



MOORHILL, MOORHILL ROAD, WEST END

TRANSPORT STATEMENT

October 2022

Highwood Homes Limited

CARE HOME DEVELOPMENT
MOORHILL
MOORHILL ROAD, WEST END

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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**CARE HOME DEVELOPMENT
MOORHILL
MOORHILL ROAD, WEST END**

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Highwood Homes to support a full planning application for the development of a 70-bed care home at Moorhill Road (A27), West End. The site location is demonstrated in **Figure 1**, with the site layout included in **Appendix A**.

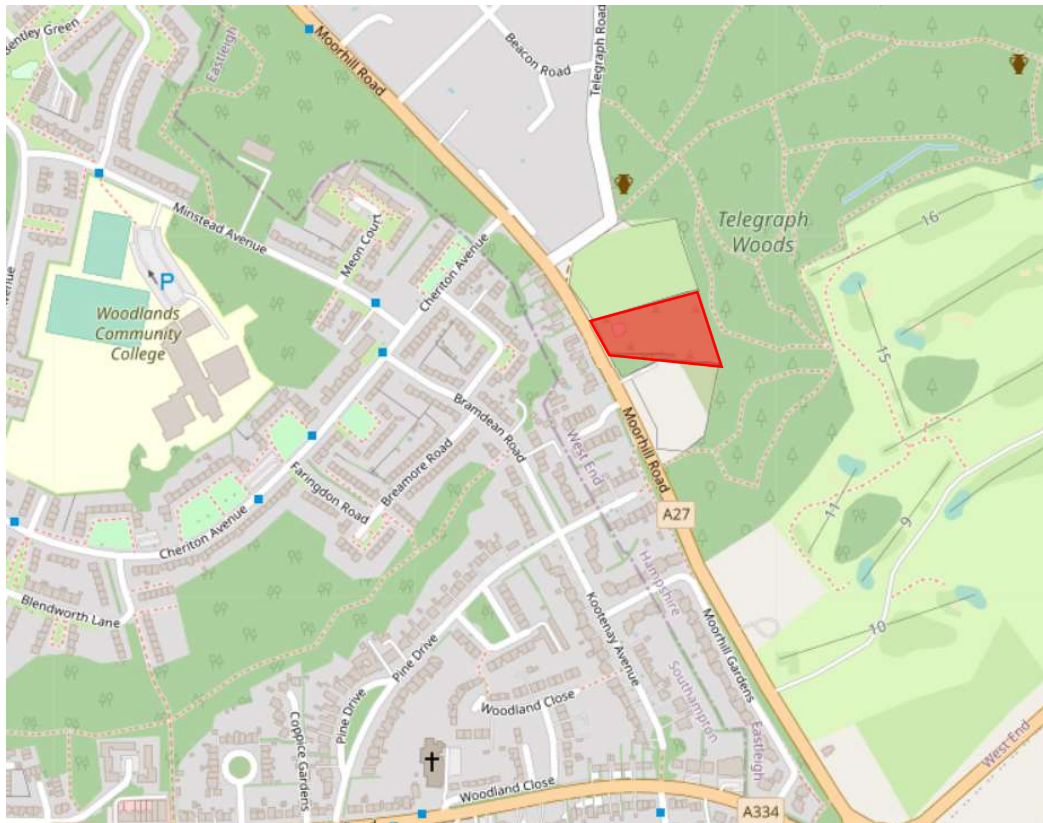


Figure 1: Site Location

- 1.2 In addition to this Transport Statement (TS) a Travel Plan (TP) has been prepared, outlining the future strategy for promoting and monitoring sustainable travel from the development. Therefore, this Transport Statement (TS) should be read in conjunction with that document.
- 1.3 Pre-Application discussions have been undertaken with Hampshire County Council (HCC) highways officers in which they broadly accepted the principle of the development on the basis that further information was provided on aspects such as the proposed layout of the vehicle egress point as well as the production of a Travel Plan to encourage sustainable travel options for staff and visitors. The full pre-application response is attached in **Appendix B**.
- 1.4 Throughout this Transport Statement (TS) various elements will be covered including: The existing site conditions, site accessibility, the proposed access arrangements plus visibility, the parking provision and layout, fire and refuse servicing arrangement and the vehicular trip generation.

2. EXISTING CONDITIONS AND SITE ACCESSIBILITY

- 2.1 The site is located along Moorhill Road (A27) approximately 1.1km south of the High Street in West End. The site historically encompassed a single residential dwelling. The site is bound to the west by Moorhill Road (A27), to the north by Telegraph Road (separated by a Southern Water reservoir), to the east by Telegraph Woods and to the south by a covered reservoir. The existing site access conditions are illustrated in **Photographs 1** and **2**.



Photograph 1: Existing Northern Site Access Conditions



Photograph 2: Existing Southern Site Access Conditions

Local Road Network

- 2.2 Moorhill Road (A27) is a single carriageway road measuring approximately 6.8m wide and is subject to a 40mph speed limit. Moorhill Road (A27) borders the site to the west and approximately 730m north provides a direct route to West End Road that facilitates travel to Bitterne Village and approximately 650m south provides a direct route to the Kanes Hill Roundabout, which facilitates a route to Junction 7 of the M27 to the east via Charles Watts Way. The existing conditions along Moorhill Road (A27) are demonstrated within **Photographs 3** and **4**.



Photograph 3: Existing Conditions on Moorhill Road (A27)
Northbound



Photograph 4: Existing Conditions on Moorhill Road (A27)
Southbound

- 2.3 The A27 forms part of the Major Road Network (MRN) connecting Whiteparish (near Salisbury) in Wiltshire to Pevensey (near Eastbourne) in East Sussex via Southampton, Portsmouth and Brighton.
- 2.4 Telegraph Road, which borders the site to the north, is a single carriageway road measuring approximately 5m in width. Telegraph Road is subject to a 30mph speed limit, with speed cushions in place along the road to enforce this, and a 7.5 tonne weight limit restriction. Telegraph Road provides a direct route to the High Street approximately 900m north, where a number of amenities can be found.

Pedestrian/Cycling Network and Infrastructure

- 2.5 There is excellent pedestrian infrastructure within the vicinity of the site, including continuous and lit footways which flank the western side of Moorhill Road (A27) measuring approximately 1.5m wide, providing pedestrian access to Harefield and Bitterne Village to the west. In addition, approximately 65m north of the existing northern access to the site a c. 1.5m wide footway borders the eastern side of Moorhill Road (A27), providing pedestrian passage into Telegraph Woods and West End to the east. The footway along the western side of Moorhill Road (A27) is pictured in **Photograph 5**.



Photograph 5: Western Footway along Moorhill Road (A27)

- 2.6 The footways are accompanied by pedestrian crossing infrastructure, with dropped kerbs and tactile paving in place 65m north of the existing northern access to provide a safe crossing point across Moorhill Road (A27) and the junction with Telegraph Road. There is also a pedestrian crossing point in the form of a refuge island with dropped kerbs and tactile paving close to the Moorhill Road (A27)/Church Hill (A27)/West End Road junction 730m north of the site.

- 2.7 There are also Public Rights of Way (PRoW) routes nearby that provide further pedestrian opportunities. Approximately 100m south of the site there is a public footpath (reference 241/506/1) on the west side of Moorhill Road (A27) segregated from the road by trees and vegetation. This provides a pedestrian route south of the site towards Kanes Hill Roundabout starting from point where the footway alongside Moorhill Road (A27) ends. Additionally, there is an official walking route through Telegraph Woods, accessible via Telegraph Road 200m north of the proposed site, which provides pedestrian passage east of the site where several amenities can be found.
- 2.8 Moorhill Road (A27) is a wide and predominantly straight road which presents a bicycle-friendly road, with opportunities for drivers to overtake safely. Additionally, there is a shared foot/cycleway along the northern side of the High Street which presents the opportunity to promote cycling to the nearby amenities.

Public Transport

- 2.9 The nearest bus stop to the site is the 'Hare and Hounds' bus stop located on Minstead Avenue approximately 315m west of the site. The bus stop is composed of a shelter with a flag, printed timetable, bin and road markings. The bus stop is served by the number 13 bus service which runs to Southampton City Centre every 30 minutes Monday – Saturday. There is also the number 3 Bluestar service available from further bus stops located on Thornhill Park Road 750m south of the site, which provides an hourly service between Southampton City Centre and Eastleigh Monday – Saturday, and a service every 2-hours on a Sunday. **Table 1** summarises the bus services available near to the site.

Service	Operator	Stop	Route	Approximate Frequency		
				Mon-Fri	Sat	Sun
13	City Red	Hare and Hounds	Southampton City Centre – Bitterne Village – Minstead Avenue	Every 30 Minutes	Every 30 Minutes	No Service
3	Bluestar	Moorhill Gardens	Southampton City Centre – Bitterne Village – Hedge End – Botley – Horton Heath – Eastleigh	Hourly	Hourly	Every 2 Hours

Table 1: Summary of Local Bus Services

- 2.10 The above services present the opportunity to promote sustainable travel to/from the site in the future by utilising the frequent bus services into Southampton City Centre and out to Eastleigh.
- 2.11 The bus frequency information has been entered into the BREEAM Accessibility Index (AI) calculator and is demonstrated in **Figure 2**.

BREEAM 2018 Tra01/02 Accessibility Index calculator **BREEAM** UK
delivered by bre

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type: Select

No. nodes required:

NODE 1

Public transport type	Bus																			
Distance to node (m)	315																			
Average frequency per hour	2	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10									

NODE 2

Public transport type	Bus																			
Distance to node (m)	750																			
Average frequency per hour	1	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10									

Accessibility Index: **1.80**

Figure 2: BREEAM Accessibility Index (AI)

Accessibility to Local Amenities

- 2.12 The CIHT document, 'Providing for journeys on foot' (2000), identifies the 'desirable', 'acceptable' and 'preferred maximum' walking distances to locations within town centres and elsewhere. The distances are outlined within **Table 2**.

	Town Centre (m)	Elsewhere (m)
Desirable	200	400
Acceptable	400	800
Preferred Maximum	800	1200

Table 2: CIHT guidance for 'Providing for journeys on foot' (2000)

- 2.13 In addition, the CIHT's 'Planning for Walking' (April 2015) identifies that whilst a number of pedestrian journeys are decreasing, 'the average length of pedestrian journeys increased slightly from 0.7 miles to 0.85 miles' between 1985 to 2007 (page 6). This equates to an average length of pedestrian journeys of 1,368m. The average duration also increased from 15 minutes to 17 minutes.
- 2.14 The site is situated within walking/cycling distance of several local amenities and services in the local area. A summary of the site's proximity to these facilities and the associated walking and cycling times is provided in **Table 3**.

Amenity	Approximate Distance	Approximate Walking Journey Time	Approximate Cycling Journey Time
Bus Stop	315m	4 Minutes	2 Minutes
Convenience Store (Three Diamonds)	350m	4 Minutes	2 Minutes
Restaurant (Full House Chinese Takeaway)	1km	13 Minutes	4 Minutes
Thornhill Park Post Office	1.1km	13 Minutes	4 Minutes
Sangha Pharmacy	1.1km	14 Minutes	4 Minutes
Convenience Store (Morrisons)	1.1km	14 Minutes	4 Minutes
Convenience Store (Tesco Express)	1.2km	15 Minutes	5 Minutes

Table 3: Summary of Local Amenities

- 2.15 As displayed within **Table 3** and referring to **Table 2**, there a handful of amenities and services within the ‘preferred maximum’ walking distance. This demonstrates that the proposed site would provide an excellent opportunity to create a sustainable development. Additionally, in line with the guidance provided in ‘Planning for Walking’ (April 2015) walking and cycling to local amenities is realistic for future site occupants given all the facilities listed in **Table 3** are within the average walking time.
- 2.16 **Table 3** only highlights a select number of the key amenities accessible from the site, with several more located on the High Street, within Bitterne Village and along Tollbar Way, all of which are accessible by walking/cycling or public transport. Therefore, the site is deemed to be accessible and sustainable, as was agreed by the LHA at HCC as part of the pre-application discussions.

Personal Injury Accident (PIA) Data

- 2.17 Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary from the latest five-year period between 1st December 2016 and 30th November 2021. The survey area covered Moorhill Road (A27) between Church Hill/West End Road/Moorhill Road junction to the northwest and Kaneshill Roundabout to the south.
- 2.18 During this five-year period, 14 incidents have occurred within the survey area of which 13 were classified as ‘slight’ on the severity scale and 1 deemed ‘serious’. The PIA data, courtesy of Hampshire Constabulary, is exhibited in **Figure 3**, with the full report attached within **Appendix C**.

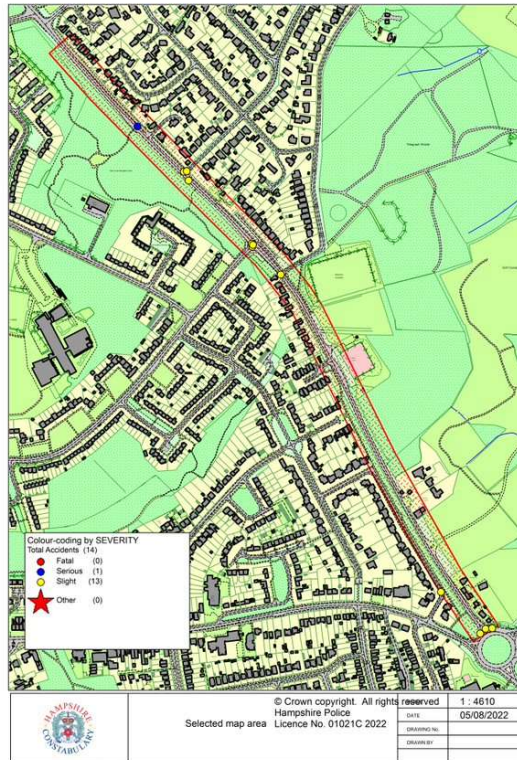


Figure 3: Personal Injury Accident (PIA) Data 2017 – 2021

- 2.19 In total, there have been 4 incidents within a 300m radius of the site. None of the incidents occurred in relation to or close to the proposed access, with one occurring by the Moorhill Road (A27)/Telegraph Road junction 100m north and the other three occurring at the Moorhill Road (A27)/Cheriton Avenue junction 170m north. Additionally, all four incidents were classified as ‘slight’ on the severity scale and the most recent incident was in February 2020 – over 2 years ago.
- 2.20 Therefore, when considering the location, frequency and severity of the incidents to have occurred in the last five-years it can be concluded that the proposed development will not impact on the safety and operation of the local road network.

3. PROPOSED DEVELOPMENT

- 3.1 The proposed development will comprise a 70-bed care home located on Moorhill Road (A27), West End. The proposed site layout is attached within **Appendix A**.

Access Arrangements

- 3.2 There are currently two access points into the existing site along Moorhill Road (A27), with the southern access being stopped up as part of the development proposals. Due to Root Protection Areas (RPAs) of existing trees on the site and public highway, the north access will undergo alterations in order to facilitate access into the site, with the access being moved slightly north measuring 5m wide with 10m radius on the northern side and 6m radius on the southern side. Two-way vehicular movement is achievable at the site access as demonstrated within **Appendix D**.
- 3.3 In order to facilitate safe pedestrian movement at the site, pedestrian infrastructure will also be provided with a 2m wide footway provided on the northern side of the access and a pedestrian crossing point implemented in the form of dropped kerbs with tactile paving on both sides of Moorhill Road in line with the desired route from the site. It is anticipated that this pedestrian infrastructure would only be utilised by staff and visitors and is therefore deemed sufficient. Residents of the care home are not expected to be sufficiently mobile to leave the facility independently by foot.
- 3.4 Ramped access will be provided to the front of the building, with the blue badge holder spaces located by the entrance for ease. This further supports the site being BREEAM compliant.

Visibility

- 3.5 In order to help inform the visibility splays from the access, two 7-day ATC surveys were carried out along Moorhill Road (A27). The traffic surveys were placed north and south of the existing access between Wednesday 6th October 2021 and Wednesday 13th October 2021. Whilst the full results are attached as **Appendix E**, the results are summarised in **Table 4**.

Moorhill Road (A27)	Daily Flow (7-day Average)	85 th percentile Speeds (mph)
Northbound	8189	38.9
Southbound	6548	36.4

Table 4: 7-Day ATC Survey Results

- 3.6 The above vehicle speeds require visibility splays of 2.4m x 88.9m in the primary direction and 2.4m x 98.9m in the secondary direction in line with DMRB guidance. These have been shown as achievable within **Appendix F** and it is therefore considered that the proposed access is safe and suitable for the purposes of the proposed development. **Photographs 6** and **7** demonstrate the existing visibility conditions.



Photograph 6: Visibility in the Primary Direction



Photograph 7: Visibility in the Secondary Direction

- 3.7 Pedestrian visibility has also been assessed from both sides of the proposed crossing in line with the above registered speeds. Visibility measuring 1.5m x 98.9m is achievable from both sides of the road in the southern direction and visibility measuring 1.5m x 88.9m is achievable from the eastern side of the road (same side as the site) in the northern direction. However, the achievable visibility in the northern direction from the western side of Moorhill Road is slightly restricted at 1.0m x 64.5m. The existing crossing point located further to the north (south of the Telegraph Road junction) suffers from similar modest visibility constraints but has not experienced any PIAs as a result. The pedestrian crossing design and visibility splay assessment are displayed within **Appendix G**.

Car Parking Provision

- 3.8 To inform parking provision on the site, Eastleigh Borough's Residential Standards SPD (2009) has been consulted. The guidance states that for 'Nursing and Rest Homes' 1 space per 6 beds plus 1 space per staff member is required (based on the presumption staff on site at any one time).
- 3.9 Therefore, for the proposed development of 70 beds, this would require 12 spaces plus up to 22 parking spaces for staff (assuming up to 22 staff maximum at any one time), totalling 34 spaces for the development. However, based on operational experience and other consented schemes, a reduction against the standards is deemed appropriate. Additionally, staff and visitors would be encouraged to travel sustainably (car share, public transport etc) to the site through the implemented Travel Plan. Therefore, a total parking provision of 23 parking spaces, with 2 designated for disabled users as per

the request within the Pre-Application response, is deemed sufficient. Vehicle tracking has been completed and is attached as **Appendix D**.

- 3.10 Parking spaces measure 2.5m x 5m with a minimum 6m aisle distance to reflect changes in car sizes. Five parking spaces will be provided as parallel, with these spaces measuring 2.5m x 6.0m.
- 3.11 Furthermore, recent BREEAM standards emphasise the increased demand for electric vehicles and state that 10% of parking must be provided with electric charging spaces. 3 of the proposed parking bays will be supplied with the necessary EV infrastructure.

Cycle Parking

- 3.12 Eastleigh Borough Council also outline cycle parking provision at care homes, with the SPD stating that 1 space per 6 staff is to be provided. Therefore, using the same staff numbers as above (47), this would require 8 cycle spaces as a worst-case assessment. In addition to this BREEAM standards contained within 'Private Transport Measures – Points 13-15 within Table 7.4' state that there should be enough storage space for 1 bicycle space per 10 staff and 1 bicycle space per 10 beds. This would leave a requirement of 12 spaces, which will be provided.
- 3.13 In addition, BREEAM standards also state that shower and changing facilities should be provided to allow staff to change after cycling to work. This will be provided as part of the development.

Fire and Refuse Servicing

- 3.14 A fire tender is required to enter the site and is able to get within most parts of the building. In accordance with Building Regulations Document B, as the proposed building is less than 2000m², and the top occupied storey is a maximum of 11m above ground, level, then the fire tender can get within 15% of the perimeter of the proposed building. Fire tender tracking has been completed and is attached within **Appendix H**.
- 3.15 Similarly, refuse collection will take place on site and therefore a refuse vehicle is required to access the site. The refuse vehicle is able to get within 10m of the refuse store. As demonstrated in **Appendix I**, the appropriately sized refuse vehicle is able to enter and exit the site in a forward gear via the aforementioned improved access points.

Stage 1 Road Safety Audit

- 3.16 As part of the pre-application response from HCC, a Stage 1 Road Strategy Audit was requested. This has been undertaken as part of the transport planning works for the proposed development by an external auditor, with the Stage 1 RSA and subsequent response attached within **Appendix J**.
- 3.17 Only two issues were raised, with both concerning the nearby tree canopies. These are located close to the visibility splays, and that if these are unmaintained it may impede visibility to the south from the vehicular access and intervisibility at the pedestrian crossing, which may then lead to collisions. It has been agreed that regular maintenance of the tree canopies will be scheduled to ensure this does not occur. No issues were identified with regards to visibility at the pedestrian crossing point.

4. TRIP GENERATION

- 4.1 The subsequent section of this Transport Statement (TS) assesses the likely vehicular trip rate generation associated with the proposed development through consulting the TRICS database. The following assessment was agreed as acceptable by the LHA at HCC as part of the pre-application discussions, however, has been detailed here also.

Existing Trip Generation

- 4.2 In order to provide an assessment of the likely number of trips that the historic residential dwelling would have generated, a TRICS assessment has been undertaken using the following parameters:
- TRICS (v.7.8.2);
 - Use Class 'Residential' and sub category 'Houses Privately Owned';
 - Sites in England and Wales (excluding Greater London);
 - Parameter of 6 – 20 units;
 - Weekday surveys only; and
 - Sites in 'Edge of Town Centre' and 'Suburban Area' locations.

- 4.3 The results of the TRICS assessment are summarised in **Table 5**, with the full outputs attached within **Appendix K**.

TRICS (v.7.8.2)	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate per 1 dwelling	0.243	0.486	0.729	0.297	0.189	0.486	5.622
Trip Generation (1 dwelling)	0	0	1	0	0	0	6

Table 5: Existing Trip Generation

- 4.4 As summarised in **Table 5**, the existing development is likely to have generated in the order of 1 trip in the AM peak, 0 trips in the PM peak and a total of 6 trips across a 12-hour period.

Proposed Trip Generation

- 4.5 In order to provide an assessment of the likely trip generation that the proposed development will generate, the TRICS database has been consulted using the following parameters:
- TRICS (v.7.8.2);
 - Use Class 'Health' and sub category 'Care Home';
 - Sites in England and Wales (excluding Greater London);
 - Parameter of 30 – 90 units;
 - Weekday surveys only; and
 - Sites in 'Edge of Town Centre' and 'Suburban Area' locations.

4.6 The results of the TRICS assessment are summarised in **Table 6**, with the full outputs attached as **Appendix K**.

TRICS (v.7.8.2)	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate per 1 bed	0.096	0.056	0.152	0.046	0.106	0.152	1.681
Trip Generation (70 bed care home)	7	4	11	3	7	11	118

Table 6: Proposed Development Trip Generation

4.7 The proposed development is likely to generate in the order of 11 trips in both the AM and PM peaks, with 118 trips generated across a 12-hour period. This equates to one trip every 5-minutes in both the AM and PM peak, with an average of 1 vehicle trip every 6 minutes across a 12-hour period.

4.8 In order to establish the impact the proposed development will have on the local road network in comparison to the existing site, a net traffic impact assessment has been undertaken. This assessment is summarised in **Table 7** below.

	AM Peak	PM Peak	Daily Total
Existing Privately Owned House (TRICS)	1	0	6
Proposed Care Home Development (TRICS)	11	11	118
Net Impact	+10	+11	+112

Table 7: Net Traffic Impact Assessment

4.9 As outlined in **Table 7**, the proposed development is expected to result in an increase of 11 trips in the AM peak, 10 trips in the PM peak and a total daily increase of 112 trips. This equates to an increase of one trip every 6 minutes in the AM peak, one trip every 5 minutes in the PM peak and 9 trips per hour across a daily period. This increase in trips is deemed negligible when considering that Moorhill Road forms part of the A27, which is part of the Major Road Network (MRN) and therefore expected to have a high traffic capacity, consequently an additional 9 trips per hour on average is considered minimal for a road of this nature and will not impact the operation or safety of the local road network, especially when considering the minimal accident history too.

5. SUMMARY AND CONCLUSIONS

- 5.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Paul Basham Associates on behalf of Highwood Homes to support a planning application for a 70-bed care home at Moorhill Road (A27), West End.
- 5.2 Given the accessibility of the site in line with the nature of the development, existing pedestrian network and bus services, the site can currently be considered to be a good location to produce a sustainable development.
- 5.3 Personal Injury Accident (PIA) Data for a 5-year period has been obtained. In total, there have been 4 incidents within a 300m radius of the site. None of the incidents occurred in relation to or close to the proposed access, with one occurring by the Moorhill Road (A27)/Telegraph Road junction 100m north and the other three occurring at the Moorhill Road (A27)/Cheriton Avenue junction 170m north. Taking into consideration the severity of the incidents alongside the minimal quantity of them relative to high levels of daily traffic flow, it would be correct to conclude that there is not an accident trend within the near vicinity of the site.
- 5.4 There are currently two access points into the existing site along Moorhill Road (A27), with the southern access being stopped up as part of the development proposals. Due to Root Protection Zones of existing trees on the site and public highway, the north access will undergo alterations in order to facilitate access into the site, with the access being moved slightly north measuring 5m wide with 10.2m radii on the northern side and 6m radii on the southern side.
- 5.5 A 7-day ATC survey undertaken found that actual speeds along Moorhill Road were lower than the posted speed limit, with the 85th percentile speed registered northbound 38.9mph and southbound 36.4mph. Therefore, visibility splays of 2.4m x 88.9m in the primary direction and 2.4m x 98.9m in the secondary direction in line with DMRB guidance have been measured. These have been shown as achievable and it is therefore considered that the proposed access is safe and suitable for the purposes of the proposed development.
- 5.6 The proposed provision of 23 parking spaces for the 70-bed care home, with 2 designated disabled spaces is deemed sufficient. This equates to a ratio of 0.33 spaces per bedroom for the care home. Furthermore, recent BREEAM standards emphasise the increased demand for electric vehicles and state that 10% of parking must be provided with electric charging spaces. 3 of the proposed parking bays will be supplied with the necessary EV infrastructure.

- 5.7 The refuse vehicle is able to reach within 10m of the refuse store and a fire tender is able to get within 15% of the perimeter of the building in accordance with Building Regulations Document B.
- 5.8 A TRICS assessment has been undertaken to assess the trip rates generated by the existing and proposed sites. The proposed site is anticipated to generate an increase of 11 trips in the AM peak, 10 trips in the PM peak and a total daily increase of 112 trips. This equates to an increase of one trip every 6 minutes in the AM peak, one trip every 5 minutes in the PM peak and 9 trips per hour across a daily period.
- 5.9 This Transport Statement (TS) has demonstrated that the proposed development will have a negligible impact the operation of the local road network and that a safe and suitable access is attainable. We would therefore encourage Hampshire County Council and Eastleigh Borough Council to look favourably upon this development in relation to highways.



Red thick line denotes Care Home Site Boundary

Red dashed lines denote Trees to be removed

NOTES
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All dimensions are in millimetres unless stated otherwise.
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PROPOSED GROUND FFL + 81.35

HARD SURFACES KEY

- HEDGE
- PLANTING
- GRASS
- GROUNDCOVER PLANTING
- PATH/ PAVING
- ROAD
- PARKING
- EXISTING TREES ON SITE
- NEW TREES

BOUNDARY TREATMENT KEY

- Blue lines denote 1800mm high closed boarded fence with matching gates
- Green lines denote 1200mm high railing fence to frontage
- Orange lines denote protection fencing for residents around Infiltration basins

P11	03.10.22	Landscape & Alteration layout updated	M.E.G.	B.G.
P10	27.08.22	Extended Topography overlay	M.E.G.	B.G.
P9	14.08.22	Landscape updated	M.E.G.	B.G.
P8	02.08.22	Site layout amended to reflect Jubb info	B.G.	
P7	12.08.22	GF Layout updated Landscape design refined	M.E.G.	B.G.
P6	18.07.22	Bin cycle ways and substation added. Add the details to north wall	M.E.G.	B.G.
P5	13.07.22	GF Final layout added	M.E.G.	B.G.
P4	07.07.22	Site plan for comment	M.E.G.	B.G.
P3	29.06.22	Site plan as submitted for Second Draft	M.E.G.	B.G.
P2	01.06.22	Site plan as submitted for First Draft	M.E.G.	B.G.
P1	29.04.22	Site plan as submitted for pre-app	M.E.G.	B.G.
Rev	Date	Description	Drawn By	Checked By

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Project:
Proposed 70 Bed Care Home
Moorhill Road, West End
Southampton

Client:
Highwood

HIGHWOOD

Drawing Title:
Proposed Site Plan

For Planning Submission

Site Plan Number: 3127
Scale: 1:250
Authority: DO

Project: 3127 - HSA - XX - ZZ - DR - A - 0101

1 0101 Proposed Site Plan
1 : 250

N
0m 4m 8m 12m 16m 20m
SCALE 1:250 @ A1



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<i>Enquiries to</i>	Matt Grantham	<i>My reference</i>	Moorhill, Moorhill Road (Pre-App)
<i>Direct Line</i>		<i>Your reference</i>	024.0050/PSN/2 - Moorhill
<i>Date</i>	14 th December 2021	<i>Email</i>	matt.grantham@hants.gov.uk

For the attention of Mark Smith

Dear Mark,

In regard to the request for the highway's pre-application service, this is in relation to the development of a site known as Moorhill, located just south of the junction of Moorhill Road and Telegraph Road in West End, Eastleigh.

The indicative proposals are for a 70 bed Care Home, with associated parking and the provision of two vehicle access points, both taken from Moorhill Road, one of which shall be access and one egress only.

Information submitted to date consists of a comprehensive Pre-Application Scoping Note, along with a completed Pre-Application Advice proforma form.

The Pre-Application Scoping note has been reviewed, and a site visit undertaken, and the following comments are made.

ACCESS

Visibility

Two existing vehicle access points are proposed to be utilised, with minor works to update widths and geometries accordingly. These accesses are an inbound access to the north of the western edge of the site, and an exit to the south of the western edge of the site. Both link onto Moorhill Road. In terms of achievable visibility, speed survey data has been collected, indicating an 85th percentile speed of 38.9mph northbound and 36.25mph southbound. This onwards equates to required visibility splays of 2.4 x 88.9m to the north and 2.4 x 98.9m to the south.

Whilst the northbound access is proposed to be inbound only, and as such does not require an exiting visibility splay to be achievable, the southern

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

vehicle exit does. In this regard, a visibility splay drawing has been produced, which demonstrates that the required visibility splays are easily achievable due to the set back position of the site, and the relatively straight layout of Moorhill Road. Additionally, it is noted that whilst there are two substantial trees located on the site frontage, neither site within the visibility splay envelope and as such are not a concern.

Access and Egress layout / Tracking

Vehicle tracking diagrams have been submitted in order to demonstrate that the revised access and egress points provide adequate space for the movement of anticipated vehicles, with the largest vehicle likely to enter site (a super large refuse vehicle) being utilised in drawings accordingly.

The tracking movements shown are generally acceptable, with adequate space provided for inbound vehicles utilising the northern access only junction. However, a review of the southern egress junction shows that:

- a. There is a requirement for the vehicle to enter into the offside carriageway space to make its exit manoeuvre left out of site. Whilst this may be acceptable, it should be covered in a Road Safety Audit that will need to accompany the Minor Works S278 for the junction updates proposed. It would be recommended that this is also provided for the planning application stage, should a formal application be forthcoming; and
- b. It is noted that amendments are proposed to the southern, which essentially restrict egress to left turn egress onto Moorhill Road only, as also indicated on the submitted plans. The reasoning for this would be requested as part of any formal planning application, as there are implications for refuse vehicle round routes if a right hand turn is required, along with the possibility of site users choosing to turn right out of site at awkward angles, particularly for those who may have mobility issues such as limited neck movement.

INTERNAL SITE LAYOUT:

Whilst the internal site would not be adopted by HCC as Highway, an internal site review has nevertheless been undertaken for the purposes of this pre-application request.

Internal road layout

The internal road layout appears to be adequate, with widths enabling the one-way movement of vehicles circulating around the site, inclusive of a Super Large refuse Vehicle for which a tracking exercise has been undertaken. The only point to raise would be the indication of the refuse vehicle body overhanging a landscaped area to the southern end of the site. Consideration of this will be required when designing the landscaping, with the designer needing to be made aware that this should be a flat unplanted area if damage to the planting is to be prevented – i.e. no hedges should be planted as these

will be flattened by the refuse vehicle body. Alternatively, a widening of the internal road at this point could be preferential?

Parking

Whilst the parking quantum would be for EBC to advise on, whereby the EBC Parking Standards SPD will need to be adhered to, in terms of layout, again this is generally acceptable. 6.0m turning aisle widths are provided for all spaces to enable easy movement, and spaces themselves are the minimum 2.4 x 4.8m minimum.

It would however be recommended that the developer considers the following updates:

- a. A disabled space parking provision of 2 spaces is shown on plans, and considering the use, it would be recommended that this is revised. A 5% provision is the standard request (EBC to clarify their standards); and
- b. It would be recommended that a 0.3m step out strip is provided adjacent to any parking spaces which are located against landscaped areas. This will improve access into vehicles, particularly for those with limited mobility, who may otherwise have to step onto landscaped areas which is not ideal, particularly during wet weather periods.

Cycle parking is also proposed in order to encourage sustainable travel to and from the site by staff and visitors, and again whilst the quantum is for EBC to assess, in terms of location this will need to be shown on plans should the application come forward. The provision will need to be a secure shelter, located in an area of good visibility and close to the main building access point (reception?).

Servicing:

As previously outlined, vehicle tracking drawings have demonstrated that servicing utilising a Super Large Refuse is generally achievable with some minor issues to be considered. As such, smaller delivery vehicles (Luton and Transit style vans) would also be able to manoeuvre around site.

Onwards, a dedicated service bay is provided to ensure internal obstruction to other vehicles is minimised, and it is understood from details within the pre-app Scoping Report that the refuse store will be located within 10.0m of this which would be acceptable.

ACCESSIBILITY

Again, as outlined in the pre-app Scoping Note, the site is situated within a reasonable distance from local amenities, with West End High Street approximately 900m away, connected by an existing footway network.

Bus service provision is also catered for, with the nearest stops approximately 315m away which will assist in the promotion of sustainable trips to destinations further afield.

Whilst it would be recommended that the site compiles a Travel Plan to further encourage sustainable travel options for staff and visitors, HCC as Local Highway Authority would not look to monitor this due to the size of the development proposal.

TRIP RATES

Whilst the site has a historical use as a single residential dwelling, there will of course be an uplift in anticipated trips associated with the development proposal for a 70-bed Care home.

The pre-app Scoping Report outlines this, utilising trips generated from the TRICS database as follows:

Existing Trip Rates:

TRICS (v.7.8.2)	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate per 1 dwelling	0.243	0.486	0.729	0.297	0.189	0.486	5.622
Trip Generation (1 dwelling)	0	0	1	0	0	0	6

Table 1: Existing Trip Generation (TRICS v.7.8.2)

Proposed Trip Rates:

TRICS (v.7.8.2)	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate per 1 bed	0.096	0.056	0.152	0.046	0.106	0.152	1.681
Trip Generation (70 bed care home)	7	4	11	3	7	11	118

Table 2: Proposed Trip Generation (TRICS v.7.8.2)

As such, an additional daily trip rate of 112 trips per day would be anticipated, with 10 of these anticipated in the AM Peak (0800-0900) and 11 in the PM Peak (1700-1800).

These figures are acceptable for utilisation in a supporting Transport Assessment (TA) should the proposals be taken forward for a full planning application.

Whilst it is unlikely that the additional traffic associated with the development proposals will have an impact on the local highway network, it would be requested that a percentage increase in flows is outlined in a future TA to demonstrate this. This can be through utilisation of the traffic flow figures on Moorhill Road, gained through the speed survey data.

Onwards, the additional development will necessitate highway infrastructure improvements due to the accumulative affects on the network with other development in the local vicinity. For the proposed development a contribution of £30,000 is considered necessary which would be utilised to deliver;

In the first instance this will be calculated in accordance with the HCC Highway Contribution Policy, which indicatively attributes a £230 cost per

~~additional trip, equating to £25,760. At this time, no definitive list of highway improvement schemes is set against which this contribution will be allocated to, but the following are likely to apply:~~

- Real Time Information at local bus stops;
- Bus shelter improvements such as drop down seating; and
- Pedestrian improvements such as provision of missing drop kerbs and tactile paving.

All of the above would have a direct benefit for the future users of the site.

Accident data for the local highway network has also been supplied, and whilst this should be updated to data from Hampshire Constabulary as indicated in the pre-app Scoping Report, for indicative purposes, it does indicate that there is unlikely to be any exacerbating affects on the potential for a future highway accident.

CONCLUSION

As outlined above, a pre-application Scoping Report has been submitted for assessment, in regard to the potential full application for a 70-bed care home off Moorhill Road, West End.

Whilst some updates to information are required, along with clarification of points such as the proposed layout of the vehicle egress from the site, providing these elements are submitted as part of a full application, having reviewed the information provided, it is unlikely that there would be an objection in principle to the proposals from a ~~highways~~highway's perspective.

I trust that the above is clear, but should you wish to discuss anything further please do not hesitate to contact me.

Yours faithfully

Matt Grantham
Principal Development Planner – Highways Development Planning

Appendix C

Accidents between dates **01/12/2016** **and** **30/11/2021** (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CS
MOORHILL GARDENS")

Selected Polygon:CS MOORHILL GARDENS

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CS
MOORHILL GARDENS")

Notes:

44170018551 16/01/2017 Time 0735 Vehicles 4 Casualties 1 Slight
E:446942 N: 113662 First Road: A 27 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 lighting unknown 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 4	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 (M/CYCLE) TRAV SE ON A27 MOORHILL ROAD STOPS TO TURN RIGHT INTO CHERITON AVENUE. V2 (CAR) STOPPED BEHIND. V3 TRAV W ON MOORHILL ROAD. V4 TURNS RIGHT OUT OF CHERITON AVENUE ACROSS PATH OF V3. V3 HITS V4 THEN V3 HITS V1. V1 IS THEN PUSHED INTO V2.

Occurred on A27 MOORHILL ROAD JUNCTION WITH CHERITON AVENUE, WEST END, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Waiting to turn right
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 36 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 36 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 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 41 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CS
MOORHILL GARDENS")

Vehicle Reference	3	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	Jct Approach	First impact	Nearside
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	26
Not hit and run	Breath test	Negative	Male

Left hand drive: No

Vehicle Reference	4	Car	Turning right
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	Entering main road	First impact	Offside
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	43
Not hit and run	Breath test	Negative	Female

Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CS
MOORHILL GARDENS")

44170075969 28/02/2017 Time 0720 Vehicles 3 Casualties 3 Slight
E:446942 N: 113660 First Road: A 27 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 Frost/Ice
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 3	Very Likely
2nd:	Poor turn or manoeuvre	Vehicle 3	Very Likely
3rd:	Failed to look properly	Vehicle 3	Very Likely
4th:	Failed to judge other persons path or speed	Vehicle 3	Very Likely
5th:	Careless/Reckless/In a hurry	Vehicle 3	Very Likely
6th:	Swerved	Vehicle 1	Very Likely

VEH 3 (CAR) TRAVELLING NE ALONG CHERITON AVENUE TURNS RIGHT ONTO A27 MOORHILL ROAD,
VEH 1 (CAR) TRAVELLING NW ALONG A27 MOORHILL ROAD SWERVES AND COLLIDES WITH OFFSIDE OF
VEH 2 (VAN) STATIONARY AT JUNCTION OF CHERITON AVENUE WAITING TO TURN LEFT.
Occurred on A27 MOORHILL ROAD AT JUNCTION WITH CHERITON AVENUE, WEST END, 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 Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: Wall or fence
Nearside Age of Driver 26 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 26 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 22 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CS
MOORHILL GARDENS")

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Waiting to turn left
Vehicle movement from SW 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
Nearside Age of Driver 33 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 3 Vehicle: 2 Age: 33 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 3 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 Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Non-stop, not hit Breath test Not requested
Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CS
MOORHILL GARDENS")

44170432752 06/11/2017 Time 1600 Vehicles 2 Casualties 3 Slight
E:447259 N: 113080 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:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:	Impaired by alcohol	Vehicle 1	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING AROUND LEFT HAND BEND ON MOORHILL GARDENS COLLIDES WITH OFFSIDE
OF VEH2 (CAR) TRAVELLING IN OPPOSITE DIRECTION CAUSING INJURIES IN BOTH VEHICLES.

Occurred on MOORHILL GARDENS, OUTSIDE NO. 24, THORNHILL, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead left bend
Vehicle movement from SW 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 Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Male
Not hit and run Breath test Positive
Left hand drive: No

Casualty Reference: 3 Vehicle: 1 Age: 45 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CS
MOORHILL GARDENS")

Vehicle Reference	2	Car	Going ahead left bend
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	Not at, or within 20M of Jct	First impact	Offside
Hit object in road	None	Off road:	Wall or fence
Nearside		Age of Driver	55
Not hit and run	Breath test	Negative	Male
		Left hand drive:	No

Casualty Reference:	1	Vehicle:	2	Age:	83	Female	Passenger	Severity:	Slight
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Not a pupil

Seatbelt	Not Applicable	Cycle helmet:	Not a cyclist
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Front seat

Casualty Reference:	2	Vehicle:	2	Age:	55	Male	Driver/rider	Severity:	Slight
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Not a pupil

Seatbelt	Not Applicable	Cycle helmet:	Not a cyclist
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Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CS
MOORHILL GARDENS")

44190001714 02/01/2019 Time 1229 Vehicles 2 Casualties 1 Slight
E:447339 N: 113018 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
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 A27 MOORHILL ROAD COLLIDED WITH REAR OF VEH 2 (CAR)
TRAVELLING IN FRONT AND WAITING TO ENTER RBT.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH A334 CHARLES WATTS WAY, WEST END,
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 24 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Car Going ahead but held up
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 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: 2 Age: 24 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CS
MOORHILL GARDENS")

Notes:

44190014547 12/01/2019 Time 2345 Vehicles 1 Casualties 1 Slight
E:447334 N:113018 First Road: A 27 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present but unlit 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 SE ALONG A27 MOORHILL ROAD, FAILS TO GIVE WAY GOING ONTO RBT AND MOUNTS RBT COLLIDING WITH AND KNOCKING DOWN ROAD SIGNS AND A TREE BEFORE COMING TO REST.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH A334 CHARLES WATTS WAY, WEST END, 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: Road sign / ATS
O/S Age of Driver 45 Male
Not hit and run Breath test Positive
Left hand drive: No

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 01/12/2016 and 30/11/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CS
MOORHILL GARDENS")

44190045250 06/02/2019 Time 2112 Vehicles 2 Casualties 1 Serious
E:446749 N: 113862 First Road: A 27 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
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: Loss of control	Vehicle 1	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG A27 MOORHILL ROAD CROSSED OVER ONTO THE WRONG SIDE OF
THE CARRIAGEWAY AND COLLIDES HEAD ON WITH VEH 2 (VAN) TRAVELLING IN THE OPPOSITE
DIRECTION. DRIVER OF VEH 1 DECAMPS FROM VEH.

Occurred on A27 MOORHILL ROAD 26 METRES NORTH WEST OF ROSELANDS, WEST END, 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 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

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 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 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 35 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CS
MOORHILL GARDENS")

Notes:

44190102703 24/03/2019 Time 1910 Vehicles 2 Casualties 1 Slight
E:447325 N: 113010 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 334
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: Failed to judge other persons path or speed	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ALONG A334 THORNHILL PARK ROAD ENTERED RBT AIMING FOR CHARLES WATTS WAY. VEH2 (M/CYCLE) TRAVELLING N ON THE RBT WENT TO EXIT ONTO MOORHILL ROAD. VEH1 COLLIDED WITH VEH2 CAUSING RIDER OF VEH2 TO FALL.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH A334 THORNHILL PARK ROAD, SOUTHAMPTON, HAMPSHIRE.

Vehicle Reference 1 Car Turning 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 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 23 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 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 29 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 29 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CS
MOORHILL GARDENS")

Notes:

44190292845 18/08/2019 Time 1256 Vehicles 2 Casualties 1 Slight
E:447345 N: 113019 First Road: A 27 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 334
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 (M/CYCLE) TRAVELLING SE ALONG MORRHILL ROAD WAITING BEHIND VEH 2 (M/CYCLE). VEH 1
THOUGHT VEH 2 HAD MOVED OFF SO BEGINS TO ACCELERATE BUT VEH 2 STILL WAITING AND
COLLIDES INTO REAR OF VEH 2.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH A334 CHARLES WATTS WAY (KANES HILL
ROUNDAABOUT) SOUTHAMPTON HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc 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 Jct Approach First impact Front 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 requested
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 125 cc and up to 500cc 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 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 Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 57 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CS
MOORHILL GARDENS")

44190316295 05/09/2019 Time 1120 Vehicles 2 Casualties 3 Slight
E:446835 N: 113771 First Road: A 27 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:	Loss of control	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NW ALONG A27 MOORHILL ROAD FAILED TO STOP IN TIME FOR TRAFFIC
AHEAD AND COLLIDED WITH THE REAR OF VEH2 (CAR) TRAVELLING NW IN FRONT.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH SOUTHERN ROAD, WEST END, HAMPSHIRE.

Vehicle Reference 1 Car Stopping
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 Jct Approach First impact Front 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 Negative
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

Casualty Reference: 2 Vehicle: 1 Age: 45 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CS
MOORHILL GARDENS")

Vehicle Reference	2	Car	Going ahead but held up
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	Jct Approach	First impact	Back
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	37
Not hit and run	Breath test	Negative	Male
		Left hand drive:	No

Casualty Reference:	3	Vehicle:	2	Age:	37	Male	Driver/rider	Severity:	Slight
Not a pupil									
Seatbelt	Not Applicable		Cycle helmet:	Not a cyclist					

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CS
MOORHILL GARDENS")

Notes:

44190357680 07/10/2019 Time 0650 Vehicles 2 Casualties 1 Slight
E:446941 N: 113665 First Road: A 27 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 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:	Cyclist wearing dark clothing at night	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NE ALONG CHERITON AVENUE TURNED RIGHT ONTO A27 MOORHILL ROAD
WITHOUT GIVING WAY TO VEH2 (P/CYCLE) TRAVELLING NW ALONG A27 MOORHILL ROAD.
Occurred on A27 MOORHILL ROAD AT JUNCTION WITH CHERITON AVENUE, WEST END, 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 73 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 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 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 49 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 49 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CS
MOORHILL GARDENS")

Notes:

44190407285 12/11/2019 Time 2044 Vehicles 2 Casualties 1 Slight
E:446827 N:113786 First Road: A 27 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
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:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (VAN) TRAVELLING NW ALONG MOORHILL ROAD TURNS RIGHT INTO SOUTHERN ROAD FAILING TO SEE/GIVEWAY TO VEHICLE 2 (M/CYCLE) TRAVELLING SE ALONG MOORHILL ROAD AND COLLIDES.
Occurred on A27 MOORHILL ROAD AT JUNCTION WITH SOUTHERN ROAD, SOUTHAMPTON HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under 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 r First impact Nearside 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 Negative
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact 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 Negative
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 a cyclist

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CS
MOORHILL GARDENS")

Notes:

44190438516 06/02/2020 Time 0820 Vehicles 2 Casualties 5 Slight
E:446990 N: 113613 First Road: A 27 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 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 2	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NW ALONG A27 MOORHILL ROAD SLOWS AND STOPS WAITING TO TURN RIGHT
AND TRAVEL NE ON TELEGRAPH ROAD AND IS STRUCK FROM BEHIND BY VEH2 (MINIBUS) THAT FAILS
TO STOP FOR VEH1.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH TELEGRAPH ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn 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 r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Male
Not hit and run Breath test Negative
Left hand drive: No

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 01/12/2016 and 30/11/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CS
MOORHILL GARDENS")

Vehicle Reference	2	Minibus	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 object in road	None	Off road:	None
Did not leave carr		Age of Driver	62
Not hit and run	Breath test	Negative	Male
		Left hand drive:	No

Casualty Reference:	2	Vehicle:	2	Age:	15	Male	Passenger	Severity:	Slight
Not a pupil									
Seatbelt	Not Applicable		Cycle helmet:	Not a cyclist					
Not car passenger									

Casualty Reference:	3	Vehicle:	2	Age:	15	Male	Passenger	Severity:	Slight
Not a pupil									
Seatbelt	Not Applicable		Cycle helmet:	Not a cyclist					
Not car passenger									

Casualty Reference:	4	Vehicle:	2	Age:	15	Male	Passenger	Severity:	Slight
Not a pupil									
Seatbelt	Not Applicable		Cycle helmet:	Not a cyclist					
Not car passenger									

Casualty Reference:	5	Vehicle:	2	Age:	12	Female	Passenger	Severity:	Slight
Not a pupil									
Seatbelt	Not Applicable		Cycle helmet:	Not a cyclist					
Not car passenger									

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CS
MOORHILL GARDENS")

Notes:

44210005872 06/01/2021 Time 0740 Vehicles 1 Casualties 1 Slight
E:446832 N: 113787 First Road: A 27 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
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:			

VEH1 (CAR) TRAVELLING NW ALONG A27 MOORHILL ROAD TURNED RIGHT INOT SOUTHERN ROAD AND COLLIDED WITH CAS1 (PEDESTRIAN) WHO WAS TRAVELLING SE ALONG A27 MOORHILL ROAD AND WAS HALF AWAY ACROSS THE MOUTH OF THE JUNCTION.

Occurred on A27 MOORHILL ROAD AT JUNCTION WITH SOUTHERN ROAD, WEST END, 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 r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 56 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 55 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr elsewhere SE bound
Driver's nearside

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CS
MOORHILL GARDENS")

Notes:

44210440899 03/11/2021 Time 0850 Vehicles 2 Casualties 1 Slight
E:446943 N: 113663 First Road: A 27 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: Elsewhere DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING NE ALONG CHERITON AVENUE TURNS RIGHT TO TRAVEL SE ALONG A27
MOORHILL ROAD BUT PULLS OUT INTO THE PATH OF VEH2 (CAR) TRAVELLING NW ALONG A27
MOORHILL ROAD.A27 MOORHILL ROAD AT JUNCTION WITH CHERITON AVENUE, WEST END, HAMPSHIRE
Occurred on A27 MOORHILL ROAD AT JUNCTION WITH CHERITON AVENUE, WEST END, 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 Offside 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

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 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 Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/12/2016 and 30/11/2021** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("CS
 MOORHILL GARDENS")

Notes:

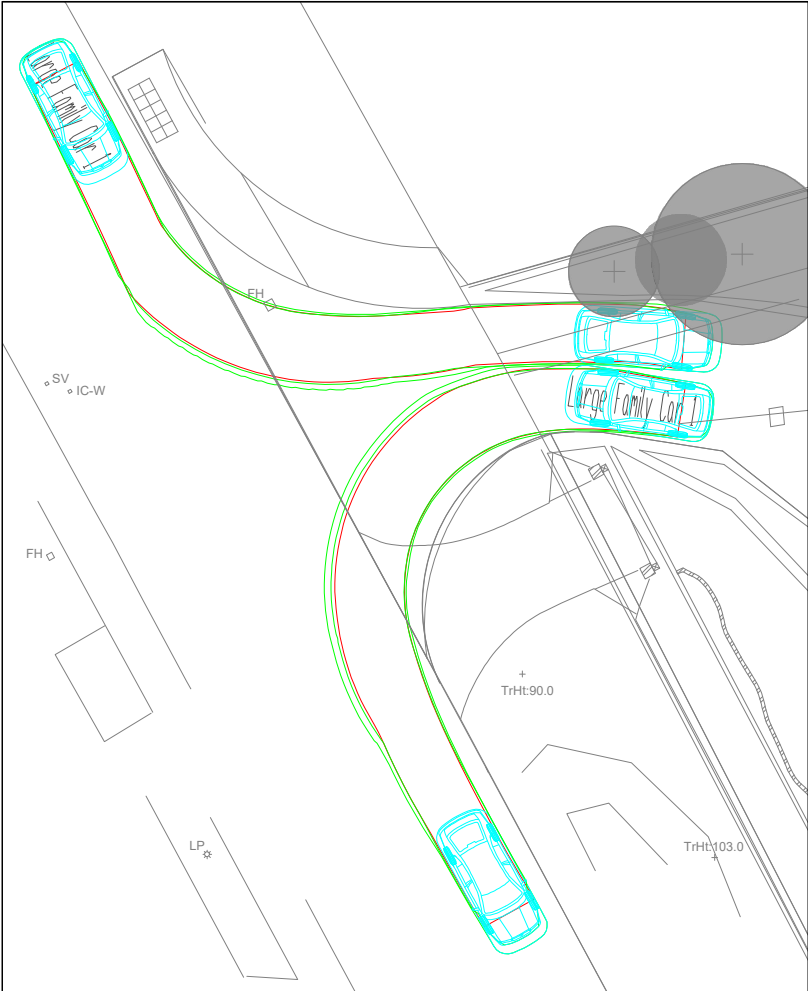
Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	8	9
2-wheeled motor vehicles	0	0	4	4
Pedal cycles	0	0	1	1
Horses & other	0	0	0	0
Total	0	1	13	14

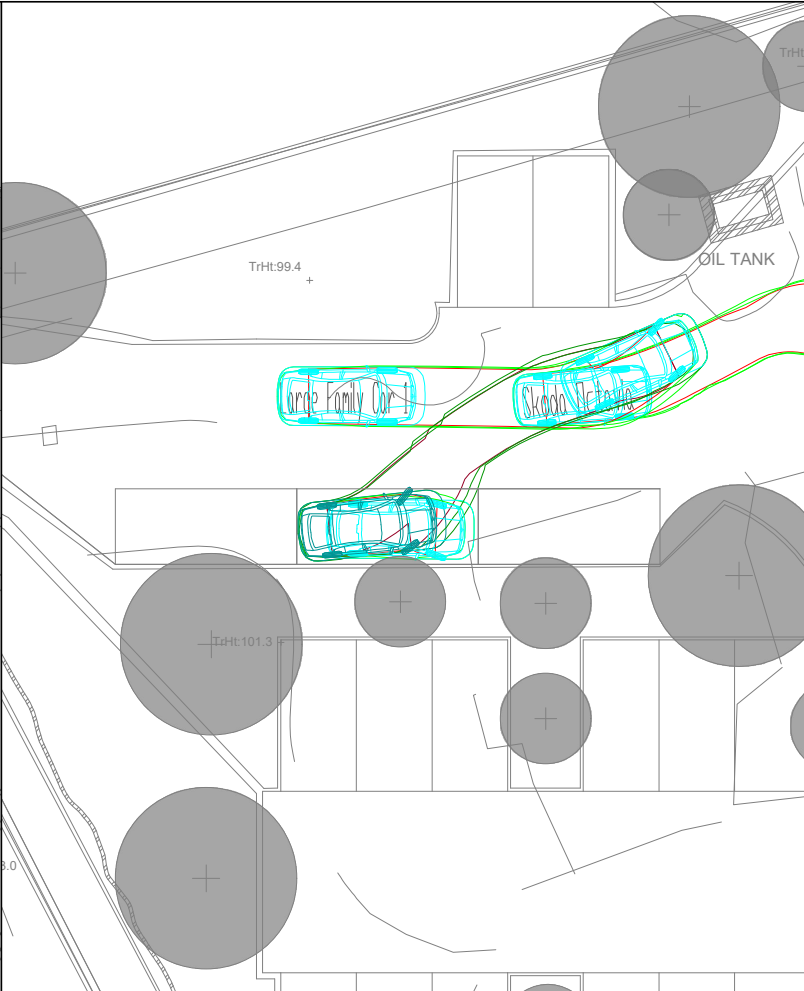
Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	9	10
Passenger	0	0	8	8
Motorcycle rider	0	0	4	4
Cyclist	0	0	1	1
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	0	1	23	24

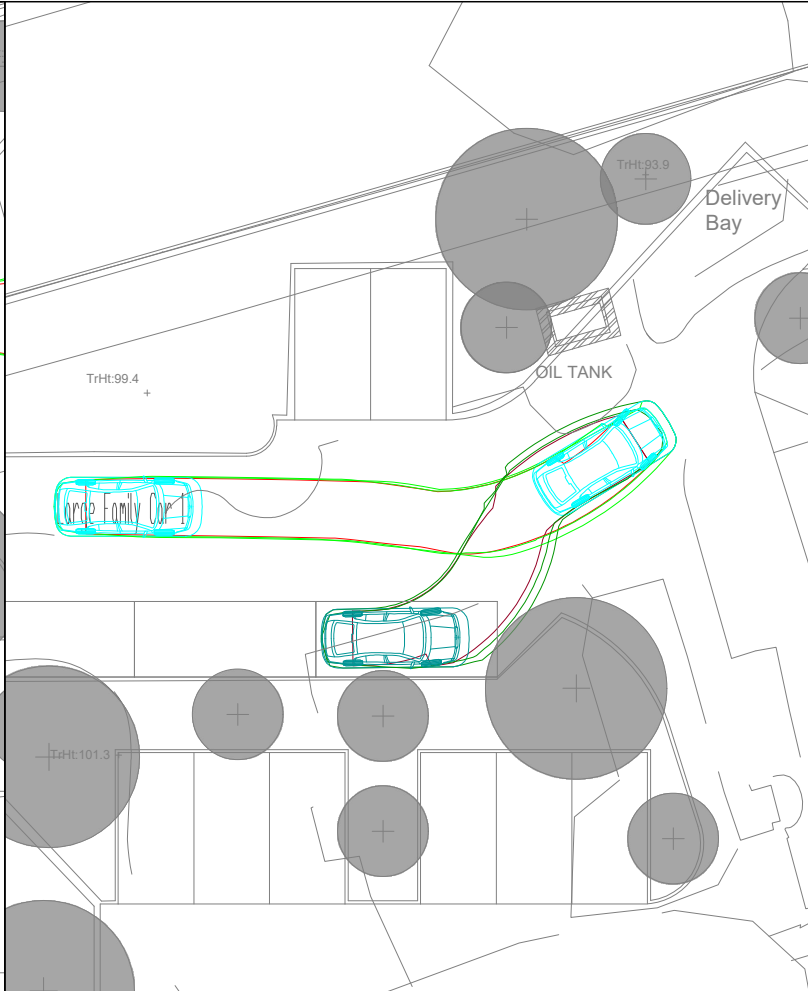
Appendix D



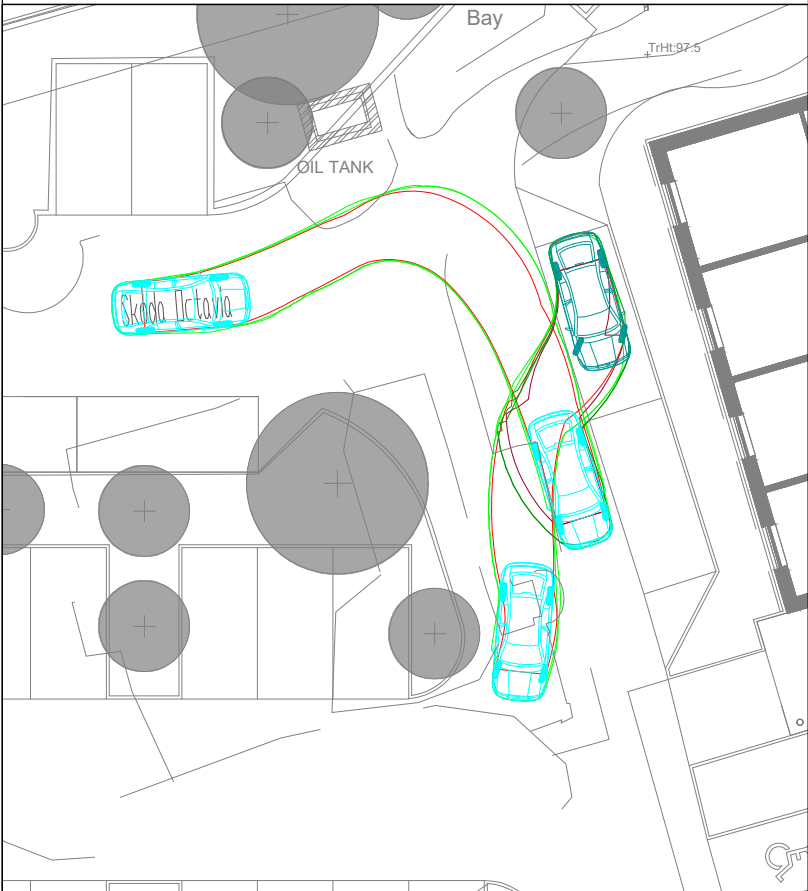
SITE ACCESS TWO-WAY VEHICLE TRACKING



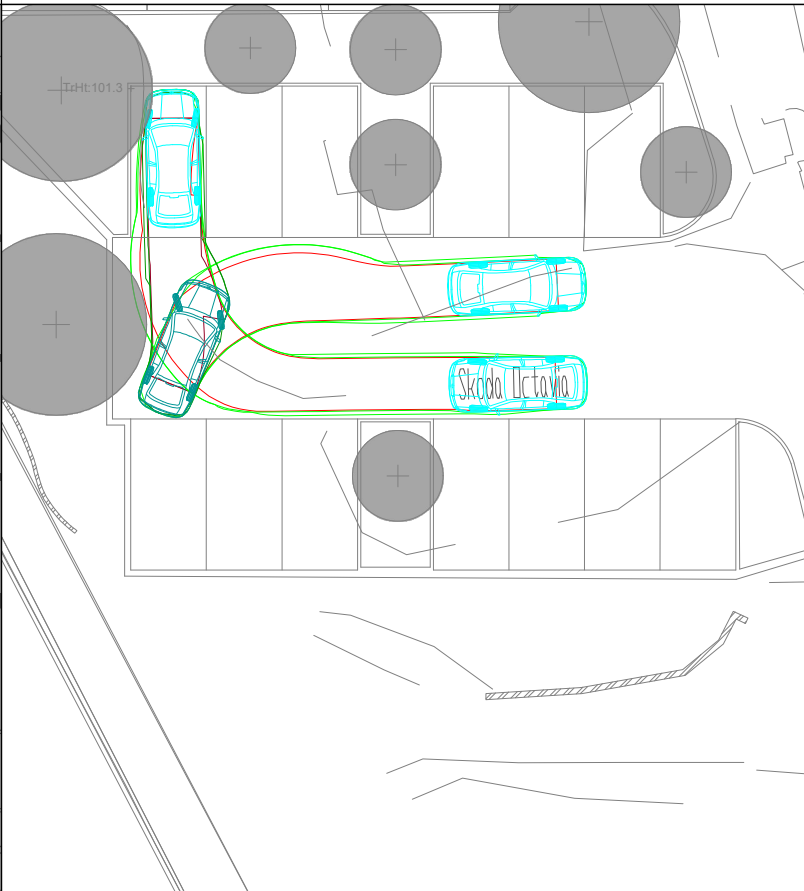
SITE LAYOUT VEHICLE TRACKING CAR PARKING SPACE 1



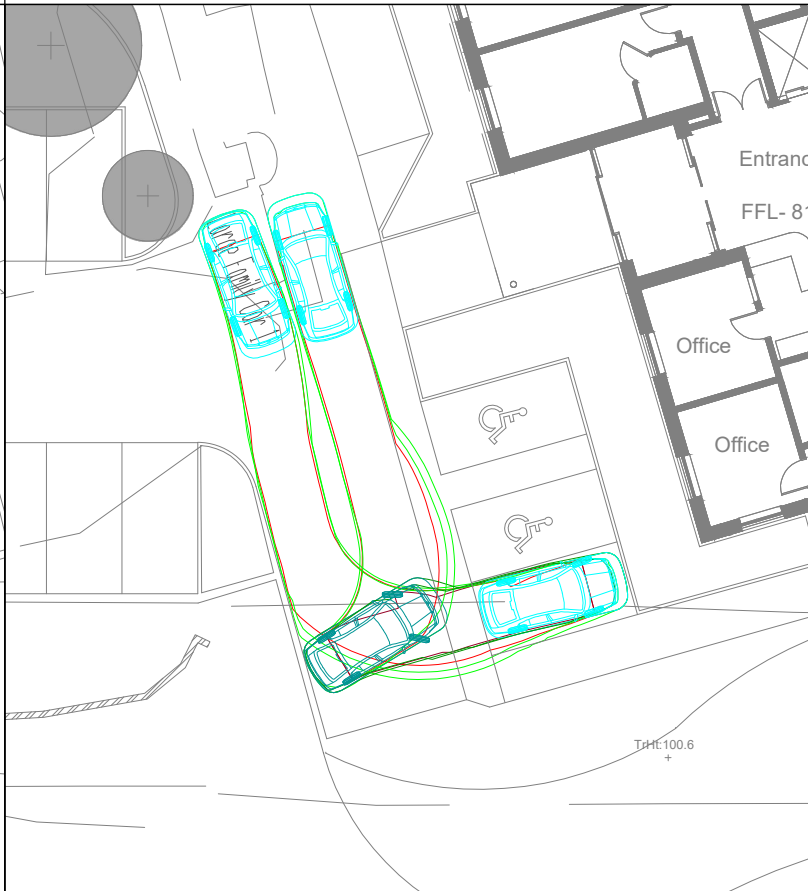
SITE LAYOUT VEHICLE TRACKING CAR PARKING SPACE 2



SITE LAYOUT VEHICLE TRACKING CAR PARKING SPACE 3



SITE LAYOUT VEHICLE TRACKING CAR PARKING SPACE 4

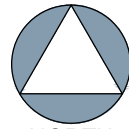


SITE LAYOUT VEHICLE TRACKING CAR PARKING SPACE 5

- ### GENERAL NOTES
- THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
 - ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
 - PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
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VEHICLE PROFILE

Large Family Car 1
Overall Length 4.890m
Overall Width 1.940m
Overall Body Height 1.512m
Min Body Ground Clearance 0.273m
Max Track Width 1.890m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.100m

 NORTH				
B	UPDATED SITE LAYOUT	05.10.22	ID	MS
A	UPDATED SITE LAYOUT	11.07.22	LM	HC
Rev	Description	Date	By	Chkd

Project Name	Title	 Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client	Checked By	Checked Date	Scale		
MOORHILL, MOORHILL ROAD WEST END				HC	10.06.22	1:250 (AT A3 SIZE)		
Project Phase	SITE LAYOUT VEHICLE TRACKING			Drawn By	Drawn Date	Client Drawing No.	PBA Drawing No.	Revision
PRELIMINARY				ID	10.06.22	-	024.0050.008	B

Appendix E

SITE: MOORHILL ROAD, NORTH SITE

LOCATION: ATTACHED TO TELEGRAPH POLE

GRID REFERENCE: 50.920314, -1.333101

DIRECTION: SOUTHBOUND SPEED LIMIT: 30

06 October 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	141	93	1	17	2	5	0	2	13	7	1	0	0	0	0	32.6	36.6	
0100	111	58	0	25	0	8	0	3	9	7	0	0	0	0	1	33.9	39.2	
0200	97	59	0	15	0	1	0	2	12	6	0	1	0	0	1	33.1	39.7	
0300	86	40	1	22	2	0	1	3	11	5	0	1	0	0	0	34.7	40.8	
0400	135	67	0	43	3	0	0	0	14	8	0	0	0	0	0	32.6	39	
0500	173	139	1	28	1	0	0	0	0	0	0	0	0	4	0	33.5	41.2	
0600	380	337	1	36	1	0	0	1	0	0	0	0	0	3	1	32.4	39	
0700	615	540	2	63	0	2	0	1	0	1	0	0	0	3	3	30.7	36.7	
0800	653	600	4	40	3	0	0	1	0	0	0	0	0	5	0	28.3	34.4	
0900	492	445	2	37	1	1	2	1	0	0	0	0	0	3	0	30.1	35.5	
1000	455	396	6	46	3	0	1	0	0	0	0	0	0	2	1	30.3	36	
1100	478	424	4	46	1	0	0	1	0	1	0	0	0	1	0	30.6	36.6	
1200	532	468	5	46	2	1	0	1	1	1	0	0	0	5	2	29.4	34.6	
1300	462	414	4	34	0	0	2	0	0	1	0	0	0	7	0	29.7	35.2	
1400	545	503	3	30	0	2	0	0	1	0	0	0	0	6	0	29.2	35.4	
1500	551	504	2	39	0	1	1	0	0	0	0	0	0	4	0	28.4	34.4	
1600	556	493	7	41	1	1	1	1	0	1	0	0	0	8	2	28.6	35.7	
1700	598	554	2	31	0	1	0	1	0	0	0	0	0	8	1	28.1	34	
1800	526	492	2	22	0	0	0	0	0	0	0	0	0	9	1	29.7	35.3	
1900	358	334	1	21	0	0	0	0	0	0	0	0	0	2	0	31.2	36.5	
2000	318	291	0	17	1	1	0	0	0	0	0	0	0	8	0	30.7	37.4	
2100	517	462	5	32	1	2	0	1	3	7	0	1	0	3	0	31	35.6	
2200	480	428	2	28	1	1	0	3	6	7	1	0	0	3	0	31.3	35.6	
2300	234	187	0	27	1	0	0	2	5	8	1	0	0	2	1	31.4	36.2	
07-19	6463	5833	43	475	11	9	7	7	2	5	0	0	0	61	10	29.4	35.4	
06-22	8036	7257	50	581	14	12	7	9	5	12	0	1	0	77	11	29.8	35.7	
06-00	8750	7872	52	636	16	13	7	14	16	27	2	1	0	82	12	29.9	35.7	
00-00	9493	8328	55	786	24	27	8	24	75	60	3	3	0	86	14	30.2	36	

07 October 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	159	114	1	18	0	5	0	1	10	6	1	1	0	2	0	32.9	38.1	
0100	108	74	0	15	0	3	1	2	6	5	0	0	0	1	1	34.1	39.1	
0200	105	64	0	13	0	5	0	2	13	6	0	0	0	1	1	33.5	38.5	
0300	107	55	1	27	1	1	0	5	8	7	1	1	0	0	0	33.2	37.5	
0400	113	63	0	29	1	0	1	3	11	5	0	0	0	0	0	30.6	38.2	
0500	160	131	0	23	0	0	0	0	1	0	0	0	0	4	1	34.5	43.6	
0600	378	332	3	37	0	0	0	0	0	0	0	0	0	5	1	32.5	38.5	
0700	612	553	5	52	0	0	0	0	0	0	0	0	0	1	1	29.9	35.6	
0800	596	545	2	38	0	1	0	1	0	2	0	0	0	7	0	28.4	34.7	
0900	474	413	5	46	1	1	1	0	0	0	0	0	0	6	1	30.4	36.1	
1000	471	416	7	44	1	0	0	0	0	0	0	0	0	2	1	29.2	35.1	
1100	463	417	4	36	1	1	0	1	0	1	0	0	0	2	0	29.8	34.7	
1200	464	419	2	37	0	2	0	1	0	0	0	0	0	2	1	29.6	35.1	
1300	506	451	3	44	1	1	2	1	0	0	0	0	0	1	2	29.8	35.4	
1400	536	498	3	29	1	0	0	0	1	0	0	0	0	3	1	29.3	34.4	
1500	537	490	5	34	1	1	0	1	0	0	0	0	0	4	1	29.1	34.8	
1600	539	486	4	41	0	0	0	0	1	0	1	0	0	5	1	29.1	34.8	
1700	575	523	4	35	0	1	0	1	0	0	0	0	0	10	1	28.3	34.5	
1800	501	474	3	18	0	0	0	0	0	0	0	0	0	5	1	29.3	35.4	
1900	364	346	0	14	0	1	0	0	0	0	0	0	0	3	0	31.1	37.1	
2000	310	294	1	10	0	0	0	0	1	0	0	0	0	4	0	30.3	36.4	
2100	576	534	1	22	0	0	1	0	8	6	0	0	0	4	0	30.3	34.6	
2200	547	488	3	31	1	1	0	2	8	8	0	2	0	3	0	30.5	35.2	
2300	263	213	1	23	0	8	0	1	11	4	0	1	0	0	1	32.6	37.2	
07-19	6274	5685	47	454	6	8	3	6	2	3	1	0	0	48	11	29.3	35.1	
06-22	7902	7191	52	537	6	9	4	6	11	9	1	0	0	64	12	29.7	35.5	
06-00	8712	7892	56	591	7	18	4	9	30	21	1	3	0	67	13	29.8	35.6	
00-00	9464	8393	58	716	9	32	6	22	79	50	3	5	0	75	16	30.1	35.8	

08 October 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	210	171	0	15	1	4	0	1	9	5	1	0	0	3	0	33.1	37.9	
0100	133	100	0	14	1	1	0	0	6	10	0	0	0	1	0	34.1	39.2	
0200	95	67	0	9	0	0	0	4	10	3	0	0	0	2	0	35.2	40.4	
0300	112	51	0	34	5	0	1	3	9	7	0	0	0	2	0	34.4	38.9	
0400	112	64	0	29	1	0	0	2	7	9	0	0	0	0	0	33	40.8	
0500	155	132	0	20	0	0	0	0	0	0	0	0	0	3	0	33.7	41.6	
0600	358	303	2	44	0	0	0	1	0	0	0	0	0	6	2	32.3	39.2	
0700	543	482	4	49	0	2	0	1	0	0	0	0	0	3	2	31.2	36.9	
0800	567	519	6	29	0	0	0	3	1	0	0	0	0	8	1	29	35.2	
0900	499	459	2	31	0	0	0	3	0	0	0	0	0	4	0	29.7	35.5	
1000	433	385	4	40	1	0	0	1	0	0	0	0	0	1	1	30.2	37.1	
1100	497	451	1	37	0	2	0	2	0	0	0	0	0	3	1	29	35.1	
1200	569	526	2	33	3	2	0	1	0	0	0	0	0	2	0	29	34.6	
1300	505	454	5	33	2	2	0	0	0	0	0	0	0	6	3	28.8	35	
1400	574	532	7	28	0	0	1	0	0	0	0	0	0	6	0	29.2	34.9	
1500	622	575	3	32	2	1	0	2	1	0	0	0	0	5	1	27.9	34	
1600	599	549	5	35	0	1	1	0	0	0	0	0	0	7	1	28.6	34	
1700	550	508	7	22	1	1	0	1	0	0	0	0	0	9	1	29.6	35.3	
1800	486	459	4	18	0	0	0	0	0	0	0	0	0	4	1	29.9	35.9	
1900	371	343	1	24	0	0	0	0	0	0	0	0	0	3	0	31.2	37.2	
2000	217	202	0	10	0	0	0	0	0	0	0	0	0	5	0	31.2	36.8	
2100	536	497	4	17	0	7	0	3	2	2	0	0	0	4	0	29.4	34.3	
2200	578	511	2	27	1	12	0	1	7	10	2	0	0	5	0	30.7	35.5	
2300	426	379	1	24	0	7	1	2	5	4	0	1	0	2	0	32.5	36.7	
07-19	6444	5899	50	387	9	11	2	14	2	0	0	0	0	58	12	29.3	35.3	
06-22	7926	7244	57	482	9	18	2	18	4	2	0	0	0	76	14	29.6	35.6	
06-00	8930	8134	60	533	10	37	3	21	16	16	2	1	0	83	14	29.8	35.6	
00-00	9747	8719	60	654	18	42	4	31	57	50	3	1	0	94	14	30.1	36	

09 October 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	284	236	1	18	1	8	0	1	7	9	0	0	0	3	0	31.8	35.7	
0100	167	132	0	20	1	3	0	3	4	4	0	0	0	0	0	32.8	38.2	
0200	124	76	0	17	2	3	1	3	11	8	0	0	0	2	1	33.6	39.3	
0300	115	69	0	24	2	2	0	4	8	5	0	0	0	1	0	33.7	37.9	
0400	86	60	0	12	1	0	0	0	3	10	0	0	0	0	0	33.5	40.3	
0500	75	59	0	10	1	0	0	1	2	1	0	0	0	1	0	35.6	43.4	
0600	132	118	1	9	0	0	0	0	0	0	0	0	0	3	1	33.3	40.4	
0700	173	148	1	21	0	0	0	0	0	1	0	0	0	1	1	33.1	41.7	
0800	332	307	1	20	0	0	0	0	0	0	0	0	0	4	0	32.5	39.5	
0900	473	440	4	23	0	0	0	1	0	0	0	0	0	5	0	30.9	36.4	
1000	571	535	2	22	1	0	0	1	0	1	0	0	0	7	2	30.9	36.2	
1100	624	586	1	32	0	1	0	0	0	0	0	0	0	4	0	29.4	35.4	
1200	621	573	4	36	0	0	0	0	0	1	0	0	0	6	1	29.9	35.7	
1300	612	583	5	15	0	1	0	0	0	1	0	0	0	6	1	29.9	35.4	
1400	532	494	7	18	1	0	0	2	0	1	0	1	0	7	1	30.7	36.1	
1500	510	473	5	20	0	1	0	0	1	0	0	1	0	8	1	30	35.1	
1600	529	497	10	15	0	1	0	0	0	0	0	0	0	5	1	30.5	36.2	
1700	444	415	2	15	0	0	0	1	0	0	0	1	0	8	2	31.3	36.7	
1800	410	390	2	11	0	0	0	0	0	0	0	0	0	7	0	32.2	37.4	
1900	292	277	1	4	1	1	0	0	0	0	0	0	0	6	2	32.9	37.9	
2000	207	196	2	6	0	0	0	0	0	0	0	0	0	3	0	32.2	38.9	
2100	566	537	1	20	0	0	0	2	1	5	0	0	0	0	0	31.5	35.9	
2200	521	484	3	16	1	0	0	0	4	8	0	1	0	4	0	31.2	35.8	
2300	430	400	1	17	1	1	0	2	2	3	0	1	0	2	0	31.6	35.6	
07-19	5831	5441	44	248	2	4	0	5	1	5	0	3	0	68	10	30.7	36.4	
06-22	7028	6569	49	287	3	5	0	7	2	10	0	3	0	80	13	30.9	36.6	
06-00	7979	7453	53	320	5	6	0	9	8	21	0	5	0	86	13	31	36.5	
00-00	8830	8085	54	421	13	22	1	21	43	58	0	5	0	93	14	31.2	36.6	

10 October 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	258	236	0	9	0	0	0	0	7	5	0	0	0	0	1	32.4	37.5	
0100	152	133	1	10	0	0	0	1	5	2	0	0	0	0	0	34.1	38.7	
0200	80	67	1	4	1	0	0	0	2	2	0	0	0	3	0	36.7	47.5	
0300	30	26	0	1	0	0	0	0	0	3	0	0	0	0	0	39.1	50.1	
0400	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	45.4	
0500	44	40	1	2	0	0	0	0	1	0	0	0	0	0	0	39.4	47.9	
0600	102	92	1	6	0	0	0	0	1	0	0	0	0	2	0	34.8	41.1	
0700	122	117	0	2	0	0	0	0	0	0	0	0	0	1	2	33.9	42.9	
0800	207	189	1	11	0	0	0	0	0	0	0	0	0	5	1	33.2	39.7	
0900	419	389	2	23	0	0	0	1	0	0	0	0	0	2	2	31.9	38.7	
1000	447	414	3	24	0	1	0	1	0	0	1	0	0	2	1	30.8	37.1	
1100	521	492	3	17	0	2	0	0	0	0	0	0	0	6	1	30.2	36.4	
1200	570	551	3	9	0	2	0	0	1	1	0	0	0	2	1	30.8	36.2	
1300	567	542	7	14	0	0	0	0	0	1	0	0	0	2	1	31.2	37	
1400	533	506	5	15	0	0	0	1	0	0	0	0	0	5	1	30.6	36.9	
1500	451	421	4	16	0	1	0	0	0	0	0	0	0	9	0	31.1	37.2	
1600	436	405	5	19	0	1	0	0	0	1	0	0	0	5	0	31.4	36.7	
1700	364	347	3	10	0	2	0	0	0	0	0	0	0	2	0	32.9	39.8	
1800	321	299	1	14	0	0	0	0	0	0	0	0	0	5	2	33.2	38.8	
1900	253	240	1	8	0	0	0	0	0	0	0	0	0	4	0	32.2	38.1	
2000	199	183	0	12	0	0	0	0	0	0	0	0	0	3	1	33	39	
2100	693	647	6	20	4	0	1	3	4	5	0	0	0	3	0	31.1	35	
2200	573	525	2	24	0	0	0	3	7	5	1	1	0	5	0	31.1	35.1	
2300	347	310	1	22	3	0	0	0	6	3	0	0	0	2	0	32.5	37.6	
07-19	4958	4672	37	174	0	9	0	3	1	3	1	0	0	46	12	31.4	37.5	
06-22	6205	5834	45	220	4	9	1	6	6	8	1	0	0	58	13	31.5	37.4	
06-00	7125	6669	48	266	7	9	1	9	19	16	2	1	0	65	13	31.5	37.2	
00-00	7708	7190	51	292	8	9	1	10	34	28	2	1	0	68	14	31.8	37.5	

11 October 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	147	119	1	7	1	2	0	3	5	8	0	0	0	1	0	31.8	37.6	
0100	84	64	0	4	3	0	0	1	9	3	0	0	0	0	0	33.6	39.3	
0200	69	44	0	12	0	1	0	3	3	5	0	0	0	1	0	36.9	42.4	
0300	90	52	0	18	3	0	0	2	9	6	0	0	0	0	0	33.3	38.6	
0400	159	94	0	36	10	2	0	2	8	5	0	0	0	0	2	33.3	38	
0500	154	138	0	11	1	0	0	0	0	2	0	0	0	2	0	34.1	41.2	
0600	360	315	1	41	1	0	0	0	0	0	0	0	0	2	0	33.1	40.5	
0700	631	570	2	51	1	2	0	0	0	0	0	0	0	5	0	30.6	36.2	
0800	699	643	2	44	4	1	0	0	1	0	0	0	0	3	1	29.3	35.1	
0900	506	462	3	36	0	0	2	0	1	0	0	0	0	2	0	30.5	36.7	
1000	507	447	6	49	0	0	0	3	0	0	0	0	0	1	1	30	35.6	
1100	437	402	6	28	0	0	0	0	0	0	1	0	0	0	0	30.2	36	
1200	501	443	11	38	1	1	1	0	0	0	0	0	0	4	2	29.7	35.4	
1300	543	490	1	42	2	2	0	1	1	1	0	0	0	2	1	30.3	35.8	
1400	617	555	3	53	1	0	1	0	0	0	0	0	0	4	0	30.4	35.6	
1500	734	649	9	64	1	1	0	3	0	1	0	0	0	5	1	28.6	34.5	
1600	733	662	4	53	0	0	0	3	0	1	0	1	0	7	2	27.8	33.4	
1700	662	611	10	33	1	2	0	0	0	0	0	0	0	4	1	28.4	34.8	
1800	556	511	7	22	0	2	0	0	0	0	0	0	0	12	2	29	35	
1900	337	318	1	10	1	1	0	0	0	0	0	0	0	6	0	31.3	36.7	
2000	212	204	1	6	0	0	0	0	0	0	0	0	0	1	0	31.6	37.7	
2100	188	180	1	6	0	0	0	0	0	0	0	0	0	1	0	32.4	38.4	
2200	155	147	0	2	0	0	0	0	0	0	0	0	0	4	2	33.2	40.1	
2300	84	79	0	5	0	0	0	0	0	0	0	0	0	0	0	33.6	40.8	
07-19	7126	6445	64	513	11	11	4	10	3	3	1	1	0	49	11	29.5	35.3	
06-22	8223	7462	68	576	13	12	4	10	3	3	1	1	0	59	11	29.8	35.8	
06-00	8462	7688	68	583	13	12	4	10	3	3	1	1	0	63	13	29.9	36	
00-00	9165	8199	69	671	31	17	4	21	37	32	1	1	0	67	15	30.2	36.2	

12 October 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85	
0000	52	49	1	2	0	0	0	0	0	0	0	0	0	0	0	35.2	41.9	
0100	29	25	0	3	0	0	0	0	1	0	0	0	0	0	0	35.1	41.6	
0200	40	36	0	3	0	0	0	0	0	0	0	0	0	1	0	36.3	44.6	
0300	27	24	0	3	0	0	0	0	0	0	0	0	0	0	0	35.5	41.8	
0400	54	46	0	7	1	0	0	0	0	0	0	0	0	0	0	34.6	42.4	
0500	148	129	0	14	2	0	0	0	0	0	0	0	0	3	0	34.2	42.4	
0600	385	345	3	33	2	0	0	0	0	0	0	0	0	2	0	32.8	40.1	
0700	665	597	6	50	2	3	0	2	0	0	0	0	0	4	1	29.4	36	
0800	650	597	4	35	3	1	0	2	0	0	0	0	0	6	2	28.2	34.7	
0900	463	411	3	39	4	1	0	1	0	0	0	0	0	3	1	30.6	36.6	
1000	435	397	1	34	0	1	1	0	0	1	0	0	0	0	0	30.4	35.8	
1100	452	410	3	31	2	0	2	0	0	0	0	0	0	2	2	30.1	35.8	
1200	462	428	5	20	1	1	1	1	1	0	0	0	0	4	0	30.9	36.9	
1300	480	430	2	42	0	0	1	1	0	0	0	0	0	4	0	30.3	35.4	
1400	469	427	2	31	1	2	1	0	0	1	0	0	0	1	3	29.7	36	
1500	572	512	4	41	0	1	0	4	0	0	0	0	0	9	1	29.3	34.8	
1600	572	500	5	58	2	0	0	0	0	0	0	0	0	4	3	29	35	
1700	525	488	7	18	1	0	0	0	0	1	0	0	0	8	2	28.3	34.1	
1800	484	452	4	17	1	1	0	0	0	0	0	0	0	8	1	30.5	36.2	
1900	355	335	2	15	0	0	0	0	0	0	0	0	0	2	1	30.5	36.4	
2000	239	227	1	8	0	0	0	0	1	0	0	0	0	2	0	32.2	38.8	
2100	223	216	0	6	0	0	0	0	0	0	0	0	0	0	1	31.4	36.5	
2200	161	151	1	6	0	0	0	0	0	0	0	0	0	0	3	31.7	37.7	
2300	77	68	0	8	0	0	0	0	0	0	0	0	0	1	0	34.3	39.9	
07-19	6229	5649	46	416	17	11	6	11	1	3	0	0	0	53	16	29.6	35.6	
06-22	7431	6772	52	478	19	11	6	11	2	3	0	0	0	59	18	30	36	
06-00	7669	6991	53	492	19	11	6	11	2	3	0	0	0	60	21	30.1	36.1	
00-00	8019	7300	54	524	22	11	6	11	3	3	0	0	0	64	21	30.3	36.5	



SITE: MOORHILL ROAD, SOUTH SITE

LOCATION: ATTACHED TO LAMPPOST

GRID REFERENCE: 50.918184, -1.331260

DIRECTION: NORTHBOUND SPEED LIMIT: 30

06 October 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	114	69	1	11	1	11	1	2	15	2	1	0	0	0	0	35.2	40.5
0100	105	68	0	18	1	5	0	1	8	3	0	0	0	1	0	35.3	40.9
0200	106	43	1	23	2	9	1	5	11	9	0	1	0	1	0	36.2	39.9
0300	104	60	0	19	1	7	1	1	11	4	0	0	0	0	0	36	39.4
0400	45	33	0	6	0	1	0	1	3	0	0	0	0	0	1	34.7	42.6
0500	61	51	0	5	1	0	0	0	0	0	0	0	0	4	0	37.3	41.6
0600	166	152	1	9	1	0	1	0	0	0	0	0	0	2	0	35.3	40.7
0700	318	275	5	31	1	0	0	1	0	2	0	0	0	2	1	35.5	40
0800	429	377	4	41	2	0	1	0	0	0	0	0	0	3	1	34	38.4
0900	329	296	2	26	1	0	2	0	0	1	0	0	0	1	0	33.4	38.1
1000	345	301	4	30	1	1	1	0	0	1	0	0	0	4	2	34.1	38.6
1100	316	291	3	16	2	0	0	0	1	0	0	0	0	3	0	34.1	38.6
1200	371	341	1	23	3	0	0	1	0	0	0	0	0	1	1	34.2	38.2
1300	407	362	2	35	0	0	0	0	0	1	0	0	0	7	0	33.8	38.6
1400	465	413	3	31	3	1	0	0	2	1	1	0	0	6	4	33.4	37.9
1500	485	414	8	50	1	0	0	2	0	1	0	0	0	7	2	33.4	37.9
1600	437	391	1	36	2	0	0	0	0	0	0	0	0	5	2	34.1	39.5
1700	443	403	6	26	2	1	0	0	0	0	0	0	0	4	1	34.5	39.3
1800	454	412	6	27	1	0	0	0	0	1	0	0	0	4	3	33.6	37.7
1900	305	279	3	16	2	0	0	0	0	0	0	0	0	3	2	34.1	38
2000	245	222	4	13	2	0	0	0	0	0	0	0	0	4	0	34.4	38.5
2100	323	281	2	23	1	0	0	3	4	7	0	1	0	1	0	33.7	38
2200	321	277	1	17	1	2	2	2	4	3	0	0	0	12	0	33.6	37.7
2300	217	177	2	21	2	1	2	0	6	4	1	0	0	0	1	35.2	40.7
07-19	4799	4276	45	372	19	3	4	4	3	8	1	0	0	47	17	34	38.5
06-22	5838	5210	55	433	25	3	5	7	7	15	1	1	0	57	19	34	38.5
06-00	6376	5664	58	471	28	6	9	9	17	22	2	1	0	69	20	34	38.5
00-00	6911	5988	60	553	34	39	12	19	65	40	3	2	0	75	21	34.2	38.7

07 October 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	122	92	2	10	1	4	0	1	8	4	0	0	0	0	0	35.7	42
0100	95	56	0	17	0	8	0	1	6	6	0	0	0	1	0	36.3	41
0200	105	50	0	22	1	6	1	5	12	6	0	0	0	2	0	34.8	39.1
0300	106	67	0	17	0	4	0	0	9	8	0	0	0	0	1	34.9	40.5
0400	20	15	0	5	0	0	0	0	0	0	0	0	0	0	0	40.8	47.6
0500	54	48	0	2	0	0	0	0	0	0	0	0	0	4	0	36.3	40.9
0600	154	141	1	7	0	0	0	0	0	0	0	0	0	4	1	35.7	40.2
0700	285	251	0	27	1	0	0	0	0	0	0	0	0	6	0	34.8	39.4
0800	424	374	5	30	2	1	0	0	0	1	0	1	0	6	4	33.5	37.6
0900	356	316	1	32	2	0	3	0	0	0	0	0	0	2	0	33.3	37.8
1000	359	317	1	30	2	0	0	1	0	0	0	0	0	5	3	34	38
1100	383	345	2	29	1	0	1	0	0	0	0	0	0	4	1	33.9	38.1
1200	415	378	3	21	0	2	0	0	0	1	0	0	0	6	4	33.3	37.9
1300	409	375	4	24	1	0	1	0	0	0	0	0	0	3	1	33.8	38
1400	425	374	7	31	1	0	0	1	0	1	0	0	0	7	3	34.1	39.4
1500	528	472	2	41	2	0	0	2	0	2	0	0	0	4	3	33.6	37.9
1600	490	435	8	37	0	0	1	0	0	1	0	0	0	7	1	34.1	39.3
1700	456	418	7	24	1	0	1	0	0	0	0	0	0	4	1	34.2	38.6
1800	474	444	4	19	1	0	0	0	0	0	0	0	0	3	3	34.5	38.9
1900	321	298	0	17	1	0	0	0	0	0	0	0	0	5	0	33.9	38.9
2000	230	212	2	14	0	0	0	0	0	0	0	0	0	2	0	34.7	39
2100	280	260	1	10	1	0	0	3	3	0	0	0	0	1	1	33.9	38.8
2200	312	257	4	24	3	2	0	2	12	2	1	0	0	4	1	33	36.6
2300	196	160	1	17	0	3	1	4	4	1	0	1	0	4	0	35.5	40.3
07-19	5004	4499	44	345	14	3	7	4	0	6	0	1	0	57	24	33.9	38.4
06-22	5989	5410	48	393	16	3	7	7	3	6	0	1	0	69	26	34	38.5
06-00	6497	5827	53	434	19	8	8	13	19	9	1	2	0	77	27	34	38.5
00-00	6999	6155	55	507	21	30	9	20	54	33	1	2	0	84	28	34.1	38.7

08 October 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	148	104	1	14	1	0	0	2	16	6	2	1	0	1	0	35	40.2
0100	75	46	1	14	0	4	0	0	6	3	0	0	0	1	0	35.7	42.7
0200	105	56	0	20	1	3	0	3	13	8	0	0	0	1	0	35.5	39.6
0300	61	43	0	7	2	0	0	1	3	5	0	0	0	0	0	38.5	43.6
0400	30	24	0	4	0	0	0	0	0	0	0	0	0	1	1	37	42.2
0500	60	47	0	7	1	0	0	0	0	0	0	0	0	4	1	37.4	44.2
0600	137	126	0	10	0	0	0	0	0	0	0	0	0	1	0	37	41.6
0700	427	370	2	47	0	1	0	2	0	0	0	0	0	4	1	33	37.9
0800	655	572	8	62	2	1	0	2	0	1	0	0	0	4	3	32.7	37.2
0900	366	321	2	35	1	0	1	0	0	1	0	0	0	5	0	32	37.6
1000	321	280	5	26	0	0	1	0	0	1	0	0	0	6	2	34	38.4
1100	395	351	4	32	4	1	0	0	0	0	0	0	0	1	2	32.5	37.9
1200	405	355	6	32	3	0	0	0	0	0	0	0	0	5	4	31.9	37.4
1300	404	357	9	31	0	1	0	1	0	0	0	0	0	5	0	34.5	38.8
1400	505	447	1	43	2	0	1	0	0	2	0	0	0	6	3	33.1	37.9
1500	465	424	1	32	0	0	0	0	0	1	0	0	0	5	2	33.6	37.8
1600	461	412	5	32	1	0	1	0	0	1	0	0	0	8	1	33.9	38.4
1700	474	432	3	25	1	0	0	0	0	1	0	0	0	6	6	34.2	38.9
1800	403	385	2	10	1	0	1	0	0	0	0	0	0	2	2	34.4	39
1900	286	269	1	14	1	0	0	0	0	0	0	0	0	0	1	35	38.7
2000	204	189	2	10	1	0	0	0	0	0	0	0	0	2	0	35.1	40.2
2100	385	343	2	23	1	1	0	2	7	3	1	0	0	2	0	33.6	37.2
2200	341	307	1	11	1	0	1	5	5	1	0	2	0	4	3	32.1	36.5
2300	220	190	2	7	1	5	1	1	8	4	0	0	0	1	0	33.5	37.3
07-19	5281	4706	48	407	15	4	5	5	0	8	0	0	0	57	26	33.3	38
06-22	6293	5633	53	464	18	5	5	7	7	11	1	0	0	62	27	33.5	38.1
06-00	6854	6130	56	482	20	10	7	13	20	16	1	2	0	67	30	33.5	38.1
00-00	7333	6450	58	548	25	17	7	19	58	38	3	3	0	75	32	33.6	38.3

09 October 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	182	142	3	11	1	8	0	2	8	4	0	0	0	3	0	34.6	38.9
0100	129	89	1	12	1	6	1	2	13	4	0	0	0	0	0	35.1	39.2
0200	98	59	0	23	1	1	0	2	4	5	1	0	0	2	0	35.7	41.2
0300	108	76	0	13	0	0	0	3	11	5	0	0	0	0	0	34.4	39
0400	44	37	0	3	0	0	1	0	1	1	0	0	0	0	1	34.1	37.6
0500	41	38	0	2	0	0	0	0	0	0	0	0	0	0	1	32.8	36.9
0600	81	73	1	4	0	0	0	1	0	1	0	0	0	1	0	37.7	43.4
0700	122	111	0	4	1	0	0	1	0	0	0	0	0	4	1	36.8	42.7
0800	555	493	9	42	2	0	3	0	1	0	0	0	0	5	0	33.8	38.3
0900	416	380	3	27	1	0	0	1	0	0	0	0	0	4	0	34.9	39.1
1000	379	346	1	23	0	0	0	0	0	2	0	0	0	6	1	33.8	38.4
1100	391	357	7	19	0	0	0	0	0	1	0	0	0	5	2	34.4	38.5
1200	436	408	3	14	3	0	1	0	0	1	0	0	0	6	0	33.7	37.9
1300	426	401	5	10	0	0	2	0	0	1	0	0	0	6	1	33.6	37.8
1400	427	397	3	19	2	0	0	0	0	1	0	0	0	4	1	33.6	37.9
1500	396	361	5	17	0	0	0	0	1	0	0	0	0	12	0	34.8	38.9
1600	378	358	5	8	1	0	0	0	0	1	0	0	0	2	3	35.1	40.5
1700	418	398	2	14	0	0	0	0	0	0	0	0	0	1	3	34.5	39
1800	358	335	4	14	2	0	0	1	0	0	0	0	0	0	2	35.1	39.8
1900	281	260	1	13	1	0	0	0	0	1	0	0	0	5	0	34.9	39
2000	189	185	0	3	0	0	0	0	0	0	0	0	0	1	0	35.3	39
2100	292	264	4	10	0	0	0	2	5	3	0	0	0	4	0	33.6	37.8
2200	392	355	2	18	1	0	1	2	9	4	0	0	0	0	0	33.5	37.5
2300	246	224	1	12	0	0	0	2	4	1	0	1	0	1	0	34.3	39.2
07-19	4702	4345	47	211	12	0	6	3	2	7	0	0	0	55	14	34.3	38.8
06-22	5545	5127	53	241	13	0	6	6	7	12	0	0	0	66	14	34.4	38.9
06-00	6183	5706	56	271	14	0	7	10	20	17	0	1	0	67	14	34.3	38.8
00-00	6785	6147	60	335	17	15	9	19	57	36	1	1	0	72	16	34.4	38.8

10 October 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	158	136	2	10	1	0	0	2	6	1	0	0	0	0	0	34.7	40.1
0100	68	61	0	3	0	0	0	0	1	1	0	0	0	1	1	37.2	43.7
0200	43	42	0	0	0	0	0	0	1	0	0	0	0	0	0	36.2	42.5
0300	20	19	0	1	0	0	0	0	0	0	0	0	0	0	0	37.1	44.7
0400	16	14	0	1	0	0	0	0	0	0	0	0	0	1	0	40	48.4
0500	34	32	0	0	0	0	0	0	0	1	0	0	0	1	0	35.9	40.5
0600	76	72	1	2	0	0	0	0	0	0	0	0	0	1	0	36	40.2
0700	104	94	0	6	1	0	0	0	0	0	0	0	0	2	1	36.3	42.6
0800	140	133	0	3	0	0	0	1	0	0	0	0	0	2	1	36.6	41.4
0900	212	192	2	10	2	0	0	0	0	0	0	0	0	4	2	35.5	40.9
1000	305	289	1	10	1	0	0	0	0	0	0	0	0	3	1	34.9	39.8
1100	395	374	0	14	4	0	0	0	0	0	0	0	0	2	1	35.2	38.6
1200	411	383	3	10	6	0	0	0	0	1	0	0	0	7	1	33.7	38.2
1300	458	431	1	18	1	0	0	0	0	1	0	0	0	5	1	34.6	38.8
1400	376	349	5	17	1	0	1	0	0	0	0	0	0	2	1	35.8	39.8
1500	443	426	2	7	0	0	0	0	0	0	0	0	0	6	2	34.7	39
1600	409	385	3	10	3	0	0	0	0	1	0	0	0	4	3	35	39.8
1700	358	343	0	13	0	0	0	0	0	0	0	0	0	2	0	35.7	40.3
1800	297	280	2	11	0	0	0	0	0	0	0	0	0	3	1	35.4	39.9
1900	229	208	1	16	0	0	0	0	0	0	0	0	0	3	1	35.3	40.2
2000	159	143	2	12	0	0	0	0	0	0	0	0	0	2	0	36.3	41.4
2100	80	77	0	2	1	0	0	0	0	0	0	0	0	0	0	37	41.1
2200	73	70	0	2	0	0	0	0	0	0	0	0	0	1	0	35.8	41.3
2300	43	42	0	0	0	0	1	0	0	0	0	0	0	0	0	37.9	44
07-19	3908	3679	19	129	19	0	1	1	0	3	0	0	0	42	15	35.1	39.6
06-22	4452	4179	23	161	20	0	1	1	0	3	0	0	0	48	16	35.2	39.8
06-00	4568	4291	23	163	20	0	2	1	0	3	0	0	0	49	16	35.2	39.8
00-00	4907	4595	25	178	21	0	2	3	8	6	0	0	0	52	17	35.3	39.9

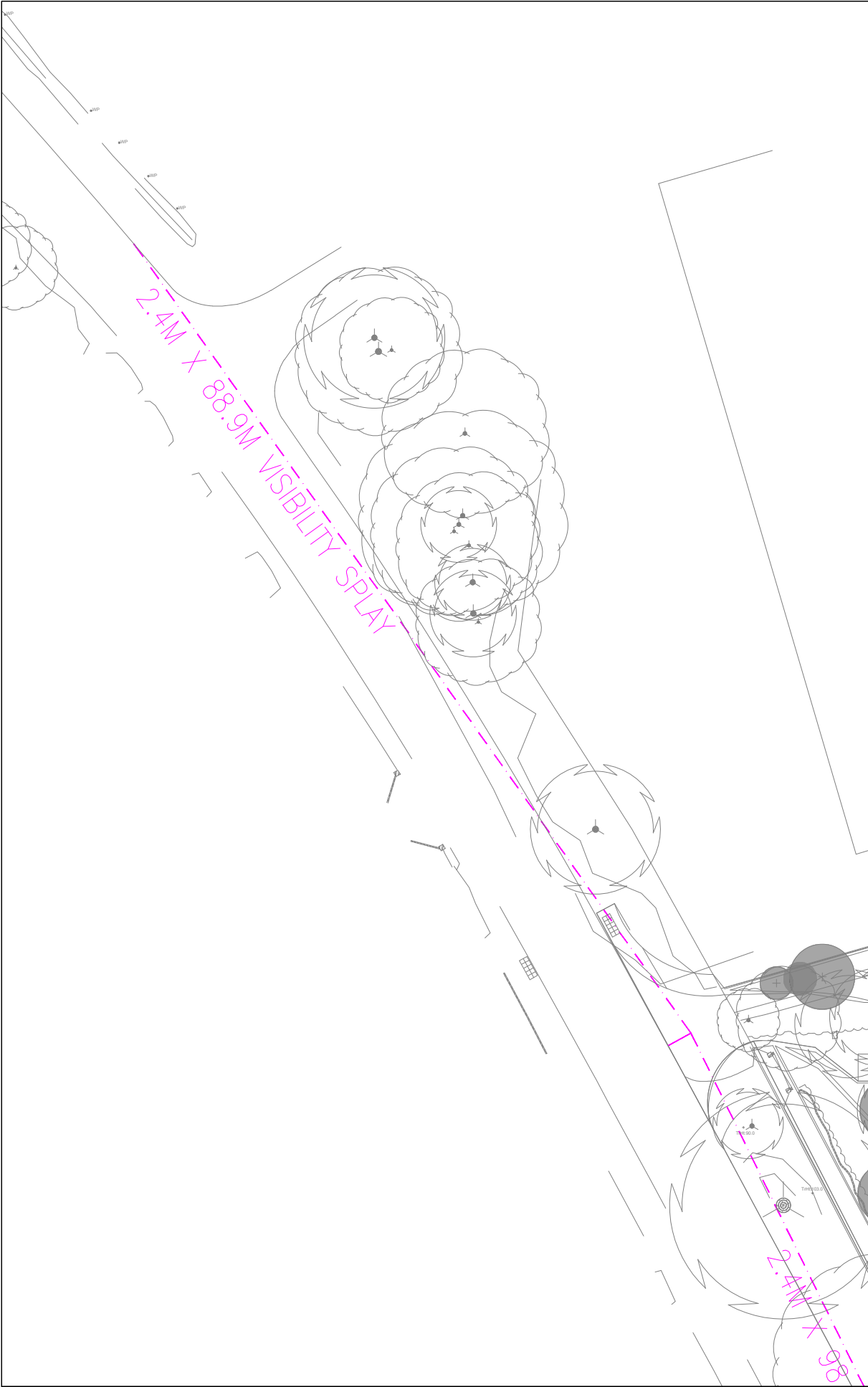
11 October 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	29	26	0	2	0	0	0	0	1	0	0	0	0	0	0	42.5	54.9
0100	24	22	0	1	0	0	0	0	0	0	0	0	0	1	0	38	43.9
0200	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	32.9	39.1
0300	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	36.1	47
0400	14	8	0	4	0	0	0	0	1	0	0	0	0	0	1	37.7	48.5
0500	54	43	0	4	1	0	0	0	1	0	0	0	0	4	1	36.9	43.3
0600	144	128	3	9	1	0	0	0	0	0	0	0	0	2	1	36.2	40.5
0700	311	267	3	28	0	0	0	0	0	1	0	0	0	7	5	34.2	38.9
0800	426	380	7	31	1	0	0	0	1	1	0	0	0	3	2	33.8	38.5
0900	284	248	2	28	2	0	1	1	0	0	0	0	0	1	1	35.5	40.1
1000	330	294	2	25	0	0	2	0	0	2	0	0	0	5	0	33.8	38.1
1100	339	308	3	20	2	0	0	2	0	0	0	0	0	3	1	33.4	38.2
1200	384	345	2	26	2	1	0	2	0	2	0	0	0	4	0	33.8	38
1300	341	299	4	29	1	0	0	1	1	0	0	0	0	3	3	34.3	39.4
1400	386	337	3	37	1	0	0	0	0	1	0	0	0	5	2	34.5	39.3
1500	380	345	6	24	1	0	0	0	0	1	0	0	0	2	1	34.4	39.3
1600	402	355	3	32	2	0	0	0	0	2	0	0	0	6	2	34.3	38.5
1700	424	386	4	23	0	0	0	1	1	0	0	0	0	6	3	34.8	39.7
1800	428	397	1	23	0	0	1	0	0	1	0	0	0	3	2	34.8	38.7
1900	309	285	2	16	1	0	0	0	0	0	0	0	0	3	2	35	39.2
2000	210	190	3	12	0	0	0	0	0	1	0	0	0	1	3	35.7	40.2
2100	292	257	0	24	0	0	0	1	3	2	0	0	0	5	0	35.2	39.9
2200	277	225	0	22	1	1	0	2	16	7	0	0	0	3	0	35	39.7
2300	183	154	0	14	1	0	0	2	9	3	0	0	0	0	0	34.9	39.6
07-19	4435	3961	40	326	12	1	4	7	3	11	0	0	0	48	22	34.3	38.9
06-22	5390	4821	48	387	14	1	4	8	6	14	0	0	0	59	28	34.5	39.1
06-00	5850	5200	48	423	16	2	4	12	31	24	0	0	0	62	28	34.5	39.1
00-00	5998	5323	48	437	17	2	4	12	34	24	0	0	0	67	30	34.6	39.3

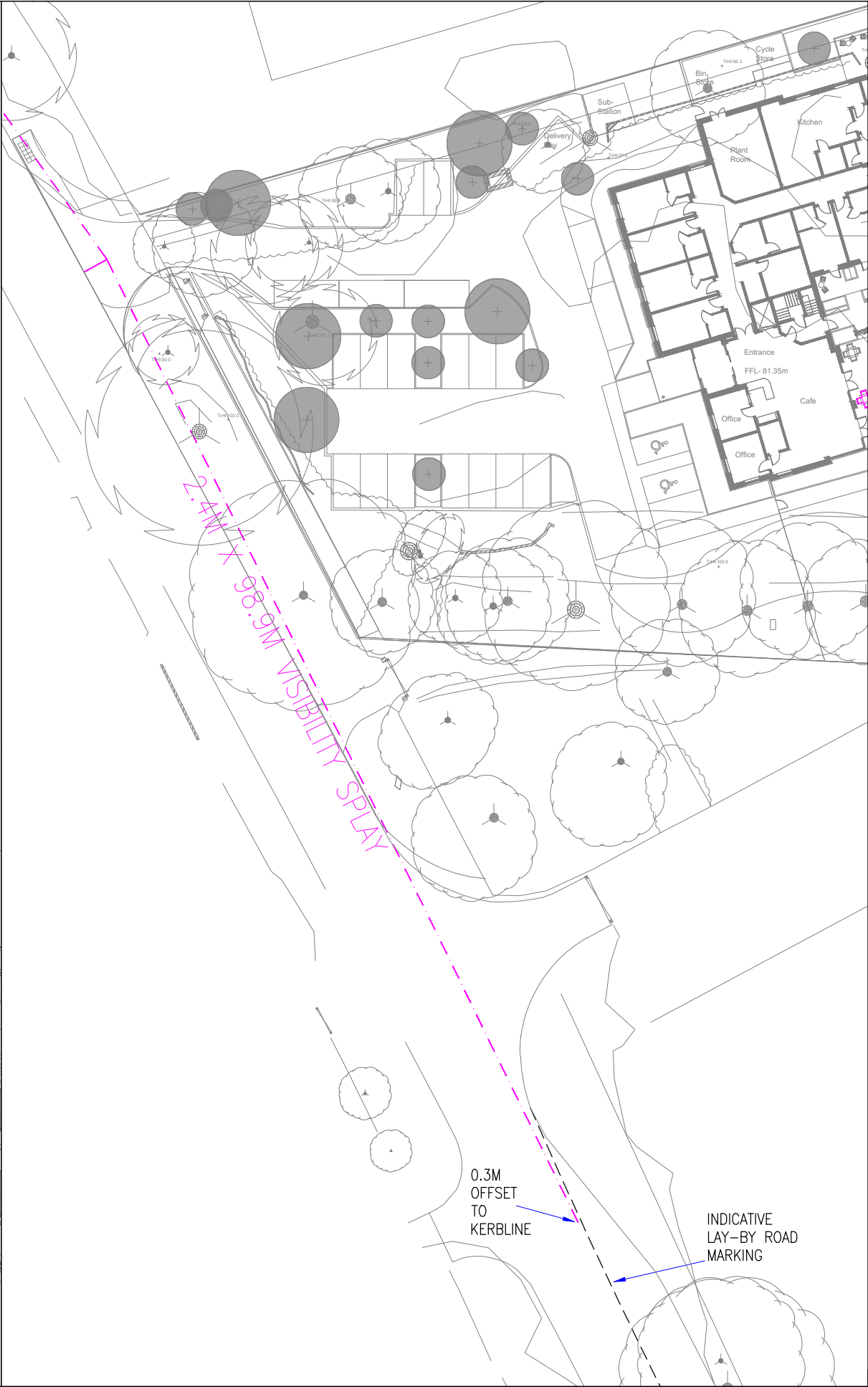
12 October 2021

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	97	65	0	14	0	0	1	2	10	4	0	0	0	1	0	36.6	42.5
0100	67	28	1	16	0	1	0	1	12	8	0	0	0	0	0	36.4	42.2
0200	85	42	0	17	2	1	0	4	13	4	0	0	0	2	0	36.2	41.2
0300	95	64	1	16	2	1	0	0	7	4	0	0	0	0	0	35.8	41.5
0400	187	128	0	38	6	1	0	1	5	7	0	0	0	0	1	36.2	40.7
0500	50	40	0	5	2	0	0	0	0	0	0	0	0	3	0	37.1	43.7
0600	149	134	0	12	0	0	0	0	0	0	0	0	0	3	0	36	40.7
0700	321	282	5	24	0	0	0	3	0	1	0	0	0	3	3	34.1	38.3
0800	412	352	5	31	7	2	1	0	0	2	0	0	0	10	2	32.8	38.5
0900	330	279	4	41	2	0	0	1	0	0	0	0	0	3	0	34.2	38.9
1000	340	304	4	25	2	0	0	0	1	1	0	0	0	3	0	34.1	38.4
1100	351	302	5	32	2	0	0	0	0	1	0	0	0	7	2	33.6	37.9
1200	379	331	6	34	3	0	0	0	0	0	0	0	0	4	1	33.3	38.2
1300	362	328	4	24	0	2	0	1	0	1	0	0	0	2	0	33.9	38.6
1400	435	390	7	30	2	0	0	3	0	1	0	0	0	2	0	33.8	37.6
1500	440	398	6	23	2	1	1	1	0	2	0	0	0	3	3	33.5	38.6
1600	465	409	8	40	2	0	0	0	0	1	0	0	0	3	2	33.6	38.6
1700	447	404	5	29	0	0	0	0	0	1	0	0	0	7	1	35.4	39.5
1800	386	356	0	25	0	0	0	0	0	1	0	0	0	3	1	34.5	39
1900	329	305	2	16	1	0	0	0	0	1	0	0	0	4	0	34.7	38.8
2000	195	183	1	7	0	0	0	0	0	0	0	0	0	3	1	35.1	40
2100	382	335	0	31	0	0	0	1	4	3	1	0	0	7	0	34.7	39.5
2200	401	356	1	20	1	0	0	5	11	4	0	0	0	3	0	33.5	37.2
2300	200	169	2	14	0	0	0	1	6	6	0	1	0	1	0	36	40.6
07-19	4668	4135	59	358	22	5	2	9	1	12	0	0	0	50	15	33.9	38.6
06-22	5723	5092	62	424	23	5	2	10	5	16	1	0	0	67	16	34.1	38.8
06-00	6324	5617	65	458	24	5	2	16	22	26	1	1	0	71	16	34.1	38.7
00-00	6905	5984	67	564	36	9	3	24	69	53	1	1	0	77	17	34.3	38.9

Appendix F



2.4M X 88.9M VISIBILITY SPLAY IN PRIMARY DIRECTION



2.4M X 98.9M VISIBILITY SPLAY IN SECONDARY DIRECTION

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VISIBILITY SPLAYS

1. VISIBILITY SPLAYS ARE BASED ON THE RECORDED 85%ILE SPEEDS OF 38.9MPH NORTHBOUND & 36.4MPH SOUTHBOUND ON MOORHILL ROAD.



A	UPDATED SITE LAYOUT	12.10.22	LM	MS
Rev	Description	Date	By	Chkd

Project Name	MOORHILL, MOORHILL ROAD WEST END
Project Phase	PRELIMINARY

Title	VISIBILITY SPLAY ASSESSMENT
-------	-----------------------------



Paul Basham Associates Ltd
The Bothy, Cam's Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

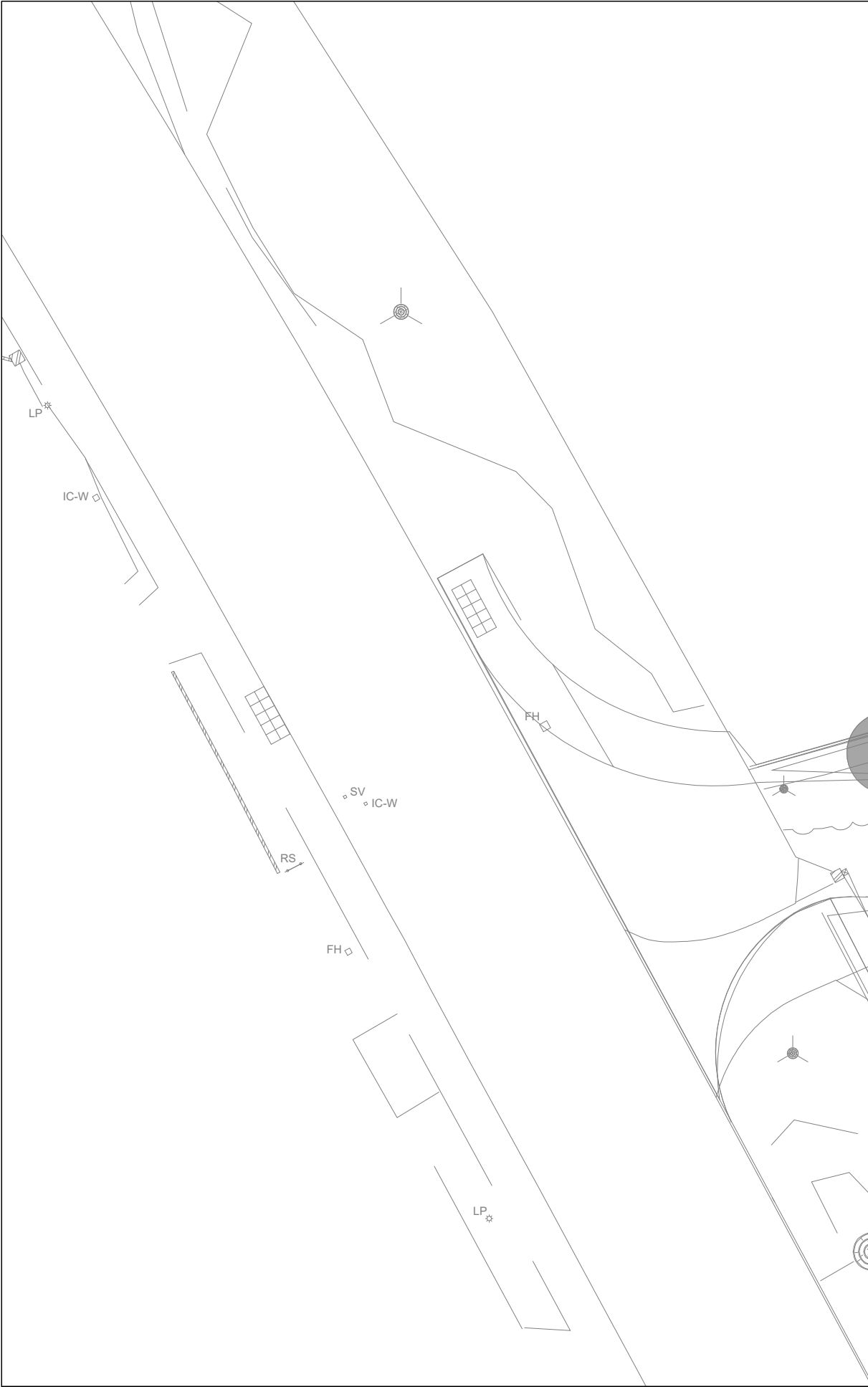
Client



Checked By	MS	Checked Date	12.11.21
Drawn By	ID	Drawn Date	12.11.21

Scale		
1:500		(AT A3 SIZE)
Client Drawing No.	PBA Drawing No.	Revision
-	024.0050.006	A

Appendix G



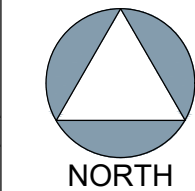
PEDESTRIAN CROSSING DESIGN (1:200)



PEDESTRIAN VISIBILITY ASSESSMENT (1:1000)

- GENERAL NOTES**
- THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
 - ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
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 - ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
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- VISIBILITY SPLAYS**
- THE RECORDED 85%ILE SPEEDS ARE 38.9MPH NORTHBOUND & 36.4MPH SOUTHBOUND ON MOORHILL ROAD.



A	UPDATED SITE LAYOUT	12.10.22	LM	JR
Rev	Description	Date	By	Chkd

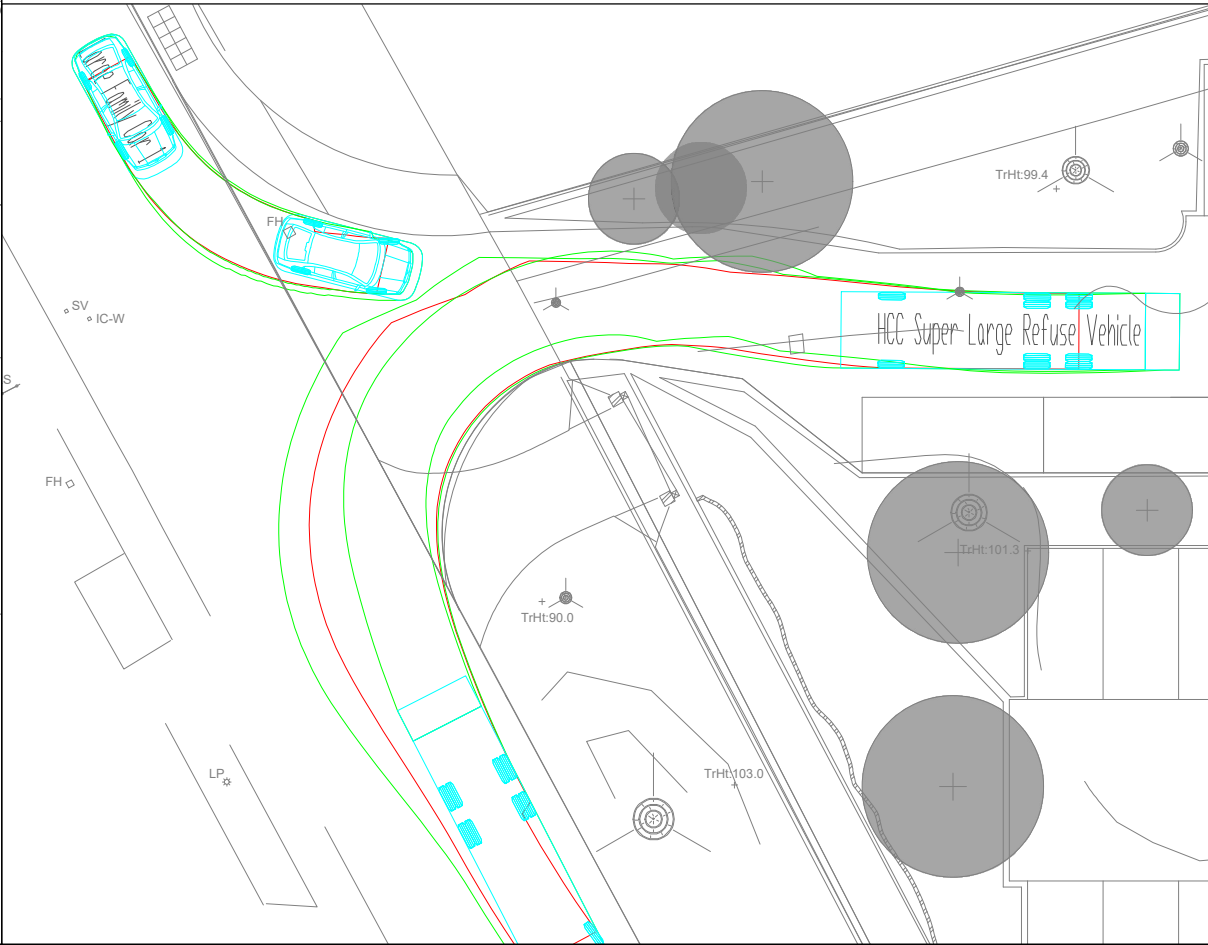
Project Name	Title	 Paul Basham Associates Ltd The Botly, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client		Checked By	Checked Date	Scale		
MOORHILL, MOORHILL ROAD WEST END					MS	10.08.22	AS SHOWN		
Project Phase	PEDESTRIAN CROSSING DESIGN AND PEDESTRIAN VISIBILITY ASSESSMENT				Drawn By	Drawn Date	Client Drawing No.	PBA Drawing No.	Revision
PRELIMINARY					LM	10.08.22	-	024.0050.009	A



REFUSE VEHICLE TRACKING OVERVIEW (SCALE: 1:500)



REFUSE VEHICLE AND PRIVATE CAR TWO-WAY ACCESS TRACKING (SCALE: 1:250)



REFUSE VEHICLE AND PRIVATE CAR TWO-WAY ACCESS TRACKING (SCALE: 1:250)

GENERAL NOTES

- THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
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- REFUSE VEHICLE TRACKING UNDERTAKEN AT 10MPH IN LINE WITH HAMPSHIRE COUNTY COUNCIL GUIDANCE.

VEHICLE PROFILE

HCC Super Large Refuse Vehicle
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

Large Family Car 1
Overall Length 4.890m
Overall Width 1.940m
Overall Body Height 1.512m
Min Body Ground Clearance 0.273m
Max Track Width 1.890m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.100m

Rev	Description	Date	By	Chkd
D	UPDATED SITE LAYOUT	05.10.22	ID	MS
C	UPDATED SITE LAYOUT	11.07.22	LM	HC
B	UPDATED SITE LAYOUT	10.06.22	ID	HC
A	INTERNAL CHANGES	12.11.21	ID	MS

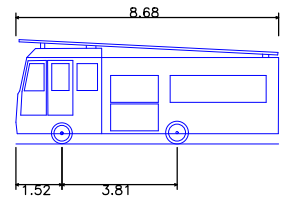
Appendix I



GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
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6. FIRE TENDER TRACKING UNDERTAKEN AT 10MPH IN LINE WITH HAMPSHIRE COUNTY COUNCIL GUIDANCE.

VEHICLE PROFILE



DB32 Fire Appliance	8.680m
Overall Length	2.180m
Overall Width	3.452m
Overall Body Height	0.337m
Min Body Ground Clearance	2.121m
Max Track Width	6.00s
Lock-to-lock time	7.910m
Curb to Curb Turning Radius	



B	UPDATED SITE LAYOUT	05.10.22	ID	MS
A	UPDATED SITE LAYOUT	11.07.22	LM	HC
Rev	Description	Date	By	Chkd

Project Name MOORHILL, MOORHILL ROAD WEST END	Title SITE LAYOUT FIRE TENDER TRACKING	 Paul Basham Associates Ltd The Bothy, Camis Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	 HIGHWOOD	Client	Checked By HC	Checked Date 10.06.22	Scale 1:500	(AT A3 SIZE)	
Project Phase PRELIMINARY				Client	Drawn By ID	Drawn Date 10.06.22	Client Drawing No. -	PBA Drawing No. 024.0050.007	Revision B

Appendix J



Road Safety Audit Stage 1

Proposed Access Arrangements

Moorhill Road

West End

Southampton

Hampshire

Date: 13th October 2022

Report produced for Paul Basham Associates

Report produced by: M & S Traffic

Registered Office: 32 Hamelin Road, Gillingham, Kent ME7 3EX Registered in Cardiff No:06730905

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Paul Basham Associates. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

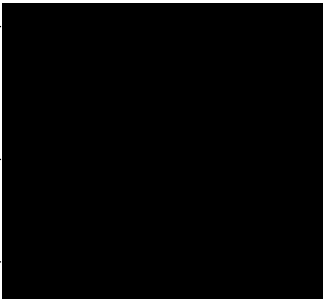
Project Title Moorhill, Moorhill Road, West End

Report Title Road Safety Audit Stage 1

Revision A – Revised Drawings

Status Final

Record of Issue

Document Ref PBA/22/024.0050/1A/BS	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision	Bryan Shawyer	Martin Morris		13 th October 2022
Designers Response	Luke Millar	Mark Smith		13 th October 2022
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Izzie Diment	-
Paul Basham Associates	Mark Smith	-

CONTENTS

Document Control Sheet	2
Contents	3
1 Introduction	4
2 Safety issues raised at previous Audits	6
3 Items raised at the Stage 1 Audit	7
4 Issues identified during the Stage 1 Audit that are outside the terms of reference	9
5 Auditors Statement	10

Appendix A..... List of drawings

Appendix B..... Comment location drawing

Appendix C..... Designer's Response

Appendix D..... Design Organisation Statement

Appendix E..... Overseeing Organisation Statement

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on proposed access arrangements associated with a 70-bed care home off Moorhill Road, West End, Southampton, as detailed below:

- An access on the eastern side of the carriageway with a pedestrian crossing point to the north of the proposed access.

The Audit was requested by the design organisation, Paul Basham Associates, Suite 4, Hitching Court, Blacklands Way, Abingdon Business Park, Abingdon, OX14 1RG on behalf of Hampshire County Council, as the Overseeing Organisation.

- 1.2 The Audit Team membership was as follows:

Audit Team Leader
Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency

Audit Team Member
Martin Morris, PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency

- 1.3 The audit has been undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.

- 1.4 The Audit took place at the Gillingham offices of M&S Traffic in July 2022 and comprised an examination of the documents provided as listed in Appendix A. A joint visit to the site of the proposed scheme was undertaken on the 28th July 2022 between 12:30 and 13:00. Weather conditions at the time were fine and dry. Traffic flows and free flow speeds were moderate. There were low pedestrian flows and no cyclist movements during the site visit.

The Auditors are familiar with the area of West End and have undertaken several audits along Moorhill Road, where a further site visit was not deemed necessary.

- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any "Technical Check" function on these proposals. It is assumed that the Project Sponsor is satisfied that such a "Technical Check" has been successfully completed prior to requesting this safety audit.

- 1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.

- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

- 2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 No comment.

3.2 Local Alignment

3.2.1 No comment.

3.3 Junctions

3.3.1 PROBLEM

Location: Proposed junction with Moorhill Road.

Summary: Lack of visibility could lead to side impact collisions.

Visibility splays at the access have been provided, which are considered acceptable. However, there are nearby trees whose canopies, if unmaintained, may impede the southern visibility splay. Restricted visibility could lead to side impact collisions.

RECOMMENDATION

It is recommended that the tree canopies should be regularly maintained.

3.4 Non-Motorised User Provision

3.4.1 PROBLEM

Location: Proposed pedestrian crossing point across Moorhill Road.

Summary: Lack of visibility could lead to vehicle to pedestrian collisions.

Pedestrian / traffic intervisibility splays at the crossing have been provided, which are considered acceptable. However, there are nearby trees whose canopies, if unmaintained, may impede the intervisibility splays. Restricted intervisibility could lead to vehicle to pedestrian collisions.

RECOMMENDATION

It is recommended that the tree canopies should be regularly maintained.

3.5 Road Signs, Carriageway Markings, and Lighting

3.5.1 **No comment.**

4 ISSUES IDENTIFIED DURING THE STAGE 1 AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

- 4.1 Any issues that the Audit Team wishes to bring to the attention of the Client Organisation, which is not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues, or poor existing provision. It should be understood, however, that in raising these issues, the Audit Team does not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.
- 4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been undertaken following the principles of GG 119.

Audit Team Leader

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:

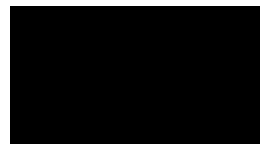


Date: 13/10/2022

Audit Team Member

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:



Date: 13/10/2022



+44 (0) 1634 307 498



contact@mstraffic.co.uk



www.mstraffic.co.uk

APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
024.0050.005 D	Refuse Vehicle Tracking
024.0050.006 A	Visibility Splay Assessment
024.0050.007 B	Site Layout Fire Tender Tracking
024.0050.009 A	Pedestrian Crossing Design and Pedestrian Visibility Assessment
3127 HIA XX ZZ DR A 0101	Proposed Site Plan

Supporting Documentation:

- Transport Statement, Paul Basham Associates, July 2022.
- Pre-Application Scoping Note (ref: 024.0050/PSN/2), Paul Basham Associates, November 2021.
- Covering emails, Paul Basham Associates.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: DESIGNERS RESPONSE

Auditors: Bryan Shawyer (Team Leader) and Martin Morris (Team Member).

Scheme: Moorhill, Moorhill Road, West End

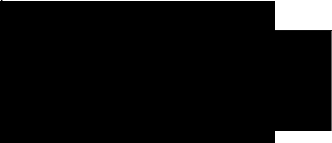
Date Audit Completed: 13th October 2022

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation Response	Agreed RSA action
3.3.1 Location: Proposed junction with Moorhill Road. Summary: Lack of visibility could lead to side impact collisions. Visibility splays at the access have been provided, which are considered acceptable. However, there are nearby trees whose canopies, if unmaintained, may impede the southern visibility splay. Restricted visibility could lead to side impact collisions.	It is recommended that the tree canopies should be regularly maintained.	Agreed. Regular maintenance of the tree canopies will be scheduled.		
3.4.1 Location: Proposed pedestrian crossing point across Moorhill Road.	It is recommended that the tree canopies should be regularly maintained.	Agreed. Regular maintenance of the tree canopies will be scheduled.		

Summary: Lack of visibility could lead to vehicle to pedestrian collisions. Pedestrian / traffic intervisibility splays at the crossing have been provided, which are considered acceptable. However, there are nearby trees whose canopies, if unmaintained, may impede the intervisibility splays. Restricted intervisibility could lead to vehicle to pedestrian collisions.				
--	--	--	--	--

APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Moorhill, Moorhill Road, West End	
On behalf of the Design Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	Mark Smith
Signed	
Position	Director
Organisation	Paul Basham Associates Ltd
Date	13/10/22

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Moorhill, Moorhill Road, West End	
On behalf of the Overseeing Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and 2) The agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	
Date	

Appendix K

Calculation Reference: AUDIT-247601-210923-0921

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days

Primary Filtering selection:

Parameter: No of Dwellings
Actual Range: 10 to 17 (units:)
Range Selected by User: 6 to 20 (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: 01/01/13 to 09/09/20

Selected survey days:

Monday	2 days
Wednesday	1 days
Friday	2 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	3

Selected Location Sub Categories:

Residential Zone	4
No Sub Category	1

Secondary Filtering selection:

Use Class:

C3	5 days
----	--------

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

Population within 5 miles:

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days

Travel Plan:

No	5 days
----	--------

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

LIST OF SITES relevant to selection parameters

1	MS-03-A-03 BEMPTON ROAD LIVERPOOL OTTERSPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 15 Survey date: FRIDAY 21/06/13	DETACHED	MERSEYSIDE	Survey Type: MANUAL
2	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 10/05/17	TERRACED HOUSES	NORTH YORKSHIRE	Survey Type: MANUAL
3	PS-03-A-01 BRYN GLAS WELSHPOOL Edge of Town Centre Residential Zone Total No of Dwellings: 16 Survey date: MONDAY 11/05/15	MIXED HOUSES	POWYS	Survey Type: MANUAL
4	ST-03-A-06 STANFORD ROAD WOLVERHAMPTON BLAKENHALL Edge of Town Centre No Sub Category Total No of Dwellings: 17 Survey date: FRIDAY 09/05/14	SEMI-DET. & TERRACED	STAFFORDSHIRE	Survey Type: MANUAL
5	TW-03-A-02 WEST PARK ROAD GATESHEAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 16 Survey date: MONDAY 07/10/13	SEMI-DETACHED	TYNE & WEAR	Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	5	15	0.149	5	15	0.311	5	15	0.460
08:00 - 09:00	5	15	0.243	5	15	0.486	5	15	0.729
09:00 - 10:00	5	15	0.122	5	15	0.108	5	15	0.230
10:00 - 11:00	5	15	0.122	5	15	0.122	5	15	0.244
11:00 - 12:00	5	15	0.149	5	15	0.297	5	15	0.446
12:00 - 13:00	5	15	0.351	5	15	0.270	5	15	0.621
13:00 - 14:00	5	15	0.270	5	15	0.257	5	15	0.527
14:00 - 15:00	5	15	0.162	5	15	0.203	5	15	0.365
15:00 - 16:00	5	15	0.284	5	15	0.216	5	15	0.500
16:00 - 17:00	5	15	0.257	5	15	0.149	5	15	0.406
17:00 - 18:00	5	15	0.297	5	15	0.189	5	15	0.486
18:00 - 19:00	5	15	0.311	5	15	0.297	5	15	0.608
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.717			2.905			5.622

Parameter summary

Trip rate parameter range selected: 10 - 17 (units:)
 Survey date range: 01/01/13 - 09/09/20
 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

Calculation Reference: AUDIT-247601-210923-0912

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	SW SWANSEA	1 days

Primary Filtering selection:

Parameter: Number of residents
Actual Range: 34 to 78 (units:)
Range Selected by User: 30 to 90 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 02/05/19

Selected survey days:

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	2

Selected Location Sub Categories:

Residential Zone	3
No Sub Category	2

Secondary Filtering selection:

Use Class:

C2	5 days
----	--------

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

Population within 5 miles:

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

Secondary Filtering selection (Cont.):

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

Travel Plan:

No	5 days
----	--------

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

LIST OF SITES relevant to selection parameters

1	DS-05-F-01 29 VILLAGE STREET DERBY	NURSING HOME	DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents:	70	
	Survey date: TUESDAY	21/10/14	Survey Type: MANUAL
2	ES-05-F-02 BATTLE ROAD HAILSHAM	CARE HOME	EAST SUSSEX
	Edge of Town Centre Residential Zone Total Number of residents:	69	
	Survey date: WEDNESDAY	13/07/16	Survey Type: MANUAL
3	NT-05-F-02 MOOR LANE NEAR NOTTINGHAM BINGHAM	NURSING HOME	NOTTINGHAMSHIRE
	Edge of Town Centre No Sub Category Total Number of residents:	34	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL
4	SW-05-F-01 ST HELENS ROAD SWANSEA	NURSING HOME	SWANSEA
	Edge of Town Centre No Sub Category Total Number of residents:	78	
	Survey date: WEDNESDAY	11/12/13	Survey Type: MANUAL
5	TW-05-F-03 MOORE STREET GATESHEAD FELLING SHORE	NURSING HOME	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents:	52	
	Survey date: THURSDAY	02/05/19	Survey Type: MANUAL

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	61	0.102	5	61	0.059	5	61	0.161
08:00 - 09:00	5	61	0.096	5	61	0.056	5	61	0.152
09:00 - 10:00	5	61	0.073	5	61	0.030	5	61	0.103
10:00 - 11:00	5	61	0.046	5	61	0.046	5	61	0.092
11:00 - 12:00	5	61	0.073	5	61	0.040	5	61	0.113
12:00 - 13:00	5	61	0.059	5	61	0.043	5	61	0.102
13:00 - 14:00	5	61	0.059	5	61	0.073	5	61	0.132
14:00 - 15:00	5	61	0.076	5	61	0.066	5	61	0.142
15:00 - 16:00	5	61	0.046	5	61	0.083	5	61	0.129
16:00 - 17:00	5	61	0.046	5	61	0.092	5	61	0.138
17:00 - 18:00	5	61	0.046	5	61	0.106	5	61	0.152
18:00 - 19:00	5	61	0.030	5	61	0.017	5	61	0.047
19:00 - 20:00	5	61	0.066	5	61	0.086	5	61	0.152
20:00 - 21:00	5	61	0.020	5	61	0.046	5	61	0.066
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.838			0.843			1.681

Parameter summary

Trip rate parameter range selected: 34 - 78 (units:)
 Survey date range: 01/01/13 - 02/05/19
 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