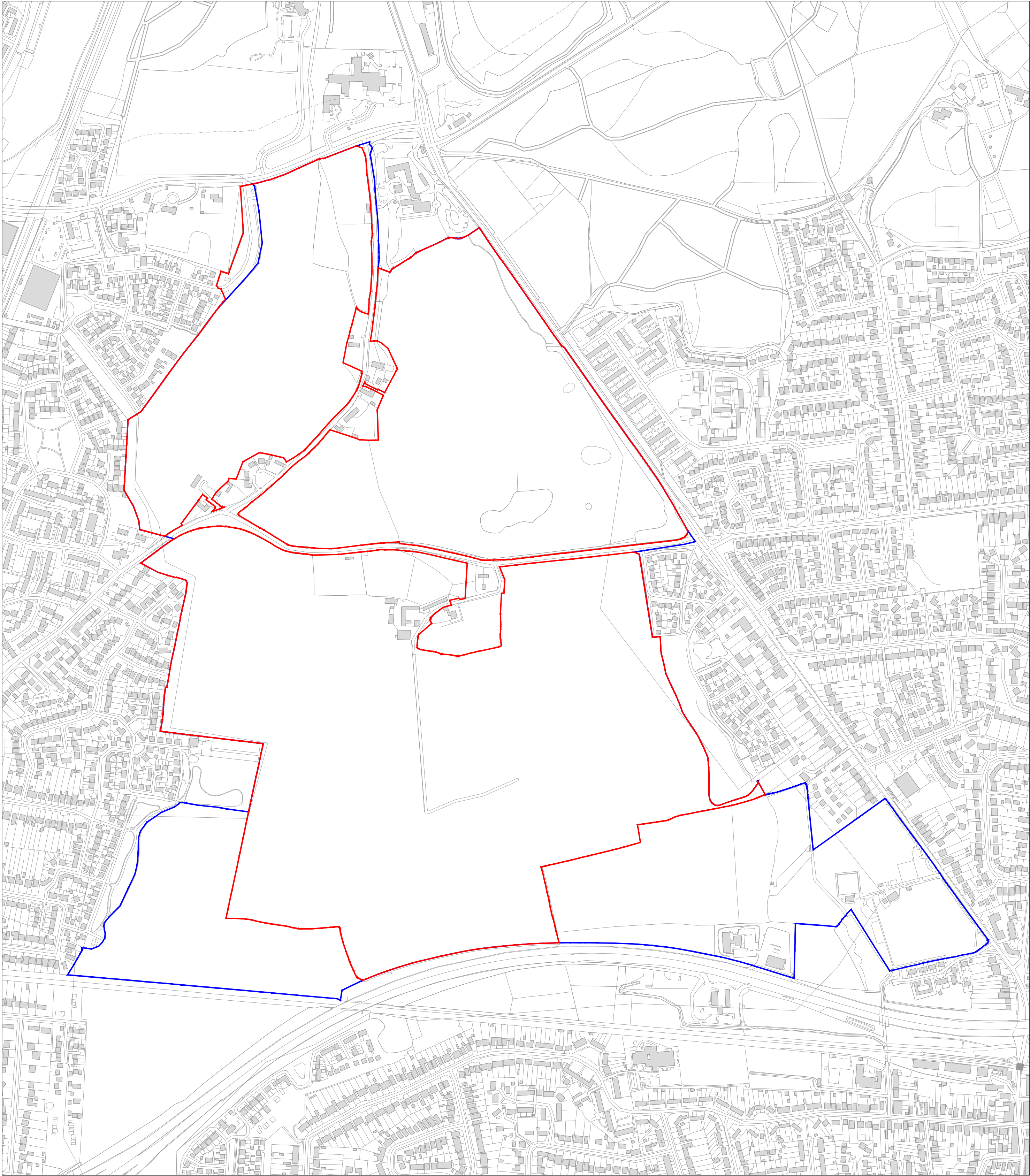
13.10.7 The Site is to be supported by a Travel Plan to support the future residents and users of the development to manage and reduce the demand for single-occupancy private car trips

13.10.8 Overall, the proposed transport measures are likely to be of significant benefit to both existing communities and new residents of Southleigh, Havant. The overall impacts of the development are able to be mitigated, and there are no instances where the impact could be considered severe.



Appendix A Site Boundary Plan





-  Site Boundary
-  Allocation Boundary

Appendix B Pre-Application Technical Notes – Issued to HCC



Job Name: Southleigh Road, Havant
Job No: 332310755
Note No: TN02
Date: 21/07/2023
Prepared By: Max Law
Subject: Traffic Survey Data Summary

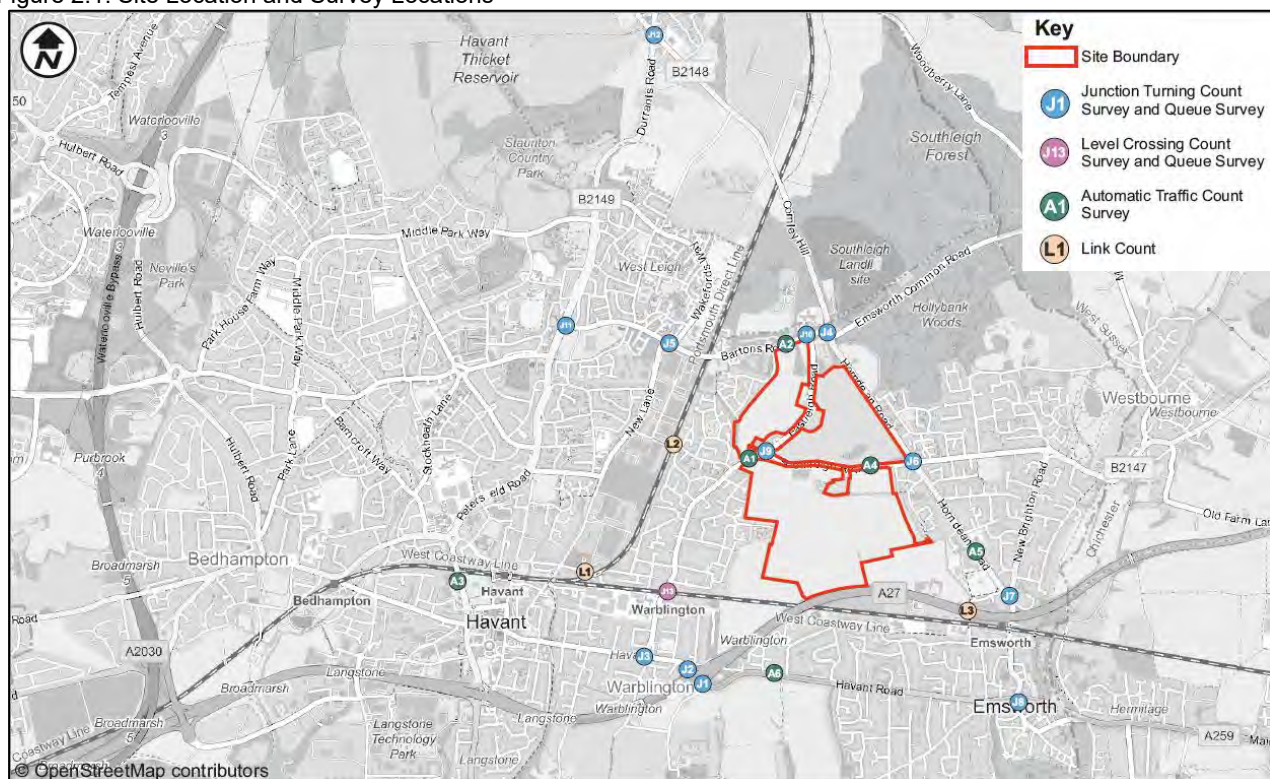
1. Introduction

- 1.1. Stantec UK Ltd have been commissioned by Bloor Homes to provide transport advice in support of a proposed development of up to 1,700 dwellings at Southleigh Road, Havant.
- 1.2. Further to the meeting held at Hampshire County Council's (HCC) office in Winchester on 17 July 2023 at which summaries of traffic data were presented, this Technical Note collates that data.

2. Traffic Survey Scope

- 2.1. Traffic surveys have been commissioned and carried out across the network surrounding the proposed development site. These surveys comprised of 12 Classified Turning Counts (CTCs), 1 level crossing count, 6 Automatic Traffic Counts (ATCs), and 3 pedestrian/cycle link counts. The survey locations are shown on Figure 2.1 below.

Figure 2.1: Site Location and Survey Locations



- 2.2. Surveys were conducted by the specialist survey company Nationwide Data Collection As agreed with HCC, in order to complete surveys in neutral conditions prior to the end of school term, the CTCs at the 12 junctions were carried out on Wednesday 14 June 2023 and collected turning and queue data during the periods 0700-1000 and 1600-1900.

- 2.3. The level crossing count was carried out on Wednesday 14 June 2023 for a 24-hour period collecting crossing closure durations, traffic volumes, and queue data at one-minute intervals.
- 2.4. The six ATCs were carried out for a 7-day period from Wednesday 16 to Tuesday 20 June 2023 and collected flow and speed data.
- 2.5. The three Pedestrian/Cycle Link Counts were carried out on Wednesday 14 June 2023 and collected pedestrian, cycle, and scooter movements during the morning (0700-1000) and evening peak (1600-1900) periods.

3. Traffic Survey Results Summary

- 3.1. The observed traffic flow data across the surveyed network has been compiled and summarised in traffic flow diagrams. The traffic flow diagrams are included as **Appendix A** to this report and highlight the observed Passenger Car Unit movements across the local highway network during the AM peak hour (08:00 – 09:00) and the PM peak hour (17:00 – 18:00).
- 3.2. Queue data at each of the junctions surveyed, as well as at the level crossing, has been assessed. The queue lengths in metres at each arm of the junctions during the AM and PM peak hours has been plotted and is included as **Appendix B** to this report.
- 3.3. The queue length data shows that at the majority of the junctions, there is either no material queuing, or that any queues which form dissipate quickly, in many cases from one minute to the next, most likely as rolling queues.
- 3.4. Two of the twelve junctions surveyed showed more consistent queuing through the peak hour periods than the other junctions. These being the Bartons Road / B2148 / Emsworth Common Road (Junction 4 on Figure 2.1) priority controlled right-left staggered junction, and the Southleigh Road / B2148 (Junction 6 on Figure 2.2) priority controlled right-left staggered junction.
- 3.5. The queue length figures for the Bartons Road / B2148 / Emsworth Common Road junction show the right-turn lane from Bartons Road experiencing consistent queuing for the majority of the AM Peak Hour. During the PM peak hour, it is the right-turn lane from Emsworth Common Road experiencing consistent queuing. Queueing on other arms of the junction during the peak hours is noticeably less consistent and quickly disperses.
- 3.6. The queue length figures for the Southleigh Road / B2148 junction show less significant queuing than that observed at the Bartons Road / B2148 / Emsworth Common Road junction but more material than that observed at the other junctions surveyed. During both the AM and PM peak hours, it is the right-turn lane from Southleigh Road (E) observed as queuing.. Queueing on other arms of the junction during the peak hours is noticeably less consistent and quickly disperses, including the Southleigh Road (W) arm.

4. Next Steps

- 4.1. This information has been provided for review by HCC for the council's concurrence with Stantec's findings set out above. It is proposed that at the next meeting with HCC the requirement for any additional traffic surveys can be discussed and agreed, in addition to discussion on which of the junctions surveyed to date will require formal assessment as part of a future planning application for the proposed development.

APPENDIX A – Traffic Flow Diagrams – Peak Hour PCUs

APPENDIX B – Surveyed Junction Queue Length Analysis

Job Name: Southleigh Road, Havant
Job No: 332310755
Note No: TN03
Date: 17/11/2023
Prepared By: David Collis
Checked By: Manu Dwivedi
Subject: Trip Forecasting Methodology

1. Introduction

- 1.1. Stantec UK Ltd have been commissioned by Bloor Homes to provide transport advice in support of a proposed development of approximately 1,800 dwellings at Southleigh Road, Havant. The development will also include a three-form entry primary school and a local centre. The development forms part of a larger local plan site which could provide up to c.2,100 dwellings.
- 1.2. This note sets out the scenario testing forecasting tool that was developed to evaluate future travel scenarios associated with the development and to allow testing of potential sustainable transport measures based on a Vision and Validate approach.

2. Scenario Testing and Assignment Tool

- 2.1. There is uncertainty around the future transport impacts of any new development. The future of transport is uncertain and depends on many factors, such as technological innovation, social and cultural changes, environmental challenges, and policy decisions.
- 2.2. Historically, transport forecasting has adopted a Predict and Provide approach where historical trends have been used to predict highway impacts and highway mitigation schemes have been developed to mitigate the impact. Despite the end of the 'Predict and Provide' approach for planning the transport effects of land use development being signalled in PPG13 in 1994, often, practice on the ground still looks like a 'Predict and Provide' approach, in which demand for future traffic growth is forecast and, where possible, provided for. This perpetuates increased traffic and increasing car dependency.
- 2.3. To bring the focus onto more sustainable travel solutions, Stantec has developed a Vision and Validate approach. The Vision and Validate approach seeks to envisage the places and outcomes we want to achieve, and to use our transport and land use planning skills to plan ways of getting there, considering the current disruptive changes now taking place. This aligns closely with Hampshire's Draft Local Transport Plan (LTP4) which aims to "*take account of the transformational opportunities that technology innovation offers to deliver a more sustainable transport system, with public transport, walking and cycling remaining fundamental.*"¹
- 2.4. To develop a Vision and Validate approach, a forecasting tool has been built using Microsoft Excel. The spreadsheet tool has the functionality to assess many different scenarios. The tool enables the running of a wide range of scenarios and to demonstrate that there are several different sustainable futures that would be considered as preferred futures for the development and operation of the development.

¹ <https://documents.hants.gov.uk/transport/Short-form-HCC-LTP4-summary.pdf>

- 2.5. For the purposes of this note, two potential scenarios will be presented. The first is a business-as-usual scenario which includes minimal sustainable transport measures resulting in car mode shares similar to existing conditions. The second scenario is a sustainable forecasting scenario that includes transport interventions including cycling and public transport enhancements.

3. Spreadsheet Tool Process

- 3.1. The spreadsheet tool combines data from multiple sources and includes multiple calculation stages. Within the tool, the second sheet (named Methodology) outlines the function of each sheet. This can be used as a quick reference guide.
- 3.2. There are eight external workbooks to the tool. These are noted in the first sheet within the tool (named External Workbooks). This includes data from TRICS, Census, and the Solent Regional Transport Model (SRTM). The External Workbooks sheet includes a brief description of the data and what it is used for within the tool.
- 3.3. The spreadsheet tool works by assigning trips by purpose to zones and then determining mode share. The zone system has been taken from the SRTM so that distance, journey time, and distribution skims from SRTM can be directly applied within the tool. The site boundary and SRTM zones near the site are shown in **Figure 1**.

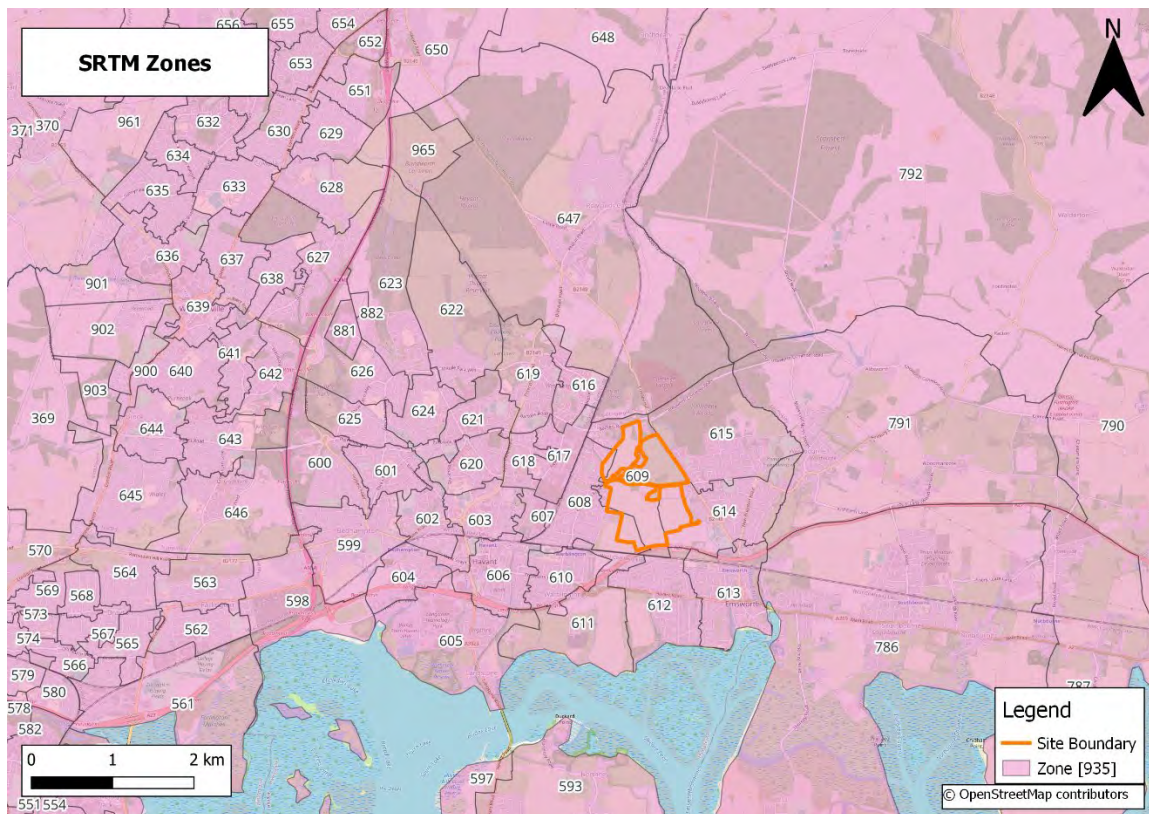


Figure 1: SRTM Zones

- 3.4. The key steps within the spreadsheet tool are as follows:
- 1) Daily person trips calculated based on number of residents and number of jobs. Data is based on TRICS and National Travel Survey (NTS).
 - 2) Daily person trips are split across the trip purposes using data from NTS.
 - 3) Home working applied to work trips. Internalisation applied to all trip purposes based on facilities to be provided on site.

- 4) TRICS trip profiles used to determine trips for each purpose in each individual hour.
- 5) Trips distributed (for each purpose individually) using information from SRTM.
- 6) Walk and cycle mode shares calculated based on trip distance based on Census (work trips) and NTS (other trip purposes).
- 7) Remaining trips after walk and cycle are calculated are Public Transport (PT) or car trips. A binary logit model including PT and car journey times is used to determine the mode share between the two modes. Car and PT journey times taken from SRTM data.
- 8) Car trips further categorised into car driver and car passenger based on Census data (work trips) and NTS data (other trip purposes).

3.5. The outputs from the tool are as follows:

- 1) Trips to / from the development zone to / from every other zone by mode.
- 2) Mode share summary for all external trips
- 3) Mode share summary for all internal trips
- 4) Mode share summary for all trips

3.6. The car trips associated with the development can then be assigned to the highway network for junction capacity assessment.

4. Detailed Spreadsheet Process – Scenario Inputs

4.1. The Control sheet includes all the variables that can be modified to evaluate a future transport scenario.

Time Period

4.2. Any individual hour can be chosen as well as summary time periods of 07:00-10:00, 10:00-16:00, 16:00-19:00, 07:00-19:00, and 00:00-00:00 (24-hour).

Trip Distribution Year

4.3. Determines which distribution from SRTM is used. Three years are available: 2019, 2036, and 2041. For assessment purposes, the 2036 distribution was used as this includes the Local Plan sites and will be most representative of conditions with the development.

Commercial Land Use Data

4.4. Allows for the number of jobs to be input for each land use. The tool allows for up to ten land uses however only two are used in the current assessment. These are the primary school and the Local Centre.

Manual Trip Length Distribution

- 4.5. This allows the user to select whether to use default mode share by trip distance (based on Census or NTS) or whether these should be overridden with manual inputs.
- 4.6. If a trip purpose is set to manual distribution, a hyperlink appears to the sheet where the mode shares can be input. The sheets are named: Education Mode Dist, Shopping Mode Dist, Other Mode Dist, Entertainment Mode Dist, Day Trip Mode Dist, and Commute Mode as there is one sheet for each trip purpose.

- 4.7. Only mode shares for walking and cycling are used from these sheets. Any remaining trips are assigned to car or public transport. The car and public transport mode split is calculated from a binary logit model.
- 4.8. For this assessment, the education trips have a manual mode share as NTS data suggested very low cycling mode share with around 20% car driver mode share for trips less than 2km which is deemed unrealistic as most education trips will be made by students who are not old enough to drive.
- 4.9. Further discussions are ongoing between the Client team and HCC to determine the details of the educational facility. For the purpose of the model, assumptions on the size of the educational facility have been made and they can be altered, if necessary, in the subsequent versions of the model.

Cycle Infrastructure Scenario

- 4.10. Scenario options based on Propensity to Cycle Tool² (PCT) for Havant 014F LSOA (this is the LSOA that contains most of the site). Uplift factors were calculated from a scenario test. This involved setting the PCT scenario for all zones and then testing what value of uplift would be needed to achieve the mode share outlined in the PCT. These values are then used for the selected scenarios. Note that these factors only apply to zones where infrastructure is to be delivered. Therefore, cycling mode shares output from the tool will be lower than the selected PCT scenario.
- 4.11. The uplift factors are 2.5 for Government Target, 7.2 for Go Dutch and 8.9 for eBike.
- 4.12. The zones which have the factor applied are shown in the following sheets: Cycle – Base, Cycle – Gov Target, Cycle – Go Dutch, and Cycle – eBike. These sheets denote the zones where the cycling uplift is applied based on the selection on the Control sheet.
- 4.13. The uplift factor is applied to the zones in close proximity to the site. The factors are applied to zones 599-626 and 881-882.
- 4.14. Future cycle scenario tests will be determined based on potential cycling infrastructure improvements on-site and off-site. Off-site improvements will aim to improve and integrate with scheme's outlined in Havant's Local Cycling and Walking Infrastructure Plan (LCWIP).

Public Transport / Car Parking (Access for Workers)

- 4.15. There are four overall scenarios that are selectable for the public transport offering.
- 4.16. The No Change option (Scenario 1) assumes the same infrastructure as existing.
- 4.17. The second option (High Quality) (Scenario 2) reflects a high-quality public transport service. To reflect this the inconvenience factor (delta) within the binary logit model is reduced by ten to reflect a more attractive public transport service.
- 4.18. Scenario 3 (High Quality with Parking Charges) includes the same adjustment to the inconvenience factor as Scenario 2 but also includes an additional penalty to car trips based on expected car parking charges. The car parking charges are applied within the binary logit model by further adjusting the delta value. The car parking charge is converted to generalised minutes by assuming a perceived commute cost per hour of £10.93 (based on TAG Data Book – May 2023, Table A1.3.2 for 2023).

² <https://www.pct.bike/m/?r=hampshire>

- 4.19. Car parking charges are only applied to trips to the employment on site. This is to reflect potential charges which may dis-incentivise incoming car trips in favour of sustainable modes. The default value for both the baseline and sustainable forecast scenario assumes no charge. The setting is included for potential sensitivity and scenario tests. Car parking charges are not applied to residential trips as parking associated with the housing will be dictated by the transport/planning policy.
- 4.20. The fourth scenario (Max Potential) is based on a high quality public transport service which includes a reduction to the delta value of 20. This also includes any parking charge adjustments as per Scenario 3.
- 4.21. There is an option to choose between public transport service provision. The default is the current services. When this option is set the public transport journey times are taken from the SRTM public transport skims (for the relevant time period as set on the Control sheet). When the Development option is selected, the public transport journey times are instead taken from a modified version of the SRTM skim. This includes adjustments to the wait times and journey times reflective of potential development services.
- 4.22. Existing public transport journey times are stored within the PT – Base sheet. The development journey times are stored within the PT – Development sheet. The All PT sheet displays the journey times based on whether the current or development services have been chosen on the Control sheet.
- 4.23. In addition to the public transport adjustments there is also a variable to reflect car park access times. This value is also applied to the delta value in the binary logit model. The value reflects walking time from car parking on site to the final destination. This value is applied only to the trips associated with the jobs on site.

Car Driver Adjustments

- 4.24. This section of the Control sheet reflect the likely vehicle occupancy for each trip purpose. Once the walk, cycle, and public transport trips have been calculated the remaining trips are assigned to car. The car driver share between car driver and car passenger is then used to determine the total number of vehicles for assignment to the highway network.
- 4.25. For work trips, Census Journey to Work data is used. For all other purposes NTS data is used. The Census and NTS data form the default options. The data for the default and potential improvements are stored in the Car Driver Shares sheet.
- 4.26. Trips to the on-site employment includes four options: Default (Census), Encouraged, Incentivised, and Max Potential. The Encouraged, Incentivised, and Max Potential options reflect possible increased car sharing through measures such as promotions or car sharing parking spaces.
- 4.27. For the residential trip purposes the default is based on NTS data with an alternative scenario labelled Car Club. This assumes potential increased car sharing due to either a car club or other incentives on site. Car driver reductions for each purpose are based on modest reductions to the default (NTS) values.

Residential Inputs

- 4.28. There are three key inputs to determine the number of residential trips within a scenario test. The first is the number of dwellings. This was set at 2,100 to reflect the full site allocation in the Local Plan. It is possible to adjust this value to evaluate other potential occupation numbers or to assess earlier phases.

- 4.29. The second input is the population per dwelling. This is combined with the number of dwellings to estimate the number of residents on site. Population per dwelling usually lies within 2.3 and 2.4 (the UK average is 2.36³ in 2022). A population per dwelling of 2.4 was used to provide a robust estimate of the likely number of residents.
- 4.30. The number of residents is multiplied by the 24-hour trip rate to determine the total number of daily person trips. This value was calculated from analysis of TRICS and NTS data and was set at 3.805. Full detail on the calculation is included in Section 5.

Internalisation

- 4.31. Sites with multiple land uses include the benefit of retaining some trips within the site boundary thereby reducing the impact on the wider network. The spreadsheet tool includes internalisation rates for each land use based on predicted site infrastructure. The internalisation rates for each trip purpose are shown in Table 1.

Trip Purpose	Internalisation	Site Details
Work	5%	Most trips will be external given small number of jobs on site. It is likely some trips will be internalised as some employees may move to the site to reduce commute times.
Education	50%	Primary school to be provided which will internalise most if not all primary school trips. All secondary trips will remain external.
Shop	10%	Some local shopping trips to the Local Centre will remain internal.
Other	20%	Includes other work, other escort, and personal business so expect some of these trips to be internal to the school / other residential dwellings on site.
Entertainment	20%	Includes visiting friends and leisure trips such as sport. Some of these trips will be able to use facilities on site.
Day Trip	0%	No internalisation assumed.

Table 1: Trip Internalisation by Purpose

Carbon

- 4.32. Calculation of carbon emissions is included within the tool to provide an understanding of the carbon savings between scenarios. The default value of 130 grams of CO₂ per kilometre is used. This value is based on data from Defra's Emissions Factor Toolkit⁴ (EFT – version 11.0) for a petrol car.
- 4.33. Full carbon calculations are included in the Carbon Emissions sheet which uses average speed (calculated from highway distance and journey time from the SRTM) and the EFT emissions curve for petrol cars to determine the total carbon emission for the scenario.

5. Scenario Testing – Input Summary

- 5.1. For the purposes of this note, the AM peak was defined as 08:00-09:00 and the PM peak was defined as 17:00-18:00.

³

<https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/families/bulletins/familiesandhouseholds/2022#:~:text=Households-,There%20were%20an%20estimated%2028.2%20million%20households%20in%20the%20UK,both%202012%20and%20in%202022.>

⁴ <https://laqm.defra.gov.uk/air-quality/air-quality-assessment/emissions-factors-toolkit/>

- 5.2. Table 2 outlines the variables that were changed between the baseline and sustainable scenarios. The scenarios outlined in this note were assessed with the full Local Plan allocation of 2,100 homes.

Variable	Baseline	Sustainable
Cycle Scenario	Base	Go Dutch
Public Transport Scenario	No Change	High Quality
Public Transport Network	Current	Development
Car Driver Share – Employment	Default (Census)	Encouraged
Home Work Proportion	Low (Default)	High

Table 2: Forecasting Tool Variables

6. Detailed Spreadsheet Process – Residential Trips

Daily Person Trips

- 6.1. TRICS and NTS was used to calculate daily person trips associated with the residential development. Analysis of TRICS multi-modal trip rates for housing in the Southeast, East Anglia, East Midlands, and West Midlands were used to determine a daily person trip rate.
- 6.2. TRICS sites were filtered to include sites that were residential with no other uses on site. This means any sites with schools or shops included were excluded. This is to ensure that the trip rate included no potential for internalised trips so these can be calculated separately. TRICS output is included in Appendix A.
- 6.3. The TRICS data indicated a daily trip rate per dwelling of 7.498. To convert this to person trips an assumed rate of 2.35 people per dwelling was applied to derive a daily person trip rate of 3.191.
- 6.4. The TRICS data only covers the period of 07:00-19:00 and therefore does not reflect an all trips across the day. To account for this, trips have been further factored up by considering the likely number of trips that occur between 19:00 to 07:00.
- 6.5. Data from NTS Table 0502 (2019) was used to distribute the daily 3.191 trips across each trip purpose as shown in Table 3.

Trip Purpose	Trip Proportion 07:00-19:00	Trips 07:00-19:00
Commuting / Business	0.204	0.650
Education / Escort Education	0.145	0.463
Shopping	0.197	0.627
Other work, other escort, and personal business	0.202	0.644
Visiting friends / entertainment / sport	0.161	0.514
Holiday / Day trip / Other	0.092	0.292
Total	1.000	3.191

Table 3: NTS Trip Purpose Split 07:00-19:00

- 6.6. The TRICS profiles for shopping and other trip types cover 05:00-00:00 so the trip proportions outside of 07:00-19:00 were calculated to increase the trip rates associated with these purposes. The resulting factors and total daily trips are shown in Table 4.

Trip Purpose	Trips 07:00-19:00	TRICS Factor	Trips 24-hour
Commuting / Business	0.650	1.000	0.650
Education / Escort Education	0.463	1.000	0.463
Shopping	0.627	1.202	0.754
Other work, other escort, and personal business	0.644	1.336	0.860
Visiting friends / entertainment / sport	0.514	1.336	0.687
Holiday / Day trip / Other	0.292	1.336	0.390
Total	3.191		3.805

Table 4: Person Trip Rate - 24-hour

- 6.7. The spreadsheet tool therefore uses a daily person trip rate of 3.805.

Trip Purposes

- 6.8. The trip purposes from NTS were used within the tool to allow for differences in trip distribution and mode share. The NTS purpose names were shortened within the tool and are referenced as follows:

NTS Trip Purpose	Trip Purpose in Spreadsheet Tool
Commuting / Business	Work
Education / Escort Education	Education
Shopping	Shop
Other work, other escort, and personal business	Other
Visiting friends / entertainment / sport	Entertainment
Holiday / Day trip / Other	Day Trip

Table 5: NTS Purposes and Spreadsheet Tool Names

- 6.9. When a time period is selected within the spreadsheet tool, the trips by purpose are calculated based on NTS Table 0502. The data is included within the NTS0502_2019 sheet within the spreadsheet tool. The data is then summarised in the Resi Purpose Split sheet.

Home Working

- 6.10. The impact of Covid has had a profound impact on working practises in the UK. In particular, there has been a significant rise in home working compared to before the pandemic.
- 6.10. Analysis was undertaken to establish a baseline for the level of home working and the potential for future home working for the development. The baseline level of home working was calculated from 2011 Census data (Table DC7701EWIa) for Havant. This indicated a home working proportion of 9.03%.
- 6.11. Where home working is set to the current levels, no further adjustment is made to home working as TRICS surveys would have inherently accounted for some home working (i.e., less trips would have been made). Where increased home working is applied within the tool, the increase from the baseline is used to reduce the number of external trips.

- 6.12. The maximum potential for home working was calculated from 2021 Census data (Table TS058) for Havant. The 2021 Census took place during a national lockdown and would therefore represent a theoretical maximum for home working. Analysis of the 2021 Census showed that 39.33% of people worked at home.
- 6.13. It is likely that the home working rate will lie between the 2011 and 2021 Census values so additional levels were added to the tool to assess how this would affect the trips leaving the site. Two additional levels were added, and these are shown on the Hom Work sheet. They are Medium which assumes a home working rate of 20% and High which assumes a home working rate of 30%.

Trip Profiles

- 6.14. Trip profiles were calculated from TRICS. All TRICS analysis was conducted at the person trip level and therefore used the multi-modal surveys within TRICS. Arrival and departures were calculated separately so inbound and outbound trips can be calculated separately.
- 6.15. Work trips were calculated based on office data for England (excluding London). Education trip profile was calculated from combining primary and secondary school profiles for England (excluding London). Shopping trip profile was based on a combination of Convenience Store, Food Superstore, and Shopping Centre – Local Shops. The other purposes (other, entertainment, and day trip) were calculated using a combination of Fitness Club, Food & Drink / Hotels, Leisure Centre, and Food & Drink / Pub / Restaurant.
- 6.16. Calculated trip profiles are included within the tool in the Trip Profile – Inbound Resi and Trip Profile – Outbound Resi sheets.
- 6.17. TRICS profile data is included within **Appendix A**. The data is processed within an external workbook to the tool named 20230714 Processed TRICS Data. This external workbook is issued alongside the forecasting tool.

Internalisation

- 6.18. The Trip Gen – Resi sheet summarises the total trips for each purpose and uses the trip profiles to calculate the number of trips by purpose for the selected time period on the Control sheet.
- 6.19. The internalisation rates from the Control sheet are applied to provide the total number of internal and external trips for each trip purpose.

7. Detailed Spreadsheet Process – Employment Trips

Number of Jobs

- 7.1. The site will provide a three-form entry primary school and local centre covering 0.9 hectares. Analysis of the School Workforce Census and TRICS was used to determine the number of jobs on site.
- 7.2. The three-form entry primary school is forecast to have approximately 630 students. This assumes 30 students per form so 90 students per year. Seven school years are assumed (including nursery). The 2022 School Workforce Census⁵ suggests a pupil to teacher ratio of 20.7. Given 630 pupils, this would result in 30 teachers. The School Workforce Census also indicates that teachers make up 5 in 10 Full Time Equivalent (FTE) roles in schools. This would therefore indicate a total of 60 jobs associated with the primary school.

⁵ <https://explore-education-statistics.service.gov.uk/find-statistics/school-workforce-in-england>

- 7.3. Jobs associated with the local centre were calculate by comparing sited within TRICS. An assessment of local shops (Lane Use: 01 – Retail, Category: I – Shopping Centre – Local Shops) was undertaken to determine the number of jobs per hectare. Analysis of sites in England (excluding London) indicated an average density of 482 jobs per hectare of Gross Floor Area (GFA). The development is proposed to have 0.9 hectares of total land for the local centre. It is assumed that 40% of this would become Gross Floor Area resulting in a total GFA of 0.36 hectares. This results in 174 jobs.
- 7.4. The spreadsheet tool therefore assumes a total of 234 jobs (60 from the primary school and 174 from the local centre).

Trip Rates

- 7.5. Calculation of trips associated with the on-site employment were based on TRICS. The jobs on-site will be associated with the primary school and local centre. TRICS does not provide information on the trip profile for the employees of these types of sites – only the site as a whole. Therefore, the office trip rate and profile was used for these trips. The TRICS office trip rates (and trip profile) are included within **Appendix A**.
- 7.6. As with the residential trip rate calculations the employment trip rates were based on daily person trips rather than vehicle trips, so the multi-modal TRICS surveys were used. TRICS surveys for England excluding London were used.
- 7.7. The TRICS data indicated a daily person trip rate (per employee) of 3.038. This value is shown on the Employee Person Trips sheet. It is assumed that half of these trips will be inbound across the day with the other half as outbound trips.
- 7.8. As the TRICS data for schools and retail does not cover just employees the trip profiles for office have been used instead. This constitutes a worst case as most office trips occur during the peak travel periods.
- 7.9. Trip profile data for the employment on-site can be found in the Trip Profile – Inbound EMP and Trip Profile – Outbound EMP sheets.

Trip Profile

- 7.10. Trip profiles were taken from TRICS multi-modal surveys so that person trips could be used. Inbound and outbound trip rates are provided separately. As with the residential work trips the office trip profile was used. This is because the TRICS surveys for primary schools and Local Centres include all trips, not just of the employees. The office trip profile is likely to be the most robust as the majority of trips will occur during the network peaks.
- 7.11. Trip profile data is stored in the Trip Profile – Inbound EMP and Trip Profile – Outbound EMP sheets within the tool.

Internalisation

- 7.12. The Trip Gen – Emp sheet summarises the total employment trips for each land use and uses the trip profiles to calculate the number of trips for the selected time period on the Control sheet.
- 7.13. Internalisation is based on the Trip Gen – Resi sheet. Internalised outbound trips from the housing are removed from the inbound trips to the employment. Internalised inbound trips from the housing are removed from the outbound trips to the employment.
- 7.14. The internal trips are applied pro-rata across the land uses based on the number of jobs.

8. Trip Distribution

- 8.1. The trip distribution was taken from SRTM. The trip distribution from SRTM was provided for all trips to and from Zone 609 which reflects the zone in which most of the development lies.
- 8.2. Trip distribution data was received for four time periods: AM, IP, PM, and OP. Trip distribution for the relevant time period is used according to the time period selected on the Control sheet.
- 8.3. The data was provided for three modes: Car, PT, and Active Travel. The spreadsheet tool calculates mode share so the combined distribution across all modes was used.
- 8.4. Trip distribution data was also provided for the different trip purposes. Work trips in the spreadsheet tool (both associate with the residential and employment offering) use the Home-Based-Work (HBW) distribution. Home-Based-Education (HBE) is used for the education trips. Home-Based-Other (HBO) is used for all other trip purposes within the spreadsheet tool.
- 8.5. Trip distribution data is stored within the Full Trip Distribution sheet within the spreadsheet tool.
- 8.6. The trip distribution gets applied to the residential trip generations. The trips to each zone for each trip purpose are stored in the SRTM Distrib Resi (IN) and SRTM Distrib Resi (OUT) sheets for inbound and outbound trips, respectively.
- 8.7. A similar process is done to apply the distribution to the trips associated with the on-site employment. The trips to each zone by land use is stored in the SRTM EMP (IN) and SRTM EMP (OUT) sheets for inbound and outbound trips, respectively.

9. Mode Share

- 9.1. The spreadsheet tool assigns trips to one of five modes: Walk, Cycle, Public Transport, Car Driver, and Car Passenger. Mode share was calculated for each journey purpose individually.
- 9.2. Mode shares were calculated using Census and NTS data. The mode shares are based on trip distance and therefore only considered realistic modes for each trip. This means that only short distance trips consider walk and cycle as available modes.
- 9.3. Trip distances were taken from the SRTM 2019 highway skims. This data is presented in the Zone Distance Matrix sheet within the tool.

Walk and Cycle Trips

- 9.4. Mode share for work trips was based on 2011 Census Journey to Work data. The data is used to determine the walk and cycle mode share at each distance band. Walk trips were capped at 10km and cycle trips were capped at 30km.
- 9.5. For all other trip purposes except work and education the mode share was calculated from NTS (2012-2017 data for Havant). As with the work trips the NTS data is used to calculate the walk and cycle mode share.

Public Transport Trips – Binary Logit Model

- 9.6. Remaining trips after walk and cycle were calculated are assigned to public transport or car. The Car PT Split sheet within the tool determines the mode share between car and public transport. Car and PT mode share is determined based on a binary logit model. The binary logit model takes the car and public transport journey times (taken from SRTM) in minutes. Car journey times are stored in the Car JT sheet. Public transport journey times are stored in the All PT sheet (the existing or development services are chosen based on the scenario set on the Control sheet).
- 9.7. The binary logit model formula is shown in **Figure 2**.

$$P_{Pt} = \frac{e^{-\lambda(C_{pt} + \delta)}}{e^{-\lambda C_{car}} + e^{-\lambda(C_{pt} + \delta)}}$$

Figure 2: Binary Logit Model

P_{Pt} – Proportion public transport
 C_{pt} – Public transport cost (generalised minutes)
 C_{car} – Car Cost (generalised minutes)
 λ – Sensitivity Factor
 δ – Inconvenience and crowding penalty (minutes)

- 9.8. The logit model consists of two key variables in addition to the journey times. The first is the lambda value which is the sensitivity of the logit model. The value for this was set at 0.04 based on previous modelling work. This value is kept constant through all scenarios.
- 9.9. The other value is the delta value. The delta represents a convenience factor and mode choice penalty. The delta value is added to the public transport journey time and makes it less attractive compared to car. The default value within the tool was set at 42 minutes. This was determined by calibrating the resulting mode share to SRTM results.
- 9.10. The tool also includes an additional public transport coverage factor. This is to ensure that public transport coverage is not overestimated in rural areas. Rural zones may have public transport journey times in SRTM but there may be towns / villages within these zones that little or no access to public transport. Each zone was reviewed in context of local public transport services. A factor ranging from 0% to 100% was then applied in multiples of 20%. A zone with 60% coverage for example has the public transport mode share reduced by 40% to reflect the proportion of the population that has access to services.

Trips by Mode – Zone Level

- 9.11. There is a sheet for each residential trip purpose showing trips to and from each zone by mode. The inbound trips are stored in the: Mode Split Work (IN), Mode Split Edu (IN), Mode Split Shop (IN), Mode Split Other (IN), Mode Split Ent (IN), and Mode Split Day (IN). Equivalent sheets are included for the outbound trips. These have the same names but end with (OUT).
- 9.12. There are inbound and outbound summary sheets showing trips for all residential purposes. These are the Mode Split ALL (RESI) (IN) and Mode Split ALL (RESI) (OUT) sheets.
- 9.13. Trips associated with the on-site employment are summarised for each zone by mode on the SRTM EMP (IN) and SRTM EMP (OUT) sheets.

Trips by Mode – Sector Level

- 9.14. Trips at zonal level were aggregated to sector level. The sector system was taken from the SRTM. Figure 3 shows the sector system.

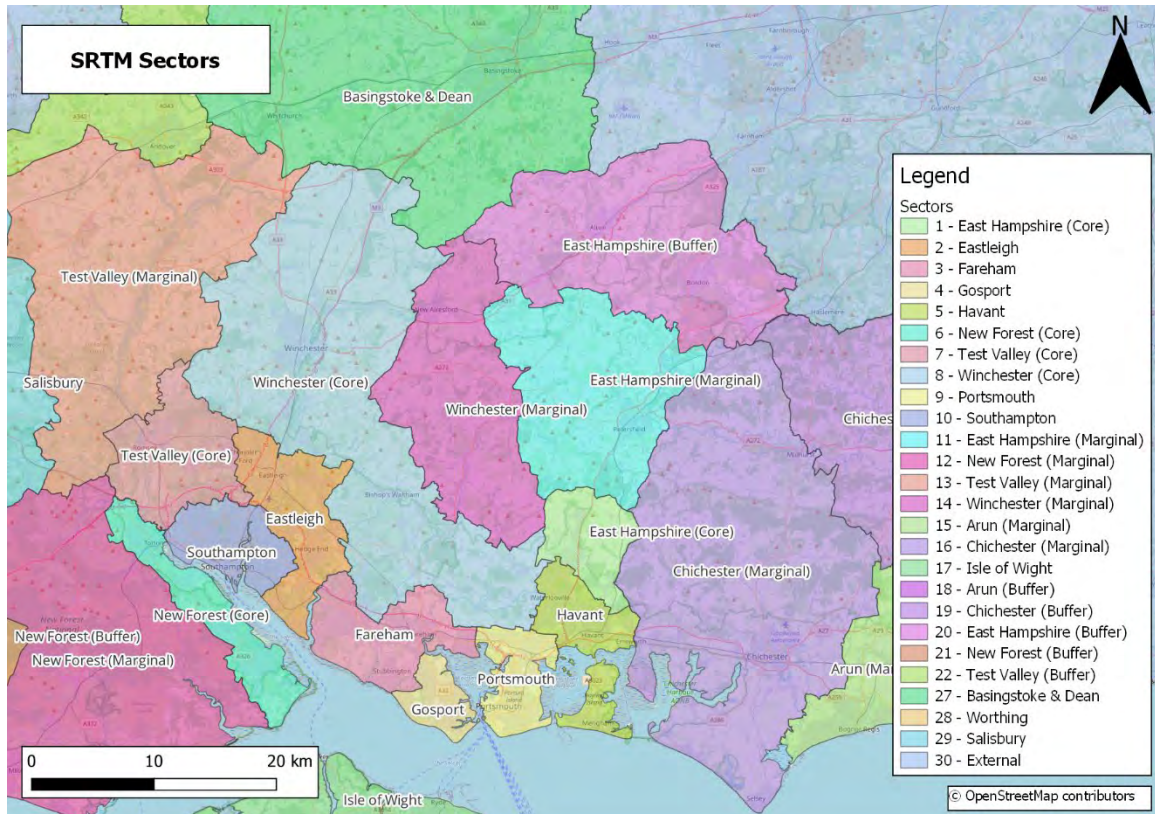


Figure 3: SRTM Sector System

- 9.15. There are three sheets that summarise the residential trips at sector level by mode. There are inbound and outbound sheets named: Sector Summary (RESI) (IN) and Sector Summary (RESI) (OUT). The trips are then combined to provide a two-way summary on the 2-Way Sector Summary (RESI) sheet.
- 9.16. Trips associated with the on-site employment are also summarised at sector level and are available in the Sector Summary (EMP) (IN), Sector Summary (EMP) (OUT), and 2-Way Sector Summary (EMP) sheets.

Trips by Mode – Summary

- 9.17. Trips for all zones are aggregated and shown in the 2-Way Summary (RESI) and 2-Way Summary (EMP) sheets for residential and employment based trips, respectively. These sheets also include a summary of trips by distance.

Trips by Mode – Residential and Employment

- 9.18. Trips from the residential and jobs get combined to provide a summary of all trips external to the site.
- 9.19. The total external trips at zone level are stored in the Mode Split EMP+RESI (IN) and Mode Split EMP+RESI (OUT) sheets for the inbound and outbound trips, respectively. The trips are summarised in the Sector Summary EMP+RESI sheet.
- 9.20. An overall summary of the external trip mode share is shown on the 2-Way Summary EMP+RESI sheet.

10. External Trips - Residential

- 10.1. To validate the outputs from the tool, a comparison was made to TRICS data. External trips associated with the residential development are found on the 2-Way Summary (RESI) sheet. The resulting trips from the baseline and sustainable scenario are shown in Table 6 (AM peak) and Table 7 (PM peak).

Mode	Baseline Trips	Baseline Mode Share	Sustainable Scenario Trips	Sustainable Scenario Mode Share
Walk	200	11.97%	191	13.05%
Cycle	73	4.38%	207	14.12%
Public Transport	109	6.50%	171	11.70%
Car Driver	1032	61.79%	696	47.50%
Car Passenger	256	15.35%	200	13.63%
Total	1670	100.00%	1465	100.00%

Table 6: Two-way Residential Trips 08:00-09:00

- 10.2. The AM peak results show an overall reduction in total trips in the sustainable scenario compared to the baseline. This is due to an increase in home working within the sustainable scenario. The sustainable scenario includes a significant increase in cycle (from 4.4% to 14.1%) and a reduction in car driver trips from 61.8% to 47.5% reflecting the impact of the sustainable transport measures. Walk trips have reduced slightly in the sustainable forecast scenario (200 in the baseline compared to 191 in the sustainable scenario). This is due to an overall reduction in the number of trips. The walking mode share shows an increase from 12.0% in the baseline to 13.1% in the sustainable scenario.

Mode	Business-as-usual Trips	Business-as-usual Mode Share	Sustainable Scenario Trips	Sustainable Scenario Mode Share
Walk	159	8.62%	151	9.04%
Cycle	59	3.17%	236	14.18%
Public Transport	126	6.82%	204	12.26%
Car Driver	1133	61.41%	789	47.33%
Car Passenger	369	19.98%	287	17.20%
Total	1845	100.00%	1667	100.00%

Table 7: Two-way Residential Trips 17:00-18:00

- 10.3. The PM peak shows a similar mode shift to the AM peak. Car driver mode share has reduced from the baseline of 61.4% to 47.3%. As with the AM peak there is a slight reduction in walking trips but an overall increase in mode share in the sustainable scenario. This is due to the reduction in total trips in the sustainable scenario reflecting increased home working.
- 10.4. The resulting car driver trips have been divided by the number of dwellings in the scenario test (2,100) to calculate an output trip rate. This trip rate has been compared to TRICS and the North Hampshire Model (NHTM19). The trip rate summary is shown in **Table 8**.

Scenario	AM Peak Car Trip Rate	PM Peak Car Trip Rate
Forecast Tool – Baseline	0.491	0.540
Forecast Tool – Sustainable	0.331	0.376
TRICS	0.521	0.532
North Hampshire Transport Model (NHTM19)	0.349	0.412

Table 8: Vehicle Trip Rate Summary - Residential

- 10.5. The comparison shows that the baseline scenario in the forecasting tool has a similar vehicle trip rate to TRICS. The vehicle trip rates in the sustainable scenario are much lower as they reflect an increase in home working sustainable travel measures. The sustainable scenario vehicle trip rates are similar to (albeit slightly lower than) the North Hampshire Transport Model trip rates.

11. External Trips – Employment

- 11.1. Trips associated with the jobs on site (primary school and local centre) are summarised on the 2-Way Summary (EMP) sheet. The resulting trips in the baseline and sustainable scenario are shown in **Table 9** and **Table 10**.

Mode	Baseline Trips	Baseline Mode Share	Sustainable Scenario Trips	Sustainable Scenario Mode Share
Walk	4	6.26%	4	6.26%
Cycle	2	3.30%	14	19.28%
Public Transport	6	9.33%	10	14.05%
Car Driver	45	74.43%	39	54.37%
Car Passenger	4	6.67%	4	6.04%
Total	61	100.00%	71	100.00%

Table 9: Two-way Employment Trips 08:00-09:00

- 11.2. The results show that the baseline car driver share is much higher than the residential trips (as education and other purposes have lower car driver shares than commute). The car driver share reduces from 74.4% in the baseline to 54.4% in the sustainable scenario showing a significant shift away from vehicle reliance with the sustainable measures. The reduction in car is due to a large increase in cycle trips from 3.3% to 19.3% (note that the PCT Go Dutch scenario for the area would predict a mode share of 22.5%). There is also an increase in public transport mode share which increases from 9.3% to 14.1%.
- 11.3. Overall, the trip generation from the on-site employment is much lower than the residential trips as the scale of employment is small compared to the number of dwellings.

Mode	Baseline Trips	Baseline Mode Share	Sustainable Scenario Trips	Sustainable Scenario Mode Share
Walk	4	6.89%	4	6.89%
Cycle	2	3.40%	12	20.09%
Public Transport	4	7.84%	8	12.59%
Car Driver	40	75.14%	34	54.39%
Car Passenger	4	6.74%	4	6.04%
Total	53	100.00%	62	100.00%

Table 10: Two-way Employment Trips 17:00-18:00

- 11.4. The PM peak results show a similar mode shift to the AM peak with a reduction in car driver mode share from 75.1% in the baseline to 54.4% in the sustainable scenario. The car driver mode share reduction is due to the increase in cycle and public transport trips similar to the AM peak.
- 11.5. The resulting trips have been divided by the number of jobs (234) to determine a vehicle trip rate for the on-site jobs. This has been compared to TRICS (for office workers) as shown in **Table 11**. Trip rates for office were used for comparison as TRICS surveys for school and local centres include all trips not just those associated with workers.

Scenario	AM Peak Car Trip Rate	PM Peak Car Trip Rate
Forecast Tool – Baseline	0.192	0.171
Forecast Tool – Sustainable	0.167	0.145
TRICS	0.379	0.324

Table 11: Vehicle Trip Rate Summary - Employment

- 11.6. The employment trip rates in the tool are lower than TRICS due to an expected high degree of internalisation due to the housing to be delivered on the site. The employment trip internalisation rate was set at 5% in both scenarios (and both peaks). This applies to the trips from the residential units on site. Given the significant number of homes on site, this leads to a significant internalisation of the employment trips. A full summary of internal trips is included in Section 12. Vehicle mode share for internal trips is much lower than external trips due to the short nature of trips within the site therefore a direct comparison against TRICS is not possible.

12. Internal Trips

- 12.1. Internal trips were calculated based on the total trip generation and the internalisation rates by trip purpose on the Control sheet (shown in **Table 1**). Internal trips are summarised in **Table 12** and **Table 13**.

Trip Purpose	Baseline Internal Trips	Sustainable Scenario Internal Trips
Work	51	41
Education	280	280
Shop	14	14
Other	23	23
Entertainment	32	32
Day Trip	0	0
Total	401	390

Table 12: Internal Trips by Purpose 08:00-09:00

Trip Purpose	Baseline Internal Trips	Sustainable Scenario Internal Trips
Work	45	35
Education	18	18
Shop	17	17
Other	66	66
Entertainment	93	93
Day Trip	0	0
Total	238	229

Table 13: Internal Trips by Purpose 17:00-18:00

- 12.2. Internal work trips are lower in the sustainable scenario as the internalisation is applied after the home working increase.
- 12.3. The mode share for internal trips was based on the expectation that the majority of trips will be by sustainable modes due to the short trip distances and facilities provided on site. The baseline and sustainable scenario use the same mode share for each purpose and are shown in **Table 14**.

Mode	Work	Education	Shop	Other	Entertainment	Day Trip
Walk	50%	70%	50%	65%	50%	10%
Cycle	20%	10%	20%	10%	10%	10%
PT	5%	10%	10%	5%	10%	20%
Car Driver	20%	0%	15%	15%	25%	50%
Car Passenger	5%	10%	5%	5%	5%	10%
Total	100%	100%	100%	100%	100%	100%

Table 14: Internal Mode Shares by Purpose

- 12.4. The resulting internal trips by mode and output mode share are shown in Table 15 and Table 16.

Mode	Baseline Internal Trips	Baseline Internal Mode Share	Sustainable Scenario Internal Trips	Sustainable Scenario Internal Mode Share
Walk	260	64.84%	254	65.25%
Cycle	47	11.64%	44	11.41%
Public Transport	36	9.07%	36	9.19%
Car Driver	24	5.96%	22	5.57%
Car Passenger	34	8.49%	34	8.59%
Total	401	100.00%	390	100.00%

Table 15: Internal Trips by Mode 08:00-09:00

Mode	Baseline Internal Trips	Baseline Internal Mode Share	Sustainable Scenario Internal Trips	Sustainable Scenario Internal Mode Share
Walk	133	55.64%	128	55.87%
Cycle	30	12.59%	28	12.29%
Public Transport	18	7.67%	18	7.78%
Car Driver	45	18.73%	43	18.68%
Car Passenger	13	5.37%	12	5.38%
Total	238	100.00%	229	100.00%

Table 16: Internal Trips by Mode 17:00-18:00

- 12.5. Car driver mode share is very low for the internal trips at 6% in the AM peak and 19% in the PM peak. Car mode share is much lower in the AM peak as there are more education trips which have a lower car mode share.
- 12.6. There are minor differences between the baseline and sustainable scenario mode shares which are due to the sustainable scenario having less work trips due to increased home working.

13. Summary

- 13.1. This note sets out the trip forecasting methodology for the Southleigh Road, Havant development. The development is expected to provide approximately 1,800 homes and is part of a larger local plan allocation area that could provide up to c.2,100 homes.
- 13.2. A transport scenario forecasting tool was developed to evaluate the trip generation and distribution for the site and to assess potential sustainable transport measures. The tool combines multiple data sources to achieve this including: TRICS, NTS, Census, and data from the Solent Regional Transport Model.
- 13.3. This note sets out the trip generation, distribution, and mode share process that is used to produce the predicted trips by mode.

- 13.4. Two scenarios were developed for inclusion in this note, a baseline scenario reflecting a “business-as-usual” future with no sustainable transport interventions and a sustainable scenario that includes enhancements to walking, cycling, and public transport provision.
- 13.5. The outputs of the tool were validated against TRICS data to confirm that the expected vehicle trips generated by the development is realistic.

Appendix A

Calculation Reference: AUDIT-706703-231004-1050

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	CU CUMBERLAND	1 days
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Employees
Actual Range: 10 to 30 (units:)
Range Selected by User: 3 to 30 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday 1 days
Friday 2 days
Saturday 2 days
Sunday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 6 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 6

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 5
Built-Up Zone 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	1 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	6 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	6 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CU-01-O-01 DENTON STREET CARLISLE	CO-OPERATIVE	CUMBERLAND
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total No of Employees:	15	
	Survey date: SATURDAY	25/06/16	Survey Type: MANUAL
2	MS-01-O-01 MILLFIELDS COURT SAINT HELENS ECCLESTON	SAINSBURY'S LOCAL	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Employees:	21	
	Survey date: SUNDAY	24/04/22	Survey Type: MANUAL
3	NF-01-O-03 HALL ROAD NORWICH LAKENHAM	CO-OP DAILY	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Employees:	30	
	Survey date: SATURDAY	17/09/22	Survey Type: MANUAL
4	NY-01-O-03 FOREST ROAD NORTHALLERTON	CO-OPERATIVE	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Employees:	14	
	Survey date: MONDAY	19/09/16	Survey Type: MANUAL
5	SD-01-O-01 THE CIRCLE SWINDON	ONE STOP	SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Employees:	10	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL
6	TW-01-O-02 ETHEL TERRACE SUNDERLAND CASTLETOWN	CO-OPERATIVE	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Employees:	19	
	Survey date: FRIDAY	07/04/17	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 EMPLOY
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.30

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	30	0.033	1	30	0.000	1	30	0.033
06:00 - 07:00	3	22	0.369	3	22	0.277	3	22	0.646
07:00 - 08:00	6	18	1.083	6	18	1.018	6	18	2.101
08:00 - 09:00	6	18	1.633	6	18	1.541	6	18	3.174
09:00 - 10:00	6	18	1.761	6	18	1.404	6	18	3.165
10:00 - 11:00	6	18	1.422	6	18	1.532	6	18	2.954
11:00 - 12:00	6	18	1.853	6	18	1.661	6	18	3.514
12:00 - 13:00	6	18	2.083	6	18	1.991	6	18	4.074
13:00 - 14:00	6	18	1.908	6	18	1.835	6	18	3.743
14:00 - 15:00	6	18	1.587	6	18	1.798	6	18	3.385
15:00 - 16:00	6	18	1.606	6	18	1.734	6	18	3.340
16:00 - 17:00	6	18	1.835	6	18	1.798	6	18	3.633
17:00 - 18:00	6	18	2.009	6	18	2.183	6	18	4.192
18:00 - 19:00	6	18	1.972	6	18	1.963	6	18	3.935
19:00 - 20:00	6	18	1.991	6	18	1.954	6	18	3.945
20:00 - 21:00	5	20	0.949	5	20	1.141	5	20	2.090
21:00 - 22:00	5	20	0.707	5	20	0.788	5	20	1.495
22:00 - 23:00	2	26	0.275	2	26	0.314	2	26	0.589
23:00 - 24:00	2	26	0.000	2	26	0.078	2	26	0.078
Total Rates:			25.076			25.010			50.086

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	10 - 30 (units:)
Survey date date range:	01/01/15 - 29/09/23
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	2
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 EMPLOY
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.30

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	30	0.033	1	30	0.000	1	30	0.033
06:00 - 07:00	3	22	0.769	3	22	0.600	3	22	1.369
07:00 - 08:00	6	18	2.633	6	18	2.486	6	18	5.119
08:00 - 09:00	6	18	4.009	6	18	3.725	6	18	7.734
09:00 - 10:00	6	18	3.872	6	18	3.413	6	18	7.285
10:00 - 11:00	6	18	3.734	6	18	3.706	6	18	7.440
11:00 - 12:00	6	18	4.174	6	18	3.890	6	18	8.064
12:00 - 13:00	6	18	4.477	6	18	4.330	6	18	8.807
13:00 - 14:00	6	18	4.413	6	18	4.312	6	18	8.725
14:00 - 15:00	6	18	3.624	6	18	3.780	6	18	7.404
15:00 - 16:00	6	18	4.229	6	18	4.183	6	18	8.412
16:00 - 17:00	6	18	4.138	6	18	4.055	6	18	8.193
17:00 - 18:00	6	18	4.486	6	18	4.835	6	18	9.321
18:00 - 19:00	6	18	4.349	6	18	4.550	6	18	8.899
19:00 - 20:00	6	18	4.073	6	18	4.147	6	18	8.220
20:00 - 21:00	5	20	2.313	5	20	2.545	5	20	4.858
21:00 - 22:00	5	20	1.687	5	20	1.899	5	20	3.586
22:00 - 23:00	2	26	0.608	2	26	0.686	2	26	1.294
23:00 - 24:00	2	26	0.000	2	26	0.118	2	26	0.118
Total Rates:			57.621			57.260			114.881

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	200-3000 DWELLS	
Actual Trip Rate Calculation Parameter Range	212-1146 DWELLS	
Date Range	Minimum: 01/01/15	Maximum: 20/03/23
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	3
	Tuesday	4
	Wednesday	5
	Thursday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	1
	Edge of Town	12
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	9 - Selected
	Servicing vehicles Excluded	12 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	1
	5,001 to 10,000	3
	10,001 to 15,000	5
	15,001 to 20,000	2
	20,001 to 25,000	1
	25,001 to 50,000	1
Population <5 Mile ranges selected	5,001 to 25,000	2
	25,001 to 50,000	1
	50,001 to 75,000	2
	75,001 to 100,000	3
	125,001 to 250,000	2
	250,001 to 500,000	3
Car Ownership <5 Mile ranges selected	0.6 to 1.0	3
	1.1 to 1.5	10
PTAL Rating	No PTAL Present	13

Calculation Reference: AUDIT-706703-231102-1146

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	KC KENT	3 days
	SP SOUTHAMPTON	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	4 days
05	EAST MIDLANDS	
	DY DERBY	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 212 to 1146 (units:)
 Range Selected by User: 200 to 3000 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 20/03/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	4 days
Wednesday	5 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	12

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	10
Out of Town	2
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	9 days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:**Use Class:**

C3	13 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	5 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

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

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	10 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	8 days
No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	13 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DY-03-A-01 RADBOURNE LANE DERBY	MIXED HOUSES	DERBY
	Edge of Town Residential Zone Total No of Dwellings: 371 Survey date: TUESDAY 10/07/18		Survey Type: MANUAL
2	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 212 Survey date: MONDAY 11/07/16		Survey Type: MANUAL
3	HC-03-A-24 STONEHAM LANE EASTLEIGH	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 243 Survey date: WEDNESDAY 10/11/21		Survey Type: MANUAL
4	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 363 Survey date: WEDNESDAY 27/09/17		Survey Type: MANUAL
5	KC-03-A-07 RECULVER ROAD HERNE BAY	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings: 288 Survey date: WEDNESDAY 27/09/17		Survey Type: MANUAL
6	KC-03-A-11 COLDHARBOUR ROAD GRAVESEND	MIXED HOUSES & FLATS	KENT
	Edge of Town No Sub Category Total No of Dwellings: 375 Survey date: MONDAY 20/03/23		Survey Type: MANUAL
7	NF-03-A-06 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 275 Survey date: MONDAY 23/09/19		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-03-A-23 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Out of Town Total No of Dwellings: 514 Survey date: WEDNESDAY 22/09/21		Survey Type: MANUAL
9	NF-03-A-30 BRANDON ROAD SWAFFHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 266 Survey date: THURSDAY 23/09/21		Survey Type: MANUAL
10	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 212 Survey date: TUESDAY 27/09/22		Survey Type: MANUAL
11	SP-03-A-02 BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END	MIXED HOUSES & FLATS	SOUTHAMPTON
	Edge of Town Out of Town Total No of Dwellings: 250 Survey date: TUESDAY 12/10/21		Survey Type: MANUAL
12	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 248 Survey date: WEDNESDAY 22/11/17		Survey Type: MANUAL
13	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 918 Survey date: TUESDAY 02/04/19		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SC-03-A-08	Includes School

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HC-03-A-26	24/06/21	Covid
NF-03-A-09	24/09/19	Includes School
NF-03-A-28	22/09/22	Includes School
NF-03-A-38	20/09/22	Includes School
NF-03-A-46	14/09/21	Includes School

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.70

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	349	0.077	13	349	0.302	13	349	0.379
08:00 - 09:00	13	349	0.132	13	349	0.389	13	349	0.521
09:00 - 10:00	13	349	0.127	13	349	0.160	13	349	0.287
10:00 - 11:00	13	349	0.106	13	349	0.132	13	349	0.238
11:00 - 12:00	13	349	0.124	13	349	0.139	13	349	0.263
12:00 - 13:00	13	349	0.140	13	349	0.134	13	349	0.274
13:00 - 14:00	13	349	0.147	13	349	0.135	13	349	0.282
14:00 - 15:00	13	349	0.155	13	349	0.168	13	349	0.323
15:00 - 16:00	13	349	0.245	13	349	0.160	13	349	0.405
16:00 - 17:00	13	349	0.280	13	349	0.164	13	349	0.444
17:00 - 18:00	13	349	0.375	13	349	0.157	13	349	0.532
18:00 - 19:00	13	349	0.294	13	349	0.163	13	349	0.457
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.202			2.203			4.405

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	212 - 1146 (units:)
Survey date date range:	01/01/15 - 20/03/23
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
Surveys manually removed from selection:	1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.70

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	349	0.110	13	349	0.493	13	349	0.603
08:00 - 09:00	13	349	0.193	13	349	0.787	13	349	0.980
09:00 - 10:00	13	349	0.180	13	349	0.261	13	349	0.441
10:00 - 11:00	13	349	0.162	13	349	0.213	13	349	0.375
11:00 - 12:00	13	349	0.189	13	349	0.227	13	349	0.416
12:00 - 13:00	13	349	0.215	13	349	0.206	13	349	0.421
13:00 - 14:00	13	349	0.230	13	349	0.210	13	349	0.440
14:00 - 15:00	13	349	0.241	13	349	0.258	13	349	0.499
15:00 - 16:00	13	349	0.524	13	349	0.263	13	349	0.787
16:00 - 17:00	13	349	0.528	13	349	0.267	13	349	0.795
17:00 - 18:00	13	349	0.648	13	349	0.272	13	349	0.920
18:00 - 19:00	13	349	0.511	13	349	0.310	13	349	0.821
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.731			3.767			7.498

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Peter Brett Associates Lakeside House Taunton

Licence No: 706703

Filtering Summary

Land Use	07/K	LEISURE/FITNESS CLUB (PRIVATE)
Selected Trip Rate Calculation Parameter Range	1-300 EMPLOY	
Actual Trip Rate Calculation Parameter Range	15-81 EMPLOY	
Date Range	Minimum: 01/01/12	Maximum: 31/12/22
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday	1
	Wednesday	1
	Thursday	1
Main Location Types selected	Edge of Town Centre	1
	Edge of Town	2
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	X - Selected
	Servicing vehicles Excluded	3 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	1
	10,001 to 15,000	1
	25,001 to 50,000	1
Population <5 Mile ranges selected	5,001 to 25,000	1
	75,001 to 100,000	1
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	2
PTAL Rating	No PTAL Present	3

Calculation Reference: AUDIT-706703-230714-0718

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : K - FITNESS CLUB (PRIVATE)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Employees
Actual Range: 15 to 81 (units:)
Range Selected by User: 1 to 300 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 31/12/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

n/a	2 days
E(d)	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	FU-07-K-01	FITNESS CLUB	WESTMORLAND & FURNESS
	COWPER ROAD		
	PENRITH		
	GILWILLY IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total No of Employees:	15	
	Survey date: TUESDAY	10/06/14	Survey Type: MANUAL
2	NG-07-K-01	VIRGIN ACTIVE	NOTTINGHAM
	LONDON ROAD		
	NOTTINGHAM		
	Edge of Town Centre		
	Commercial Zone		
	Total No of Employees:	81	
	Survey date: THURSDAY	27/06/13	Survey Type: MANUAL
3	SH-07-K-01	FITNESS, TENNIS & LEISURE	SHROPSHIRE
	SUNDORNE ROAD		
	SHREWSBURY		
	Edge of Town		
	Residential Zone		
	Total No of Employees:	50	
	Survey date: WEDNESDAY	21/05/14	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 EMPLOY
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.34

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	49	0.829	3	49	0.027	3	49	0.856
07:00 - 08:00	3	49	0.411	3	49	0.610	3	49	1.021
08:00 - 09:00	3	49	0.582	3	49	0.747	3	49	1.329
09:00 - 10:00	3	49	1.151	3	49	0.384	3	49	1.535
10:00 - 11:00	3	49	0.801	3	49	0.644	3	49	1.445
11:00 - 12:00	3	49	0.473	3	49	1.137	3	49	1.610
12:00 - 13:00	3	49	0.390	3	49	0.555	3	49	0.945
13:00 - 14:00	3	49	0.493	3	49	0.500	3	49	0.993
14:00 - 15:00	3	49	0.541	3	49	0.466	3	49	1.007
15:00 - 16:00	3	49	0.904	3	49	0.719	3	49	1.623
16:00 - 17:00	3	49	1.116	3	49	0.705	3	49	1.821
17:00 - 18:00	3	49	1.877	3	49	0.897	3	49	2.774
18:00 - 19:00	3	49	1.267	3	49	1.438	3	49	2.705
19:00 - 20:00	3	49	0.753	3	49	1.493	3	49	2.246
20:00 - 21:00	3	49	0.260	3	49	1.000	3	49	1.260
21:00 - 22:00	3	49	0.048	3	49	0.418	3	49	0.466
22:00 - 23:00	1	81	0.012	1	81	0.198	1	81	0.210
23:00 - 24:00									
Total Rates:			11.908			11.938			23.846

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	15 - 81 (units:)
Survey date date range:	01/01/12 - 31/12/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 EMPLOY
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.34

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	49	0.986	3	49	0.041	3	49	1.027
07:00 - 08:00	3	49	0.507	3	49	0.726	3	49	1.233
08:00 - 09:00	3	49	0.719	3	49	0.870	3	49	1.589
09:00 - 10:00	3	49	1.397	3	49	0.479	3	49	1.876
10:00 - 11:00	3	49	1.123	3	49	0.815	3	49	1.938
11:00 - 12:00	3	49	0.589	3	49	1.390	3	49	1.979
12:00 - 13:00	3	49	0.603	3	49	0.719	3	49	1.322
13:00 - 14:00	3	49	0.637	3	49	0.610	3	49	1.247
14:00 - 15:00	3	49	0.726	3	49	0.589	3	49	1.315
15:00 - 16:00	3	49	1.404	3	49	0.959	3	49	2.363
16:00 - 17:00	3	49	1.623	3	49	0.973	3	49	2.596
17:00 - 18:00	3	49	2.548	3	49	1.288	3	49	3.836
18:00 - 19:00	3	49	1.692	3	49	1.897	3	49	3.589
19:00 - 20:00	3	49	1.096	3	49	2.158	3	49	3.254
20:00 - 21:00	3	49	0.411	3	49	1.425	3	49	1.836
21:00 - 22:00	3	49	0.062	3	49	0.651	3	49	0.713
22:00 - 23:00	1	81	0.012	1	81	0.272	1	81	0.284
23:00 - 24:00									
Total Rates:			16.135			15.862			31.997

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL

Category : A - FOOD SUPERSTORE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	2 days
	WO WORCESTERSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Employees
 Actual Range: 60 to 460 (units:)
 Range Selected by User: 25 to 1000 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 31/12/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Friday	4 days
Sunday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	6
Retail Zone	1
Built-Up Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 3 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	7 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

PFS is present at the site and is included in the count	4 days
PFS is present at the site but is excluded from the count	1 days
There is no PFS at the site	3 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Yes	1 days
No	7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	8 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DV-01-A-22	MORRISONS	DEVON
	POMPHLETT ROAD		
	PLYMOUTH		
	PLYMSTOCK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Employees:	295	
	Survey date: SUNDAY	15/07/12	Survey Type: MANUAL
2	LE-01-A-03	SAINSBURY'S	LEICESTERSHIRE
	GLEN ROAD		
	LEICESTER		
	OADBY		
	Edge of Town		
	Residential Zone		
	Total No of Employees:	250	
	Survey date: FRIDAY	07/11/14	Survey Type: MANUAL
3	SC-01-A-12	SAINSBURY'S	SURREY
	REDDING WAY		
	WOKING		
	KNAPHILL		
	Edge of Town		
	Residential Zone		
	Total No of Employees:	230	
	Survey date: FRIDAY	23/11/12	Survey Type: MANUAL
4	TW-01-A-03	M&S FOOD HALL	TYNE & WEAR
	HOLLYWOOD AVENUE		
	NEWCASTLE UPON TYNE		
	GOSFORTH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Built-Up Zone		
	Total No of Employees:	60	
	Survey date: TUESDAY	19/10/21	Survey Type: MANUAL
5	WK-01-A-02	ASDA	WARWICKSHIRE
	CHESTERTON DRIVE		
	LEAMINGTON SPA		
	SYDENHAM		
	Edge of Town		
	Residential Zone		
	Total No of Employees:	460	
	Survey date: WEDNESDAY	17/10/12	Survey Type: MANUAL
6	WK-01-A-03	TESCO	WARWICKSHIRE
	EMSCOTE ROAD		
	WARWICK		
	Edge of Town		
	Residential Zone		
	Total No of Employees:	306	
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL
7	WO-01-A-02	WAITROSE	WORCESTERSHIRE
	LONDON ROAD		
	WORCESTER		
	RED HILL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Employees:	140	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	WS-01-A-12	SAINSBURY'S	WEST SUSSEX
	NEW ROAD		
	LITTLEHAMPTON		
	RUSTINGTON		
	Edge of Town		
	Retail Zone		
	Total No of Employees:	423	
	Survey date: FRIDAY	21/06/19	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.59

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	423	0.083	1	423	0.014	1	423	0.097
07:00 - 08:00	7	267	0.315	7	267	0.213	7	267	0.528
08:00 - 09:00	7	267	0.577	7	267	0.475	7	267	1.052
09:00 - 10:00	7	267	0.927	7	267	0.674	7	267	1.601
10:00 - 11:00	8	271	1.160	8	271	0.929	8	271	2.089
11:00 - 12:00	8	271	1.244	8	271	1.198	8	271	2.442
12:00 - 13:00	8	271	1.248	8	271	1.278	8	271	2.526
13:00 - 14:00	8	271	1.148	8	271	1.183	8	271	2.331
14:00 - 15:00	8	271	1.186	8	271	1.199	8	271	2.385
15:00 - 16:00	8	271	1.258	8	271	1.295	8	271	2.553
16:00 - 17:00	8	271	1.094	8	271	1.195	8	271	2.289
17:00 - 18:00	8	271	1.000	8	271	1.054	8	271	2.054
18:00 - 19:00	7	267	0.993	7	267	1.057	7	267	2.050
19:00 - 20:00	7	267	0.684	7	267	0.842	7	267	1.526
20:00 - 21:00	7	267	0.431	7	267	0.546	7	267	0.977
21:00 - 22:00	6	302	0.217	6	302	0.311	6	302	0.528
22:00 - 23:00	1	423	0.017	1	423	0.061	1	423	0.078
23:00 - 24:00									
Total Rates:			13.582			13.524			27.106

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 60 - 460 (units:)
 Survey date range: 01/01/12 - 31/12/22
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 1
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 EMPLOY
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.59

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	423	0.111	1	423	0.014	1	423	0.125
07:00 - 08:00	7	267	0.447	7	267	0.281	7	267	0.728
08:00 - 09:00	7	267	0.883	7	267	0.720	7	267	1.603
09:00 - 10:00	7	267	1.356	7	267	0.928	7	267	2.284
10:00 - 11:00	8	271	1.831	8	271	1.381	8	271	3.212
11:00 - 12:00	8	271	1.953	8	271	1.845	8	271	3.798
12:00 - 13:00	8	271	2.131	8	271	2.057	8	271	4.188
13:00 - 14:00	8	271	1.904	8	271	1.939	8	271	3.843
14:00 - 15:00	8	271	1.940	8	271	1.908	8	271	3.848
15:00 - 16:00	8	271	2.143	8	271	2.169	8	271	4.312
16:00 - 17:00	8	271	1.778	8	271	1.993	8	271	3.771
17:00 - 18:00	8	271	1.509	8	271	1.681	8	271	3.190
18:00 - 19:00	7	267	1.483	7	267	1.728	7	267	3.211
19:00 - 20:00	7	267	1.036	7	267	1.357	7	267	2.393
20:00 - 21:00	7	267	0.657	7	267	0.890	7	267	1.547
21:00 - 22:00	6	302	0.321	6	302	0.488	6	302	0.809
22:00 - 23:00	1	423	0.017	1	423	0.078	1	423	0.095
23:00 - 24:00									
Total Rates:			21.500			21.457			42.957

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Peter Brett Associates Lakeside House Taunton

Licence No: 706703

Filtering Summary

Land Use	06/A	HOTEL, FOOD & DRINK/HOTELS
Selected Trip Rate Calculation Parameter Range	9-147 EMPLOY	
Actual Trip Rate Calculation Parameter Range	14-140 EMPLOY	
Date Range	Minimum: 01/01/12	Maximum: 12/11/21
Parking Spaces Range	All Surveys Included	
Days of the week selected	Wednesday	2
	Thursday	2
	Friday	1
Main Location Types selected	Edge of Town	5
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	3 - Selected
	Servicing vehicles Excluded	2 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	3
	10,001 to 15,000	1
	100,001 or More	1
Population <5 Mile ranges selected	25,001 to 50,000	1
	100,001 to 125,000	1
	250,001 to 500,000	3
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	3
PTAL Rating	No PTAL Present	5

Calculation Reference: AUDIT-706703-230714-0714

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : A - HOTELS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	PL PLYMOUTH	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Employees
 Actual Range: 14 to 140 (units:)
 Range Selected by User: 9 to 147 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 12/11/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	2 days
Thursday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	5
--------------	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	1
Out of Town	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

C1 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 3 days

10,001 to 15,000 1 days

100,001 or More 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000 1 days

100,001 to 125,000 1 days

250,001 to 500,000 3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 2 days

1.1 to 1.5 3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 5 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BU-06-A-02 NEW ROAD AYLESBURY WESTON TURVILLE Edge of Town Out of Town Total No of Employees: Survey date: WEDNESDAY	HOLIDAY INN 70 01/10/14	BUCKINGHAMSHIRE Survey Type: MANUAL
2	HC-06-A-07 COVE ROAD FLEET Edge of Town Out of Town Total No of Employees: Survey date: THURSDAY	TRAVELODGE 14 09/09/21	HAMPSHIRE Survey Type: MANUAL
3	LE-06-A-01 SMITH WAY LEICESTER ENDERBY Edge of Town Commercial Zone Total No of Employees: Survey date: THURSDAY	MARRIOTT 140 12/07/18	LEICESTERSHIRE Survey Type: MANUAL
4	PL-06-A-03 WILLIAM PRANCE ROAD PLYMOUTH Edge of Town Industrial Zone Total No of Employees: Survey date: WEDNESDAY	FUTURE INN 70 18/07/12	PLYMOUTH Survey Type: MANUAL
5	WO-06-A-04 GROVEWOOD ROAD MALVERN Edge of Town Industrial Zone Total No of Employees: Survey date: FRIDAY	PREMIER INN 30 12/11/21	WORCESTERSHIRE Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 EMPLOY
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.47

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	65	0.216	5	65	0.460	5	65	0.676
08:00 - 09:00	5	65	0.407	5	65	0.528	5	65	0.935
09:00 - 10:00	5	65	0.543	5	65	0.312	5	65	0.855
10:00 - 11:00	5	65	0.349	5	65	0.241	5	65	0.590
11:00 - 12:00	5	65	0.151	5	65	0.272	5	65	0.423
12:00 - 13:00	5	65	0.330	5	65	0.216	5	65	0.546
13:00 - 14:00	5	65	0.349	5	65	0.299	5	65	0.648
14:00 - 15:00	5	65	0.269	5	65	0.262	5	65	0.531
15:00 - 16:00	5	65	0.306	5	65	0.414	5	65	0.720
16:00 - 17:00	5	65	0.318	5	65	0.392	5	65	0.710
17:00 - 18:00	5	65	0.361	5	65	0.355	5	65	0.716
18:00 - 19:00	5	65	0.410	5	65	0.352	5	65	0.762
19:00 - 20:00	5	65	0.358	5	65	0.290	5	65	0.648
20:00 - 21:00	5	65	0.238	5	65	0.160	5	65	0.398
21:00 - 22:00	5	65	0.139	5	65	0.179	5	65	0.318
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.744			4.732			9.476

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	14 - 140 (units:)
Survey date date range:	01/01/12 - 12/11/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 EMPLOY
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.47

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	65	0.281	5	65	0.657	5	65	0.938
08:00 - 09:00	5	65	0.485	5	65	1.015	5	65	1.500
09:00 - 10:00	5	65	0.701	5	65	0.432	5	65	1.133
10:00 - 11:00	5	65	0.500	5	65	0.327	5	65	0.827
11:00 - 12:00	5	65	0.194	5	65	0.367	5	65	0.561
12:00 - 13:00	5	65	0.441	5	65	0.284	5	65	0.725
13:00 - 14:00	5	65	0.469	5	65	0.410	5	65	0.879
14:00 - 15:00	5	65	0.448	5	65	0.324	5	65	0.772
15:00 - 16:00	5	65	0.438	5	65	0.559	5	65	0.997
16:00 - 17:00	5	65	0.531	5	65	0.540	5	65	1.071
17:00 - 18:00	5	65	0.599	5	65	0.519	5	65	1.118
18:00 - 19:00	5	65	0.861	5	65	0.549	5	65	1.410
19:00 - 20:00	5	65	0.522	5	65	0.457	5	65	0.979
20:00 - 21:00	5	65	0.386	5	65	0.222	5	65	0.608
21:00 - 22:00	5	65	0.225	5	65	0.210	5	65	0.435
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.081			6.872			13.953

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Calculation Reference: AUDIT-706703-230714-0702

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : C - LEISURE CENTRE
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Employees
 Actual Range: 12 to 64 (units:)
 Range Selected by User: 6 to 500 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 20/09/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	1 days
Thursday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	3
Village	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

n/a	3 days
E(d)	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	CA-07-C-02 BACK LANE CAMBOURNE	LEISURE CENTRE		CAMBRIDGESHIRE
	Edge of Town Residential Zone Total No of Employees:		43	
	Survey date: THURSDAY		07/06/18	Survey Type: MANUAL
2	EX-07-C-01 CREST AVENUE BASILDON	LEISURE CENTRE		ESSEX
	Edge of Town Residential Zone Total No of Employees:		19	
	Survey date: THURSDAY		30/09/21	Survey Type: MANUAL
3	WM-07-C-02 BEECHES ROAD BIRMINGHAM	LEISURE CENTRE		WEST MIDLANDS
	Edge of Town Residential Zone Total No of Employees:		12	
	Survey date: THURSDAY		26/09/19	Survey Type: MANUAL
4	WS-07-C-06 WICKHURST LANE HORSHAM BROADBRIDGE HEATH Neighbourhood Centre (PPS6 Local Centre) Village	LEISURE CENTRE		WEST SUSSEX
	Total No of Employees:		64	
	Survey date: WEDNESDAY		16/06/21	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 EMPLOY
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.69

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	32	0.421	3	32	0.021	3	32	0.442
07:00 - 08:00	4	35	0.500	4	35	0.370	4	35	0.870
08:00 - 09:00	4	35	0.594	4	35	0.370	4	35	0.964
09:00 - 10:00	4	35	0.558	4	35	0.435	4	35	0.993
10:00 - 11:00	4	35	0.406	4	35	0.362	4	35	0.768
11:00 - 12:00	4	35	0.304	4	35	0.522	4	35	0.826
12:00 - 13:00	4	35	0.333	4	35	0.341	4	35	0.674
13:00 - 14:00	4	35	0.362	4	35	0.370	4	35	0.732
14:00 - 15:00	4	35	0.370	4	35	0.399	4	35	0.769
15:00 - 16:00	4	35	0.601	4	35	0.319	4	35	0.920
16:00 - 17:00	4	35	0.949	4	35	0.616	4	35	1.565
17:00 - 18:00	4	35	1.203	4	35	1.101	4	35	2.304
18:00 - 19:00	4	35	1.406	4	35	1.355	4	35	2.761
19:00 - 20:00	4	35	0.841	4	35	1.080	4	35	1.921
20:00 - 21:00	4	35	0.333	4	35	0.812	4	35	1.145
21:00 - 22:00	3	32	0.168	3	32	0.684	3	32	0.852
22:00 - 23:00	1	12	0.250	1	12	0.750	1	12	1.000
23:00 - 24:00									
Total Rates:			9.599			9.907			19.506

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	12 - 64 (units:)
Survey date range:	01/01/12 - 20/09/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 07 - LEISURE/C - LEISURE CENTRE
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 EMPLOY
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.69

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	32	0.568	3	32	0.053	3	32	0.621
07:00 - 08:00	4	35	0.775	4	35	0.543	4	35	1.318
08:00 - 09:00	4	35	0.920	4	35	0.514	4	35	1.434
09:00 - 10:00	4	35	0.899	4	35	0.674	4	35	1.573
10:00 - 11:00	4	35	0.681	4	35	0.681	4	35	1.362
11:00 - 12:00	4	35	0.529	4	35	0.804	4	35	1.333
12:00 - 13:00	4	35	0.565	4	35	0.522	4	35	1.087
13:00 - 14:00	4	35	0.674	4	35	0.645	4	35	1.319
14:00 - 15:00	4	35	0.710	4	35	0.725	4	35	1.435
15:00 - 16:00	4	35	1.043	4	35	0.638	4	35	1.681
16:00 - 17:00	4	35	1.855	4	35	0.993	4	35	2.848
17:00 - 18:00	4	35	2.312	4	35	2.101	4	35	4.413
18:00 - 19:00	4	35	2.188	4	35	2.377	4	35	4.565
19:00 - 20:00	4	35	1.290	4	35	1.826	4	35	3.116
20:00 - 21:00	4	35	0.558	4	35	1.355	4	35	1.913
21:00 - 22:00	3	32	0.211	3	32	1.011	3	32	1.222
22:00 - 23:00	1	12	0.250	1	12	1.250	1	12	1.500
23:00 - 24:00									
Total Rates:			16.028			16.712			32.740

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Filtering Summary

Land Use	01/I	RETAIL/SHOPPING CENTRE - LOCAL SHOPS
Selected Trip Rate Calculation Parameter Range	12-108 EMPLOY	
Actual Trip Rate Calculation Parameter Range	21-108 EMPLOY	
Date Range	Minimum: 01/01/12	Maximum: 17/09/21
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	1
	Wednesday	1
	Thursday	1
	Friday	2
Main Location Types selected	Neighbourhood Centre (PPS6 Local Centre)	6
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	X - Selected
	Servicing vehicles Excluded	6 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	10,001 to 15,000	1
	20,001 to 25,000	2
	25,001 to 50,000	3
Population <5 Mile ranges selected	100,001 to 125,000	2
	125,001 to 250,000	2
	250,001 to 500,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	4
PTAL Rating	No PTAL Present	6

Calculation Reference: AUDIT-706703-230714-0712

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	2 days
09	NORTH	
	TV TEES VALLEY	2 days
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Employees
 Actual Range: 21 to 108 (units:)
 Range Selected by User: 12 to 108 (units:)
 Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 17/09/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	6
--	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	6
------------------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

n/a 6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	6 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 6 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AC-01-I-02	LOCAL SHOPS		CHESHIRE WEST & CHESTER
	CHRISTLETON ROAD			
	CHESTER			
	BOUGHTON HEATH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Employees:	28		
	Survey date: TUESDAY	15/05/12	Survey Type: MANUAL	
2	AC-01-I-03	LOCAL SHOPS		CHESHIRE WEST & CHESTER
	MILL LANE			
	CHESTER			
	BACHE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Employees:	27		
	Survey date: THURSDAY	17/05/12	Survey Type: MANUAL	
3	DR-01-I-01	LOCAL SHOPS		DONCASTER
	EVERINGHAM ROAD			
	DONCASTER			
	CANTLEY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Employees:	40		
	Survey date: FRIDAY	17/09/21	Survey Type: MANUAL	
4	TV-01-I-03	LOCAL SHOPS		TEES VALLEY
	ACKLAM ROAD			
	MIDDLESBROUGH			
	ACKLAM			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Employees:	108		
	Survey date: FRIDAY	04/10/13	Survey Type: MANUAL	
5	TV-01-I-04	LOCAL SHOPS		TEES VALLEY
	CARGO FLEET LANE			
	MIDDLESBROUGH			
	ORMESBY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Employees:	21		
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL	
6	TW-01-I-02	LOCAL SHOPS		TYNE & WEAR
	DURHAM ROAD			
	SUNDERLAND			
	BARNES PARK			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Employees:	34		
	Survey date: WEDNESDAY	21/11/12	Survey Type: MANUAL	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 EMPLOY
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.50

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	37	0.378	2	37	0.297	2	37	0.675
07:00 - 08:00	6	43	0.570	6	43	0.469	6	43	1.039
08:00 - 09:00	6	43	0.775	6	43	0.698	6	43	1.473
09:00 - 10:00	6	43	1.027	6	43	0.829	6	43	1.856
10:00 - 11:00	6	43	0.981	6	43	0.891	6	43	1.872
11:00 - 12:00	6	43	1.105	6	43	1.155	6	43	2.260
12:00 - 13:00	6	43	1.155	6	43	1.101	6	43	2.256
13:00 - 14:00	6	43	1.058	6	43	1.054	6	43	2.112
14:00 - 15:00	6	43	0.973	6	43	1.081	6	43	2.054
15:00 - 16:00	6	43	0.884	6	43	0.950	6	43	1.834
16:00 - 17:00	6	43	0.977	6	43	0.880	6	43	1.857
17:00 - 18:00	6	43	0.984	6	43	1.171	6	43	2.155
18:00 - 19:00	6	43	1.124	6	43	1.217	6	43	2.341
19:00 - 20:00	4	51	1.108	4	51	1.148	4	51	2.256
20:00 - 21:00	4	51	0.749	4	51	0.813	4	51	1.562
21:00 - 22:00	4	51	0.626	4	51	0.650	4	51	1.276
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.474			14.404			28.878

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	21 - 108 (units:)
Survey date range:	01/01/12 - 17/09/21
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 EMPLOY
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.50

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	37	0.824	2	37	0.662	2	37	1.486
07:00 - 08:00	6	43	1.302	6	43	1.000	6	43	2.302
08:00 - 09:00	6	43	2.663	6	43	2.678	6	43	5.341
09:00 - 10:00	6	43	2.399	6	43	1.973	6	43	4.372
10:00 - 11:00	6	43	2.372	6	43	2.256	6	43	4.628
11:00 - 12:00	6	43	2.562	6	43	2.612	6	43	5.174
12:00 - 13:00	6	43	2.853	6	43	2.678	6	43	5.531
13:00 - 14:00	6	43	2.554	6	43	2.550	6	43	5.104
14:00 - 15:00	6	43	2.473	6	43	2.636	6	43	5.109
15:00 - 16:00	6	43	3.194	6	43	3.306	6	43	6.500
16:00 - 17:00	6	43	2.473	6	43	2.353	6	43	4.826
17:00 - 18:00	6	43	2.101	6	43	2.593	6	43	4.694
18:00 - 19:00	6	43	2.616	6	43	2.775	6	43	5.391
19:00 - 20:00	4	51	2.512	4	51	2.542	4	51	5.054
20:00 - 21:00	4	51	1.695	4	51	1.803	4	51	3.498
21:00 - 22:00	4	51	1.394	4	51	1.424	4	51	2.818
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			35.987			35.841			71.828

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Filtering Summary

Land Use	02/A	EMPLOYMENT/OFFICE
Selected Trip Rate Calculation Parameter Range	10-700	EMPLOY
Actual Trip Rate Calculation Parameter Range	33-115	EMPLOY
Date Range	Minimum: 01/01/15	Maximum: 23/11/22
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	1
	Wednesday	2
Main Location Types selected	Edge of Town	4
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	2 - Selected
	Servicing vehicles Excluded	2 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	1
	10,001 to 15,000	1
	15,001 to 20,000	2
Population <5 Mile ranges selected	100,001 to 125,000	1
	125,001 to 250,000	3
Car Ownership <5 Mile ranges selected	0.6 to 1.0	4
PTAL Rating	No PTAL Present	4
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-706703-230714-0726

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	2 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Employees
 Actual Range: 33 to 115 (units:)
 Range Selected by User: 10 to 700 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 23/11/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	4
--------------	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 1 days

10,001 to 15,000 1 days

15,001 to 20,000 2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000 1 days

125,001 to 250,000 3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 4 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AK-02-A-01 PIONEER WAY CASTLEFORD WHITWOOD Edge of Town No Sub Category Total No of Employees: 115 Survey date: TUESDAY 23/05/17	OFFICES	WAKEFIELD	Survey Type: MANUAL
2	NF-02-A-04 WHITING ROAD NORWICH Edge of Town Commercial Zone Total No of Employees: 33 Survey date: WEDNESDAY 13/11/19	BUILDING CONSULTANT	NORFOLK	Survey Type: MANUAL
3	NF-02-A-05 YARMOUTH ROAD NORWICH Edge of Town Residential Zone Total No of Employees: 98 Survey date: MONDAY 12/09/22	COUNCIL OFFICES	NORFOLK	Survey Type: MANUAL
4	WK-02-A-03 BUDBROOKE ROAD WARWICK Edge of Town Industrial Zone Total No of Employees: 63 Survey date: WEDNESDAY 23/11/22	ENGINEERING CONSULTANTS	WARWICKSHIRE	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.38

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	77	0.194	4	77	0.003	4	77	0.197
08:00 - 09:00	4	77	0.356	4	77	0.023	4	77	0.379
09:00 - 10:00	4	77	0.117	4	77	0.029	4	77	0.146
10:00 - 11:00	4	77	0.065	4	77	0.032	4	77	0.097
11:00 - 12:00	4	77	0.039	4	77	0.055	4	77	0.094
12:00 - 13:00	4	77	0.084	4	77	0.155	4	77	0.239
13:00 - 14:00	4	77	0.110	4	77	0.052	4	77	0.162
14:00 - 15:00	4	77	0.036	4	77	0.058	4	77	0.094
15:00 - 16:00	4	77	0.042	4	77	0.087	4	77	0.129
16:00 - 17:00	4	77	0.042	4	77	0.220	4	77	0.262
17:00 - 18:00	4	77	0.000	4	77	0.324	4	77	0.324
18:00 - 19:00	3	65	0.005	3	65	0.082	3	65	0.087
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.090			1.120			2.210

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	33 - 115 (units:)
Survey date range:	01/01/15 - 23/11/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.38

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	77	0.233	4	77	0.003	4	77	0.236
08:00 - 09:00	4	77	0.450	4	77	0.023	4	77	0.473
09:00 - 10:00	4	77	0.162	4	77	0.036	4	77	0.198
10:00 - 11:00	4	77	0.087	4	77	0.036	4	77	0.123
11:00 - 12:00	4	77	0.049	4	77	0.068	4	77	0.117
12:00 - 13:00	4	77	0.133	4	77	0.236	4	77	0.369
13:00 - 14:00	4	77	0.210	4	77	0.110	4	77	0.320
14:00 - 15:00	4	77	0.068	4	77	0.097	4	77	0.165
15:00 - 16:00	4	77	0.042	4	77	0.139	4	77	0.181
16:00 - 17:00	4	77	0.052	4	77	0.275	4	77	0.327
17:00 - 18:00	4	77	0.000	4	77	0.421	4	77	0.421
18:00 - 19:00	3	65	0.015	3	65	0.093	3	65	0.108
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.501			1.537			3.038

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Calculation Reference: AUDIT-706703-230714-0706

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : A - PRIMARY

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
09	NORTH	
	TV TEES VALLEY	3 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of pupils
 Actual Range: 126 to 538 (units:)
 Range Selected by User: 100 to 1000 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 15/11/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	2 days
Thursday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	4
Village	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

F1(a) 7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 7 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BP-04-A-01 SEVERN ROAD BLACKPOOL SOUTH SHORE Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of pupils: 449 Survey date: TUESDAY 27/09/16	PRIMARY SCHOOL BLACKPOOL	Survey Type: MANUAL
2	SM-04-A-01 BRIDGWATER ROAD NEAR TAUNTON BATHPOOL Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 407 Survey date: THURSDAY 27/09/18	PRIMARY SCHOOL SOMERSET	Survey Type: MANUAL
3	TV-04-A-01 CLIFTON AVENUE BILLINGHAM Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of pupils: 538 Survey date: WEDNESDAY 25/05/22	PRIMARY SCHOOL TEES VALLEY	Survey Type: MANUAL
4	TV-04-A-02 WOLVISTON MILL LANE BILLINGHAM Edge of Town Residential Zone Total Number of pupils: 232 Survey date: MONDAY 23/05/22	PRIMARY SCHOOL TEES VALLEY	Survey Type: MANUAL
5	TV-04-A-03 THE GREEN BILLINGHAM WOLVISTON Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 126 Survey date: THURSDAY 26/05/22	PRIMARY SCHOOL TEES VALLEY	Survey Type: MANUAL
6	WK-04-A-01 PLANTAGENET DRIVE RUGBY Edge of Town Residential Zone Total Number of pupils: 420 Survey date: TUESDAY 15/11/22	C OF E JUNIOR SCHOOL WARWICKSHIRE	Survey Type: MANUAL
7	WL-04-A-02 HIGH STREET ROWDE Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 199 Survey date: WEDNESDAY 03/04/19	C OF E PRIMARY ACADEMY WILTSHIRE	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 PUPILS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.89

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	339	0.071	7	339	0.032	7	339	0.103
08:00 - 09:00	7	339	0.383	7	339	0.334	7	339	0.717
09:00 - 10:00	7	339	0.026	7	339	0.023	7	339	0.049
10:00 - 11:00	7	339	0.015	7	339	0.011	7	339	0.026
11:00 - 12:00	7	339	0.024	7	339	0.021	7	339	0.045
12:00 - 13:00	7	339	0.022	7	339	0.019	7	339	0.041
13:00 - 14:00	7	339	0.015	7	339	0.029	7	339	0.044
14:00 - 15:00	7	339	0.056	7	339	0.049	7	339	0.105
15:00 - 16:00	7	339	0.240	7	339	0.283	7	339	0.523
16:00 - 17:00	7	339	0.073	7	339	0.111	7	339	0.184
17:00 - 18:00	6	362	0.012	6	362	0.026	6	362	0.038
18:00 - 19:00	6	362	0.009	6	362	0.006	6	362	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.946			0.944			1.890

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	126 - 538 (units:)
Survey date date range:	01/01/15 - 15/11/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.89

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	339	0.112	7	339	0.029	7	339	0.141
08:00 - 09:00	7	339	1.116	7	339	0.244	7	339	1.360
09:00 - 10:00	7	339	0.041	7	339	0.064	7	339	0.105
10:00 - 11:00	7	339	0.033	7	339	0.014	7	339	0.047
11:00 - 12:00	7	339	0.034	7	339	0.033	7	339	0.067
12:00 - 13:00	7	339	0.035	7	339	0.035	7	339	0.070
13:00 - 14:00	7	339	0.019	7	339	0.049	7	339	0.068
14:00 - 15:00	7	339	0.096	7	339	0.119	7	339	0.215
15:00 - 16:00	7	339	0.216	7	339	0.878	7	339	1.094
16:00 - 17:00	7	339	0.065	7	339	0.256	7	339	0.321
17:00 - 18:00	6	362	0.014	6	362	0.048	6	362	0.062
18:00 - 19:00	6	362	0.012	6	362	0.008	6	362	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.793			1.777			3.570

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Calculation Reference: AUDIT-706703-231004-1024

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
MULTI-MODAL TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	HC HAMPSHIRE	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
09	NORTH	
	DH DURHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Employees
Actual Range: 10 to 32 (units:)
Range Selected by User: 6 to 70 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 01/09/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:
Tuesday 4 days
Thursday 1 days
Friday 2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual count 7 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:
Suburban Area (PPS6 Out of Centre) 3
Edge of Town 4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:
Industrial Zone 1
Residential Zone 1
Retail Zone 2
Out of Town 1
No Sub Category 2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 5 days - Selected
Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:
Sui Generis 7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	3 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	2 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	7 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DH-06-C-02 STADIUM WAY BISHOP AUCKLAND TINDALE Edge of Town Retail Zone Total No of Employees: 10 Survey date: FRIDAY 31/03/17	PUB / RESTAURANT	DURHAM	Survey Type: MANUAL
2	DR-06-C-01 HERTEN WAY DONCASTER Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Employees: 20 Survey date: THURSDAY 23/09/21	BREWERS FAYRE	DONCASTER	Survey Type: MANUAL
3	HC-06-C-04 APOLLO RISE FARNBOROUGH COVE Suburban Area (PPS6 Out of Centre) Industrial Zone Total No of Employees: 22 Survey date: TUESDAY 11/06/19	PUB / RESTAURANT	HAMPSHIRE	Survey Type: MANUAL
4	HC-06-C-06 SHETLAND ROAD BASINGSTOKE Edge of Town Residential Zone Total No of Employees: 20 Survey date: FRIDAY 10/09/21	PUB / RESTAURANT	HAMPSHIRE	Survey Type: MANUAL
5	LN-06-C-01 CRUSADER ROAD LINCOLN NEW BOULTHAM Edge of Town Retail Zone Total No of Employees: 22 Survey date: TUESDAY 10/10/17	FLAMING GRILL	LINCOLNSHIRE	Survey Type: MANUAL
6	WK-06-C-02 POSEIDON WAY ROYAL LEAMINGTON SPA HEATHCOTE Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Employees: 32 Survey date: TUESDAY 22/11/22	PUB / RESTAURANT	WARWICKSHIRE	Survey Type: MANUAL
7	WM-06-C-02 PENNWOOD LANE WOLVERHAMPTON PENN COMMON Edge of Town Out of Town Total No of Employees: 13 Survey date: TUESDAY 22/11/16	PUB / RESTAURANT	WEST MIDLANDS	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 EMPLOY
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.78

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	32	0.094	1	32	0.000	1	32	0.094
09:00 - 10:00	1	32	0.094	1	32	0.000	1	32	0.094
10:00 - 11:00	5	20	0.192	5	20	0.030	5	20	0.222
11:00 - 12:00	7	20	0.741	7	20	0.302	7	20	1.043
12:00 - 13:00	7	20	0.971	7	20	0.381	7	20	1.352
13:00 - 14:00	7	20	0.791	7	20	0.727	7	20	1.518
14:00 - 15:00	7	20	0.489	7	20	0.863	7	20	1.352
15:00 - 16:00	7	20	0.568	7	20	0.403	7	20	0.971
16:00 - 17:00	7	20	0.820	7	20	0.446	7	20	1.266
17:00 - 18:00	7	20	0.871	7	20	0.532	7	20	1.403
18:00 - 19:00	7	20	1.058	7	20	0.835	7	20	1.893
19:00 - 20:00	7	20	0.892	7	20	1.101	7	20	1.993
20:00 - 21:00	7	20	0.633	7	20	1.108	7	20	1.741
21:00 - 22:00	7	20	0.230	7	20	0.763	7	20	0.993
22:00 - 23:00	7	20	0.094	7	20	0.676	7	20	0.770
23:00 - 24:00	5	20	0.020	5	20	0.162	5	20	0.182
Total Rates:			8.558			8.329			16.887

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	10 - 32 (units:)
Survey date date range:	01/01/15 - 01/09/23
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 EMPLOY
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.78

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	32	0.156	1	32	0.000	1	32	0.156
09:00 - 10:00	1	32	0.188	1	32	0.031	1	32	0.219
10:00 - 11:00	5	20	0.313	5	20	0.030	5	20	0.343
11:00 - 12:00	7	20	1.223	7	20	0.388	7	20	1.611
12:00 - 13:00	7	20	1.777	7	20	0.626	7	20	2.403
13:00 - 14:00	7	20	1.446	7	20	1.367	7	20	2.813
14:00 - 15:00	7	20	0.820	7	20	1.511	7	20	2.331
15:00 - 16:00	7	20	1.043	7	20	0.856	7	20	1.899
16:00 - 17:00	7	20	1.360	7	20	0.885	7	20	2.245
17:00 - 18:00	7	20	1.669	7	20	0.957	7	20	2.626
18:00 - 19:00	7	20	1.928	7	20	1.403	7	20	3.331
19:00 - 20:00	7	20	1.554	7	20	1.813	7	20	3.367
20:00 - 21:00	7	20	1.014	7	20	2.000	7	20	3.014
21:00 - 22:00	7	20	0.424	7	20	1.417	7	20	1.841
22:00 - 23:00	7	20	0.137	7	20	1.324	7	20	1.461
23:00 - 24:00	5	20	0.040	5	20	0.333	5	20	0.373
Total Rates:			15.092			14.941			30.033

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Calculation Reference: AUDIT-706703-230714-0719

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : B - SECONDARY

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of pupils
 Actual Range: 520 to 1439 (units:)
 Range Selected by User: 250 to 2000 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 31/12/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	4
Village	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

F1(a) 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	3 days
125,001 to 250,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DV-04-B-04	SECONDARY ACADEMY	DEVON
	EARL RICHARD ' SRD SOUTH		
	EXETER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	835	
	Survey date: TUESDAY	02/04/19	Survey Type: MANUAL
2	NE-04-B-01	SECONDARY SCHOOL	NORTH EAST LINCOLNSHIRE
	FOXHILLS ROAD		
	SCUNTHORPE		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	520	
	Survey date: MONDAY	19/05/14	Survey Type: MANUAL
3	NY-04-B-03	GIRLS' HIGH SCHOOL	NORTH YORKSHIRE
	GARGRAVE ROAD		
	SKIPTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	800	
	Survey date: FRIDAY	08/03/19	Survey Type: MANUAL
4	TV-04-B-02	SECONDARY SCHOOL	TEES VALLEY
	THAMES ROAD		
	BILLINGHAM		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	1439	
	Survey date: TUESDAY	24/05/22	Survey Type: MANUAL
5	WK-04-B-01	SECONDARY SCHOOL	WARWICKSHIRE
	BANBURY ROAD		
	KINETON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of pupils:	839	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 PUPILS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.62

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	887	0.055	5	887	0.016	5	887	0.071
08:00 - 09:00	5	887	0.185	5	887	0.155	5	887	0.340
09:00 - 10:00	5	887	0.017	5	887	0.015	5	887	0.032
10:00 - 11:00	5	887	0.014	5	887	0.014	5	887	0.028
11:00 - 12:00	5	887	0.013	5	887	0.011	5	887	0.024
12:00 - 13:00	5	887	0.012	5	887	0.020	5	887	0.032
13:00 - 14:00	5	887	0.016	5	887	0.013	5	887	0.029
14:00 - 15:00	5	887	0.032	5	887	0.030	5	887	0.062
15:00 - 16:00	5	887	0.067	5	887	0.107	5	887	0.174
16:00 - 17:00	5	887	0.049	5	887	0.083	5	887	0.132
17:00 - 18:00	5	887	0.025	5	887	0.021	5	887	0.046
18:00 - 19:00	4	978	0.026	4	978	0.015	4	978	0.041
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.511			0.500			1.011

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	520 - 1439 (units:)
Survey date range:	01/01/12 - 31/12/22
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.62

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	887	0.091	5	887	0.011	5	887	0.102
08:00 - 09:00	5	887	0.878	5	887	0.131	5	887	1.009
09:00 - 10:00	5	887	0.044	5	887	0.016	5	887	0.060
10:00 - 11:00	5	887	0.025	5	887	0.023	5	887	0.048
11:00 - 12:00	5	887	0.021	5	887	0.016	5	887	0.037
12:00 - 13:00	5	887	0.021	5	887	0.038	5	887	0.059
13:00 - 14:00	5	887	0.036	5	887	0.033	5	887	0.069
14:00 - 15:00	5	887	0.053	5	887	0.182	5	887	0.235
15:00 - 16:00	5	887	0.060	5	887	0.626	5	887	0.686
16:00 - 17:00	5	887	0.022	5	887	0.170	5	887	0.192
17:00 - 18:00	5	887	0.048	5	887	0.037	5	887	0.085
18:00 - 19:00	4	978	0.051	4	978	0.022	4	978	0.073
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.350			1.305			2.655

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Job Name: Southleigh Road, Havant
Job No: 332310755
Note No: TN05–P04
Date: 29/08/2024
Prepared By: Max Law
Checked By: Scott Witchalls
Subject: Local Survey Summary – Trip Rate Validation

1. Introduction

- 1.1. This Technical Note (TN) has been prepared by Stantec UK Ltd to provide a summary of the local traffic surveys carried out at sites adjacent to the proposed Southleigh development site. This is to address a point concerning trip rate validation raised by Hampshire County Council (HCC) as Local Highway Authority (LHA) in the pre-application response provided dated 9th January 2024.
- 1.2. This HCC response was produced following the submission of the 'Trip Forecasting Methodology' TN03, outlining the proposed methodology for forecasting the impact of the development and considering the 'Vision & Validate' approach.

2. Response to HCC Comment

Background

- 2.1. As part of the HCC pre-application response, the LHA are seeking clarification on 21 numbered points relating to the Transport Strategy for the development.
- 2.2. This TN specifically addresses the first of these points, providing a summary of the results of the two local surveys carried out and clarifying the proposed methodology.

Trip Rate Validation

- 2.3. HCC have asked in their response:

“How are we validating the national assumptions and use of TRICs against the local base line travel patterns and trip rates? There are opportunities to survey local sites and obtain very specific base data from the Manor Farm/Copseys Nursery site, the Land West of Hordean site, Land South of Bartons Road (although incomplete with regards infrastructure provision) and the Hampshire Farm site in Emsworth. All these reflect a modern housing mix and tenure so would be representative of the site in a base scenario.
- 2.4. Following this comment from HCC regarding the opportunity for local sites to be surveyed to obtain localised base data, multi-modal surveys were commissioned and carried out at two local sites considered comparable to the development site.
- 2.5. Details of the two survey sites are summarised in **Table 2.1**.

Table 2.1: Survey Site Summary

Site Name	Location	Planning Reference	Survey Date	Development Scale
Land South of Bartons Road	Normandy Way, Havant	APP/15/01435	25/04/2024 (Thursday)	175 Dwellings
Hampshire Farm	Skylark Ave, Emsworth	APP/11/01089	01/05/2024 (Wednesday)	248 Dwellings

- 2.6. These two relatively newly developed sites were selected for survey as they were considered to be representative of the current local travel patterns in the vicinity of the Southleigh site for development of this type. The Land South of Bartons Road site is adjacent to the proposed development site and classified as within Havant. The Hampshire Farm site is east of the proposed development and located within Emsworth, towards the northeastern edge of the settlement.
- 2.7. Although the scale of the two sites surveyed is different to that of the proposed development site, their location, existing transport provision, and proximity to the development site were considered to be more relevant than the specific scale. It should be noted that neither of these sites contains any local facilities, schools, shops or services, so there is effectively no trip internalisation (e.g. for trips to primary school, local centre or employment).
- 2.8. Within TN03 (submitted to HCC on 17/11/2023), a trip rate summary was provided in Section 10 which outlined the peak hour trip rates extracted from the forecasting tool. This compared the model trip rates to a standard TRICS output, and the trip rates used within the North Hampshire Transport Model (NHTM19).
- 2.9. The survey data collected at the Bartons Road and Hampshire Farm sites has been used to provide a further point of comparison for vehicle trip rates. The peak hour vehicle trip totals and equivalent vehicle trip rates per household are summarised in **Table 2.2** below, with full survey details included in **Appendix A**.

Table 2.2: Surveyed Vehicle Trip Rate Summary

Peak Hour	Vehicle Trips			Vehicle Trip Rate		
	In	Out	Two-Way	In	Out	Two-Way
Land South of Bartons Road (175 Dwellings)						
AM	27	83	110	0.154	0.474	0.629
PM	49	36	85	0.280	0.206	0.486
Hampshire Farm (248 Dwellings)						
AM	34	94	128	0.137	0.379	0.516
PM	78	50	128	0.315	0.202	0.516
Combined (Bartons Road & Hampshire Farm)						
AM	61	177	238	0.144	0.418	0.563
PM	127	86	213	0.300	0.203	0.504

NB: Calculations have been rounded.

- 2.10. The combined surveyed vehicle trip rates have been added to the comparison table for the forecasting tool trip rates and other trip rate sources. This is shown in **Table 2.3**.

Table 2.3: Residential Trip Rate Summary

	Vehicle Trip Rate Sources			
	V&V Forecast Tool – Baseline (internalisation trips set to zero)	TRICS ¹	North Hampshire Transport Model (NHTM19) ²	Combined Local Surveys
AM Peak	0.569	0.521	0.349	0.563
PM Peak	0.510	0.532	0.412	0.504

1. Sites selected from database

2. Used for future new housing development in forecasts, so accounts for increased use of PT, walking and cycling

- 2.11. The comparison demonstrates that the baseline scenario presented in the now validated Vision & Validate tool has a similar vehicle trip rate in the AM and PM Peak.
- 2.12. As the phasing of the development progresses, the level of internalisation within the development would be expected to increase with the introduction of the Primary School and Local Centre. This is not included in the baseline but can be incorporated into any progressive phasing assessments in the tool to reflect the internalisation of these trip purposes.
- 2.13. The surveys carried out at the two local sites were multi-modal surveys, hence the data collection has allowed for an understanding of modal split to be established based on the existing accessibility of the sites.
- 2.14. The modal split for the two surveyed sites, as well as a combined modal split, is summarised in **Table 2.4** and **Table 2.5**

Table 2.4: Surveyed Trip Summary by Mode

Mode of Travel									
Time Period	Car / Taxi / LGV	Car Passenger	OGV	M/C	Cycle / Scooter	Pedestrian	Bus	Rail	TOTAL
Land South of Bartons Road (175 Dwellings)									
AM (0800-0900)	110	79	0	0	4	17	0	2	212
PM (1700-1800)	85	11	0	0	4	15	5	3	124
12-hr (0700-1900)	868	318	8	7	16	137	21	10	1385
Hampshire Farm (248 Dwellings)									
AM (0800-0900)	128	51	0	0	6	35	0	0	216
PM (1700-1800)	128	34	0	0	4	20	0	1	187
12-hr (0700-1900)	1282	392	8	3	55	304	4	15	2063
Combined (Bartons Road & Hampshire Farm)									
AM (0800-0900)	238	130	0	0	10	52	0	2	432
PM (1700-1800)	213	45	0	1	8	35	5	4	311
12-hr (0700-1900)	2150	710	16	10	71	441	25	25	3448

NB: Calculations have been rounded.

Table 2.5: Surveyed Percentage Trip Summary by Mode

Mode of Travel									
Time Period	Car / Taxi / LGV	Car Passenger	OGV	M/C	Cycle / Scooter	Pedestrian	Bus	Rail	TOTAL
Land South of Bartons Road (175 Dwellings)									
AM (0800-0900)	51.9%	37.3%	0.0%	0.0%	1.9%	8.0%	0.0%	0.0%	100%
PM (1700-1800)	68.5%	8.9%	0.0%	0.8%	3.2%	12.1%	4.0%	2.4%	100%
12-hr (0700-1900)	62.7%	23.0%	0.6%	0.5%	1.2%	9.9%	1.5%	0.7%	100%
Hampshire Farm (248 Dwellings)									
AM (0800-0900)	58.2%	23.6%	0.0%	0.0%	2.7%	15.9%	0.0%	0.0%	100%
PM (1700-1800)	68.4%	18.2%	0.0%	0.0%	2.1%	10.7%	0.0%	0.5%	100%
12-hr (0700-1900)	62.1%	19.0%	0.4%	0.1%	2.7%	14.7%	0.2%	0.7%	100%
Combined (Bartons Road & Hampshire Farm)									
AM (0800-0900)	55.1%	30.1%	0.0%	0.0%	2.3%	12.0%	0.0%	0.5%	100%
PM (1700-1800)	68.5%	14.5%	0.0%	0.3%	2.6%	11.3%	1.6%	1.3%	100%
12-hr (0700-1900)	62.4%	20.6%	0.5%	0.3%	2.1%	12.8%	0.7%	0.7%	100%

NB: Calculations have been rounded.

- 2.15. The surveyed modal splits of the two sites has been used to further validate the Vision and Validate tool and establish the baseline split for the Southleigh development site. It should be reiterated that the forecasting tool is a dynamic tool with the ability for assumptions to be varied following agreement with the LHA. The AM Peak vehicle rates compare well, but in order to better reflect the observed PM Peak trip vehicle trips rates, the PM Peak baseline has been adjusted by varying the person trip rate daily profile and adjusting mode share.

- 2.16. The local survey sites mode share and resulting vehicle trip rates are at a level that may be expected for these two sites given their scale and accessibility characteristics. These are two relatively car dependent developments with limited access to public transport or active travel options, as well as having no opportunity for internalised trips.
- 2.17. These two sites would, therefore, be reasonably considered to represent a relatively high proportionate car use in the baseline. The Southleigh development site is likely to come forward with an improved public transport offer and an active travel strategy from the outset when compared to these existing sites. The scale and contrast in accessibility characteristics between the proposed development site and the existing sites surveyed will be reflected in the assessment work for the development impact by including these measures by trip end and trip purpose in the tool, which will lead to a more realistic future vision-based mode share.
- 2.18. The trip profile of the forecasting tool has been calibrated, with a particular focus on the PM period, as the AM period trip profile is similar to that of the survey sites. A significant proportion of PM Peak trips will be commutes. The trip profile between 15:00 and 19:00 was adjusted to better match the survey. In addition, trip profiles for Shop, Other, Entertainment, and Day Trip were also adjusted. These purposes were manually adjusted between 14:00-18:00 to better match the survey.
- 2.19. Outbound trips in the AM Peak were further adjusted. A small shift from 08:00-09:00 to 07:00-08:00 was applied. This is to assist in calibrating the overall trip generation in the AM Peak to ensure the trip rate is within 10% of the survey. **Table 2.6** displays the trip profile for the surveyed sites and the forecasting tool, respectively.

Table 2.6: Comparison of Trip Profiles

Hour	Surveyed Sites Trip Profile			Forecasting Tool Trip Profile		
	In	Out	Two-Way	In	Out	Two-Way
0700 - 0800	3%	15%	9%	2%	9%	6%
0800 - 0900	5%	20%	13%	5%	19%	12%
0900 - 1000	8%	6%	7%	3%	8%	6%
1000 - 1100	5%	6%	6%	4%	6%	5%
1100 - 1200	7%	7%	7%	6%	4%	5%
1200 - 1300	8%	7%	7%	10%	8%	9%
1300 - 1400	6%	5%	6%	8%	10%	9%
1400 - 1500	5%	6%	6%	9%	6%	7%
1500 - 1600	16%	6%	11%	16%	7%	11%
1600 - 1700	15%	7%	11%	15%	8%	11%
1700 - 1800	11%	8%	9%	12%	8%	10%
1800 - 1900	11%	8%	9%	11%	8%	9%
Total	100%	100%	100%	100%	100%	100%

- 2.20. The survey data showed that the pre-validation forecasting tool overestimated cycling and public transport, while it overestimated the walking mode share during the AM and PM Peak times but was similar to the 12-hour survey results. Car passenger trips were significantly underestimated during the AM Peak but overestimated in the PM Peak; the 12-hour results were similar to the survey. Car driver trips were overestimated during the AM Peak but underestimated during the PM Peak, and the 12-hour results were similar to the survey.
- 2.21. The forecasting tool was adjusted to better align with the surveyed sites. **Table 2.7** displays the mode share of the combined survey sites and the mode share of the calibrated forecasting tool.

Table 2.7: Comparison of Mode Shares

Mode	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (0700-1900)	
	Survey	Tool	Survey	Tool	Survey	Tool
Walk	12.04%	14.73%	11.25%	9.23%	12.79%	12.08%
Cycle	2.31%	3.85%	2.57%	2.84%	2.06%	3.18%
PT	0.46%	3.01%	2.89%	3.18%	1.45%	3.21%
Car Driver	55.09%	57.93%	68.49%	64.03%	62.35%	61.06%
Car Passenger	30.09%	20.48%	14.47%	20.72%	20.59%	20.47%
Other (M/C & OGV)	0.00%	-	0.32%	-	0.75%	-
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

- 2.22. The mode share calibration focused on the 12-hour period. The calibrated tool has reduced the cycle and PT mode share and increased the car driver and passenger mode shares. Overall, the 12-hour mode share results are similar to those from the survey.
- 2.23. There are differences between the AM and PM Peak periods. The AM Peak in the calibrated tool has a higher percentage of car drivers compared to the surveys, although the difference is minimal. In contrast, the PM Peak has a notably lower percentage of car drivers than the surveys.
- 2.24. **Table 2.8** compares the car trip rates and car trips from the survey with those from the calibrated forecasting tool. The trip rate for the Calibrated Tool was calculated using 2,100 residential dwellings.

Table 2.8: Survey and Calibrated Forecasting Tool Car Trip Rates and Trips

	Category	0800-0900	1700-1800	0700-1900
Car Trip Rates	Survey	0.567	0.506	5.163
	Calibrated Tool	0.569	0.510	4.954
Car Trips	Survey	238	213	2,150
	Calibrated Tool	1,195	1,071	10,404

- 2.25. In the AM Peak, the forecasting tool trip rate is 1.1% higher than the survey. The PM peak trip rate is 1.2% higher than the survey. The 12-hour trip rate is 2.5% lower than the survey. This indicates that the car trip rates are similar to the survey and are considered representative of the localised traffic generation.
- 2.26. The trip rates for all modes of the survey and calibrated tool are shown in below in **Table 2.9**.

Table 2.9: Comparison of Trip Rates

Mode	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (0700-1900)	
	Survey	Tool	Survey	Tool	Survey	Tool
Walk	0.123	0.145	0.083	0.078	1.043	0.980
Cycle	0.024	0.038	0.019	0.021	0.168	0.258
PT	0.005	0.030	0.021	0.023	0.118	0.260
Car Driver	0.563	0.569	0.504	0.440	5.083	4.954
Car Passenger	0.307	0.201	0.106	0.183	1.678	1.661
Other (M/C & OGV)	0.000	-	0.002	-	0.061	-
Total	1.021	0.982	0.735	0.745	8.151	8.113

3. Vision and Validate – Validation Process

- 3.1. Multiple measures have been taken to ensure the reliability and validity of the Vision and Validate spreadsheet tool through a validation process, as set out in the Southleigh Trip Forecasting Methodology Technical Note (Stantec TN003, Nov 2023).
- 3.2. Following the analysis of the survey data from the two local sites, the further validation exercise undertaken was based on the following:

- Comparison of the survey trip rates to the previously used TRICS data. Allowing for the adjustment of the daily trip rates profile and the factoring to be applied across the 12-hour period.
- Walk and cycle mode share baselines updated
 - Adjustment based on journey purpose to reflect the surveyed mode shares.
- Public Transport adjustments made to the convenience factor to reflect the public transport mode share of the surveyed sites.
- Car passenger rates increased for education trips to reflect the surveyed sites, car passengers have increased as a result of cycle and public transport reductions.

4. Summary

- 4.1. The scenario testing tool now validates relatively well for both AM and PM Peak car trips (c. 1 – 1.5% above observed). Improving on the initial tool run provided within TN03.
- 4.2. Following this Note summarising the local survey data, it is anticipated that the next steps would be the below:
 - Prepare future-year scenario tests based on the series of proposed improvements to bus services, cycle facilities, and local junctions.
 - Complete junction modelling for future development impact (including a business-as-usual test for direct comparison)
 - Establish the level of development impact with possible phasing approaches.

DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
332310755/TN05	P01	02/08/24	ML	SW	SW	SW
332310755/TN05	P02	30/08/24	ML	SW	SW	SW
332310755/TN05	P03	06/11/24	RH	ML	SW	SW
332310755/TN05	P04	26/11/24	RH	ML	SW	SW

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Appendix A – Multi-Modal Traffic Survey Data

TECHNICAL NOTE

Job Name: Southleigh Road, Havant

Job No: 332310755

Note No: TN06

Date: 11th April 2025

Prepared By: Rhys Husband

Reviewed By: Max Law

Approved By: Scott Witchalls

Subject: Overview of Transport Proposals – Southleigh Road, Havant

1. Introduction

- 1.1. This Technical Note (TN) has been prepared by Stantec UK Ltd on behalf of Bloor Homes and provided to Hampshire County Council (HCC). This Note summarises the emerging transport strategy for the Southleigh site and builds on the Note issued to Havant Borough Council (HBC) in January 2025 following a set of Workshops with HBC in November/December 2024. This earlier Note to HBC was issued to assist Officers with consideration and feedback.

2. National Highways Engagement

- 2.1. Prior to the set of workshops held with HBC, a meeting was held with National Highways (NH) on 4th November 2024 to discuss the feasibility of a new junction with the A27 between the Warblington Interchange and the Emsworth Services.
- 2.2. The indicative arrangement referred to as Option 1B from the 'Southleigh – A27 Junction' report August 2018) and assessed in the CampbellReith TA (December 2020) was presented.
- 2.3. The eastbound on-slip combined with the lane gain / lane drop for the eastbound service area was a key area discussed. It was noted that the weaving distances shown in this design and separation between the services would require multiple departures from standards.
- 2.4. National Highways commented that, notwithstanding the policy position set out in the DfT Circular 01/2022, they would struggle to see these departures from standards being approved as there would be notable concerns to overcome from a safety standpoint.

3. Site Overview

- 3.1. The Site (under Bloor Homes control) and the potential wider allocation area is located on the eastern edge of Havant with Emsworth beyond to the east. The Site comprises of mainly green field areas surrounding some existing properties, with Southleigh Road running east to west through the centre. Eastleigh Road connects Bartons Road to the north and Southleigh Road to the south through the northern half of the site.
- 3.2. The site is bounded to the north by Bartons Road, and by Horndean Road (B2148) to the east, which provides access towards Emsworth. The B2148 is subject to a 7.5T weight limit north of Bartons Road and has a height restriction of 3.5m where it passes beneath the railway line at Emsworth. The A27 borders the site to the south along with the West Coastway rail line beyond. West of the site is the residential area of Denvilles with New Brighton to the east.

TECHNICAL NOTE

4. Local Amenities

- 4.1. The Site is located within good proximity to existing local amenities and key destinations, including Emsworth and Warblington Rail Stations and Havant Town Centre and Bus/Rail Stations, albeit there are some movement constraints on the existing transport networks.
- 4.2. **Table 4.1** displays those amenities within walking and cycling distance of the Site, while **Figure 4.1** provides an overview of the site location in relation to a number of key amenities. Further local facilities are located within Havant Town Centre and Emsworth Town Centre.
- 4.3. The approximate distances and associated walking and cycling times based on existing infrastructure have been taken using the potential Local Centre of the site as the origin, currently assumed to be located within the southern development parcel south of Southleigh Road. The distances have been measured along existing infrastructure to be representative of actual pedestrian / cycle routes.

TECHNICAL NOTE

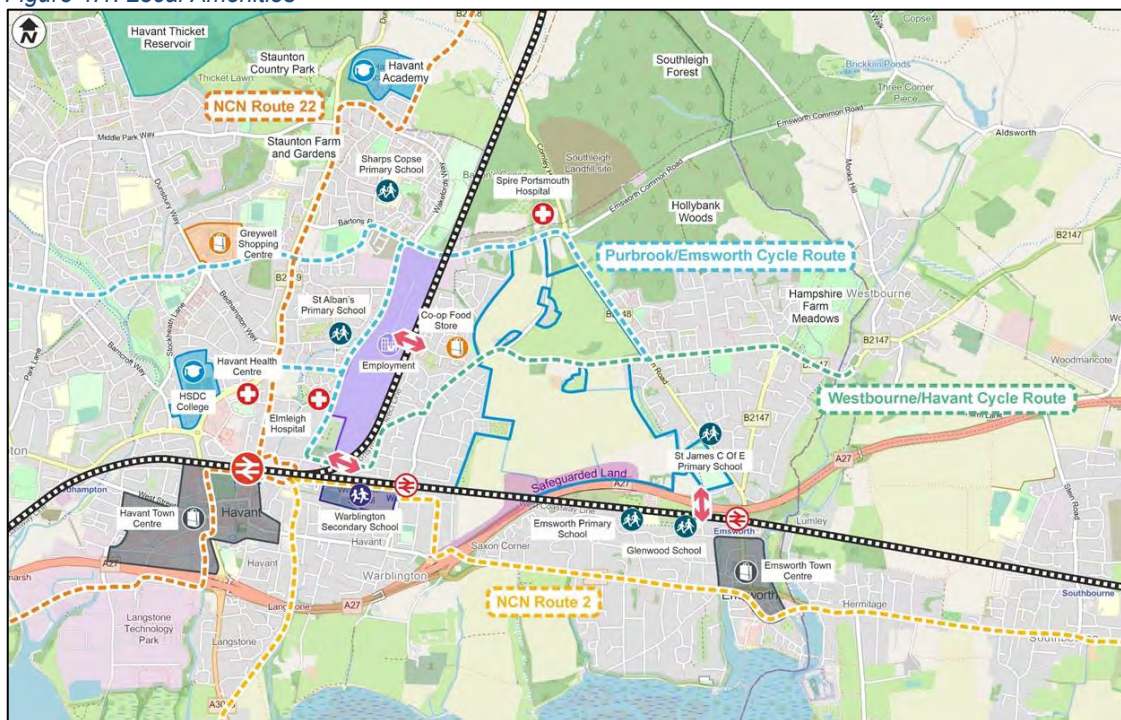
Table 4.1: Local Amenities

Category	Name	Distance	Approx. Walk Time	Approx. Cycle Time
Transport	Warblington Railway Station	1.3km	17 minutes	4 minutes
	Emsworth Railway Station	2.0km	26 minutes	6 minutes
Retail	Co-Op Food (Snowberry Crescent)	500m	6 minutes	1 minute
	Co-Op Food (Emsworth)	1.5km	19 minutes	4 minutes
	Solent Retail Park	3.1km	40 minutes	9 minutes
Health	Spire Portsmouth Hospital	1.2km	15 minutes	3 minutes
	Elmleigh Hospital	1.8km	23 minutes	5 minutes
	Parkway Centre	2.1km	27 minutes	6 minutes
	Oak Park Community Clinic	2.2km	28 minutes	6 minutes
	Havant Health Centre	2.6km	33 minutes	7 minutes
Leisure	Stride Centre	1.1km	14 minutes	3 minutes
	Hollybank Recreation Ground	1.4km	18 minutes	4 minutes
	My Fitness Hub	1.6km	21 minutes	4 minutes
	Emsworth Park	1.7km	22 minutes	5 minutes
	Emsworth Bowling Club	1.7km	22 minutes	5 minutes
	Emsworth Cricket Club	1.7km	22 minutes	5 minutes
	The Avenue Lawn Tennis, Squash and Fitness Club	1.7km	22 minutes	5 minutes
	Havant & Waterlooville Football Club	2.2km	28 minutes	6 minutes
	Emsworth Community Centre	2.4km	31 minutes	7 minutes
Education	Bright Beginnings Nursery	650m	8 minutes	2 minutes
	St James C of E Primary School	1.6km	21 minutes	4 minutes
	St Albans Primary School	1.6km	22 minutes	4 minutes
	Warblington School	1.6km	22 minutes	4 minutes
	Glenwood School	2.3km	29 minutes	6 minutes
	Emsworth Primary School	3.1km	40 minutes	9 minutes

TECHNICAL NOTE

- 4.4. **Table 4.1** and **Figure 4.1** show that the allocation area's future residents will have access to various existing amenities beyond the site itself, including local access to education, leisure, and healthcare.
- 4.5. The Site is located along and close to existing National Cycle Networks (NCNs) and key local cycling routes. It should be noted that there are further signposted cycle routes within the Emsworth and Havant areas, a comprehensive map of which can be found on the Havant Borough Council Interactive Cycle Map.
- 4.6. Two footbridges across the rail line to the west of the allocation are present, these accessed from Nutwick Road and Third Avenue, with the Third Avenue connection being a ramped shared pedestrian/cycle bridge. These existing connections help to significantly reduce the potential severance between the site and Havant Town Centre for pedestrian and cyclists.

Figure 4.1: Local Amenities



5. On-Site Proposals

- 5.1. The internal layout and overall masterplanning of the Site will be designed with a people first hierarchy to be highly permeable, allowing for movements north to south and east to west through the site and to the wider community. The proposals are to provide priority to active travel movements by means of largely traffic-free routes and to promote public transport use through an embedded bus corridor (possibly including bus priority measures).
- 5.2. The emerging masterplan has been devised to both partly deliver and facilitate connections to, and through the full allocation area, particularly in the Southeast and Southwest segments. The Safeguarded Land along the southern boundary of the site is embedded in this connectivity strategy and allows for a link to be achieved across the rail line (for both active travel and public transport if deemed beneficial).
- 5.3. The whole transport strategy has been devised to serve both existing communities and the wider allocation.
- 5.4. The high-level internal connectivity layout is shown in **Figure 5.1**.

The map displays the Havant and Purbrook area, highlighting key features and infrastructure. A large purple-shaded region is labeled 'Employment'. A green-shaded area at the bottom is labeled 'Safeguarded Land'. Two cycle routes are identified: the 'Purbrook/Emsworth Cycle Route' (blue line) and the 'Westbourne/Havant Cycle Route' (green line). The map also shows various landmarks, including Havant Health Centre, Havant Leisure Centre, Havant Town Centre, Havant Garden Centre, and several primary and secondary schools. A network of roads, including the A27, is shown, along with a railway line running through the area. A north arrow is located in the top left corner.

- 5.5. At this stage in developing the vehicular access strategy for the Southleigh site, two options are being presented around the northern area access proposals.
- 5.6. Option A involves maintaining Eastleigh Road towards Bartons Road as the primary connection point to the external highway network, while stopping up the southern end with Southleigh Road. The connection with Normandy Way is proposed to be a bus only route with numerous pedestrian and cycle access points into the allocation area.
- 5.7. The bus priority proposal with Normandy Way is a potential mechanism to make bus use more accessible and attractive to future residents to align with the sustainable transport strategy for Southleigh.
- 5.8. In order to accommodate the additional car traffic at the Bartons Road / Eastleigh Road junction, and to incorporate positive, safe crossing point for pedestrians and cyclists, the proposal is to signalise this junction.
- 5.9. Eastleigh Road is currently relatively lightly trafficked without footways along much of its length but has limited scope for widening. For this reason, a comprehensive network of traffic free active travel routes running north-south either side of Eastleigh Road within the Site is proposed to ensure cyclists have a safe and direct route through the site, negating the need to cycle along Eastleigh Road.
- 5.10. The proposals for Option A are illustrated in **Figure 5.2**.

The map illustrates the proposed new route for the A27 through the Warblington area. The current route is shown as a dashed black line, while the proposed new route is highlighted in solid blue. The new route begins at Barton's Road, proceeds south past the Warblington School, and then turns east towards Emsworth. Key features include Barton's Road, New Lane, Ports Mouth Direct Line, Warblington School, Safeguarded Land, West Coastway Line, and Emsworth. Road numbers 30, 20, B2148, and B2147 are also visible.

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- ## Active Travel

- ## Public Transport

TECHNICAL NOTE

- 5.20. Improvements/extensions to existing bus services are proposed as part of the transport strategy for the allocation. In addition to the potential bus service changes, the Site layout itself has been designed to promote bus usage, including a bus spine through the development area and possible Mobility Hub in the heart of the development and easy access to bus stops from all development parcels through the proposed bus spine road.
- 5.21. The potential improvements proposed would deliver new routes and service frequency increases for many existing Havant residents.
- 5.22. The possibility to implement bus priority is also an option at the access with Normandy Way to promote bus use over general car use. This could improve journey times and the reliability of the buses serving the site as they could have a dedicated access point, avoiding any possible conflict with general vehicle traffic. Similarly, the alternative access strategy described above could achieve this by making Eastleigh Road and bus only route.

Vehicular Access

- 5.23. Vehicle access points are proposed for the Site from Southleigh Road (two junctions) and Eastleigh Road, as well as potentially Normandy Way. The exact form of these vehicle access junctions is to be determined, however where required, signal controlled junctions will be implemented to provide dedicated time and safer crossings for active travel movements.

6. Potential Off-Site Improvements

- 6.1. Potential off-site improvement proposals are focused on active travel routes and public transport provision over traditional capacity improvements to promote sustainable travel in line with local and national policy. The initial package of potential off-site improvements are shown in **Figure 6.1**.

Active Travel

- 6.2. Two cycle routes, sections of Southleigh Road and Bartons Road/New Lane, have been identified at this stage as opportunities for improvement. The improvements will be centred around improvements/segregation of cycleways to enhance their safety and attractiveness for existing and future residents.
- 6.3. Improvements along the Southleigh Road cycle route are proposed between the Site's western boundary and the Southleigh Road junction with Fourth Avenue. This is proposed to provide a segregated cycle provision and a formal crossing point north of Fourth Avenue, improving the connectivity to the existing signposted cycle route (Westbourne/Havant) using the Third Avenue rail crossing and towards Havant Station/Town Centre.
- 6.4. Improvements along Bartons Road/New Lane are proposed from the site northern boundary and towards the southern end of New Lane. It is understood that improvements are currently being implemented along Bartons Road due to adjacent developments coming forwards, these active travel provisions will be tied into where possible. On-road cycle lanes are currently present along New Lane, there is the opportunity to improve this provision and the shared-use facilities along this route and towards the shared-use provision on Crossland Drive.
- 6.5. Along with the two routes identified above, further localised active travel improvements are proposed at the following specific junctions to improve safety and movements of users:
- Bartons Road / Petersfield Road (B2149) – Cycle improvements for NCN Route 22
 - Bartons Road / Horndean Road – Pedestrian and Cycle Improvements
 - Southleigh Road / Horndean Road – Pedestrian and Cycle Improvements

TECHNICAL NOTE

Signalisation

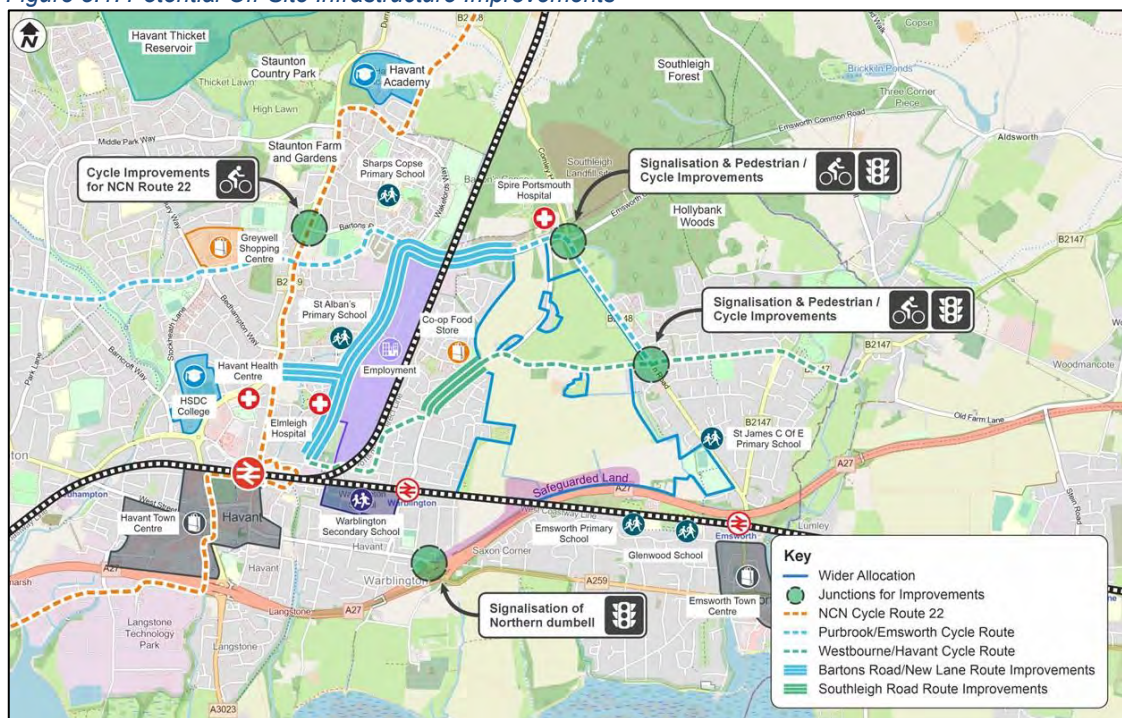
6.6. As part of the proposed development, the following junctions are proposed to be improved through signalisation to increase accessibility for pedestrians and cyclists. The locations are shown in **Figure 5.1**:

- Bartons Road / Horndean Road
- Southleigh Road / Horndean Road
- Emsworth Road / A259 / A27 On-Off Slip Roundabout (Warblington Interchange)

6.7. Although the exact nature of the improvement schemes is yet to be determined, it is acknowledged that these junctions have been investigated previously for signalisation and draft schemes considered. Any junction infrastructure scheme design will build on what has been previously investigated and prioritise active travel movements and crossing provision where possible.

6.8. It should be noted that by providing an improved provision for pedestrians and cyclists through junction signalisation, there may be impacts on vehicle queuing during peak traffic periods.

Figure 5.1: Potential Off-Site Infrastructure Improvements

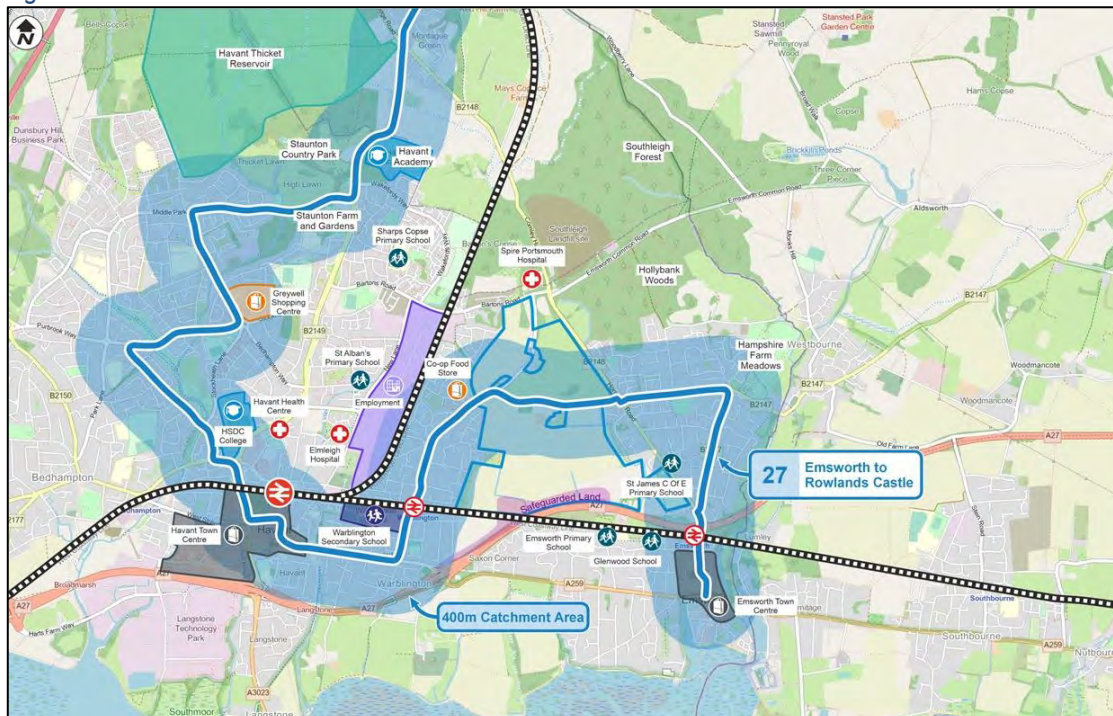


Bus Services

6.9. The development proposals include potential improvements to two bus routes, the 27 and 30/31 to improve their current service. It is proposed to increase the frequency of the 27 bus service (currently runs infrequently and only at school peak times).

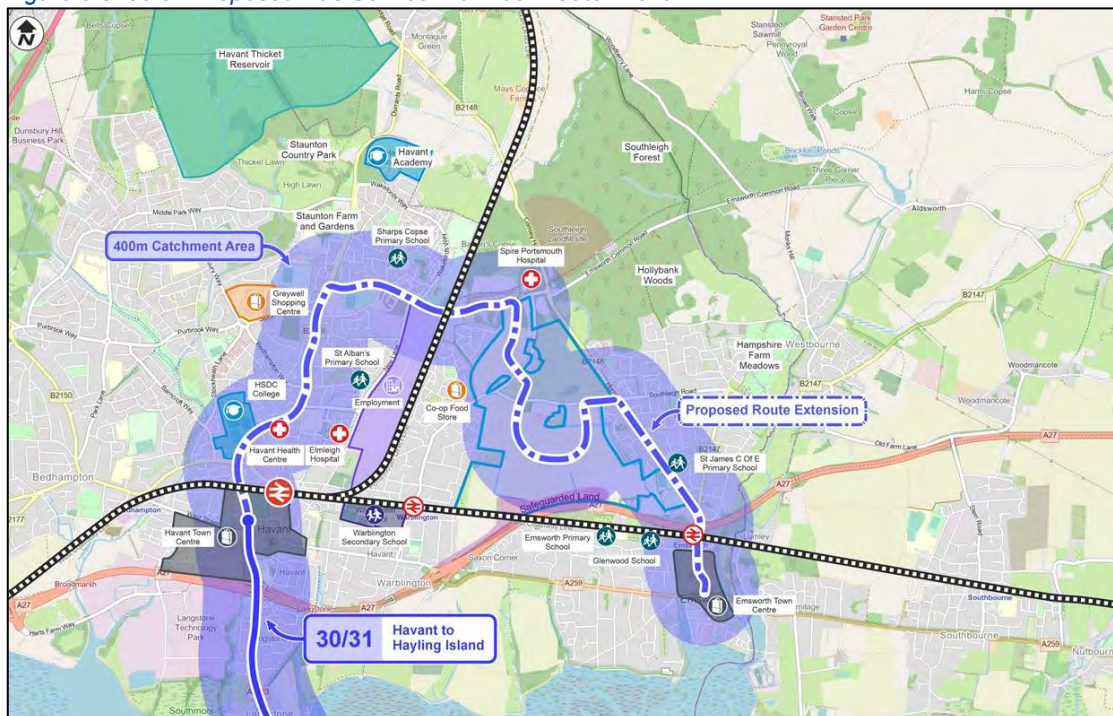
6.10. The 27 bus route is shown in **Figure 5.2** with an illustrative 400m catchment along the route. Whilst these are as-the-crow-flies distances, they provide a reasonable approximation of catchment potential. An increase in the frequency of this service would benefit the new residents of the site as well as the wider existing community. There are an existing c.30,000 residents within the catchment of the 27 bus route who could benefit from the increase in frequency, which would lead to a reduction in existing car trips.

Figure 5.2: 27 Bus Route with 400m Catchment



- 6.11. The proposed improvement to the 30/31 bus service is to extend its route along the B2149, Bartons Road, and then route through the site before turning back at Emsworth, although the exact route is still to be determined. The extended route proposal is shown in **Figure 5.3**. This will increase the catchment of the services by approximately 15,000 existing residents, facilitating key connections to both Havant Town Centre and Emsworth Rail Station.

Figure 5.3: 30/31 Proposed Bus Service with 400m Catchment



TECHNICAL NOTE

- 6.12. To promote bus use for residents of the site, bus stops will be provided along the spine road, while a mobility hub is proposed to act as a connectivity focal point.

Rail Crossings

- 6.13. The implementation of a pedestrian bridge at the Warblington level crossing was previously considered, but it is no longer a funding priority for HBC/HCC. There is the potential for funding of this scheme to be brought forwards as part of an early phase of the Southleigh development, which would deliver a potentially significant safety improvement at the level crossing, particularly for pedestrian access to Warblington School.
- 6.14. It is acknowledged that an area of safeguarded land has been outlined along the southern boundary of the Site for the provision of transport infrastructure. This area is proposed to be safeguarded to facilitate a connection across the rail line into the allocation area from the southwest (potentially for both active travel and public transport use) and connecting towards St George's Avenue and the Warblington Interchange. The emerging masterplan for the site has been designed around the potential for such a link, and to fully integrate this corridor and connection into the layout.

7. Connectivity Overview

- 7.1. The transport proposals associated with the Southleigh development and discussed through masterplanning workshops with HBC and meetings with HCC are outlined below:

On-site Proposals:

- Provide Priority to Active Travel movements;
- Internal Greenways;
- Numerous Pedestrian / Cycle Access Points;
- Potential Bus Priority with Normandy Way or bus only access on Eastleigh Road;
- Bus stops located along the Spine Road to ensure easy access to bus services for all residents;
- Potential Mobility Hub; and
- General vehicle access points limited to minimum necessary to promote active travel and public transport.

Off-Site Opportunities/Proposals:

- Southleigh Road Cycle Route improvements
- Bartons Road/New Lane Cycle Route improvements
- Bartons Road / B2149 – Cycle Improvements for NCN Route 22
- Bartons Road / Horndean Road – Pedestrian and Cycle Improvements
- Southleigh Road / Horndean Road - Pedestrian and Cycle Improvements
- Pedestrian bridge with cycle wheeling ramp across Warblington level crossing
- 27 Bus Service – Increased Frequency; and
- 30/31 Bus Service – Extended Route.

TECHNICAL NOTE

8. Questions for HCC

- 8.1. In order to progress discussions around the transport and connectivity strategy for the Southleigh Allocation, a series of questions are presented below. The intention of these questions is for HCC to provide their view on the matters, enabling the connectivity strategy to be further developed with an agreement between HCC, Stantec, and Bloor.
- What is the preference for the use of Eastleigh Road as a vehicle connection onto Bartons Road given the highway constraints and access requirements for existing properties?
 - Noting the use of ANPR controlled bus gates is not favoured, what would be the preferred mechanism for providing bus priority at vehicle access junctions?
 - Given the provision of mostly traffic-free routes within the masterplan, would level of service would be expected through this active travel network?
 - What is the preference for the types of dedicated controlled crossings to be provided across Southleigh Road and Eastleigh Road?
 - Is there the possibility for further speed limit reductions to be implemented on the existing highway network?
 - Beyond the bus service proposals summarised in this note, are there any further services that should be considered?
 - Has the future South East Hampshire Rapid Transport extension from Havant town centre seen any progression?
 - What is HCC's position on the plans for a footbridge at Warblington station?
- 8.2. A response to these questions, along with thoughts on the wider transport strategy outlined within this note would be greatly appreciated. The ambition is to continue a regular dialogue with HCC in developing the masterplan, considering the connectivity ambitions of all parties.

TECHNICAL NOTE

Job Name: Southleigh Road, Havant
Job No: 332310755
Note No: TN11
Date: 16 July 2025
Prepared By: Rhys Husband / Max Law
Checked By: Scott Witchalls
Subject: Trip Forecasting Tool – Updates for HCC / Systra

1. Introduction

- 1.1. Stantec have prepared this Technical Note (TN) to provide Hampshire County Council (HCC) and Systra with a breakdown of the changes to the Trip Forecasting Tool regarding the Site at Southleigh Road, Havant, following the parties' meeting on June 24th 2025.
- 1.2. During the meeting, HCC and Systra raised a number of changes they wanted to see in the Trip Forecasting Tool to allow them to better understand how it works, and provide a more detailed breakdown of its workings and outputs. These changes are:
 - Breakdown of Primary and Secondary School trips;
 - Inclusion of Nurseries (Early Years Provision);
 - Overview of Total Trip Generation by land use / purpose;
 - Improved labelling for clarity; and
 - Rationale for Internalisation and Homeworking.
- 1.3. This TN presents the changes that have been made to the Trip Forecasting Tool to reflect these updates. the updated Tool has been provided alongside this TN.

2. Breakdown of Primary and Secondary School Trips

- 2.1. The rationale for having a combined “Education” purpose was due to the SRTM outputs providing it as a single “Education” value rather than including a breakdown between Primary and Secondary school trips.
- 2.2. Additionally, it was raised during a meeting on 12th June 2025 with HCC and Systra that there are potential errors in the SRTM model due to incorrect input of data following assumptions made. We are still awaiting confirmation from HCC and Systra if this is the case and how this affects the outputs.
- 2.3. To determine the ratio of projected Primary and Secondary School children within the proposed Development, data from Census 2021 have been extracted from the dataset “TS007 – Age by single year” for the area of Havant (Local authorities: District / Unitary), which is shown in **Figure 2.1**.
- 2.4. **Table 2.1** displays the breakdown of the number of school-age children.

Table 2.1: School Age Children Ratio

School Type	Number	% Split
Primary	9,645	54%
Secondary	8,261	46%
Total	17,906	100%

- 2.5. The above has been included in the Trip Forecasting Tool within the “School Child Split” sheet. It is applied to the total trip generation associated with Education as a trip purpose.

Figure 2.1: Area used for Census 2021 Data Extraction



Control Sheet

- 2.6. Previously, there was only the “Education” purpose; this has now been split into “Education – Primary” and “Education – Secondary”. This has been done for “Manual Trip Length Distribution” and “Residential Internalisation”.
- 2.7. The changes to “Manual Trip Length Distribution” will be outlined further in **Paragraph 2.16**.

TECHNICAL NOTE

- 2.8. The split to the “Residential Internalisation” allows for differing levels of internalisation for the two types of school. As providing a 3-form entry Primary School on Site is intrinsic to the development proposals, there will be a high level of internalisation (80 – 100%) associated with the Primary School. As no Secondary School is to be provided as part of the development proposals, the internalisation will remain at 0% as Secondary School pupils will travel to external schools within the local area.

Trip Generation – Residential (Trip Gen – Resi Sheet)

- 2.9. Previously, there was only a total “Education” purpose; this has now been split into “Education – Primary” and “Education – Secondary”, allocating the trips based on the ratio in “School Child Split”. This allows for the differing levels of internalisation to be applied to the respective purposes.

Trip Profiles

- 2.10. To reflect the split into Primary and Secondary School trips, the “Education” profile has been updated to “Education – Primary” and “Education – Secondary”. The “Education” profile was an average of the trip profiles of Primary and Secondary Schools from a TRICS assessment. This is no longer the case, with “Education – Primary” and “Education – Secondary” referencing their respective trip profiles in “20250701 Processed TRICS Data”. **Tables 2.2 – 2.4** display the previously used Education, the primary and secondary profiles.

Table 2.2: Average Education Trip Profile

Hour	In	Out
0700 - 0800	1.30%	6.46%
0800 - 0900	12.17%	63.44%
0900 - 1000	2.60%	2.70%
1000 - 1100	1.20%	1.85%
1100 - 1200	1.59%	1.75%
1200 - 1300	2.37%	1.78%
1300 - 1400	2.66%	1.75%
1400 - 1500	9.77%	4.74%
1500 - 1600	48.80%	8.78%
1600 - 1700	13.82%	2.77%
1700 - 1800	2.76%	1.97%
1800 - 1900	0.97%	2.00%
Total	100%	100%

Table 2.3: Primary School Trip Profile

Hour	In	Out
0700 - 0800	1.63%	6.25%
0800 - 0900	13.73%	62.24%
0900 - 1000	3.60%	2.29%
1000 - 1100	0.79%	1.84%
1100 - 1200	1.86%	1.90%
1200 - 1300	1.97%	1.95%
1300 - 1400	2.76%	1.06%
1400 - 1500	6.70%	5.35%
1500 - 1600	49.41%	12.05%
1600 - 1700	14.41%	3.63%
1700 - 1800	2.70%	0.78%
1800 - 1900	0.45%	0.67%
Total	100%	100%

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Table 2.4: Secondary School Trip Profile

Hour	In	Out
0700 - 0800	0.84%	6.74%
0800 - 0900	10.04%	65.04%
0900 - 1000	1.23%	3.26%
1000 - 1100	1.76%	1.85%
1100 - 1200	1.23%	1.56%
1200 - 1300	2.91%	1.56%
1300 - 1400	2.53%	2.67%
1400 - 1500	13.95%	3.93%
1500 - 1600	47.97%	4.44%
1600 - 1700	13.03%	1.63%
1700 - 1800	2.84%	3.56%
1800 - 1900	1.69%	3.78%
Total	100%	100%

SRTM Distribution – Residential

- 2.11. The “Education” purpose has been split into “Education – Primary” and “Education – Secondary” with their respective trip generation from “Trip Gen – Resi” applied and distributed to each zone using the assignment in “Full Trip Distribution”, which has been extracted from SRTM.
- 2.12. To reflect the real-world distribution of children from the Southleigh Site to local schools within the Havant and Emsworth local areas, the Education (HBE Proportion) is no longer used, as this was a combination of both Primary and Secondary school trips extracted from the SRTM.
- 2.13. A new sheet “Education Trip Distribution” has been created which allows for manual input of distribution percentages for Primary and Secondary schools.
- 2.14. **Table 2.5** shows the forecast distribution of Primary School children who will travel to schools beyond the Southleigh site, and **Table 2.6** shows the forecast distribution of Secondary School children. These are based on a fully built-out site and have the potential to be adjusted through the visioning process.

Table 2.5: Primary School Children External Distribution

School	Zone	Distribution
St James’ CoE	614	33.33%
Emsworth	612	33.33%
St Albans CoE	617	16.66%
Sharps Copse	616	16.66%

Table 2.6: Secondary School Children External Distribution

School	Zone	Distribution
Warblington School	610	78%
Havant Academy	616	12%
Park Community	626	10%

- 2.15. For assessments around development phasing and delivery of elements such as the Primary School, the distribution inputs will differ and can be decided upon through future phasing discussions.

Education Mode Distance

TECHNICAL NOTE

- 2.16. An additional manual entry mode share table has been added to the “Education Mode Dist” sheets. This allows a manual mode share table for both Primary and Secondary School trips. This will allow for differing mode shares by distances between the two types of schools to reflect the different ages and distances.

Mode Split Education

- 2.17. Previously, all “Education” purpose trips were split between modes within “Mode Split Edu (xx)”. This has now been separated into individual sheets for Primary and Secondary schools.

3. Nurseries

- 3.1. During the meeting on 24th June 2025, it was raised that the Trip Forecasting Tool does not account for the proposed nurseries within the Site.
- 3.2. Subsequently, Bloor (the Client) has provided further information regarding the provision of nurseries within the Site. Two nurseries are to be included as part of the development proposals, with c. 115 places each, c. 230 in total, and located in the northern and southern development parcels of the Site.
- 3.3. A TRICS assessment has been completed for similar nurseries to quantify the average number of pupils and employees to allow for the creation of a ratio of employees to pupils that can be applied to c. 230 places within the site. It was found that there was an average of 18 employees and 78 pupils, resulting in a 0.23:1 ratio, with 53 employees across the proposed nurseries.
- 3.4. The nursery land use has been included within the Trip Forecasting Tool.

4. Presentation of Trip Generation Data

- 4.1. In the “Control” sheet, Trip Generation tables have been added alongside the Commercial Land Uses and the Trip Purpose. These provide a breakdown of the directional total, internal and external trips by land use or trip purpose. The external trips are further broken down by mode.
- 4.2. **Table 4.1** presents the residential trip generation by trip purpose.

Trip Purpose	08:00 – 09:00			17:00 – 18:00			07:00 – 19:00		
	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
Work	45	837	881	583	0	583	2,989	2,989	5,977
Edu – Primary	56	255	315	11	3	14	410	410	821
Edu – Secondary	35	229	264	10	12	22	351	351	703
Shopping	72	75	146	55	81	136	994	1,012	2,006
Other	58	56	114	84	208	292	1,034	1,225	2,259
Entertainment	81	79	160	117	291	409	1,449	1,717	3,166
Day Trip	33	32	65	48	118	166	589	698	1,287
Total	380	1,562	1,942	908	714	1,621	7,817	8,402	16,219

- 4.3. **Table 4.2** presents the commercial land use trip generation related to employees at this uses on site.

Land Use	08:00 – 09:00			17:00 – 18:00			07:00 – 19:00		
	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
Primary School	26	1	27	0	18	18	91	91	182
Local Centre	74	4	78	0	52	52	264	264	529

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Nursery	23	1	24	0	16	16	81	81	161
Total	122	7	129	0	85	85	436	436	872

5. Trip Purpose Trip Profile

5.1. On the 11th June 2025, Systra provided a list of specific clarification queries, which were individually assessed in TN10 – Systra Meeting response on the 23rd June 2025.

5.2. One of these queries was:

“The TRICS assessment for residential, food superstore, hotels, leisure centre, local shops and pub/restaurant include sites between August to December 2021. All surveys undertaken between March 2020 and December 2021 are to be removed from the TRICS site selection, and weekend retail surveys are recommended to be presented in a separate output from the midweek surveys with any differing peaks identified. A sensitivity test of the comparison of the trip rates before and after the above action points are applied should be provided for review and comment.”

5.3. In our previous response, this was completed and found to have minor impacts on the Trip Profiles for the respective Trip Purposes; however, following the changes to the Forecasting Tool outlined above, we have taken the opportunity to incorporate these changes too for completeness.

5.4. This is reflected in “20250701 Processed TRICS Data” which has been provided alongside this TN.

6. Trip Forecasting Tool Outputted Trip Profile

6.1. During the meeting on 24th June 2025, a question was raised regarding how the Forecasting Tool Trip Profile in Table 2.6 from TN05 was obtained. The breakdown of how this information is obtained from the Tool is outlined in this TN.

6.2. It was calculated by extracting the residential total people arrivals and departures from the tool for each hour, between 7am and 7pm, and dividing by the 12-hour total people trip generation of their respective movements.

6.3. **Table 6.1** displays the Trip Profile from TN05 Table 2.6 and the associated Total People Trip Generation.

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Table 6.1: Total People Trip Generation and Profile for TN05 Table 2.6

Hour	Total People Trip Generation			Total People Trip Profile		
	In	Out	Two-Way	In	Out	Two-Way
0700 - 0800	197	798	995	2%	9%	6%
0800 - 0900	399	1664	2,063	5%	19%	12%
0900 - 1000	283	689	972	3%	8%	6%
1000 - 1100	320	500	820	4%	6%	5%
1100 - 1200	471	386	857	6%	4%	5%
1200 - 1300	800	736	1,536	10%	8%	9%
1300 - 1400	614	900	1,514	8%	10%	9%
1400 - 1500	712	518	1,230	9%	6%	7%
1500 - 1600	1,309	606	1,915	16%	7%	11%
1600 - 1700	1,209	691	1,900	15%	8%	11%
1700 - 1800	979	693	1,672	12%	8%	10%
1800 - 1900	893	671	1,564	11%	8%	9%
Total	8,186	8,852	17,038	100%	100%	100%

- 6.4. Since the tool has been adjusted and updated, it was determined relevant to rerun this exercise to compare with the calibrated version from 11/09/2024. This has been completed in **Table 6.2** for the latest version of the tool, "20250702 Havant Trip Forecast No Internalisation", with the difference between the 11/09/2024 and 02/07/2025 versions shown in **Table 6.3**.

Table 6.2: Total People Trip Generation and Profile for 20250702 Havant Trip Forecast No Internalisation

Hour	Total People Trip Generation			Total People Trip Profile		
	In	Out	Two-Way	In	Out	Two-Way
0700 - 0800	186	813	999	2%	9%	6%
0800 - 0900	385	1,665	2,050	5%	19%	12%
0900 - 1000	292	667	959	4%	8%	6%
1000 - 1100	319	472	791	4%	5%	5%
1100 - 1200	464	381	845	6%	4%	5%
1200 - 1300	795	721	1,516	10%	8%	9%
1300 - 1400	614	892	1,506	8%	10%	9%
1400 - 1500	714	510	1,224	9%	6%	7%
1500 - 1600	1,308	562	1,870	16%	6%	11%
1600 - 1700	1,208	681	1,889	15%	8%	11%
1700 - 1800	979	714	1,693	12%	8%	10%
1800 - 1900	920	692	1,612	11%	8%	10%
Total	8,184	8,770	16,954	100%	100%	100%

Table 6.3: Comparison Latest and Previous Version of the Tool

Hour	Total People Trip Generation			Total People Trip Profile		
	In	Out	Two-Way	In	Out	Two-Way
0700 - 0800	-11	15	4	-0.13%	0.26%	0.05%
0800 - 0900	-14	1	-13	-0.17%	0.19%	-0.02%
0900 - 1000	9	-22	-13	0.10%	-0.18%	-0.05%
1000 - 1100	-1	-28	-29	0.00%	-0.27%	-0.14%
1100 - 1200	-7	-5	-12	-0.08%	-0.01%	-0.04%
1200 - 1300	-5	-15	-20	-0.06%	-0.09%	-0.07%
1300 - 1400	0	-8	-8	0.00%	0.01%	-0.01%
1400 - 1500	2	-8	-6	0.03%	-0.04%	0.00%
1500 - 1600	-1	-44	-45	0.00%	-0.45%	-0.21%
1600 - 1700	-1	-10	-11	0.00%	-0.03%	0.00%
1700 - 1800	0	21	21	0.00%	0.31%	0.17%
1800 - 1900	27	21	48	0.33%	0.30%	0.32%
Total	-2	-82	-84	0.00%	0.00%	0.00%

TECHNICAL NOTE

- 6.5. As shown in **Table 6.3**, the changes made to the Tool, as outlined in this TN, result in minor changes to the output trip profile. **Table 6.4** presents a comparison to the surveyed site's trip profile to ensure the tool is still calibrated.

Table 6.4: Comparison to Surveyed Sites

Hour	Surveyed Sites Trip Profile			Forecasting Tool Trip Profile		
	In	Out	Two-Way	In	Out	Two-Way
0700 - 0800	3%	15%	9%	2%	9%	6%
0800 - 0900	5%	20%	13%	5%	19%	12%
0900 - 1000	8%	6%	7%	4%	8%	6%
1000 - 1100	5%	6%	6%	4%	5%	5%
1100 - 1200	7%	7%	7%	6%	4%	5%
1200 - 1300	8%	7%	7%	10%	8%	9%
1300 - 1400	6%	5%	6%	8%	10%	9%
1400 - 1500	5%	6%	6%	9%	6%	7%
1500 - 1600	16%	6%	11%	16%	6%	11%
1600 - 1700	15%	7%	11%	15%	8%	11%
1700 - 1800	11%	8%	9%	12%	8%	10%
1800 - 1900	11%	8%	9%	11%	8%	10%
Total	100%	100%	100%	100%	100%	100%

- 6.6. The changes made have resulted in minor changes to the proposed development's output trip profile; as such, the Tool is still calibrated to the surveyed sites and deemed representative of a future development site in this location and of this scale.

7. Internalisation

- 7.1. During the meeting on 24th June 2025, it was raised that the methodology within the Tool of applying internalisation via a residential work trip was not suitable. It was deemed that as the level of residential work trips that could be internalised could exceed the level of jobs provided on site, that the methodology should be adjusted to be based off the employment trips.
- 7.2. The internalisation of proposed employment land uses now includes its own input, calculating internal trips from the Site. These are subtracted from total residential work trips to determine external trip generation for residential work purpose.
- 7.3. The new method means that level of forecast employees on site provides an upper limit on the number of residential work-purpose trips that have the potential to be internalised.

8. Homeworking

- 8.1. HCC requested a rationale for the application of homeworking within the differing scenarios. As the Low (Default) 9.03% is inherent in the surveyed sites and does not apply further homeworking reduction to the trip generation, this is proposed for the Business as Usual and Core scenario.
- 8.2. For the Stretch scenario, it would be possible to apply the Medium 20% home working (applies 10.97% reduction to work trips) as a vision to reflect the possibility of a greater level of home working.

TECHNICAL NOTE



DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
332310755-TN11	P01	16.07.25	RH	ML	SW	SW

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TECHNICAL NOTE

Job Name: Southleigh Road, Havant
Job No: 332310755
Note No: TN12
Date: 23rd October 2025
Prepared By: Rhys Husband / Max Law
Checked By: Scott Witchalls
Subject: Trip Forecasting Tool – Factors for HCC / Systra

1. Introduction

- 1.1.1. Stantec have prepared this Technical Note (TN) to provide Hampshire County Council (HCC) and Systra with a breakdown of the factors that will be enabled and varied within the Trip Forecasting Tool to allow for scenario testing of the Site at Southleigh Road, Havant.
- 1.1.2. This was initially requested during a meeting between the parties on September 30th 2025, and has been produced to facilitate discussions around appropriate factors to be used for the scenario tests to be included as part of the Transport Assessment for the site.
- 1.1.3. This note has subsequently been updated following a meeting between the above parties on October 10th 2025. The update includes changes to the factors enabled under each scenario test to align with requests made by HCC and Systra.

2. Assessment Methodology

- 2.1.1. To assess the trip generation and, in turn, its impact on the transport network, the Trip Forecasting Tool enables the creation of scenarios with varying factors that can be toggled on/off to different degrees based on the scenario's vision for the future. The scenarios proposed are the following:
 - **Scenario 1: Business as Usual (BaU)** – This scenario assumes the future will reflect the existing transport behaviours and infrastructure. It will act as a baseline against which the other scenarios can be compared to represent the effect of the visioning approach. These other scenarios, where the proposed development infrastructure, all site uses, transport infrastructure, and behavioural changes have been implemented.
 - **Scenario 2: Do Something (DS)** – This scenario is to present a realistic 'core' version of the transport behaviours based on the fully built-out development proposals, public transport provision, and associated infrastructure; it is the core scenario that the development will be tested using.
 - **Scenario 3: Do Something Plus (DS+)** – This scenario represents a 'stretched', more sustainable version of the future with aspirational transport behaviour and infrastructure, further shifting towards a people and place led future.
- 2.1.2. These scenarios are built upon one another, with each having a more sustainable vision of the future than the last. Each scenario tests for the 2038 assessment year. This approach enables the creation of intermediate scenarios in the future. These intermediate scenarios have the potential to include varying assessment years and development scale, dependent on the phasing and build-out process, while also having the capability to incorporate more specific land uses as these become more certain.

TECHNICAL NOTE

- 2.1.3. Within the Trip Forecasting Tool, the factors are applied to the individual zones of the SRTM (sub-regional transport mode). The internalisation, car driver mode share and Home Work Proportion are applied to Zone 609, the zone inclusive of the proposed development site. While the other factors, which are dependent on external infrastructure commitments and connectivity, are applied to the relevant zones. **Table 2.1** states how these factors are applied:

Table 2.1: Trip Forecasting Tool – Factor Application

Category	Factor	Application
Cycle Infrastructure	Cycle Scenario	Uses the Propensity to Cycle Tool for Havant 014F LSOA (this is the LSOA that contains most of the Site), the uplift factors are 2.5 for Government Target, 7.2 for Go Dutch and 8.9 for eBike. The uplift factor is applied to the zones (599-626 and 881-882) near the Site and within appropriate distance bands.
Public Transport	PT Scenario	When toggled to "High Quality, the inconvenience factor is reduced in the Binary-Logit model to reflect a more attractive and immediately accessible public transport service.
	PT Network	When the Development option is selected, the journey times for the respective zones impacted by the change in the bus routes will be modified to reflect the improved service.
	PT Incentives	When >0, the inconvenience factor is reduced in the Binary-Logit model to reflect the provision of travel vouchers to residents and marketing campaigns for new / improved services.
Car Driver Adjustments (Trip Purpose)	Car Driver Share – Employment (On-Site)	Reflects the likely vehicle occupancy for each trip purpose. Once the active travel and public transport trips have been calculated, the remaining trips are assigned to cars. The car driver's share between the car driver and the car passenger is then used to determine the total number of vehicles for assignment to the highway network.
	Car Driver Share – Residential (All) (Off-Site)	Adjusts the proportion of car drivers to passengers for each Trip purpose.
Home Work	Home Work Proportion	Adjusts the number of work trips by removing those that would work from home. When set to Low (Default), there is no adjustment made as homeworking is inherent within the surveyed sites and the baseline trip generation.
Employment Internalisation	Local Centre	Adjusts the number of trips internalised associated with each Employment land use (Local Centre, Primary School, Nurseries). The remaining generation of the Employment land uses being external trips.
Residential Internalisation (Trip Purpose)	Primary School	Adjusts the number of trips associated with Primary School that are internal to the Site, with the remaining trips being external trips.
	Secondary School	Adjusts the number of trips associated with the Nurseries that are internal to the Site, with the remaining trips being external.
	Shop	Adjusts the number of trips to Shops within the Site, with the remaining trips being external.
	Other / Entertainment / Day Trip	Adjusts the proportion of trips for these trip purposes associated with the on-site provision

TECHNICAL NOTE

- 2.1.4. **Table 2.2** displays the category of factors that toggled on for the three proposed scenarios, and **Table 2.3** presents what would be implemented as part of the development to reflect the toggled-on factors in **Table 2.1**.

Table 2.2: Scenario Assessment Factors

Category	Factor	Scenario 1: BaU	Scenario 2: DS	Scenario 3: DS+
Cycle Infrastructure	Cycle Scenario	Base	Government Target	Go Dutch
Public Transport	PT Scenario	No Change	Max Potential	Max Potential
	PT Network	Current	Development	Development
	PT Incentives	0.00	3.00	3.00
Car Driver Adjustments (Trip Purpose)	Car Driver Share - Employment	Default	Incentivised	Incentivised
	Car Driver Share – Residential (Work)	Default	Default	Community Car Share Scheme
	Car Driver Share – Residential (Education)	Default	Community Car Share Scheme	Community Car Share Scheme
	Car Driver Share – Residential (Shopping)	Default	Default	Default
	Car Driver Share – Residential (Other)	Default	Default	Default
	Car Driver Share – (Entertainment)	Default	Default	Default
	Car Driver Share – (Day Trip)	Default	Default	Default
Home Work	Home Work Proportion	Low (Default)	Low (Default)	Medium
Employment Internalisation	Local Centre	30.0%	30.0%	40.0%
	Primary School	30.0%	30.0%	40.0%
	Nurseries	30.0%	30.0%	40.0%
Residential Internalisation (Trip Purpose)	Primary School	90.0%	90.0%	90.0%
	Secondary School	0.0%	0.0%	0.0%
	Shop	10.0%	10.0%	15.0%
	Other	20.0%	20.0%	20.0%
	Entertainment	10.0%	10.0%	10.0%
	Day Trip	10.0%	10.0%	15.0%

TECHNICAL NOTE

Table 2.3: Scenario Assessment Factors – Rationale

Factor	Scenario 1: BaU	Scenario 2: DS	Scenario 3: DS+
Cycle Scenario (<i>New/Improved Infrastructure</i>)	Reflects the existing cycle network	Reflects the proposed improvements to the cycle network along Southleigh Road and the Purbrook/Emsworth Cycle Route in impacted SRTM zones (599 – 626 & 881-882)	Same as previous, with the addition of the bridge connection to the South West and connection to Emsworth Park (Washington Road)
PT Scenario (<i>Service Quality – RTPI, Shelters, WiFi, charging etc</i>)	Reflects the existing quality of the bus services	Reflects the provision of new high-quality services by altering the inconvenience factor	Reflects the provision of new high-quality services by altering the inconvenience factor
PT Network (<i>New Services & Infrastructure</i>)	Reflects the existing bus services	Reflects the provision of the new service, and improved 27 bus service through the Site, along with the provision of a bus gate onto Normandy Way	Reflects the provision of the new service, and improved 27 bus service through the Site, along with the provision of a bus gate onto Normandy Way
PT Incentives (<i>Campaigns and Vouchers</i>)	Reflects the existing bus services	Reflects provision of vouchers and campaigns for public transport (Bus/Rail) by altering the inconvenience factor	Reflects provision of vouchers and campaigns for public transport (Bus/Rail) by altering the inconvenience factor
Car Driver Share: Employment (<i>Occupancy</i>) (<i>On-site employment</i>)	Reflects the existing proportion of car drivers to car passengers	Reflects a decrease in the proportion of car drivers to car passengers due to incentives, behavioural change and management at on-site employment	Reflects a decrease in the proportion of car drivers to car passengers due to incentives, behavioural change and management at on-site employment
Car Driver Share (Work) (<i>Occupancy</i>) (<i>trips to off-site work</i>)	Reflects the existing proportion of car drivers to car passengers	Reflects the existing proportion of car drivers to car passengers	Reflects a decrease in car driver mode share due to established community and behavioural change
Car Driver Share (Edu) (<i>Occupancy</i>) (<i>trips to off-site education</i>)	Reflects the existing proportion of car drivers to car passengers	Reflects a decrease in the proportion of car drivers to car passengers due to behavioural change and the implementation of a community car-sharing platform	Reflects a decrease in the proportion of car drivers to car passengers due to behavioural change and the implementation of a community car-sharing platform
Car Driver Share (All Other) (<i>Occupancy</i>)	Reflects the existing proportion of car drivers to car passengers	Reflects the existing proportion of car drivers to car passengers	Reflects the existing proportion of car drivers to car passengers
Home Work Proportion	Reflects the existing level of home working	Reflects the existing level of home working	Reflects an increase in home working due to behavioural change
Employment Internalisation: All	Reflects a baseline of those employed on-site living within the Site	Reflects a baseline of those employed on-site living within the Site	Reflects an increase based on behavioural change
Residential Internalisation: Primary School	Reflects the provision of primary school, assumes 10% for SEND/Religious	Reflects the provision of primary school, assumes 10% for SEND/Religious	Reflects the provision of primary school, assumes 10% for SEND/Religious

TECHNICAL NOTE

Factor	Scenario 1: BaU	Scenario 2: DS	Scenario 3: DS+
Residential Internalisation: Secondary School	Reflects the provision of no secondary school	Reflects the provision of no secondary school	Reflects the provision of no secondary school
Residential Internalisation: Shop	Reflects a baseline of on-site internalisation	Reflects a baseline of on-site internalisation	Reflects an increase based on behavioural change from established community
Residential Internalisation: Other	Reflects a baseline of on-site internalisation	Reflects a baseline of on-site internalisation	Reflects a baseline of on-site internalisation
Residential Internalisation: Entertainment	Reflects a baseline of on-site internalisation	Reflects a baseline of on-site internalisation	Reflects a baseline of on-site internalisation
Residential Internalisation: Day Trip	Reflects a baseline of on-site Internalisation	Reflects a baseline of on-site internalisation	Reflects an increase based on behavioural change from established community

- 2.1.5. PT Attractiveness has been included to better represent the appeal of new and immediately accessible services. The basis for this factor is on the provision of vouchers to residents as part of the Travel Plan and ongoing marketing and events to promote the direct and attractive bus routes.
- 2.1.6. The factors and rationale outlined above have been produced to reflect a sustainable future year scenario of 2038, with the development fully built out and occupied by both residents, pupils, and employees.
- 2.1.7. The factors have been input to best represent a vision of the Southleigh site that is in accordance with the Allocation presented in the Havant Borough Council development Local Plan “*Draft Building a Better Future Plan*”. Being mindful of the requirement to “*Provide a comprehensive access and movement strategy focussed on sustainable transport options.*” as well as noting that for the Transport Assessment, “*This should include full consideration of reducing the need to travel and facilitating active and sustainable transport modes...*”.
- 2.1.8. Although the concept masterplan for the site is still in development, the scale and layout of the site are being specifically designed to reduce the need to travel, promoting a Southleigh community, ensuring people live local to required amenities, and internalising trips where possible.
- 2.1.9. The sustainable vision for the site is in alignment with the Guiding Principles of the HCC Local Transport Plan 4, along with the Core Policies of the plan. Reducing the need to travel and encouraging internalised movements, as well as creating the opportunity to ‘live locally’ is fundamental and reflected in the forecasting tool factors presented.

TECHNICAL NOTE

3. Proposed Residential Trip Generation

- 3.1.1. The proposed development will contain up to 2,100 residential units to account for the build-out of the full allocation; as such, this has been used to quantify the residential trip generation and acts as a worst-case scenario.

Scenario 1

- 3.1.2. **Table 3.1** displays the trip rates and generation derived from the Forecasting Tool, based on the factors outlined in **Table 2.2**, for Scenario 1 – Business as Usual.

Table 3.1: Scenario 1 – Business as Usual Multi-Modal Trip Rates and Generation

Time Period	Mode	Trip Rates (Per Dwelling)			Trip Generation		
		Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	Walk	0.026	0.094	0.119	54	196	250
	Cycle	0.005	0.025	0.031	11	53	64
	PT	0.004	0.021	0.025	9	44	53
	Car Driver	0.075	0.425	0.500	157	893	1,051
	Car Passenger	0.034	0.088	0.122	71	185	256
	Total	0.144	0.654	0.798	303	1,372	1,675
PM Peak (17:00 – 18:00)	Walk	0.030	0.037	0.067	63	77	141
	Cycle	0.012	0.009	0.021	26	18	45
	PT	0.016	0.008	0.023	33	16	49
	Car Driver	0.314	0.156	0.471	660	328	988
	Car Passenger	0.060	0.086	0.145	125	180	305
	Total	0.432	0.295	0.728	907	620	1,528

NB: Rounding

TECHNICAL NOTE

Scenario 2

- 3.1.3. **Table 3.2** displays the trip rates and generation derived from the Forecasting Tool, based on the factors outlined in **Table 2.2**, for Scenario 2 – Do Something.

Table 3.2: Scenario 2 – Do Something Multi-Modal Trip Rates and Generation

Time Period	Mode	Trip Rates (Per Dwelling)			Trip Generation		
		Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	Walk	0.026	0.094	0.119	54	196	250
	Cycle	0.008	0.039	0.047	17	82	99
	PT	0.021	0.061	0.082	44	128	173
	Car Driver	0.061	0.378	0.440	129	795	923
	Car Passenger	0.028	0.081	0.109	59	171	230
	Total	0.144	0.654	0.798	303	1,372	1,675
PM Peak (17:00 – 18:00)	Walk	0.030	0.037	0.067	63	77	141
	Cycle	0.024	0.013	0.037	50	27	77
	PT	0.074	0.026	0.100	156	54	210
	Car Driver	0.255	0.142	0.397	536	298	834
	Car Passenger	0.049	0.078	0.127	102	164	266
	Total	0.432	0.295	0.728	907	620	1,528

NB: Rounding

- 3.1.4. It should be noted that the total trip generation across BaU and S2 is now consistent across both scenarios, with the factors introduced resulting in changes in the mode share and no changes to overall trip generation.

TECHNICAL NOTE

Scenario 3

- 3.2.1. Hampshire County Council and Systra expressed a desire for the inclusion of connections to the south-west (pedestrian / cycle bridge over rail line) and south-east (connection towards Emsworth Park) to be accounted for within Scenario 3 – Do Something+.
- 3.2.2. These connections are beyond the application boundary and not within the control of the Client, Bloor Homes. These connections have been included for the purpose of S3- DS+ being the 'stretch' vision and incorporating the full allocation, assuming third party collaboration.
- 3.2.3. This was requested during a meeting between the parties on 10th October 2025 and has been produced to facilitate discussions about the approach to including the connections to the south in the assessment of Scenario 3: Do-Something+ within the Trip Forecasting Tool.
- 3.2.4. To account for the implementation of connections to the south, the Trip Forecasting Tool has been modified. The two key modifications to the Tool are:
- Removal of a Cycle Restriction of Zones 605, 611, 612, 613 (Present in "Zones" Sheet column M) – These restrictions have been present in the baseline tool for the site to represent the severance of the site from the rail line and A27
 - Inclusion of a "Footbridge Distance Reduction" factor
- 3.2.5. In the Trip Forecasting Tool shared with HCC and Systra previously, STRM Zones 605, 611, 612, and 613 had a "Cycle Restriction" applied to them; this was to account for the effective and perceived severance resulting from the A27 and rail line.
- 3.2.6. The "Cycle Restriction" works by increasing the distance band of the SRTM Zone by one band. For example, if the "Cycle Restriction" were applied to a zone in distance band 0 – 2km, the application would change the band to 2 – 5km to simulate the severance.
- 3.2.7. This will remain present in Scenario 1: Business as Usual and Scenario 2: Do Something, the removal of the "Cycle Restriction" will only be implemented in Scenario 3: Do Something+ to account for the removal of the severance due to the potential connections beyond the redline.
- 3.2.8. **Table 3.3** presents the effects of removing the Cycle Restriction from Zones 605, 611, 612 and 613, for the AM and Peak.

Table 3.3: Removing Cycle Restriction: AM & PM Peak – Two-Way Residential Movements

AM Peak (08:00 – 09:00)					
Mode	Applied Cycle Restriction		No Cycle Restriction		Net Change (%)
	Count	%	Count	%	
Walk	244	15.82%	244	15.82%	0.00%
Cycle	197	12.74%	210	13.58%	0.84%
PT	143	9.27%	141	9.16%	-0.11%
Car Driver	732	47.42%	723	46.83%	-0.59%
Car Passenger	228	14.76%	226	14.61%	-0.15%
Total	1,544	100.00%	1,544	100.00%	-
PM Peak (17:00 – 18:00)					
Walk	136	9.51%	136	9.51%	0.00%
Cycle	181	12.66%	191	13.73%	1.07%
PT	174	12.11%	171	11.94%	-0.17%
Car Driver	692	48.30%	683	47.64%	-0.66%
Car Passenger	250	17.43%	246	17.19%	-0.24%
Total	1,433	100.00%	1,433	100.00%	-

- 3.2.9. **Table 3.3** presents that the removal of the Cycle Restriction has a positive effect on the cycle trips and mode share, while decreasing the PT, Car driver and passenger trips and mode share.

TECHNICAL NOTE

- 3.2.10. **Table 3.4** presents the results of implementing a distance reduction to account for the more attractive and direct routes enabled by the connections to the south of the Site beyond the rail line. It has been tested at 0% and 25% to represent the possible mode shift resulting from the additional infrastructure.

Table 3.4: Distance Reduction Factor – AM & PM Peaks – Two-Way Residential Movements

AM Peak (08:00 – 09:00)				
Mode	0% Distance Reduction		25% Distance Reduction	
	Count	%	Count	%
Walk	244	15.82%	258	16.70%
Cycle	210	13.58%	213	13.79%
PT	141	9.16%	139	9.00%
Car Driver	723	46.83%	711	46.06%
Car Passenger	226	14.61%	223	14.45%
Total	1,544	100.00%	1,544	100.00%
PM Peak (17:00 – 18:00)				
Walk	136	9.51%	154	10.75%
Cycle	191	13.73%	198	13.79%
PT	171	11.94%	168	11.71%
Car Driver	683	47.64%	671	46.80%
Car Passenger	246	17.19%	243	16.95%
Total	1,433	100.00%	1,433	100.00%

- 3.2.11. **Table 3.4** shows that the distance reduction factor has the largest effect on walking trips, with notable increases in the AM and PM Peaks, with a lesser increase for the cyclists.

- 3.2.12. **Table 3.5** displays the trip rates and generation derived from the Forecasting Tool, based on the factors outlined in **Table 2.2** for Scenario 3 – Do Something Plus, with the addition of the southwest and southeast connections.

Table 3.5: Scenario 3 – Do Something Plus Multi-Modal Trip Rates and Generation

Time Period	Mode	Trip Rates (Per Dwelling)			Trip Generation		
		Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	Walk	0.026	0.096	0.123	55	203	258
	Cycle	0.018	0.083	0.101	38	175	213
	PT	0.018	0.049	0.066	37	102	139
	Car Driver	0.051	0.287	0.339	108	603	711
	Car Passenger	0.025	0.081	0.106	53	170	223
	Total	0.139	0.597	0.735	291	1,253	1,544
PM Peak (17:00 – 18:00)	Walk	0.033	0.040	0.073	69	85	154
	Cycle	0.061	0.033	0.094	127	70	198
	PT	0.058	0.022	0.080	122	46	168
	Car Driver	0.193	0.126	0.319	406	265	671
	Car Passenger	0.047	0.069	0.116	98	144	243
	Total	0.392	0.291	0.682	823	610	1,433

NB: Rounding

TECHNICAL NOTE

Scenario Residential Trip Generation Comparison

3.2.13. **Table 3.6** compares the trip generation per mode for each of the three tested Scenarios: Business as Usual, Do Something and Do Something+.

Table 3.6: Scenario Residential Trip Generation Comparison

Time Period	Mode	Scenario 1 - BaU	Scenario 2 – DS	Scenario 3 – DS+
AM Peak (08:00 – 09:00)	Walk	250	250	258
	Cycle	64	99	213
	PT	53	173	139
	Car Driver	1,051	923	711
	Car Passenger	256	230	223
	Total	1,675	1,675	1,544
PM Peak (17:00 – 18:00)	Walk	141	141	154
	Cycle	45	77	198
	PT	49	210	168
	Car Driver	988	834	671
	Car Passenger	305	266	243
	Total	1,528	1,528	1,433

3.2.14. **Table 3.6** shows that between Scenario 1: BaU and Scenario 2: DS in the AM Peak, the number of car drivers' trips decrease by 12.2%, while cycling and public transport use increase by 54.7% and 226.4%, respectively.

3.2.15. In the PM Peak hour, between Scenario 1: BaU and Scenario 2: DS, car drivers' trips decrease by 15.6%, while cycling and public transport use increase by 71.1% and 328.6%, respectively.

3.2.16. In the AM Peak hour, between Scenario 1: BaU and Scenario 3: DS+, car drivers' trips decrease by 32.4%, while cycling and public transport use increase by 232.8% and 162.3%, respectively.

3.2.17. In the PM Peak hour, between Scenario 1: BaU and Scenario 3: DS+, car drivers' trips decrease by 32.1%, while cycling and public transport use increase by 340.0% and 242.9% respectively.

TECHNICAL NOTE

Scenario Mode Share Comparison

3.2.18. **Table 3.7** displays the mode share outputs for each of the development scenarios outlined for the AM and PM Peaks, along with the daily mode share.

Table 3.7: Scenario Mode Share Comparison

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily (07:00 – 19:00)		
	S1	S2	S3	S1	S2	S3	S1	S2	S3
Walk	14.9%	14.9%	16.7%	9.2%	9.2%	10.8%	11.8%	11.8%	13.2%
Cycle	3.8%	5.9%	13.4%	2.9%	5.1%	13.8%	3.2%	5.5%	14.4%
PT	3.2%	10.3%	9.0%	3.2%	13.7%	11.7%	3.3%	12.4%	10.6%
Car Driver	62.7%	55.1%	46.1%	64.7%	54.6%	46.8%	63.1%	54.1%	45.9%
Car Passenger	15.3%	13.7%	14.5%	20.0%	17.4%	17.0%	18.6%	16.2%	15.9%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

- 3.2.19. Between Scenario 1: BaU and Scenario 2: DS for the daily mode share, there is a 2.3% increase in active travel mode share, a 9.1% increase in PT and a 9.0% decrease in car user mode share.
- 3.2.20. Between Scenario 1: BaU and Scenario 3: DS+ for the daily mode share, there is a 12.6% increase in active travel mode share, a 7.3% increase in PT and a 17.2% decrease in car user mode share.
- 3.2.21. As **Table 3.7** shows, implementing the factors outlined in **Section 2** to influence the travel patterns of the proposed development residents will result in a modal shift toward more sustainable modes of travel.

TECHNICAL NOTE

4. Proposed Development Employment Trip Generation

4.1.1. The proposed development consists of several land uses that will generate trips from their employees. These proposals, include 3FE Primary Schools, a Local Centre and two Nurseries.

4.1.2. For the purpose of this assessment, the following number of employees has been used:

- Primary Schools – 60 employees
- Local Centre – 174 employees (Assumed GFA of 0.36Ha. TRICS job rate of around 482 jobs per Ha)
- Nurseries – 27 employees (TRICS site reviewed showed a 0.23:1 staff to pupil ratio, with projected 115 pupils on-site)

Total Employment Trip Generation

4.1.3. **Table 4.1** presents the total employment trip generation for the proposed development for each of the scenarios.

Table 4.1: Total Employment Trip Generation – Vision and Validate Scenarios

Time Period	Mode	Scenario 1 – BaU			Scenario 2 – DS			Scenario 3 – DS+		
		Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
AM Peak (08:00 – 09:00)	Walk	5	0	5	5	0	5	4	0	5
	Cycle	3	0	3	5	0	6	13	1	14
	PT	4	0	4	15	1	15	10	1	11
	Car Driver	61	3	65	47	3	49	34	2	36
	Car Passenger	5	0	6	6	0	7	5	0	5
	Total	78	4	82	78	4	82	67	4	70
PM Peak (17:00 – 18:00)	Walk	0	4	4	0	4	4	0	3	3
	Cycle	0	2	2	0	4	4	0	9	9
	PT	0	2	2	0	9	9	0	7	7
	Car Driver	0	43	43	0	33	33	0	24	24
	Car Passenger	0	4	4	0	4	4	0	3	3
	Total	0	54	54	0	54	54	0	46	46

NB: Rounding

TECHNICAL NOTE

5. Total Trip Generation

5.1.1. **Table 5.1** presents the total trip generation for the proposed development in each of the scenarios.

Table 5.1: Total Site Trip Generation – Vision and Validate Scenarios

Time Period	Mode	Scenario 1 – BaU			Scenario 2 – DS			Scenario 3 – DS+		
		Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
AM Peak (08:00 – 09:00)	Walk	58	197	255	58	197	255	60	203	263
	Cycle	14	53	67	22	83	105	51	175	227
	PT	13	45	57	59	129	188	47	103	150
	Car Driver	219	897	1,116	175	797	973	142	605	747
	Car Passenger	77	185	262	66	171	237	58	170	228
	Total	380	1,377	1,757	380	1,377	1,757	358	1,256	1,614
PM Peak (17:00 – 18:00)	Walk	63	81	144	63	81	144	69	88	157
	Cycle	26	20	46	50	31	81	127	80	207
	PT	33	18	51	156	63	219	122	53	174
	Car Driver	660	371	1,031	536	331	866	406	288	694
	Car Passenger	125	184	309	102	168	271	98	148	246
	Total	907	675	1,582	907	675	1,582	823	657	1,480

- 5.1.2. **Table 5.1** displays that the implementation of the factors within each Scenario has the effect of decreasing the number of car driver trips. These are partially replaced by a modal shift to active travel modes and public transport as a result of the proposals.
- 5.1.3. The increase in cycle trips from S1 to S2 is an increase from a low baseline; the increase is due to the proposed improvements to the infrastructure surrounding the Site. Further increases are observed from S2 to S3 due to the removal of cycle restrictions in select zones due to the inclusion of major infrastructure in the form of footbridge connections to the south; however, this does not account for the reduced distance or more attractive route, which would likely increase the total number of active travel users.
- 5.1.4. The increase in PT trips from S1 to S2 is driven by the proposed new and improved services, associated infrastructure and incentives and campaigns that will promote their use. There is a decrease from S2 to S3 due to the cycle improvements, resulting in cycling being a more attractive mode for the local zones
- 5.1.5. It should be noted that the Trip Forecasting Tool does not account for multi-modal trips; the improvements to the bus network would result in the train stations being more accessible, thus people are more likely to use the train to, for example, Southampton than a car. This would further increase the PT trips and mode share, which currently is not reflected in the Tool or its outputs.
- 5.1.6. There is a decrease in the number of car drivers and passengers from S1 to S2, which is due to the improvements from cycling and PT. The ratio of drivers to passengers in S1 and S2 is relatively consistent, with S1 having a driver-to-passenger ratio of 1:0.190 and S2 has 1:0.196.
- 5.1.7. It has been accepted that that there is no change in the total number of trips from S1 to S2, however a decrease in the number of trips from S2 to S3 is in line with the vision for the Site, with slight increases to internalisation, due to the establishment of the community and behaviour change of the residents to the this and actions and measures that will be implemented across the management period.

TECHNICAL NOTE

6. Summary

- 6.1.1. This Technical Note has been produced by Stantec to provide Hampshire County Council (HCC) and Systra with a breakdown of the factors, along with the rationale, to be enabled within the Trip Forecasting Tool to allow for scenario testing of the Site at Southleigh Road, Havant.
- 6.1.2. **Section 2** presents the factors that are within the Tool, how they are applied, to what degree they are toggled on in each scenario and the rationale for each factor level within each scenario.
- 6.1.3. **Sections 3 to 5** present the associated trip generation for each scenario as a result of the factors that have been enabled.
- 6.1.4. The Technical Note has been altered from its previous circulation to account for the discussions between Hampshire County Council, Systra and Stantec. These include refinement of the factors, further explanation of the factors, and inclusion of the southern connections in Scenario 3: DS+.
- 6.1.5. This Technical Note has been produced to enable a round table discussion between Stantec, Systra, and HCC to agree on the relevant factors for each assessment scenario. This discussion has been proposed for 27th October with the aim of agreeing on the level of traffic generation and associated mode share for the development scenario tests.

DOCUMENT ISSUE RECORD

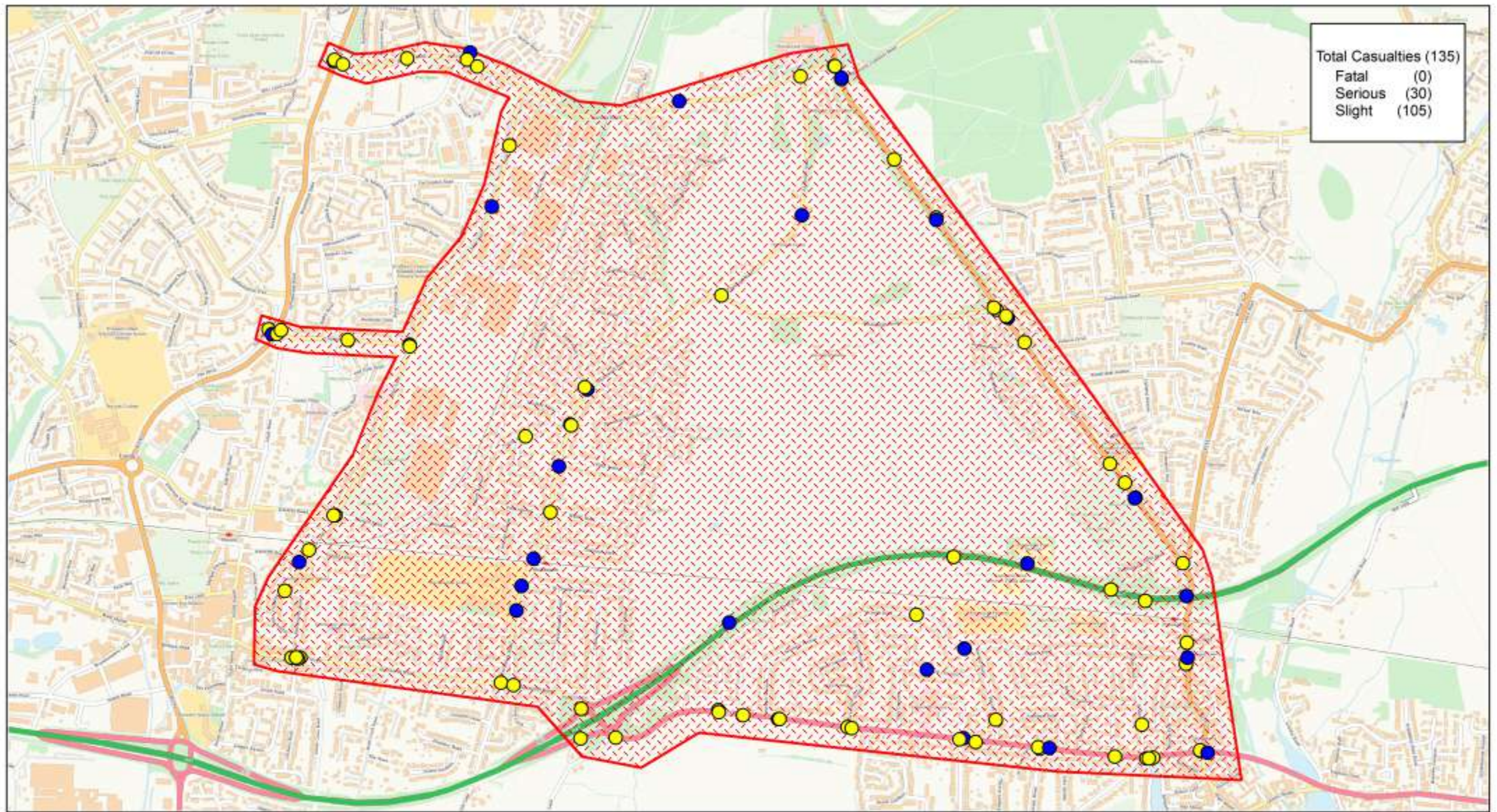
Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
332310755-TN12	P01	08.10.25	RH	ML	SW	SW
332310755-TN12	P02	23.10.25	RH	ML	SW	SW

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Appendix C Personal Injury Collision Data





Havant

SCALE	1 : 17000
DATE	26/03/2025
DRAWING No.	
DRAWN BY	

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

Selected Polygon:AW HAVANT BACS/SR/0325/027

44190334256 17/09/2019 Time 0915 Vehicles 2 Casualties 1 Slight
E:474396 N: 105906 First Road: A 259 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:			

VEH2 (CAR) TRAVELLING E ALONG A259 HAVANT ROAD TURNS RIGHT TO TRAVEL S ALONG CLOVELLY ROAD AND COLLIDES WITH VEH1 (P/CYCLE) TRAVELLING W ALONG A259 HAVANT ROAD.

Occurred on A259 HAVANT ROAD AT JUNCTION WITH CLOVELLY ROAD, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
Cycle lane (on main carriageway) No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 47 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 47 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

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 Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44190332449 17/09/2019 Time 1907 Vehicles 1 Casualties 1 Slight
E:472166 N: 107224 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 lighting unknown 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:	Dazzling sun	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W ALONG CROSSLANDS DRIVE WHEN DRIVER DAZZLED BY SUNLIGHT
INCORRECTLY POSITIONS CAR IN CARRIAGEWAY AND COLLIDES WITH CENTRAL TRAFFIC ISLAND
Occurred on CROSSLAND DRIVE OUTSIDE NUMBER 41, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Bollard / Refuge Off road: None
Did not leave carr Age of Driver 70 Female
Not hit and run Breath test Not applicable Left hand drive: No

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

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44190336406 20/09/2019 Time 1445 Vehicles 2 Casualties 1 Slight
E:471911 N: 107259 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (TAXI) REVERSING SW ALONG FAIR OAK DRIVE COLLIDED WITH VEH 2 (P/CYCLE) TRAVELLING NE ALONG FAIR OAK DRIVE.

Occurred on FAIR OAK DRIVE OUTSIDE NUMBER 19, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Reversing
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 Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 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 Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 30 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44190367935 14/10/2019 Time 1508 Vehicles 3 Casualties 4 Slight
E:473440 N: 106014 First Road: A 259 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 Road works Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (VAN) TRAVELLING W ALONG HAVANT ROAD FAILS TO NOTICE VEHICLES STOPPED AHEAD AT
TEMPORARY TRAFFIC LIGHTS AND COLLIDES INTO REAR OF VEHICLE 2 (CAR) SHUNTING IT FORWARD
INTO VEH 3 (CAR)

Occurred on A259 HAVANT ROAD 26 METRES W OF JUNCTION WITH SELANGOR AVENUE, EMSWORTH,
HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 44 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 42 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 2 Age: 13 Male Passenger Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Vehicle Reference 3 Car Going ahead but held up
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 3 Vehicle: 3 Age: 39 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Casualty Reference: 4 Vehicle: 3 Age: 16 Female Passenger Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44190374825 19/10/2019 Time 1624 Vehicles 2 Casualties 2 Serious
E:474293 N: 107296 First Road: B 2148 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:			

VEH 1 (CAR) TRAVELLING SW ALONG SOUTHLEIGH ROAD TURNS LEFT FAILING TO GIVE WAY TO
VEHICLE 2 TRAVELLING SE ALONG B2148 HORNDEAN ROAD AND COLLIDES.
Occurred on B2148 HORNDEAN ROAD AT JUNCTION WITH SOUTHLEIGH ROAD, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: Wall or fence
Nearside Age of Driver 83 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 83 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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 Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44190385802 27/10/2019 Time 2100 Vehicles 2 Casualties 1 Slight
E:474254 N: 106000 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 (CAR) TRAVELLING S ALONG RECORD ROAD COLLIDES WITH THE REAR OF VEH2 (CAR) PARKED
AND UNATTENDED ON THE NEARSIDE.

Occurred on RECORD ROAD, OUTSIDE NO.3, EMSWORTH, 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: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Negative
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 26 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

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

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44190389391 29/10/2019 Time 1400 Vehicles 2 Casualties 1 Serious
E:472883 N: 106952 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:			

VEH2 (CAR) TRAVELLING E ALONG FORTH AVENUE PULLED ONTO SOUTHLEIGH ROAD WITHOUT GIVING
WAY TO VEH1 (M/CYCLE) TRAVELLING N ALONG SOUTHLEIGH ROAD.

Occurred on SOUTHLEIGH ROAD AT JUNCTION WIHT FOURTH AVENUE, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Motorcycle 50cc and under Going ahead other
Vehicle movement from S to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 16 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44190393441 02/11/2019 Time 1344 Vehicles 1 Casualties 1 Serious
E:473395 N: 106313 First Road: A 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Slip Road Give way or controlled A 27
Crossing: Control None Facilities: None within 50m Road surface Flood
Daylight Raining with high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING NE ALONG M27 EASTBOUND ON SLIP HAS HIT STANDING WATER AND AQUA
PLAINED AND LEFT THE CARRIAGEWAY NEARSIDE INTO A DITCH.

Occurred on A27 EASTBOUND ON SLIP AT JUNCTION WITH A27, MARKER POST 54.8 EMSWORTH,
HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway Skidded and overturned
Location at impact Mid Junction - on roundabout or i First impact Nearside 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 Worn but not i Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44190398663 06/11/2019 Time 1430 Vehicles 2 Casualties 2 Slight
E:474857 N: 106505 First Road: B 2148 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled B 2147
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:	Uncorrected, defective eyesight	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NW ALONG B2148 HORNDEAN ROAD TURNS RIGHT TO TRAVEL NE ALONG
B2147 NEW BRIGHTON ROAD INTO THE PATH OF VEH2 (CAR) TRAVELLING SE ALONG HORNDEAN ROAD.
Occurred on B2148 HORNDEAN ROAD AT JUNCTION WITH B2147 NEW BRIGHTON ROAD, EMSWORTH,
HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from SE to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 84 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 84 Female 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 NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 73 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 73 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44190424077 25/11/2019 Time 1520 Vehicles 1 Casualties 1 Serious
E:472846 N: 106817 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site Road works Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Aggressive driving	Vehicle 1	Very Likely
2nd:	Crossed road masked by stationary veh	Casualty 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
4th:	Temporary road layout (eg contraflow)	Vehicle 1	Possible
5th:			
6th:			

VEH1 (M/CYCLE) TRAVELLING S ALONG SOUTHLEIGH ROAD MOVES OFF FROM TEMPORARY TRAFFIC LIGHTS AT THE SAME TIME AS CAS1 (PEDESTRIAN) STARTS TO CROSS THE ROAD FRM THE OFFSIDE, OBSCURED BY TRAFFIC TRAVELLING N. VEH1 COLLIDES WITH CAS1.

Occurred on SOUTHLEIGH ROAD, 25 METERS S OF JUNCTION WITH FIFTH AVENUE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Starting
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 12 Female Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr elsewhere E bound
Driver's offside

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44190442260 09/12/2019 Time 1045 Vehicles 2 Casualties 1 Slight
E:472126 N: 106659 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
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: Failed to look properly	Vehicle 1	Possible	
2nd: Dazzling sun	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ALONG EASTERN ROAD HAS TURNED RIGHT ON TO NEW LANE, AFTER A
VAN GAVE WAY TO THEM. VEH 1 FAILED TO SEE VEH 2 (P/CYCLE) TRAVELLING W ALONG EASTERN
ROAD TO THE NEARSIDE OF THE VAN. THE TWO VEHICLES HAVE COLLIDED.

Occurred on EASTERN ROAD AT THE JUNCTION WITH NEW LANE, HAVANT, HAMPSHIRE

Vehicle Reference 1 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 Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 63 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
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 30 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 30 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44190446680 12/12/2019 Time 1403 Vehicles 2 Casualties 3 Serious
E:473234 N: 107995 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:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Possible
4th:	Impaired by alcohol	Vehicle 1	Possible
5th:			
6th:			

VEH1 (CAR) TRAVELLING SW ALONG BARTONS ROAD AT SPEED ENTERS THE OPPOSITE CARRIAGEWAY
AND COLLIDIES HEAD ON WITH VEH2 (VAN) TRAVELLING NE.

Occurred on BARTONS ROAD, OUTSIDE LONG MEADOW, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead left 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 Jct 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 Positive
Left hand drive: No

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

Casualty Reference: 2 Vehicle: 1 Age: 62 Male Passenger Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead right bend
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 65 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 3 Vehicle: 2 Age: 65 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44190459454 23/12/2019 Time 0605 Vehicles 2 Casualties 1 Slight
E:474761 N: 105877 First Road: A 259 Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. 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:	Exceeding speed limit	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ALONG HAVANT ROAD, SLOWS AND INDICATES TO TURN RIGHT IN TO
BRIDGEFOOT PATH. VEH 2 (CAR) TRAVELLING E ALONG HAVANT ROAD, FAILS TO NOTICE VEH 1,
ATTEMPTS TO OVERTAKE AND COLLIDES WITH THEIR OFFSIDE.

Occurred on A259 HAVANT ROAD AT THE JUNCTION WITH BRIDGEFOOT PATH, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 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 Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 62 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: Road sign / ATS
O/S Age of Driver 27 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44200005029 03/01/2020 Time 1720 Vehicles 2 Casualties 1 Slight
E:473757 N: 108066 First Road: B 2148 Road Type Single carriageway
Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lighting unknown 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 (CAR) TRAVELLING W ALONG EMSWORTH COMMON ROAD GOES TO TURN RIGHT TO TRAVEL N
ALONG B2148 HORNDEAN ROAD BUT FAILS TO GIVE WAY TO VEH1 (CAR) TRAVELLING S ALONG
HORNDEAN ROAD.

Occurred on B2148 HORNDEAN ROAD AT JUNCTION WITH EMSWORTH COMMON ROAD, HAVANT,
HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 64 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 64 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 NE 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 Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44200042484 03/02/2020 Time 1255 Vehicles 2 Casualties 1 Slight
E:472918 N: 106035 First Road: A 27 Road Type 1
Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 259
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:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE ALONG A27 EASTBOUND OFFSLIP ENTERED RBT TO TURN RIGHT ONTO
A259 HAVANT BYPASS AND PULLED IN FRONT OF VEH 2 (CAR) TRAVELLING NW AROUND RBT.

Occurred on A27 EASTBOUND OFFSLIP AT JUNCTION WITH A259 HAVANT BYPASS, HAVANT, HAMPSHIRE

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

Vehicle Reference 2 Car Going ahead other
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 Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 61 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 61 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn and ind Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44200201789 05/06/2020 Time 1100 Vehicles 2 Casualties 1 Serious
E:472938 N: 107065 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) TRAVELLING SE ALONG NUTWICK ROAD, FAILS TO GIVE WAY AND ENTERS SOUTHLEIGH ROAD ACROSS THE PATH OF VEH 2 (P/CYCLE) TRAVELLING NE ALONG SOUTHLEIGH ROAD AND COLLIDES, KNOCKING THE RIDER OFF.

Occurred on SOUTHLEIGH ROAD AT JUNCTION WITH NUTWICK ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Starting
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 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 Not traced
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 No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 67 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 67 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44200217050 16/06/2020 Time 0800 Vehicles 2 Casualties 1 Slight
E:474913 N: 105899 First Road: A 259 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 2148
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 (CAR) TRAVELLING E ALONG A259 HAVANT ROAD ENTERED THE ROUNDABOUT WITHOUT GIVING WAY TO VEH1 (P/CYCLE) ALREADY ON THE ROUNDABOUT TRAVELLING N, CAUSING A COLLISION AND KNOCKING THE RIDER OFF.

Occurred on A259 HAVANT ROAD AT JUNCTION WITH B2148 NORTH STREET, EMSWORTH, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle 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 Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Male
Not hit and run Breath test Not applicable
Left hand drive: No

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

Vehicle Reference 2 Car Starting
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44200225685 21/06/2020 Time 2135 Vehicles 2 Casualties 1 Slight
E:472739 N: 106914 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 lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING SW ALONG FOURTH AVENUE AND HAS COLLIDED WITH THE REAR OFFSIDE OF
VEH 2 (CAR) PARKED AND UNATTENDED CAUSING VEH 1 TO FLIP OVER TO THE OFFSIDE LANDING ON
IT'S ROOF.

Occurred on FOURTH AVENUE OUTSIDE OF NUMBER 11, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Overtaking nearside
Vehicle movement from NE to SW 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 Parked Vehicle Off road: None
Did not leave carr Age of Driver 41 Female
Not hit and run Breath test Positive
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 41 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0325/027")

44200284475 29/07/2020 Time 1621 Vehicles 1 Casualties 2 Serious
E:471922 N: 107244 First Road: B 2149 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight 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:	Defective brakes	Vehicle 1	Possible
2nd:	Defective steering or suspension	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING W ALONG CROSSLAND DRIVE FAILED TO STOP AT JUNCTION AND CARRIED ON STRAIGHT AHEAD ACROSS PETERSFIELD DRIVE AND COLLIDE WITH THE BARRIERS NEXT TO THE PAVEMENT.

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

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: Wall or fence
Straight ahead at Jun Age of Driver 29 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 29 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 3 Male Passenger Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Back seat

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0325/027")

44200307758 13/08/2020 Time 0853 Vehicles 1 Casualties 1 Slight
E:474625 N: 106420 First Road: A 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Possible
2nd:	Tyres illegal, defective or under inflated	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ALONG A27, SUFFERS TYRE A BLOW OUT AND LOSES CONTROL LEAVING THE CARRIAGEWAY TO THE NEARSIDE AND COLLIDING WITH THE NEARSIDE BARRIER.
Occurred on A27 EASTBOUND MARKER POST 55.9, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Near / off crash barrier
Nearside Age of Driver 36 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 24 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

44200331376	28/08/2020	Time	1506	Vehicles	1	Casualties	1	Slight
E:471985	N: 106200	First Road:	U	Road Type	Single carriageway			
Speed limit: 30	Junction Detail:	Crossroads				Give way or controlled		Unclassified
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:	Slippery road (due to weather) Loss of control	Vehicle 1	Possible
2nd:		Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Casualty Reference:	1	Vehicle:	1	Age:	45	Male	Driver/rider	Severity:	Slight
Not a pupil									
Seatbelt	Not Applicable			Cycle helmet:	Not a cyclist				

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44200336606 01/09/2020 Time 1245 Vehicles 2 Casualties 1 Slight
E:474867 N: 106180 First Road: B 2148 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:

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

VEH 1 (CAR) TRAVELLING N ALONG B2148 NORTH STREET WAS PARKED AND STATIONARY IN A DESIGNATED PARKING SPACE ON THE ROAD. VEH 2 (CAR) TRAVELLING N ALONG NORTH STREET HAS NOT LEFT ENOUGH ROOM AND COLLIDED WITH THE OFFSIDE OF VEH 1 AS THEY DROVE PAST THEM. Occurred on B2148 NORTH STREET, OUTSIDE NUMBER 74, EMSWORTH, PORTSMOUTH, HAMPSHIRE.

Vehicle Reference 1 Car Parked
Vehicle movement from Park to Parked 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 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

Vehicle Reference 2 Car Overtaking stat vehicle O/S
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 Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0325/027")

44200345150 07/09/2020 Time 1356 Vehicles 1 Casualties 1 Serious
E:474356 N: 106503 First Road: A 27 Road Type Slip road
Speed limit: 70 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH1 (CAR) TRAVELLING E ALONG THE A27 OFF SLIP MISJUDGED THE SLIP ROAD, FAILED TO MAKE IT ROUND A LEFT HAND BEND AND COLLIDED WITH A BARRIER.
Occurred on A27 EASTBOUND AT JUNCTION WITH EMSWORTH SERVICES, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead left bend
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: Near / off crash barrier
O/S Age of Driver 26 Female
Not hit and run Breath test Negative Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 39 Female Passenger Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Back seat

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44200346111 08/09/2020 Time 0846 Vehicles 2 Casualties 1 Serious
E:473734 N: 108109 First Road: B 2148 Road Type Single carriageway
Speed limit: 60 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: Road layout (eg bend, hill etc.)	Vehicle 1	Possible	
2nd: Failed to look properly	Vehicle 1	Possible	
3rd: Poor turn or manoeuvre	Vehicle 2		
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ALONG BARTONS ROAD HAS TURNED RIGHT ON TO THE B2148 HORNDEAN ROAD BUT FAILED TO GIVE WAY TO VEH 2 (M/CYCLE) TRAVELLING N ALONG B2148, CAUSING A COLLISION.

Occurred on BARTONS ROAD AT THE JUNCTION WITH B2148 HORNDEAN ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 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 Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 53 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 73 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 73 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44200346346 08/09/2020 Time 1125 Vehicles 2 Casualties 1 Slight
E:474739 N: 105875 First Road: A 259 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:			

VEH 1 (CAR) TRAVELLING W ALONG A259 HAVANT ROAD FAILS TO NOTICE STATIONARY TRAFFIC
AHEAD AND COLLIDES WITH THE REAR OF VEH 2 (HGV) TRAVELLING W ALONG A259.
Occurred on A259 HAVANT ROAD AT THE JUNCTION WITH BATH ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 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 Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Going ahead but held up
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44200356059 14/09/2020 Time 1500 Vehicles 2 Casualties 1 Slight
E:472660 N: 106119 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH 2 (CAR) TRAVELLING S ALONG SOUTHLEIGH ROAD, TURNS RIGHT INTO EMSWORTH ROAD AND COLLIDES WITH VEH 1 (P/CYCLE) TRAVELLING E ALONG EMSWORTH ROAD WHO SHOT OUT IN FRONT OF VEH 2 AND WAS UNABLE TO STOP IN TIME.

Occurred on EMSWORTH ROAD AT JUNCTION WITH SOUTHLEIGH ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Starting
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 5 Male
Not hit and run Breath test Not applicable
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 5 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Car Turning right
Vehicle movement from N to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 67 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44200422560 31/10/2020 Time 1315 Vehicles 2 Casualties 1 Slight
E:472819 N: 106669 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
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:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING E ALONG FIRST AVENUE TURNED RIGHT ONTO SOUTHLEIGH ROAD AND
COLLIDED WITH VEH2 (CAR) TRAVELLING N ALONG SOUTHLEIGH ROAD & CONTINUING STRAIGHT
AHEAD AT JCT. DRIVER OF VEH1 SAYS VEH2 WAS INDICATING TO TURN LEFT.

Occurred on SOUTHLEIGH ROAD AT JUNCTION WITH FIRST AVENUE, HAVANT, HAMPSHIRE.

Vehicle Reference 1 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 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 52 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 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 Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 7 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Back seat

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44200431903 07/11/2020 Time 0755 Vehicles 2 Casualties 1 Slight
E:472916 N: 105939 First Road: A 27 Road Type Slip road
Speed limit: 70 Junction Detail: Slip Road 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:	Stationary or parked vehicle	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:	Distraction in vehicle	Vehicle 2	
4th:			
5th:			
6th:			

VEH1 (CAR) WAS STATIONARY ON THE A27 S/B ON SLIP AFTER EXPERIENCING MECHANICAL DIFFICULTIES. VEH2 (VAN) TRAVELLING SW ALONG THE A27 ON SLIP COLLIDED WITH THE REAR OF VEH1.

Occurred on A27 SOUTHBOUND AT JUNCTION WITH A259 HAVANT ROAD, EMSWORTH, HAMPSHIRE.

Vehicle Reference 1 Car Parked
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 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 30 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 30 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under 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 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 37 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/09/2019 and 31/08/2024** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("AW
 HAVANT BACS/SR/0325/027")

44200470235 05/12/2020 Time 1853 Vehicles 2 Casualties 2 Serious
 E:474704 N: 106716 First Road: B 2148 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: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING NW ALONG HORNDEAN ROAD DRIFTS INTO OPPOSITE SIDE OF ROAD
 COLLIDING WITH VEH 2 (CAR) TRAVELLING SE ALONG HORNDEAN ROAD.
 Occurred on HORNDEAN ROAD, OUTSIDE NUMBER 38, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation Leaving the main road
 On main carriageway Skidded
 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 59 Male
 Not hit and run Breath test Positive Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 59 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 NW to SE No tow / articulation Leaving the main road
 On main carriageway Skidded
 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 37 Male
 Not hit and run Breath test Negative Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 37 Male Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

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 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0325/027")

44200474007 08/12/2020 Time 1649 Vehicles 1 Casualties 1 Serious
E:472121 N: 108124 First Road: B 2149 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH1 (M/CYCLE) TRAVELLING NE ALONG B2149 PETERSFIELD ROAD ACECLERATED AWAY FROM THE TRAFFIC LIGHTS AND LOST CONTROL OF THE BACK WHEEL, CAUSING RIDER TO FALL OFF.
Occurred on B2149 PETERSFIELD ROAD AT JUNCTION WITH BARTONS ROAD, HAVANT, HAMPSHIRE.

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

Casualty Reference: 1 Vehicle: 1 Age: 52 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0325/027")

44210085163 07/03/2021 Time 1022 Vehicles 1 Casualties 1 Serious
E:474153 N: 106229 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

CAS1 (PEDESTRIAN) RAN OUT ONTO VICTORIA ROAD TRAVELLNG N, FROM BEHIND A PARKED CAR, IN TO THE PATH OF VEH1 9CAR) TRAVELLING W ALONG VICTORIA ROAD.
Occurred on VICTORIA ROAD, OUTSIDE NO. 134, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 67 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 4 Female Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr elsewhere N bound

Driver's nearside masked

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44210117606 29/03/2021 Time 1330 Vehicles 2 Casualties 1 Slight
E:472120 N: 106659 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads 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 (VAN) TRAVELLING NE ALONG NEW ROAD ENTERED EASTERN ROAD AND COLLIDED WITH VEH 1 (P/CYCLE) TRAVELLING W ALONG EASTERN ROAD.

Occurred on EASTERN ROAD AT JUNCTION WITH NEW LANE, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under 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 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 Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 28 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44210141824 15/04/2021 Time 0907 Vehicles 4 Casualties 2 Slight
E:473553 N: 106002 First Road: A 259 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Impaired by alcohol	Vehicle 1	Possible
3rd:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Possible
4th:	Following too close	Vehicle 1	Possible
5th:	Following too close	Vehicle 2	Possible
6th:			

VEH 1 (CAR) TRAVELLING W ALONG A259 HAVANT ROAD HAS FAILED TO NOTICE SLOWING TRAFFIC
AHEAD AND HAS COLLIDED WITH THE REAR OF VEH 2 (CAR) TRAVELLING W ALONG A259. VEH 2 HAS
THEN BEEN SHUNTED FORWARD INTO THE REAR OF VEH 3 (CAR) AND VEH 4 (CAR) AHEAD. OCCU
Occurred on A259 HAVANT ROAD, OUTSIDE NUMBER 111, EMSWORTH, HAVANT, HAMPSHIRE.

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

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 26 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Vehicle Reference	3	Car	Going ahead other
Vehicle movement from	E	to W	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Not at, or within 20M of Jct		No skidding, jack-knifing or overturning
Hit object in road	None		First impact Back
			Off road: None
Did not leave carr			Hit vehicle:
Not hit and run			Age of Driver 67
	Breath test	Not requested	Female
			Left hand drive: No

Vehicle Reference	4	Car	Going ahead other
Vehicle movement from	E	to W	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Not at, or within 20M of Jct		No skidding, jack-knifing or overturning
Hit object in road	None		First impact Back
			Off road: None
Did not leave carr			Hit vehicle:
Not hit and run			Age of Driver 24
	Breath test	Not requested	Female
			Left hand drive: No

Casualty Reference:	2	Vehicle:	4	Age:	24	Female	Driver/rider	Severity:	Slight
Not a pupil									
Seatbelt	Not Applicable		Cycle helmet: Not a cyclist						

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0325/027")

44210165156 30/04/2021 Time 1610 Vehicles 2 Casualties 3 Slight
E:474391 N: 105911 First Road: A 259 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:	Following too close	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING E ALONG A259 HAVANT ROAD COLLIDED WITH THE REAR OF VEH2 (CAR) TRAVELLING E IN FRONT, WAITING TO TURN RIGHT INTO CLOVELLY ROAD.
Occurred on A259 HAVANT ROAD AT JUNCTION WITH CLOVELLY ROAD, EMSWORTH, HAMPSHIRE.

Vehicle Reference 1 Car Stopping
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 2 Vehicle: 1 Age: 10 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Back seat

Casualty Reference: 3 Vehicle: 1 Age: 9 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Back seat

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Vehicle Reference 2 Car Waiting to turn 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 Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 77 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 77 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

44210182247 12/05/2021 Time 0544 Vehicles 1 Casualties 1 Serious
E:472709 N: 106352 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: Any animal in carriageway (except r
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Animal or object in carriageway	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING SOUTH ALONG SOUTHLEIGH ROAD WHEN DEER RUNS OUT AND
COLLIDES CAUSING RIDER TO FALL OFF AND SUSTAIN INJURIES.

Occurred on SOUTHLEIGH ROAD OUTSIDE ENTRANCE TO WARBLINGTON SCHOOL, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Any animal (except ridden horse) Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Not applicable
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 23 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0325/027")

44210201864 25/05/2021 Time 0842 Vehicles 1 Casualties 1 Serious
E:474150 N: 105940 First Road: A 259 Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. 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	Possible
2nd:	Crossed road masked by stationary veh	Casualty 1	Possible
3rd:	Disability or illness, mental or physical	Casualty 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG BEACH ROAD HAS TURNED RIGHT ON TO A259 HAVANT ROAD HAVING BEEN SIGNALLED BY STATIONARY TRAFFIC IN BOTH LANES TO EMERGE. CAS 1 (PEDESTRIAN) TRAVELLING S ACROSS A259 FROM BETWEEN STATIONARY VEHS HAS STEPPED INTO THE PATH OF V
Occurred on A259 HAVANT ROAD AT THE CROSSROADS JUNCTION WITH BEACH ROAD AND EMSWORTH HOUSE CLOSE, EMSWORTH, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 76 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 61 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In cent carr S bound

Driver's nearside masked

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0325/027")

44210236293 16/06/2021 Time 1315 Vehicles 2 Casualties 1 Serious
E:472560 N: 108152 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:	Impaired by alcohol	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (VAN) TRAVELLING W ALONG SHARPS ROAD TURNED RIGHT ONTO PROSPECT LANE WITHOUT GIVING WAY TO VEH2 (M/CYCLE) TRAVELLING S ALONG PROSPECT LANE.
Occurred on PROSPECT LANE AT JUNCTION WITH SHARPS ROAD, HAVANT, HAMPSHIRE.

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

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 58 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44210250393 25/06/2021 Time 1824 Vehicles 1 Casualties 1 Serious
E:473629 N: 107627 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:	Deposit on road (eg oil, mud, chippings)	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING S ALONG EASTLEIGH ROAD HAS HIT SOME GRAVEL ON THE EDGE OF
THE ROAD, LOST CONTROL AND FALLEN TO THE GROUND.

Occurred on EASTLEIGH ROAD, OUTSIDE PARKSIDE COTTAGES, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Motorcycle 50cc and under Going ahead left bend
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway Skidded
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 17 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 17 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44210249775 25/06/2021 Time 1143 Vehicles 2 Casualties 1 Slight
E:473557 N: 106002 First Road: A 259 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 2	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING W ALONG A259 HAVANT ROAD HAS SUFFERED A MEDICAL EPISODE, LOST CONTROL AND COLLIDED WITH THE REAR OF VEH 1 (CAR) TRAVELLING W ALONG A259 AHEAD.

Occurred on A259 HAVANT ROAD, OUTSIDE NUMBER 111, EMSWORTH, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 64 Female
Not hit and run Breath test Negative
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 64 Female 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 W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 77 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44210265938 06/07/2021 Time 1020 Vehicles 2 Casualties 2 Slight
E:473736 N: 108108 First Road: B 2148 Road Type Single carriageway
Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified
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: Failed to look properly	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ALONG BARTONS ROAD HAS TURNED RIGHT ONTO B2148 HORNDEAN ROAD BUT FAILED TO GIVE WAY TO VEH 2 (CAR) TRAVELLING N ALONG B2148, CAUSING A COLLISION.
Occurred on B2148 HORNDEAN ROAD AT THE JUNCTION WITH BARTONS ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from W to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 74 Female
Not hit and run Breath test Negative
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 74 Female 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 S to N No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Male
Not hit and run Breath test Negative
Left hand drive: No
Casualty Reference: 2 Vehicle: 2 Age: 46 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44210287784 20/07/2021 Time 1500 Vehicles 2 Casualties 1 Slight
E:474062 N: 107619 First Road: B 2148 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH 1 (P/CYCLE) TRAVELLING SE ALONG HORNDEAN ROAD WHEN VEH 2 (CAR) ALSO TRAVELLING SE COLLIDED WITH VEH 1. VEH 2 INITIALLY DROVE OFF THEN CAME BACK LOOKING FOR VEH 1 AND EXCHANGED DETAILS.

Occurred on HORNDEAN ROAD 350 METRES NW OF JUNCTION WITH SOUTHLEIGH ROAD, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle 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 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 31 Male
Not hit and run Breath test Not applicable
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 31 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Car Overtaking moving vehicle O/S
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 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 Female
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/09/2019 and 31/08/2024** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("AW
 HAVANT BACS/SR/0325/027")

44210291329 23/07/2021 Time 0853 Vehicles 2 Casualties 2 Slight
 E:473440 N: 106014 First Road: A 259 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING W ALONG A259 HAVANT ROAD FAILED TO STOP IN TIME FOR TRAFFIC AHEAD AS TRAFFIC LIGHTS ON RED AND COLLIDED INTO THE REAR OF VEH 2 (CAR)

Occurred on A259 HAVANT ROAD 68 METRES W OF SELANGOR AVENUE, EMSWORTH, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from E to W No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 57 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 57 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from E to W No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 43 Male
 Not hit and run Breath test Negative
 Left hand drive: No

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

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44210296593 26/07/2021 Time 1035 Vehicles 2 Casualties 1 Slight
E:474622 N: 106825 First Road: B 2148 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH 1 (P/CYCLE) TRAVELLING NW ALONG B2148 HORNDEAN ROAD WAS STRUCK TO NEARSIDE BY VEH 2 (E-SCOOTER) TRAVELLING E ACROSS B2148 AT THE PELICAN CROSSING ON A RED LIGHT FOR PEDESTRIANS. RIDER OF VEH 1 WAS KNOCKED TO THE GROUND.

Occurred on B2148 HORNDEAN ROAD, OUTSIDE ST JAMES C OF E PRIMARY SCHOOL, EMSWORTH, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other
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 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 57 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 57 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Other Vehicle Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 14 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Vehicle Reference	2	Van or Goods 3.5 tonnes mgw and under	Going ahead but held up
Vehicle movement from	E to W	No tow / articulation	Leaving the main road
On main carriageway		No skidding, jack-knifing or overturning	
Location at impact	Jct Approach	First impact	Back
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	66
Not hit and run	Breath test	Negative	Male
		Left hand drive:	No

Casualty Reference:	3	Vehicle:	2	Age:	66	Male	Driver/rider	Severity:	Slight
Not a pupil									
Seatbelt		Not Applicable		Cycle helmet: Not a cyclist					

Vehicle Reference	3	Car	Going ahead but held up
Vehicle movement from	E to W	No tow / articulation	Leaving the main road
On main carriageway		No skidding, jack-knifing or overturning	
Location at impact	Jct Approach	First impact	Back
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	82
Not hit and run	Breath test	Driver not contacted	Male
		Left hand drive:	No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0325/027")

44210373523 17/09/2021 Time 0810 Vehicles 2 Casualties 1 Slight
E:474189 N: 105928 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING W TO E ALONG HAVANT ROAD FAILS TO NOTICE VEH 2 (CAR) IN FRONT ALSO TRAVELLING W TO E HAS SLOWED FOR RED LIGHT AND COLLIDES WITH REAR OF VEH 2
Occurred on OUTSIDE 58 HAVANT ROAD

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Stopping
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 17 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Stopping
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/09/2019 and 31/08/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44210375584 18/09/2021 Time 1637 Vehicles 4 Casualties 2 Slight
E:474118 N: 106525 First Road: A 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Slip Road Give way or controlled A 27
Crossing: Control None Facilities: None within 50m Road surface Dry
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:	Sudden braking	Vehicle 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E TO W ON A27 SLOWED AND VEH 2 (CAR) COLLIDED WITH THE REAR OF IT.
VEH 3 (CAR) TRAVELLING E TO W THEN COLLIDED WITH REAR OF VEH 2 AND VEH 4 (CAR) TRAVELLING
E TO W COLLIDED WITH REAR OF VEH 3

Occurred on SLIP ROAD FROM EMSWORTH SERVICES ONTO MAIN CARRIAGEWAY

Vehicle Reference 1 Car Stopping
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 47 Male
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Male
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 3 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Nearside Age of Driver 46 Male
Not hit and run Breath test Not requested
Left hand drive: No

Back seat

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0325/027")

44210376526 19/09/2021 Time 1146 Vehicles 1 Casualties 1 Slight
E:472041 N: 106547 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight 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:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 001	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

CAS 1 (PEDESTRIAN) TRAVELLING W BY LEVEL CROSSING IS CLIPPED BY UNKNOWN VEH 1 (CAR)
TRAVELLING S TO N ON NEW LANE
Occurred on FAIRFIELD ROAD/NEW LANE LEVEL CROSSING

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 Jct First impact Nearside 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

Casualty Reference: 1 Vehicle: 1 Age: 67 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr elsewhere W bound

Driver's offside

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44210434842 30/10/2021 Time 0035 Vehicles 3 Casualties 1 Slight
E:473998 N: 106338 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: Poor turn or manoeuvre	Vehicle 1	Very Likely	
2nd: Impaired by alcohol	Vehicle 1	Very Likely	
3rd: Aggressive driving	Vehicle 1		
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NW ALONG VICTORIA ROAD AT SPEED COLLIDED WITH VEH2 (CAR) AND VEH3 (CAR) WHICH WERE PARKED AND UNATTENDED ON VEH1'S OFFSIDE.

Occurred on VICTORIA ROAD, OUTSIDE NO. 195, EMSWORTH, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to E No tow / articulation Leaving the main road
On main carriageway Skidded and overturned
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Positive 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 Parked
Vehicle movement from Park to Parked 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 Not traced
Not hit and run Breath test Driver not contacted Left hand drive: No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Vehicle Reference	3	Car		Parked	
Vehicle movement from	Park to	Parked	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		Not traced
Not hit and run	Breath test	Driver not contacted			
			Left hand drive:	No	

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44210493773 09/12/2021 Time 1200 Vehicles 2 Casualties 1 Slight
E:473776 N: 105976 First Road: A 2030 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:

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

VEH 1 (VAN) TRAVELLING W ALONG HAVANT ROAD AND WAITING TO TURN R ONTO NORE FARM AVE IS
STRUCK FROM BEHIND BY VEH 2 (CAR) ALSO TRAVELLING W
Occurred on A2030 AT JUNCTION WITH NORE FARM ROAD

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Waiting to turn right
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 Cleared junction or waiting/park First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 24 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 W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0325/027")

44210510075 21/12/2021 Time 1440 Vehicles 1 Casualties 1 Slight
E:472013 N: 106200 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads 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:	Poor turn or manoeuvre	Vehicle 1	Possible
2nd:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:	Loss of control	Vehicle 1	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING N ALONG TOWN HALL ROAD FAILED TO SLOW ON APPROACH TO THE JUNCTION, TURNED RIGHT ONTO EAST STREET AT SPEED AND COLLIDED WITH ROAD SIDE FURNITURE. Occurred on EAST STREET AT JUNCTION WITH TOWN HALL ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway Overturned
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: Oth perm objects
Nearside Age of Driver 71 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0325/027")

44220051903 07/02/2022 Time 0159 Vehicles 1 Casualties 1 Slight
E:473625 N: 108075 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Animal or object in carriageway	Vehicle 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE TO SW ALONG BARTONS ROAD SWERVES TO AVOID ANIMAL AND COLLIDES WITH FLEXIBLE KEEP LEFT ROAD SIGN
Occurred on JUNCTION OF EASTLEIGH ROAD/BARTONS ROAD

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 Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road Bollard / Refuge Off road: None
Did not leave carr Age of Driver 37 Male
Not hit and run Breath test Negative Left hand drive: No

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

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44220071519 20/02/2022 Time 1854 Vehicles 1 Casualties 1 Slight
E:474736 N: 106383 First Road: A 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine with high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 001	Possible
2nd:	Swerved	Vehicle 001	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 DRIVING WEST BOUND A27, EMSWORTH, HAMPSHIRE. GUST OF WIND CAUGHT VEHICLE CAUSING
DRIVER TO LOSE CONTROL. COLLIDED WITH CENTRAL RESERVATION.
Occurred on A27, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 29 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44220163822 26/04/2022 Time 0735 Vehicles 2 Casualties 1 Slight
E:474256 N: 107322 First Road: B 2148 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:			

VEH2 (CAR) TRAVELLING NW ALONG HORNDEAN ROAD TURNED LEFT INTO SOUTHLEIGH ROAD
WITHOUT GIVING WAY AND COLLIDED WITH VEH1 (P/CYCLE) TRAVELLING NW ALONG HORNDEAN
ROAD ON THE CYCLE LANE TO THE NEARSIDE OF VEH2.

Occurred on B2148 HORNDEAN ROAD AT JUNCTION WITH SOUTHLEIGH ROAD, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
Cycle lane (on main carriageway) No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 12 Male
Not hit and run Breath test Not applicable
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 12 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Car Turning left
Vehicle movement from SE to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Male
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44220180772 08/05/2022 Time 1239 Vehicles 2 Casualties 1 Slight
E:473370 N: 107368 First Road: U 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 001	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 001	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SW ALONG EASTLEIGH ROAD, TURNED RIGHT ONTO SOUTHLEIGH ROAD
WITHOUT GIVING WAY TO VEH2 (CAR) TRAVELLING SE ALONG SOUTHLEIGH ROAD.
Occurred on SOUTHLEIGH ROAD AT JUNCTION WITH EASTLEIGH ROAD, HAVANT

Vehicle Reference 1 Car Turning right
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 Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 61 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead right bend
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 20 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44220237623 15/06/2022 Time 1520 Vehicles 2 Casualties 1 Slight
E:471999 N: 106201 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: Failed to judge other persons path or speed	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEH1 (M/CYCLE) TRAVELLING W ALONG EAST STREET HAS TURNED RIGHT INTO BEECHWORTH ROAD
WITHOUT GIVING WAY TO VEH2 (CAR) TRAVELLING E ALONG EAST STREET.

Occurred on EAST STREET AT JUNCTION WITH BEECHWORTH ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Motorcycle - unknown cc Turning right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 29 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 22 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0325/027")

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

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

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

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

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

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0325/027")

Vehicle Reference	2	Car	Going ahead other
Vehicle movement from	W	to SE	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Mid Junction - on roundabout or r	First impact	No skidding, jack-knifing or overturning
Hit object in road	None	Off road:	Nearside
Did not leave carr		Age of Driver	43
Not hit and run	Breath test	Negative	Male
		Left hand drive:	No
Casualty Reference:	2	Vehicle: 2	Age: 43
Not a pupil		Male	Driver/rider
Seatbelt	Not Applicable	Cycle helmet:	Severity: Slight
		Not a cyclist	
Casualty Reference:	3	Vehicle: 2	Age: 20
Not a pupil		Male	Passenger
Seatbelt	Not Applicable	Cycle helmet:	Severity: Slight
		Not a cyclist	
Front seat			

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44220247781 22/06/2022 Time 0615 Vehicles 2 Casualties 1 Slight
E:474912 N: 105901 First Road: B 2148 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 259
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) TRAVELLING EAST ALONG HAVANT RD IS BLINDED BY SUN, ENTERS RBT AND COLLIDES
WITH VEH 2 (P/CYCLE) TRAVELLING NORTH ROUND RBT
Occurred on RBT AT EXIT OF HAVANT ROAD A259/ NORTH ST B3148, EMSWORTH

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

Vehicle Reference 2 Pedal Cycle 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 17 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 17 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44220248926 22/06/2022 Time 1909 Vehicles 2 Casualties 1 Slight
E:472001 N: 106199 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Stop sign 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 (CAR) TRAV E ON EAST STREET, SLOWED TO TURN RIGHT INTO TOWN HALL RD, PULLED ACROSS
PATH OF VEH 2 (M/CYCLE) TRAV W ON EAST STREET CAUSING CAS 1 (RIDER) TO BE THROWN OVER VEH
1 AND LAND IN THE RD.

Occurred on EAST STREET, OUTSIDE NO. 56, HAVANT, HAMPSHIRE.

Vehicle Reference 1 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 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 19 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 26 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44220257649 28/06/2022 Time 1447 Vehicles 1 Casualties 1 Slight
E:473029 N: 105942 First Road: A 259 Road Type Single carriageway
Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 27
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight 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:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (E-SCOOTER) TRAVELLING W ALONG A259 HAVANT ROAD WHEN THE REAR WHEEL FAILED,
CAUSING THE RIDER TO FALL OFF.
Occurred on A259 HAVANT ROAD AT JUNCTION WITH A27, EMSWORTH, HAMPSHIRE.

Vehicle Reference 1 Other Vehicle Going ahead other
Vehicle movement from E to NW 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 Kerb Off road: None
Did not leave carr Age of Driver 47 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 47 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44220292037 20/07/2022 Time 1809 Vehicles 3 Casualties 2 Slight
E:474670 N: 106764 First Road: B 2148 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Impaired by drugs (illicit or medicinal)	Vehicle 001	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (VAN) TRAVELLING NW TO SE ALONG HORNDEAN RD COLLIDES WITH VEH 2 (P/CYCLE) AND VEH
3 (P/CYCLE) ALSO TRAVELLING NW TO SE ALONG HORNDEAN RD
Occurred on B2148 HORNDEAN ROAD, OUTSIDE NUMBER 54, EMSWORTH, HAMPSHIRE.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under 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 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 26 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle 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 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 42 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 42 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Vehicle Reference 3 Pedal Cycle 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 Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 44 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 2 Vehicle: 3 Age: 44 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

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

Causation

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

VEH 1 (CAR) TRAVELLING NE ALONG B2149 STOPS AT ATS AND VEH 2 (CAR) ALSO TRAVELLING NE
FAILS TO STOP AND COLLIDES WITH REAR OF VEH 1

Occurred on JUNCTION OF B2149 PETERSFIELD RD/BARTONS ROAD, HAVANT, HANTS

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

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

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

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44220303944 28/07/2022 Time 1457 Vehicles 2 Casualties 2 Slight
E:473736 N: 108107 First Road: B 2148 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING E ALONG BARTONS ROAD, ENTERS ONTO COMLEY HILL WITHOUT GIVING
WAY TO VEH2 (CAR) TRAVELLING N ALONG COMLEY HILL.

Occurred on B2148 COMLEY HILL AT JUNCTION WITH BARTONS ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway Overturned
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 73 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 73 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 85 Female 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 S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44220313545 03/08/2022 Time 2105 Vehicles 2 Casualties 1 Slight
E:474248 N: 107329 First Road: B 2148 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
Darkness: street lighting unknown 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	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH2 (P/CYCLE) TRAV E ALONG SOUTHLEIGH RD, INTENDING TO TURN RIGHT, FAILED TO GIVE WAY &
COLLIDED WITH VEH1 (M/CYCLE) TRAV NW ALONG HORNDEAN RD, CAUSING MINOR INJURY TO CAS1
(DRIVER VEH1).

Occurred on B2148 HORNDEAN RD, AT JCT WITH SOUTHLEIGH RD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Going ahead other
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 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 28 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 28 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Pedal Cycle Turning right
Vehicle movement from W to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside 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 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44220320136 08/08/2022 Time 1155 Vehicles 2 Casualties 1 Slight
E:474870 N: 106248 First Road: B 2148 Road Type Single carriageway
Speed limit: 20 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:

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

VEH 1 (CAR) TRAVELLING SOUTH ALONG NORTH STREET COLLIDES WITH VEH 2 (CAR) TRAVELLING
NORTH ALONG NORTH STREEET ON WRONG SIDE OF CARRIAGEWAY
Occurred on OUTSIDE THE RAILWAY INN, NORTH STREET, EMSWORTH

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 36 Female 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 S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44220345499 25/08/2022 Time 0930 Vehicles 2 Casualties 1 Serious
E:474032 N: 106161 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight 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:	Careless/Reckless/In a hurry	Casualty 1	Very Likely
2nd:	Crossed road masked by stationary veh	Casualty 1	Very Likely
3rd:	Failed to look properly	Casualty 1	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAV E ALONG PARK CRESCENT APPROACHED VEH2 (BIN LORRY), STATIONERY IN ROAD.
O/TOOK O/SIDE AS DRIVER OF BIN LORRY WAVED VEH1 PAST, COLLIDED AT LOW SPEED WITH CAS1
(PEDESTRIAN BINMAN) TRAV S ALONG PARK CRESCENT IN FRONT OF LORRY, CAUSING SERIOUS
Occurred on PARK CRESCENT, OUTSIDE NO. 28, EMSWORTH, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Overtaking stat vehicle O/S
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 37 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In cent carr S bound
Driver's nearside masked

Vehicle Reference 2 Other Vehicle Parked
Vehicle movement from Park to Parked No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0325/027")

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 i 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 i 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 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

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 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44220400829 01/10/2022 Time 1030 Vehicles 3 Casualties 1 Serious
E:474427 N: 105908 First Road: A 259 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:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH3 (CAR) TRAVELLING E ALONG HAVANT ROAD FAILED TO STOP IN TIME FOR TRAFFIC AHEAD AND COLLIDED WITH VEH1 (CAR) TRAVELLING E ALONG HAVANT ROAD, SHUNTING IT INTO THE REAR OF VEH2 (CAR) TRAVELLING E ALONG HAVANT ROAD

Occurred on A259 HAVANT ROAD, 29 METERS EAST OF JUNCTION WITH CLOVELLY ROAD, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 29 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Stopping
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back 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 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

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

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44220409341 08/10/2022 Time 0753 Vehicles 2 Casualties 2 Slight
E:474287 N: 107302 First Road: B 2148 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:	Impaired by alcohol	Vehicle 002	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH2 (CAR) TRAVELLING W ALONG SOUTHLEIGH ROAD, TURNED LEFT ONTO B2148 HORNDEAN ROAD
WITHOUT GIVING WAY TO VEH1 (CAR) TRAVELLING SE ALONG B2148 HORNDEAN ROAD.
Occurred on B2148 HORNDEAN ROAD AT JUNCTION WITH SOUTHLEIGH ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 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 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 43 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 43 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Casualty Reference: 2 Vehicle: 2 Age: 50 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44220425797 19/10/2022 Time 1833 Vehicles 2 Casualties 1 Serious
E:472009 N: 106508 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
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: Poor turn or manoeuvre	Vehicle 001	Very Likely	
2nd: Failed to look properly	Vehicle 001	Very Likely	
3rd: Failed to judge other persons path or speed	Vehicle 001		
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SW ALONG NEW ROAD, TURNED RIGHT INTO WATERLOO ROAD WITHOUT
GIVING WAY TO VEH2 (P/CYCLE) TRAVELLING NE ALONG NEW ROAD.

Occurred on NEW LANE AT JUNCTION WITH WATERLOO ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from NE to NW 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 54 Male
Not hit and run Breath test Negative
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 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 58 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 58 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0325/027")

44220497681 09/12/2022 Time 1107 Vehicles 2 Casualties 4 Slight
E:471938 N: 107244 First Road: B 2149 Road Type Dual carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight Fine without high winds
Special Conditions at Site Automatic traffic signal out Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Defective traffic signals	Vehicle 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING WEST ALONG CROSSLANDS AVE, TURNS R ONTO PETERSFIELD ROAD
COLLIDING WITH VEH 2 (CAR) TRAVELLING NE TO SW ALONG PETERSFIELD ROAD
Occurred on B2149, PETERSFIELD ROAD/ATS AT JUNCTION WITH CROSSLAND DRIVE, HAVANT,
HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from E to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside 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: 2 Vehicle: 1 Age: 59 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 3 Vehicle: 1 Age: 59 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Back seat

Casualty Reference: 4 Vehicle: 1 Age: 77 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

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 Nearside 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 Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 25 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0325/027")

44220512226 28/12/2022 Time 1157 Vehicles 1 Casualties 1 Serious
E:474872 N: 106200 First Road: B 2148 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Stop sign Unclassified
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:	Failed to look properly	Casualty 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING E ALONG VICTORIA ROAD TUNRED RIGHT ONTO NORTH STREET AT THE SAME TIME AS CAS1 (PEDESTRIAN) STARTED TO CROSS NORTH STREET TRAVELLING E. VEH1 COLLIDED WITH CAS1, KNOCKING THEM OVER.

Occurred on B2148 NORTH STREET AT JUNCTION WITH VICTORIA ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 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 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 80 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 81 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr elsewhere E bound
Driver's offside

Accidents between dates **01/09/2019 and 31/08/2024** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44230035083 26/01/2023 Time 1534 Vehicles 3 Casualties 2 Serious
E:474937 N: 105893 First Road: A 259 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Stolen vehicle	Vehicle 001	Very Likely
2nd:	Vehicle in course of crime	Vehicle 001	Very Likely
3rd:	Emergency vehicle on call	Vehicle 002	Very Likely
4th:	Emergency vehicle on call	Vehicle 003	Very Likely
5th:	Other	Vehicle 001	Very Likely
6th:			

TACTICAL CONTACT FROM POLICE WHEN VEHICLE FAILED TO STOP

**VEH 1 (CAR) TRAVELLING NW ON WRONG SIDE OF RBT COLLIDES WITH VEH 2 (CAR) POLICE ON ACTIVE
DUTY AND VEH 3 (CAR) ALSO POLICE ON DUTY**

Occurred on RBT AT JUNCTION OF A259/HIGH STREET/NORTH STREET, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
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 Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Male
Not hit and run Breath test Negative Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 37 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 NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Negative Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 26 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Notes:

Vehicle Reference	3	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	Mid Junction - on roundabout or i		First impact	Front	Hit vehicle:
Hit object in road	None		Off road:	None	
Did not leave carr			Age of Driver	42	Male
Not hit and run	Breath test	Negative			
	Left hand drive: No				

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44230099505 12/03/2023 Time 1356 Vehicles 2 Casualties 2 Slight
E:472700 N: 106111 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface 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:	Failed to look properly	Vehicle 001	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 001	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING EAST ALONG EMSWORTH ROAD APPROACHES ATS AND TURNS RIGHT ONTO
POOK LANE, COLLIDING WITH VEH 2 (CAR) TRAVELLING WEST ALONG EMSWORTH ROAD. VEH 2 THEN
COLLIDES WITH CAS 2 (PEDESTRIAN) TRAVELLING ALONG FOOTPATH

Occurred on ATS BY ONE STOP SHOP, CORNER OF EMSWORTH ROAD/POOK LANE, HAVANT

Vehicle Reference 1 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 Leaving main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 67 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 67 Female 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 W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 61 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 37 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

On footpath / verge E bound
Movement U/K

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0325/027")

Causation			
	Factor:	Participant:	Confidence:
1st:	Distraction in vehicle	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Casualty Reference:	1	Vehicle:	1	Age:	81	Female	Driver/rider	Severity:	Serious
Not a pupil									
Seatbelt	Not Applicable		Cycle helmet:	Not a cyclist					

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44230147762 15/04/2023 Time 2004 Vehicles 2 Casualties 1 Serious
E:473757 N: 108071 First Road: B 2148 Road Type Single carriageway
Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH1 (CAR) TRAVELLING N ALONG HORNDEAN ROAD TURNED RIGHT ONTO EMSWORTH COMMON
ROAD ACROSS THE PATH OF VHE2 (CAR) TRAVELLING S ALONG HORNDEAN ROAD CAUSING A
COLLSION

Occurred on B2148 HORNDEAN ROAD AT JUNCTION WITH EMSWORTH COMMON ROAD, EMSWORTH,
HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from SE to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: Road sign / ATS
O/S Age of Driver 61 Male
Not hit and run Breath test Positive
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 28 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/09/2019 and 31/08/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("AW
 HAVANT BACS/SR/0325/027")

Notes:

44230196595 18/05/2023 Time 2022 Vehicles 2 Casualties 1 Serious
 E:474702 N: 106714 First Road: B 2148 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 2	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING OUT OF CAR PARK TURNED RIGHT ONTO HORNDEAN ROAD ACROSS THE PATH
 OF VEH2 (M/CYCLE) TRAVELLING NW ALONG HORNDEAN ROAD CAUSING A COLLISION
 Occurred on B2148 HORNDEAN ROAD AT JUNCTION WITH RECREATION GROUND CAR PARK, EMSWORTH,
 HAMPSHIRE

Vehicle Reference 1 Car Turning right
 Vehicle movement from W to SE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 20 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
 Vehicle movement from SE to NW No tow / articulation Leaving the main road
 On main carriageway Skidded
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 50 Male
 Not hit and run Breath test Negative
 Left hand drive: No

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

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44230201857 22/05/2023 Time 1231 Vehicles 3 Casualties 2 Slight
E:473790 N: 105972 First Road: A 259 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: Following too close	Vehicle 3	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (VAN) TRAV W ON A259 HAVANT ROAD WAS WAITING TO TURN RIGHT INTO NORE FARM AVENUE.
VEH 2 (VAN) STOPPED BEHIND. VEH 3 (CAR) FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR
OF VEH 2, PUSHING VEH 2 INTO THE REAR OF VEH 1.

Occurred on A259 HAVANT ROAD AT JUNCTION WITH NORE FARM AVENUE, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Waiting to turn right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 40 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead but held up
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 55 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Vehicle Reference	3	Car	Going ahead other
Vehicle movement from	E	to W	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Jct Approach	No skidding, jack-knifing or overturning	
Hit object in road	None	First impact	Front
Did not leave carr		Off road:	None
Not hit and run	Breath test	Negative	Hit vehicle:
			Age of Driver
			42
			Male
			Left hand drive: No
Casualty Reference:	2	Vehicle: 3	Age: 39
Not a pupil		Female	Passenger
Seatbelt	Not worn	Cycle helmet:	Not a cyclist
Front seat			
			Severity: Slight

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44230210526 27/05/2023 Time 1850 Vehicles 2 Casualties 1 Slight
E:472930 N: 107072 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) TRAV SE ON NUTWICK ROAD APPROACHED THE JUNCTION WITH SOUTHLEIGH ROAD AND STOPPED, INTENDING TO TURN LEFT. VEH 2 (P/CYCLE) TRAV SW ON THE PAVEMENT OF SOUTHLEIGH ROAD THEN COLLIDED WITH THE NEAR SIDE OF VEH 1.

Occurred on NUTWICK ROAD AT JUNCTION WITH SOUTHLEIGH ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn left
Vehicle movement from NW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Near side Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 55 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Pedal Cycle 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 14 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 14 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44230227412 08/06/2023 Time 1832 Vehicles 2 Casualties 2 Slight
E:474747 N: 105875 First Road: A 259 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (VAN) TRAVELLING W ALONG A259 HAVANT ROAD STOPPED TO ALLOW A VEHICLE TO PULL OUT
OF BATH ROAD. VEH 2 (CAR) FAILED TO NOTICE THIS AND COLLIDED WITH THE REAR OF VEH 1.
Occurred on A259 HAVANT ROAD AT JUNCTION WITH BATH ROAD, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 to Going ahead but held up
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 57 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 68 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 68 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44230257915 28/06/2023 Time 1134 Vehicles 3 Casualties 2 Slight
E:474638 N: 105881 First Road: A 259 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd: Exceeding speed limit	Vehicle 1	Possible	
3rd: Illness or disability, mental or physical	Vehicle 1		
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAV W ALONG A259 HAVANT ROAD FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 2 (VAN), PUSHING VEH 2 INTO THE REAR OF VEH 3 (CAR) WHICH WAS WAITING TO TURN RIGHT INTO A FILLING STATION.

Occurred on A259 HAVANT ROAD 74 METRES WEST OF WARBLINGTON ROAD, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 89 Female
Not hit and run Breath test Negative
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 89 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead but held up
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Not applicable
Left hand drive: No
Casualty Reference: 2 Vehicle: 2 Age: 51 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn and ind Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Vehicle Reference	3	Car	Waiting to turn right
Vehicle movement from	E	to N	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Not at, or within 20M of Jct	No skidding, jack-knifing or overturning	
Hit object in road	None	First impact	Back
Did not leave carr		Off road:	None
Not hit and run		Age of Driver	20
	Breath test	Negative	Male
		Left hand drive:	No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44230353724 01/09/2023 Time 0834 Vehicles 2 Casualties 2 Slight
E:472005 N: 106197 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
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:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (M/CYCLE) TRAVELLING W ALONG EAST STREET FAILED TO STOP IN TIME DUE TO SLIPPERY
ROAD SURFACE AND COLLIDED WITH VEH2 (P/CYCLE) TRAVELLING W ALONG EAST STREET, WAITING
TO TURN RIGHT ONTO BEECHWORTH ROAD

Occurred on EAST STREET AT CROSSROADS WITH BEECHWORTH ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Pedal Cycle Waiting to turn right
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 28 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

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

Causation

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

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

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

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

Back seat

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

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

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

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

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

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

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

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44230491950 01/12/2023 Time 1930 Vehicles 2 Casualties 1 Slight
E:474137 N: 105936 First Road: A 259 Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING N ALONG BEACH ROAD WENT TO TURN RIGHT INTO A259 HAVANT ROAD AND COLLIDED WITH THE NEARSIDE OF VEH 2 (CAR) TRAVELLING W ON HAVANT ROAD.
Occurred on A259 HAVANT ROAD AT JUNCTION WITH BEACH ROAD, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 58 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Unknown Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside 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 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

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

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

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

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

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

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

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

Front seat

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

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44240000351 31/12/2023 Time 1110 Vehicles 2 Casualties 2 Slight
E:471951 N: 107256 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
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: DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING SW ALONG B2149 PETERSFIELD ROAD WAS WAITING AT RED TRAFFIC LIGHTS
TO TURN LEFT INTO CROSSLAND DRIVE. VEH 2 (CAR) FAILED TO STOP IN TIME AND COLLIDED WITH
THE REAR OF VEH 1.

Occurred on B2149 PETERSFIELD ROAD AT JUNCTION WITH CROSSLAND DRIVE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn left
Vehicle movement from NE 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 Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 29 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Unknown Cycle helmet: Not a cyclist

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

Front seat

Vehicle Reference 2 Car Going ahead other
Vehicle movement from 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 Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0325/027")

44240009951 08/01/2024 Time 0908 Vehicles 2 Casualties 1 Slight
E:474725 N: 105984 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:	Junction overshoot	Vehicle 2	Possible
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH2 (PRIVATE E-SCOOTER) TRAVELLING W ALONG ST JAMES ROAD DID NOT STOP AT THE JUNCTION, PULLED OUT AND COLLIDED WITH VEH1 (CAR) TRAVELLING S ALONG BRIDGE ROAD
Occurred on ST JAMES ROAD AT JUNCTION WITH BRIDGE ROAD, EMSWORTH, 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 Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 65 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Other Vehicle Turning left
Vehicle movement from E to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 12 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 12 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0325/027")

Notes:

44240095995 05/03/2024 Time 1257 Vehicles 2 Casualties 2 Serious
E:472726 N: 106431 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight 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:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (VAN) TRAVELLING N ALONG SOUTHLEIGH ROAD CROSSED THE CENTRE LINE POSSIBLY TO PASS A VEHICLE TURNING LEFT INTO THE EXIT OF WARBLINGTON SCHOOL AND COLLIDED HEAD-ON WITH VEH 2 (CAR) TRAVELLING S.

Occurred on SOUTHLEIGH ROAD AT JUNCTION WITH ST GEORGE'S AVENUE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 43 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

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 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 54 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 54 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0325/027")

44240110564 14/03/2024 Time 1449 Vehicles 2 Casualties 1 Slight
E:471963 N: 106415 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	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (LORRY) REVERSING NE FAIRFIELD ROAD INTO BEECHWORTH ROAD COLLIDED WITH NEARSIDE OF PARKED VEH 2 (CAR) ON BEECHWORTH ROAD WHILE CAS 1 (PEDESTRIAN) WAS RETRIEVING CHILD FROM OFFSIDE REAR, TRAPPING CAS 1 BETWEEN VEH 2 AND KERB.
Occurred on BEECHWORTH ROAD AT JUNCTION WITH FAIRFIELD ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Reversing
Vehicle movement from SW to E Single trailer 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 60 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Parked
Vehicle movement from Park to Parked No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 57 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr not crossing Standing still
In carr not crossing

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44240205511 16/05/2024 Time 1526 Vehicles 4 Casualties 1 Slight
E:473361 N: 106024 First Road: A 259 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight 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	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) WAS TRAV E ALONG A259 HAVANT ROAD WHEN THE DRIVER BLACKED OUT. VEH 1
COLLIDED WITH THE OFFSIDE OF VEH 2 (CAR) AND HEAD-ON WITH VEH 3 (CAR) BOTH TRAV W. VEH 4
(CAR) TRAV W THEN COLLIDED WITH THE REAR OF VEH 3.

Occurred on A259 HAVANT ROAD AT JUNCTION WITH BLANDINGS WAY, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 85 Female
Not hit and run Breath test Negative
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 85 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn and ind Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/09/2019 and 31/08/2024** (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("AW
 HAVANT BACS/SR/0325/027")

Vehicle Reference	3	Car	Going ahead other
Vehicle movement from	E	to W	No tow / articulation Leaving the main road
On main carriageway			No skidding, jack-knifing or overturning
Location at impact	Jct Approach		First impact Front Hit vehicle:
Hit object in road	None		Off road: None
Did not leave carr			Age of Driver 44 Male
Not hit and run	Breath test	Negative	

Left hand drive: No

Vehicle Reference	4	Car	Going ahead other
Vehicle movement from	E	to W	No tow / articulation Leaving the main road
On main carriageway			No skidding, jack-knifing or overturning
Location at impact	Jct Approach		First impact Front Hit vehicle:
Hit object in road	None		Off road: None
Did not leave carr			Age of Driver 22 Male
Not hit and run	Breath test	Negative	

Left hand drive: No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

Notes:

44240222389 27/05/2024 Time 1700 Vehicles 2 Casualties 1 Slight
E:474347 N: 107217 First Road: B 2148 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	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) WAS TRAVELLING SE ALONG B2148 HORNDEAN ROAD WHEN VEH 2 (P/CYCLE) STARTED TO CROSS THE ROAD WITHOUT LOOKING TRAVELLING SW, CAUSING VEH 1 TO COLLIDE WITH THE OFFSIDE OF VEH 2.

Occurred on B2148 HORNDEAN ROAD APPROX 38 METERS NW OF HELSTON DRIVE, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 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 33 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle 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 Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 7 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 7 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44240226613 30/05/2024 Time 1128 Vehicles 2 Casualties 1 Slight
E:472886 N: 106949 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight 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:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG FOURTH AVENUE TURNED RIGHT INTO SOUTHLEIGH ROAD AND
COLLIDED WITH THE OFFSIDE OF VEH 2 (CAR) TRAVELLING SW ON SOUTHLEIGH ROAD.
Occurred on SOUTHLEIGH ROAD AT JUNCTION WITH FOURTH AVENUE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from NW to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 85 Male
Not hit and run Breath test Not requested
Left hand drive: 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 Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 42 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0325/027")

44240252454 15/06/2024 Time 2120 Vehicles 1 Casualties 1 Slight
E:473927 N: 107807 First Road: B 2148 Road Type Single carriageway
Speed limit: 60 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:	Animal or object in carriageway	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG B2148 HORNDEAN ROAD COLLIDED WITH A DEER THAT RAN OUT FROM THE OFFSIDE, GIVING NO TIME FOR VEH 1 TO REACT.

Occurred on B2148 HORNDEAN ROAD 304 METRES SOUTH EAST OF EMSWORTH COMMON ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 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 Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Any animal (except ridden horse) Off road: None
Did not leave carr Age of Driver 45 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 45 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn and ind Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0325/027")

44240276074 29/06/2024 Time 1516 Vehicles 2 Casualties 1 Slight
E:472000 N: 106201 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads 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: DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING E ALONG EAST STREET WENT TO TURN RIGHT FOR TOWN HALL ROAD. VEH 2 (CAR) ALSO TRAVELLING E WENT TO OVERTAKE AS VEH 1 WAS TURNING AND COLLIDED WITH THE OFFSIDE OF VEH 1.

Occurred on EAST STREET AT JUNCTION WITH TOWN HALL ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 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 Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 55 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 55 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Unknown Cycle helmet: Not a cyclist

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

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0325/027")

Notes:

44240280314 03/07/2024 Time 0844 Vehicles 2 Casualties 2 Slight
E:473736 N: 108108 First Road: B 2148 Road Type Single carriageway
Speed limit: 50 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Wet/Damp
Daylight 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:	Junction restart	Vehicle 1	Possible
3rd:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Possible
4th:	Failed to judge other persons path or speed	Vehicle 1	Possible
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ALONG BARTONS ROAD TURNED RIGHT INTO B2148 COMLEY HILL INTO THE PATH OF VEH 2 (CAR) TRAVELLING N ON COMLEY HILL, CAUSING VEH 2 TO COLLIDE WITH THE OFFSIDE OF VEH 1.

Occurred on B2148 COMLEY HILL AT JUJUNCTION WITH BARTONS ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from W to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 38 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Vehicle Reference 2 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 Jct Approach First impact Front 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 Not requested
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 55 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44240298941 14/07/2024 Time 2357 Vehicles 2 Casualties 1 Serious
E:474868 N: 106399 First Road: A 27 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: 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: Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely	
2nd: Failed to look properly	Vehicle 1	Very Likely	
3rd: Failed to judge other persons path or speed	Vehicle 1		
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ALONG A27 FAILED TO REACT AND COLLIDED WITH THE REAR OF VEH 2 (CAR) WHICH WAS EITHER MOVING SLOWLY OR STATIONARY. BOTH VEH 1 AND VEH 2 THEN COLLIDED WITH THE NEARSIDE BARRIER.,

Occurred on A27 EASTBOUND 132 METRES EAST OF MARKER POST 56.0, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Near / off crash barrier
Nearside Age of Driver 48 Male
Not hit and run Breath test Positive
Left hand drive: No

Vehicle Reference 2 Car Stopping
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: Near / off crash barrier
Nearside Age of Driver 24 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 24 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Unknown Cycle helmet: Not a cyclist

Accidents between dates 01/09/2019 and 31/08/2024 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
HAVANT BACS/SR/0325/027")

44240345305 12/08/2024 Time 1951 Vehicles 2 Casualties 1 Serious
E:472630 N: 107655 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH1 (P/CYCLE) RIDEN BY CAS1 AND VEH2 (P/CYCLE) RIDING IN CONVOY TRAVLLING NE ALONG NEW LANE WHEN VEH2 STOPS SUDDENLY, CAUSING VEH1 TO STOP SUDDENLY AND CAS1 IS THROWN OVER HANDLE BARS

Occurred on NEW LANE, 72 METERS SOUTH WEST FROM JUNCTION WITH FARRINGDON ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 58 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: 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 No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Not applicable
Left hand drive: No

Accidents between dates **01/09/2019 and 31/08/2024** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("AW
 HAVANT BACS/SR/0325/027")

Notes:

Accidents involving:

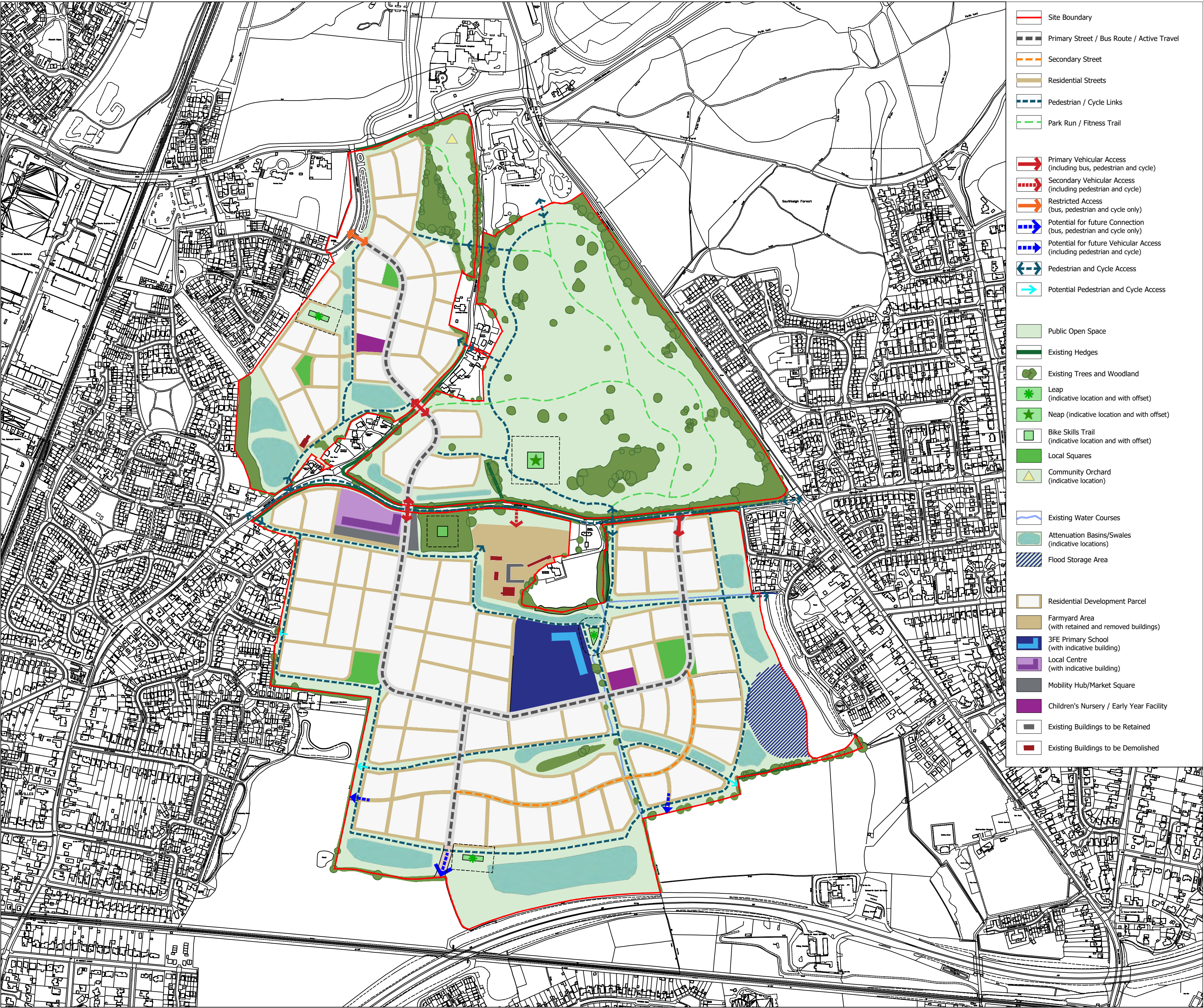
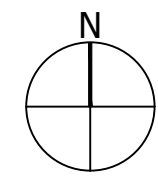
	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	18	50	68
2-wheeled motor vehicles	0	7	6	13
Pedal cycles	0	4	17	21
Horses & other	0	0	0	0
Total	0	29	71	100

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	11	60	71
Passenger	0	3	20	23
Motorcycle rider	0	6	5	11
Cyclist	0	4	17	21
Pedestrian	0	6	3	9
Other	0	0	0	0
Total	0	30	105	135

Appendix D Illustrative Masterplan





Appendix E Site Access and Highway Infrastructure Arrangements

