



TRANSPORT STATEMENT

5 WESTGATE MEWS, WEST END

Residential Development

2025-12-19-6785-TS01

December 2025

Prepared on Behalf of Macra Land Ltd



DOCUMENT CONTROL

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Client: Macra Land Ltd

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2025-6785-002	Two-way Passing
2025-6785-003	Car Parking
2025-6785-004	Emergency Access
2025-6785-005	Refuse Collection

APPENDICES

Appendix A	Collision Data
Appendix B	TRICS Report

1 INTRODUCTION

- 1.1.1 This Transport Statement (TS) has been prepared by Bright Plan on behalf of Macra Land Ltd to support a planning application at 5 Westgate Mews, West End. The application site is located at the southern end of Westgate Mews, as shown in **Figure 1.1**.



Figure 1.1: Application Site Location

- 1.1.2 The site currently comprises of a single dwelling and associated garden/grounds. The proposed development would involve the construction of 8 new dwellings in the grounds of the existing dwelling.

1.2 Scope of Report

- 1.2.1 This TS outlines the key transport planning matters in accordance with national, regional and local guidance, reviewing the site's accessibility, relevant planning history, the proposed development layout, car and cycle parking requirements, access arrangements, servicing arrangements, and the proposed trip impact on the local road network.
- 1.2.2 The site has been assessed against the background of transport planning policy set out in the National Planning Policy Framework and Eastleigh Borough Council's (EBC) local transport policies. The site's highways design has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) and Manual for Streets (MfS) 1 and 2.
- 1.2.3 The remainder of this report comprises the following sections:
- i. **Section 2** sets out the transport conditions in the local area and highway network, and provides a review of highway safety.



- ii. **Section 3** provides an assessment of the proposed access and internal layout design, parking provision and the site's servicing arrangements.
- iii. **Section 4** provides an assessment of the anticipated traffic impact resulting from the development supported by a trip generation assessment.
- iv. **Section 5** provides a summary of the TS conclusions.

2 BASELINE CONDITIONS

2.1 Site Location and Description

- 2.1.1 The application site encompasses an area of 0.29ha situated, comprising of a single dwelling and associated garden/grounds. The site is bordered by residential properties to the west, an industrial estate to the northeast, and land associated with the Utilita Bowl to the southeast. The existing site context is shown in **Figure 2.1**.



Figure 2.1: Aerial View of Application Site

2.2 Existing Vehicle Access

- 2.2.1 The site is currently served from Westgate Mews, which is a private access road adjoining the end of Kenilworth Gardens. Westgate Mews serves the application site, as well as 4 dwellings to the northwest of the site. The road is 4.7m wide but reduces to a width of 4.3m on approach to the site. The existing access arrangement is shown in **Figure 2.2**.

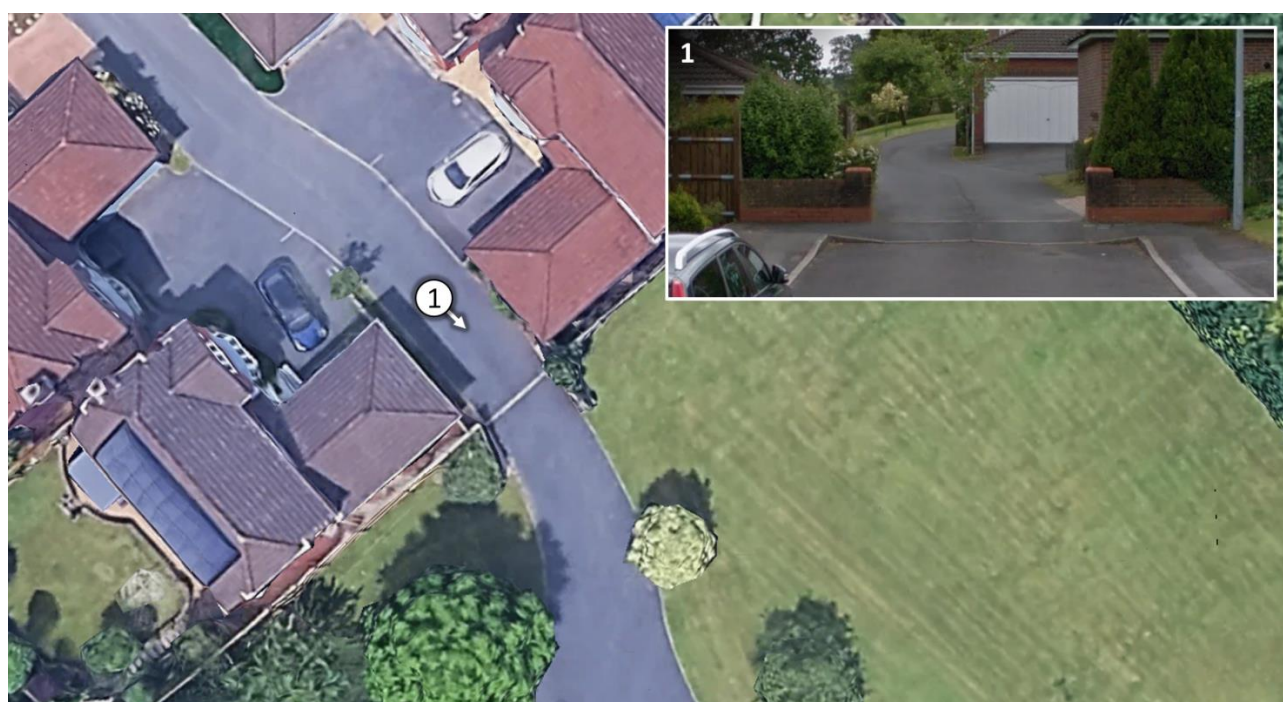


Figure 2.2: Existing Access

2.3 Local Road Network

2.3.1 Westgate Mews adjoins to the end of Kenilworth Gardens, which is a large residential cul-de-sac. Kenilworth Gardens is a two-way single carriageway with a 5.0m width, flanked by a footway on its eastern side. The road is subject to a 30mph speed limit, and parking is restricted along the initial c.115m, enforced by double yellow lines. St Peter's Crescent's carriageway characteristics are shown in **Figure 2.3**.



Figure 2.3: Kenilworth Gardens' Highways Features

2.4 Wider Highway Network

- 2.4.1 The 3035 is situated c.250m to the north of the site, and provides a route into Hedge End. To the west, the A3035 connects to the A27, which can also be accessed via Telegraph Road to the south. The A27 runs around the northeast boundary of Southampton, providing access to area on the periphery of the city. In addition, the A27 provides a route to the M27 to the south via Charles Watts Way, which forms part of the Strategic Road Network (SRN) running along the south coast. The site's location in the context of the wider highway network is shown in **Figure 2.4**.

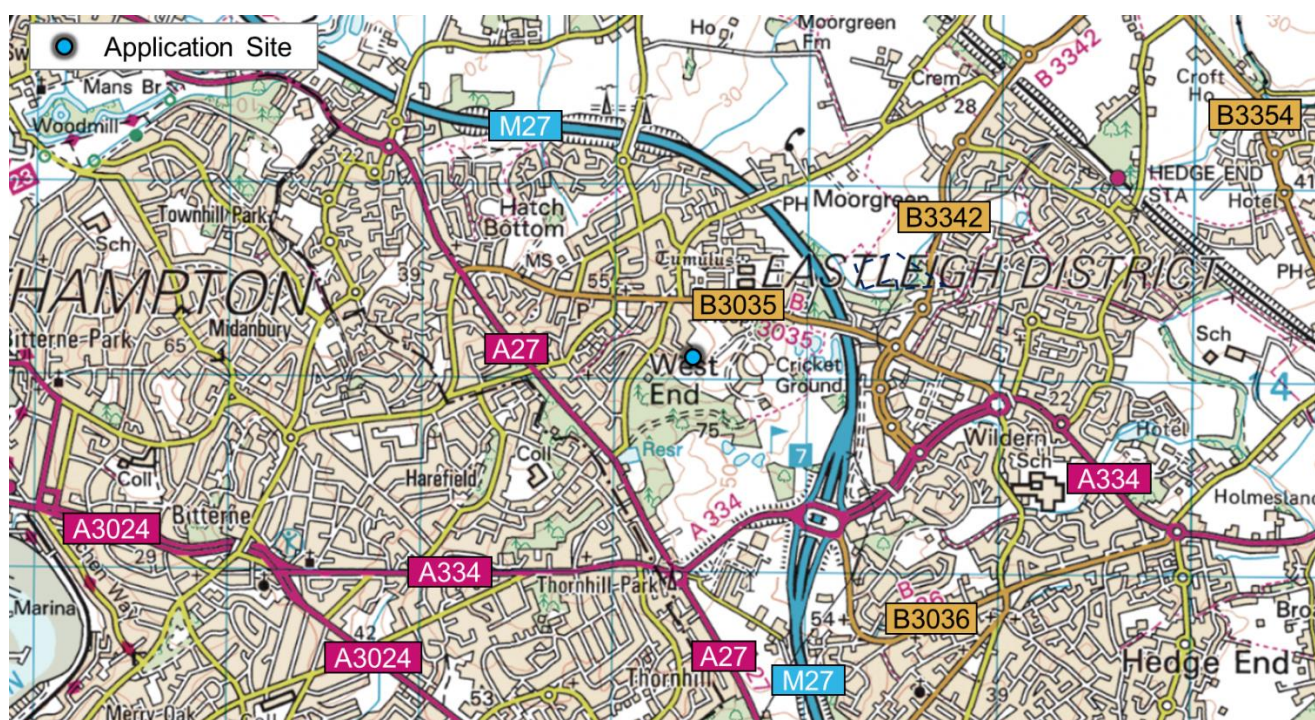


Figure 2.4: Wider Highway Network

2.5 Accessibility Credentials

Pedestrian Accessibility

- 2.5.1 Kenilworth Gardens is flanked by a c.1.5-2m wide footway on its eastern side which connects with the wider footway network, providing continuous pedestrian access to local services and amenities within local area. The existing footway is shown in **Figure 2.5**.



Figure 2.5: Footway Flanking Kenilworth Gardens

- 2.5.2 The Chartered Institute of Highways and Transportation's (CIHT) publication 'Planning for Walking' (April 2015) identifies that 80% of journeys under 1 mile (1.6km) are made by foot, and 26% of journeys between 1-2 miles (1.6km – 3.2km) are made by foot. A range of services and amenities, including bus stops, convenience shops, nurseries, primary school, secondary school, medical centre, recreation facilities, restaurants/takeaways and public houses, are therefore accessible on foot.

Cycle Accessibility

- 2.5.3 There is a shared footway/cycleway flanking the northern side of the B3035, which connects with a wider network of cycleways to the west, providing a continuous connection to Hedge End. To the east, there are further sections of cycleway, which connect with the National Cycle Network (NCN) route 23 c.3km to the northwest of the site, which in turn provides a route into Southampton city centre.
- 2.5.4 The Department for Transport's (DfT) document 'Cycle Infrastructure Design' (LTN 1/20) (July 2020) states that 5 miles (8km) is an achievable distance to cycle for the majority of people. The full extent of West End, and Hedge End, as well as the majority of Southampton, and a number of smaller settlements in the surrounding area are therefore accessible by bicycle.



Accessibility by Bus

- 2.5.5 There are a number of bus stops on the B3035, the closest being the 'Pavilions' stop (eastbound) and the 'Hilldene Centre' stop (westbound). The stops serve the nos. 14, 24, 424 and 425 services between Hedge End and Southampton. A summary of the services available from local bus stops is provided in **Figure 2.6**.

Service	Route Summary	Typical Frequency	Operating Hours
14	Hedge End - West End - Bitterne - Southampton	Mon-Sat: 1 every 30 min Sun: 1 every hour	Mon-Fri: 06:06 – 23:19 Sat: 07:02 – 23:19 Sun: 07:56 – 20:04
24	Hedge End - West End - Airport Parkway - Eastleigh	Mon-Fri: 1 every hour Sat: 1 every 2 hours	Mon-Fri: 06:59 – 18:35 Sat: 08:37 – 18:35
424	Hedge End - West End - Airport Parkway - Eastleigh - Barton Peveril College	Mon-Fri: 1 out every school day	School days: 07:57
425	Hedge End - West End - Airport Parkway - Eastleigh - Barton Peveril College	Mon-Fri: 1 out every school day	School days: 07:56

Figure 2.6: Bus Services Available from Local Bus Stops

Accessibility by Train

- 2.5.6 The closest railway stations to the site are Hedge End and Bitterne, which are situated c.2.5km to the east and c.3.5km to the west of the site respectively. Both stations are therefore accessible by bicycle based on CIHT guidance, and are both additionally accessible via the no.14 bus service which runs every half hour on weekdays. The stations provide regular services to a range of local and regional destinations, including Brighton, Portsmouth, Southampton, Brighton and London. A summary of services available from the railway stations is provided in **Figure 2.7**.

Departure Station	Destination	Route Summary	Typical Journey Time	Typical Frequency
Hedge End	Portsmouth	Hedge End – Botley – Fareham – Portchester – Cosham – Fratton – Portsmouth	35 minutes	1 every hour
	London Waterloo	Hedge End – Eastleigh – Winchester – Basingstoke – Farnborough – Woking – London Waterloo	1 hour 28 min	1 every hour
Bitterne	Southampton	Bitterne – St Denys – Southampton	9 minutes	1 every hour
	Portsmouth	Bitterne – Netley – Swanwick – Fareham – Portchester – Cosham – Fratton – Portsmouth	49 minutes	1 every hour

Figure 2.7: Services Available from Hedge End and Bitterne Railway Stations

2.6 Collision Data

- 2.6.1 To determine highway safety on the local road network an assessment of Personal Injury Accidents (PIAs) has been undertaken for a 5-year period from October 2019 to October 2024 using data obtained from Hampshire Constabulary. The area considered includes roads within c.500m of the application site.
- 2.6.2 Patterns displayed in the PIA data can be assessed with regards to their proximity, frequency, severity and incident cause to establish if there are underlying highways design issues that require a more detailed investigation.
- 2.6.3 Collisions are classified as 'slight', 'serious' or 'fatal', depending on the severity of the injuries sustained. A map demonstrating the extent of the study area and each recorded PIA is demonstrated in **Figure 2.8** and a summary of the incident circumstances is provided in **Figure 2.9**. The full report is attached at **Appendix A**.

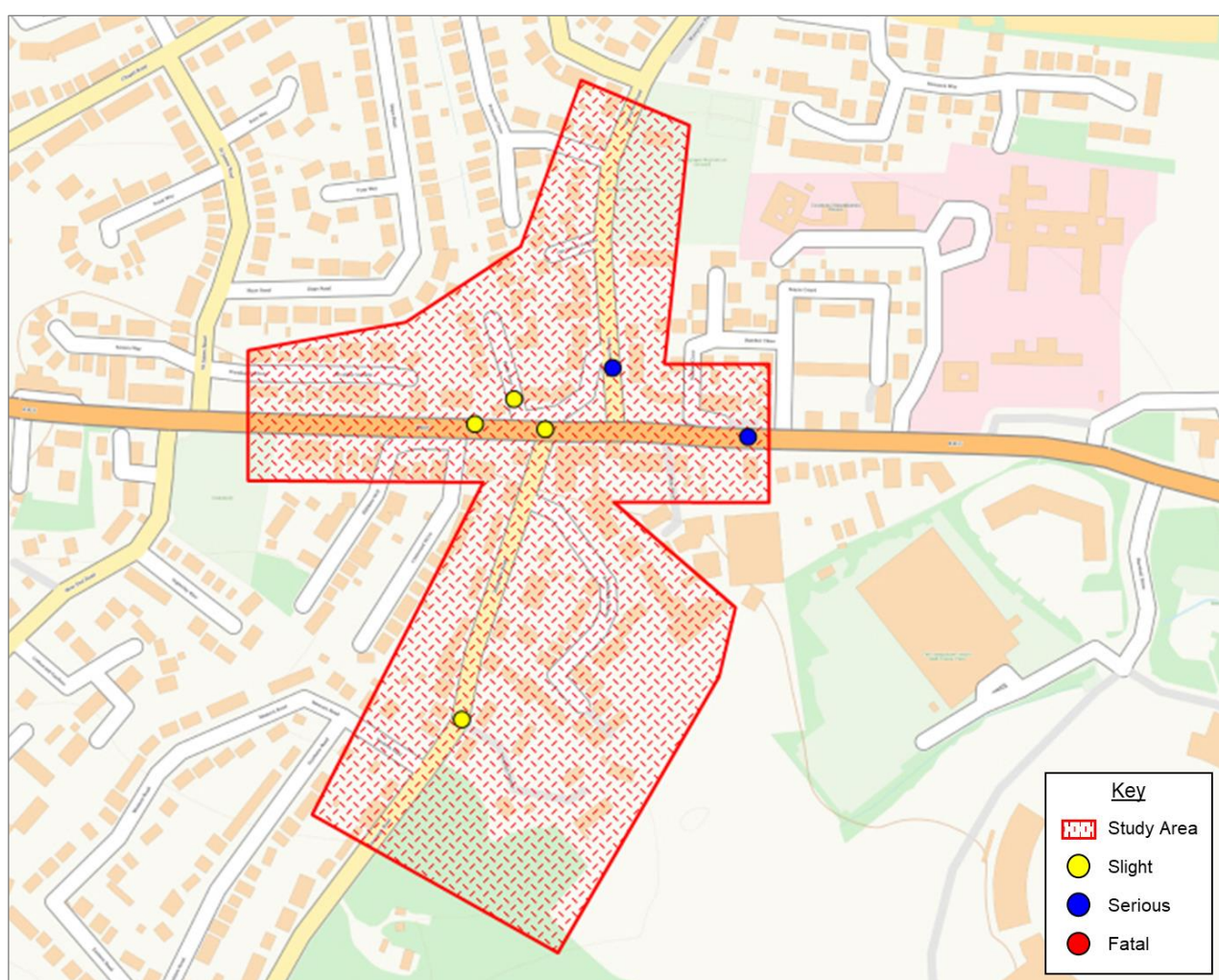


Figure 2.8: PIA Study Area and Distribution



Time/ Date	Vehicles / Casualties / Severity	Description	Factor (Vehicle)	Confidence
16:45 07/01/20	1 / 1 / Serious	C1 (pedestrian) crosses B3035 Botley Road from the offside travelling into the path of V1 (car) travelling E along Botley Road. C1 realises and tries to take avoiding action but slips into V1.	Failed to judge vehicles path or speed (C1)	Very Likely
09:20 16/03/20	1 / 1 / Slight	V1 (van) reversing S along Baltic Road collides into C1 (pedestrian) who was stationary in the carriageway waiting to get into their parked vehicle. V1 drove off and did not stop.	-	-
11:57 22/03/21	1 / 1 / Serious	V1 (bus) travelling S along Moorgreen Road stopped to allow C1 (passenger) to board. Before C1 could sit down, V1 moved off and C1 fell over.	-	-
14:44 17/01/23	2 / 1 / Slight	V1 (van) travelling E along High Street entered the roundabout without giving way to V2 (p/cycle) travelling around the roundabout causing a collision.	Slippery road (due to weather) (V1) Road layout (eg bend, hill etc.) (V1) Disobeyed give-way / stop sign / markings (V1) Junction overshoot (V1) Failed to look properly (V1)	Possible Possible Possible Possible Very Likely
07:15 13/05/23	1 / 1 / Slight	V1 (car) travelling E along B3035 lost control and collided with a telegraph pole on the nearside pavement, causing the telegraph pole to break and fall onto the carriageway.	Impaired by drugs (illicit or medicinal) (V1)	Very Likely
09:56 02/08/23	2 / 1 / Slight	V1 (p/cycle) travelling NE along Telegraph Road overtook a parked vehicle and collided with V2 (car) travelling in the opposite direction.	-	-

Figure 2.9: Summary of PIA Incidents

- 2.6.4 The assessment revealed 4 recorded incidents in the 5-year period within the identified study area comprised of 4 'slight' incidents and 2 'serious' incidents.
- 2.6.5 The PIA record does not reveal any pattern that in terms of distribution, severity, or cause that would be exacerbated by the proposed development.



3 PROPOSED DEVELOPMENT

- 3.1.1 The application proposes the construction of 8 dwellings within the grounds of the existing dwelling, and would additionally include the demolition of an outbuilding. The proposed accommodation schedule is shown in **Figure 3.1**, and the proposed layout is shown on **Drawing 2025-6785-001**.

Dwelling Type	Number of Dwellings
3-Bedroom House	7
4-Bedroom House	1
Total	8

Figure 3.1: Accommodation Schedule

3.2 Vehicle Access

- 3.2.1 The development would be served from Westgate Mews as per the existing arrangement. The access road would maintain the 4.3m width upon entry to the site, before widening within the main body of the site.

3.3 Internal Layout

- 3.3.1 The site access road would continue into the site, forming the main estate road to which driveways and parking bays would adjoin. The road would turn to the north, and a turning head capable of accommodating large vehicles would be provided at its northern end.
- 3.3.2 The road would have a varying width, however the geometries can accommodate two-way movements by private cars along the full length. A vehicle swept path analysis has been undertaken demonstrating vehicle passing in **Drawing 2025-6785-002**.

3.4 Emergency Access

- 3.4.1 The site's access and internal geometries would allow fire tenders (the largest emergency vehicle) to comfortably access all dwellings. A vehicle swept path analysis of the site layout has been provided in **Drawing 2025-6785-004**. The site's internal layout would accord with MfS by meeting the following standards:
- Fire tenders are able to access within 45.0m of all dwellings.
 - Access can be achieved without reversing manoeuvres greater than 20.0m.
 - A minimum carriageway width in excess of 3.7m is maintained throughout the site.



3.5 Servicing Arrangement

- 3.5.1 The site's internal geometries would accommodate refuse freighters, and bin drag distances would be in line with the maximum thresholds set out in MfS (25m for collectors, 30m for residents). The refuse collection arrangement, including the collector bin drag distance, is demonstrated in **Drawing 2025-6785-005**.

3.6 Car Parking

- 3.6.1 Car parking would be provided in accordance with EBC's standards as set out in the council's 'Parking Standards' SPD (September 2025). A summary of the required and proposed parking provision is shown in **Figure 3.2**.

Dwelling Type	No. of Dwellings	EBC Parking Standard per Unit	Required Provision	Proposed Provision
3-Bedroom House	7	2	14	14
4-Bedroom House	1	3	3	4 (2 + double car port)
Visitor	-	20%	2 (1.6)	2
Total	8	-	19	20

Figure 3.2: Proposed Car Parking Provision

- 3.6.2 Car parking would be provided within a mixture of driveways, car ports, perpendicular bays and parallel bays. Spaces would use the minimum dimensions set out in **Figure 3.3**, which accord with MfS guidance.

Space Type	Minimum Dimensions
Driveway	3.0m x 5.0m
Perpendicular Bay	2.5m x 5.0m
Parallel Bay	2.0m x 6.0m

Figure 3.3: Parking Space Dimensions

- 3.6.3 A vehicle swept path analysis has been undertaken demonstrating car parking manoeuvres in **Drawing 2025-6785-003**.
- 3.6.4 In line with Part S of the Building Regulations, Infrastructure for the charging of electric vehicles, all dwellings would have access to electric vehicle charging facilities.

3.7 Cycle Parking

- 3.7.1 The proposed 3-bedroom dwellings would have 2 cycle parking spaces, and the proposed 4-bedroom dwelling would have 3 cycle parking spaces in accordance with EBC's standards as set out in the council's 'Parking Standards' SPD (September 2025). Cycle parking would be provided within secure stores within the curtilages of the dwellings.



4 TRIP GENERATION ASSESSMENT

- 4.1.1 To anticipate the traffic impact associated with the development, a vehicle trip generation assessment has been undertaken using the TRICS database. To determine the likely traffic volumes generated by the proposed dwellings, the parameters identified in **Figure 4.1** have been used to filter the database.

TRICS (Version 7.11.4)	
Filtering Parameter:	Criteria Selected:
i. Land use	Residential – Houses (Privately Owned)
ii. Regions	England (excluding Greater London)
iii. Number of Dwellings	6 to 30
iv. Date Range	01/01/16 to 18/09/24
v. Count Type	Manual
vi. Selected Days	Weekdays
vii. Selected Locations	1. Suburban Area – 5 surveys 2. Edge of Town – 3 surveys

Figure 4.1: TRICS Filtering Parameters

- 4.1.2 The TRICS report is attached at **Appendix B**, whilst a summary of the weekday peak hour and daily trip rates and the subsequent vehicle movements associated with the proposed dwellings are provided in **Figure 4.2**.

TRICS Trip Rate per Dwelling			
Time Period	Arrivals	Departures	Two-way Total
AM Peak Hour	0.229	0.447	0.676
PM Peak Hour	0.288	0.212	0.500
Daily Traffic	2.417	2.467	4.884

TRICS Trip Generation (8 Houses)			
AM Peak Hour	2	4	5
PM Peak Hour	2	2	4
Daily Traffic	19	20	39

Figure 4.2: Vehicle Trip Generation

- 4.1.3 The TRICS assessment suggests that the proposed dwellings would generate 39 daily two-way vehicle movements, of which 5 would occur during the network's AM peak traffic hour, and 4 would occur in the network's PM peak traffic hour.
- 4.1.4 The additional vehicle trips would have a negligible impact on the local road network in terms of capacity and safety.



5 SUMMARY AND CONCLUSIONS

- 5.1.1 This TS has been prepared by Bright Plan on behalf of Macra Land Ltd to support a planning application for the construction of 8 dwellings at 5 Westgate Mews, West End. The findings from this report are as follows:
- i. The site is situated within walking / cycling distance of local services and amenities, with conveniently located bus stops. Hedge End and Bitterne railway stations are accessibility either by bicycle or via the high frequency no.14 bus service.
 - ii. An assessment of PIA data showed no pattern of incidents in terms of distribution, frequency or severity that would be of concern in terms of highway safety.
 - iii. The proposed development will be served from the Westgate Mews as per the existing arrangement. The access road width is sufficient to accommodate two-way movements by cars, and access by refuse freighters and emergency vehicles.
 - iv. A vehicle-swept path analysis has been undertaken demonstrating the negotiation of the access and the site layout by vehicles up to the size of large refuse freighters.
 - v. Refuse collection would be undertaken within the site. Bin drag distances for residents and collectors would be comfortably within the maximum thresholds set out in MfS.
 - vi. Car and cycle parking will be provided in accordance with EBC's residential parking standards.
 - vii. A vehicle trip generation assessment has been undertaken using the TRICS database, suggesting that the development would generate 39 daily two-way vehicle movements, including 5 in the network's AM peak traffic hour, and 4 in the network's PM peak traffic hour.
 - viii. The additional vehicle trips would have a negligible impact on the local road network in terms of capacity and safety.



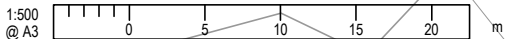
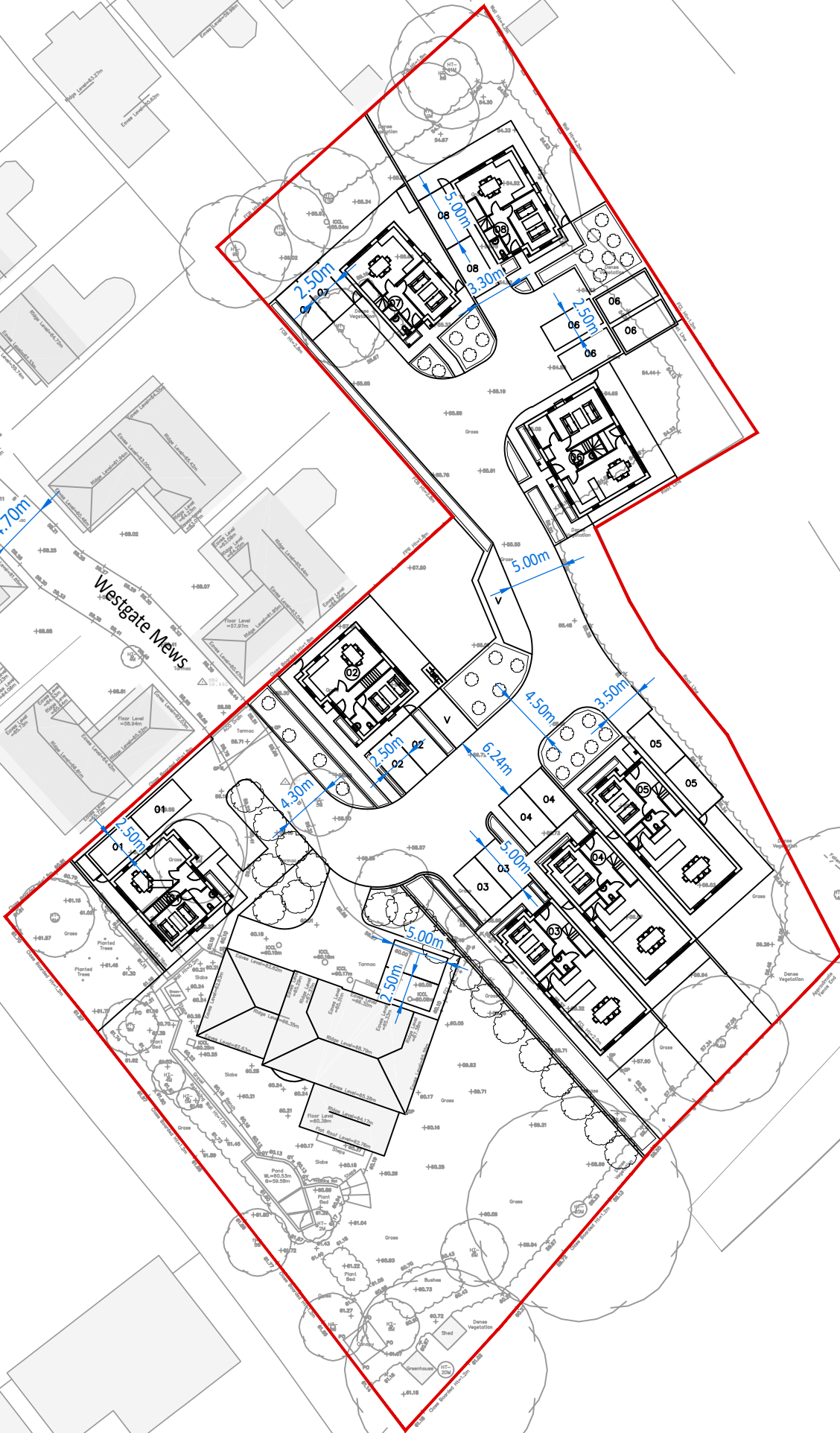
DRAWINGS

2025-6785-001	Site Overview
2025-6785-002	Two-way Passing
2025-6785-003	Car Parking
2025-6785-004	Emergency Access
2025-6785-005	Refuse Collection



Kenilworth Gardens

Westgate Mews



- A3**
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 5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Application Boundary

C	Revised Layout	16/12/2025
B	Revised Layout	29/07/2025
A	Revised Layout	19/05/2025
-	Original Issue	04/11/2024
Rev.	Amendments	Date



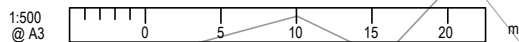
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Drawing Status	Final		
Client	Macra Ltd.		
Project	Westgate Mews		
Drawing Title	Site Overview		
Scale	1:500	Date	Dec 25
Drawn by	EMH	Checked by	SMO
Drawing No.	2024-6785-001		Rev. C



Kenilworth Gardens

Westgate Mews



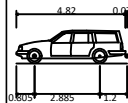
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Application Boundary

-Swept Path-
Tracking Speed: 10mph

Wheel Track

Over Swing



HCC Standard Car
Overall Length 4.890m
Overall Width 1.940m
Overall Body Height 1.452m
Min Body Ground Clearance 0.217m
Max Track Width 1.817m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 4.950m

C	Revised Layout	16/12/2025
B	Revised Layout	29/07/2025
A	Revised Layout	19/05/2025
-	Original Issue	04/11/2024
Rev.	Amendments	Date



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Drawing Status	Final		
Client	Macra Ltd.		
Project	Westgate Mews		
Drawing Title	Two-way Passing		
Scale	1:500	Date	Jul 25
Drawn by	EMH	Checked by	SMO
Drawing No.	2024-6785-002		Rev. B



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Application Boundary

-Swept Path-
Tracking Speed: 10mph

Wheel Track

Over Swing

4.82

0.97

0.805

2.385

1.2

HCC Standard Car

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

4.890m

1.940m

1.452m

0.217m

1.817m

4.00s

4.950m

C	Revised Layout	16/12/2025
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A	Revised Layout	19/05/2025
-	Original Issue	04/11/2024
Rev.	Amendments	Date

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Drawing Status		Final	
Client			
Macra Ltd.			
Project			
Westgate Mews			
Drawing Title			
Car Parking			
Scale	Date	Drawn by	Checked by
1:500	Jul 25	EMH	SMO
Drawing No.			Rev.
2024-6785-003			C



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1.

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Application Boundary

-Swept Path-
Tracking Speed: 10mph

Wheel Track
Over Swing

HCC Fire Appliance

Overall Length8.100m

Overall Width2.550m

Overall Body Height3.300m

Min Body Ground Clearance0.140m

Track Width2.550m

Lock to lock time4.00s

Kerb to Kerb Turning Radius7.600m

C	Revised Layout	16/12/2025
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-	Original Issue	04/11/2024
Rev.	Amendments	Date

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Drawing Status

Final

Client

Macra Ltd.

Project

Westgate Mews

Drawing Title

Emergency Access

Scale

1:500

Date

Dec 25

Drawn by

EMH

Checked by

SMO

Drawing No.

2024-6785-004

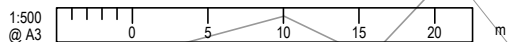
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Kenilworth Gardens

Westgate Mews



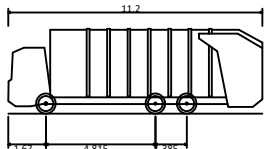
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 3. Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for discrepancies in aerial imagery.
 4. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
 5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Application Boundary

-Swept Path-
Tracking Speed: 10mph

Wheel Track

Over Swing



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

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

C	Revised Layout	16/12/2025
B	Revised Layout	29/07/2025
A	Revised Layout	19/05/2025
-	Original Issue	04/11/2024
Rev.	Amendments	Date



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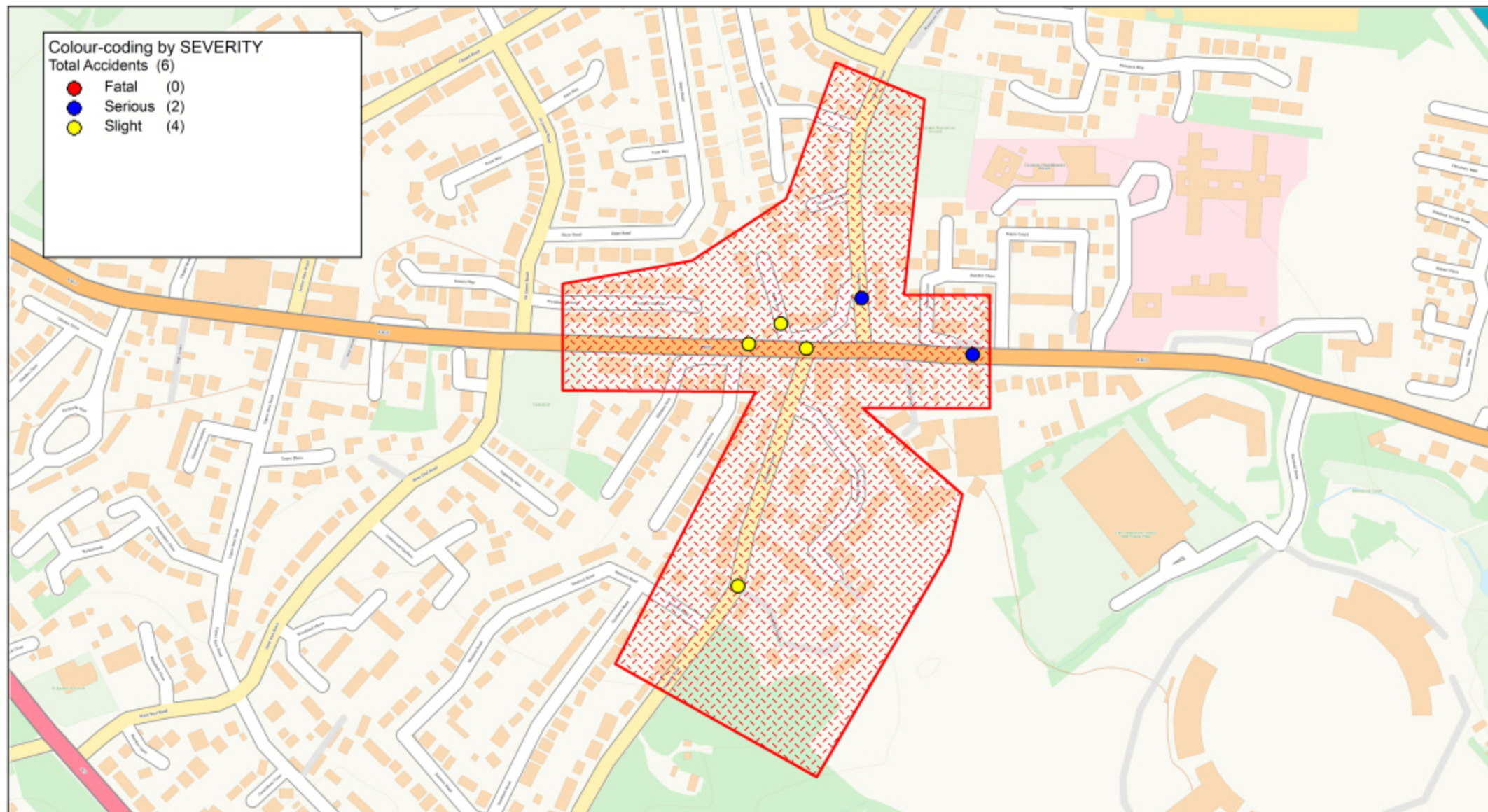
Drawing Status	Final		
Client	Macra Ltd.		
Project	Westgate Mews		
Drawing Title	Refuse Collection		
Scale	1:500	Date	Dec 25
Drawn by	EMH	Checked by	SMO
Drawing No.	2024-6785-005		Rev. C



APPENDICES



Appendix A Collision Data



West End

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Hampshire Police
Licence No. 01021C 2025

SCALE	1 : 4950
DATE	12/06/2025
DRAWING No.	
DRAWN BY	

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

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC West End")

Selected Polygon:MC West End

44200008028 07/01/2020 Time 1645 Vehicles 1 Casualties 1 Serious
E:447436 N: 114414 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

CAS1 (PEDESTRIAN) CROSSES B3035 BOTLEY ROAD FROM THE OFFISDE TRAVELLING INTO THE PATH OF VEH1 (CAR) TRAVELLING E ALONG BOTLEY ROAD. CAS1 REALISES AND TRIES TO TAKE AVOIDING ACTION BUT SLIPS INTO VEH1.

Occurred on B3035 BOTLEY ROAD, 25 METRES W FROM NOYCE COURT, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Male
Not hit and run Breath test Negative Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 79 Female Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr elsewhere N bound
Driver's offside

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

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
West End")

44200099173 16/03/2020 Time 0920 Vehicles 1 Casualties 1 Slight
E:447256 N: 114443 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH1 (VAN) REVERSING S ALONG BALTIC ROAD COLLIDES INTO CAS1 (PEDESTRIAN) WHO WAS
STATIONARY IN THE CARRIAGEWAY WAITING TO GET INTO THEIR PARKED VEH. VEH1 DROVE OFF AND
DID NOT STOP.

Occurred on BALTIC ROAD, OUTSIDE NO.2, WEST END, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 40 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr not crossing Standing still
In carr not crossing

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

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
West End")

44210113503 22/03/2021 Time 1157 Vehicles 1 Casualties 1 Serious
E:447332 N: 114467 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (BUS) TRAVELLING S ALONG MOORGREEN ROAD STOPPED TO ALLOW CAS 1 (PASSENGER) TO
BOARD. BEFORE CAS 1 COULD SIT DOWN, VEH 1 MOVED OFF AND CAS 1 FELL OVER.
Occurred on MOORGREEN ROAD 40 METRES NORTH OF B3035 BOTLEY ROAD, WEST END, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 89 Female Passenger Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Not car passenger Boarding l

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

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC West End")

44230022217 17/01/2023 Time 1444 Vehicles 2 Casualties 1 Slight
E:447280 N: 114420 First Road: B 3055 Road Type 1
Speed limit: 30 Junction Detail: Roundabout 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 1	Possible
2nd:	Road layout (eg bend, hill etc.)	Vehicle 1	Possible
3rd:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Possible
4th:	Junction overshoot	Vehicle 1	Possible
5th:	Failed to look properly	Vehicle 1	Very Likely
6th:			

VEH1 (VAN) TRAVELLING E ALONG HIGH STREET ENTERED THE ROUNDABOUT WITHOUT GIVING WAY TO VEH2 (P/CYCLE) TRAVELLING AROUND THE ROUNDABOUT CAUSING A COLLISION
Occurred on B3055 HIGH STREET AT ROUNDABOUT WITH TELEGRAPH ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Starting
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout 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

Vehicle Reference 2 Pedal Cycle Starting
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 61 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 61 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

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

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
West End")

44230187744 13/05/2023 Time 0715 Vehicles 1 Casualties 1 Slight
E:447226 N: 114424 First Road: B 3035 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ALONG B3035 HIGH STREET LOST CONTROL AND COLLIDED WITH A
TELEGRAPH POLE ON THE NEAR SIDE PAVEMENT, CAUSING THE TELEGRAPH POLE TO BREAK AND FALL
ONTO THE CARRIAGEWAY.

Occurred on B3035 HIGH STREET 32 METRES WEST OF BALTIC ROAD, WEST END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 47 Female
Not hit and run Breath test Negative Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 47 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

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

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("MC
West End")

Notes:

44230310353 02/08/2023 Time 0956 Vehicles 2 Casualties 1 Slight
E:447216 N: 114197 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (P/CYCLE) TRAVELLING NE ALONG TELEGRAPH ROAD OVERTOOK A PARKED VEHICLE AND
COLLIDED WITH VEH2 (CAR) TRAVELLING IN THE OPPOSITE DIRECTION.

Occurred on TELEGRAPH ROAD AT JUNCTION WITH TELEGRAPH HEIGHTS, WEST END, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Overtaking stat vehicle O/S
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 61 Male
Not hit and run Breath test Not applicable
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 61 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MC West End")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	2	2	4
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	2	2
Horses & other	0	0	0	0
Total	0	2	4	6

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	1	0	1
Motorcycle rider	0	0	0	0
Cyclist	0	0	2	2
Pedestrian	0	1	1	2
Other	0	0	0	0
Total	0	2	4	6



Appendix B

TRICS Report

Bright Plan 2 West Barn Chichester

Licence No: 305901

Calculation Reference: AUDIT-305901-250519-0530

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	MW MEDWAY	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days

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

Bright Plan 2 West Barn Chichester

Licence No: 305901

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 8 to 30 (units:)
 Range Selected by User: 6 to 30 (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: 01/01/16 to 18/09/24

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

Selected survey days:

Monday 2 days
 Wednesday 5 days
 Thursday 1 days

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

Selected survey types:

Manual count 8 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 5
 Edge of Town 3

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

Selected Location Sub Categories:

Residential Zone 8

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 3 days - Selected
 Servicing vehicles Excluded 11 days - Selected

Secondary Filtering selection:**Use Class:**

C3 8 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	5 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	3 days
No	5 days

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19	TOWN HOUSES	CHESHIRE WEST & CHESTER	Survey Type: MANUAL
2	DC-03-A-10 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 09/11/22	MIXED HOUSES	DORSET	Survey Type: MANUAL
3	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Total No of Dwellings: 19 Survey date: MONDAY 06/06/22	MIXED HOUSES	MEDWAY	Survey Type: MANUAL
4	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
5	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 17/10/16	DETACHED HOUSES	PETERBOROUGH	Survey Type: MANUAL
6	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total No of Dwellings: 26 Survey date: WEDNESDAY 22/11/17	DETACHED HOUSES	STAFFORDSHIRE	Survey Type: MANUAL
7	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 23 Survey date: WEDNESDAY 25/09/19	DETACHED HOUSES	WARWICKSHIRE	Survey Type: MANUAL
8	WM-03-A-07 EVESON ROAD STOURBRIDGE NORTON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 14 Survey date: WEDNESDAY 18/09/24	DETACHED HOUSES	WEST MIDLANDS	Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BO-03-A-01	15/10/20	Covid
HF-03-A-05	05/06/23	Trip rate too high
KC-03-A-09	09/06/21	Covid

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	8	21	0.082	8	21	0.224	8	21	0.306
08:00 - 09:00	8	21	0.229	8	21	0.447	8	21	0.676
09:00 - 10:00	8	21	0.147	8	21	0.159	8	21	0.306
10:00 - 11:00	8	21	0.106	8	21	0.147	8	21	0.253
11:00 - 12:00	8	21	0.171	8	21	0.159	8	21	0.330
12:00 - 13:00	8	21	0.182	8	21	0.159	8	21	0.341
13:00 - 14:00	8	21	0.176	8	21	0.171	8	21	0.347
14:00 - 15:00	8	21	0.171	8	21	0.224	8	21	0.395
15:00 - 16:00	8	21	0.329	8	21	0.253	8	21	0.582
16:00 - 17:00	8	21	0.318	8	21	0.171	8	21	0.489
17:00 - 18:00	8	21	0.288	8	21	0.212	8	21	0.500
18:00 - 19:00	8	21	0.218	8	21	0.141	8	21	0.359
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.417			2.467			4.884

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

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

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Parameter summary

Trip rate parameter range selected:

8 - 30 (units:)

Survey date date range:

01/01/16 - 18/09/24

Number of weekdays (Monday-Friday):

11

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

2

Surveys manually removed from selection:

0

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



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