



LAND AT CALMORE CROFT FARM, SALISBURY ROAD, CALMORE

Walking, Cycling and Horse-Riding Assessment &
Review

February 2024

McCarthy Investment Limited

**COMMERCIAL DEVELOPMENT
LAND AT CALMORE CROFT FARM
SALISBURY ROAD, CALMORE**

WALKING, CYCLING AND HORSE-RIDING ASSESSMENT & REVIEW

CONTROLLED DOCUMENT

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1. INTRODUCTION

- 1.1 This Walking, Cycling & Horse-riding Assessment and Review (WCHAR) has been prepared by Paul Basham Associates on behalf of McCarthy Investment Limited to support an outline planning application (with all matters reserved except access) for a commercial development comprising of circa 6 hectares at Land at Calmore Croft Farm, Salisbury Road, Calmore. The site location is demonstrated in **Figure 1**, with the site layout included in **Appendix A**.

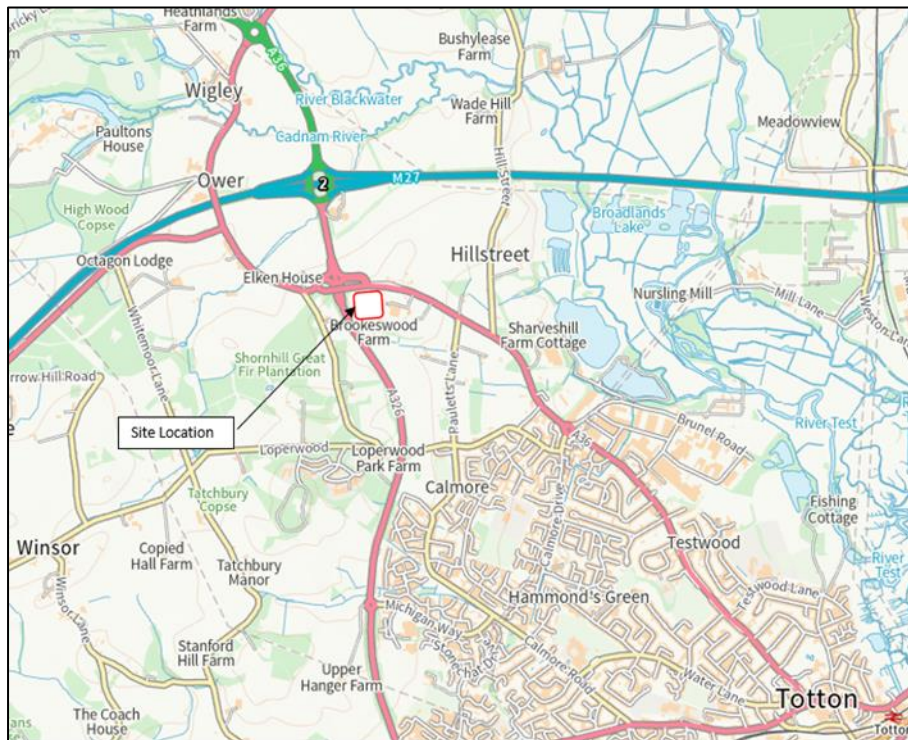


Figure 1: Site location

- 1.2 A Transport Assessment (TA) and a Travel Plan (TP) have also been prepared alongside this report which further details the site proposals, reviews local junction capacity and identifies measures which will help reduce the number of residents travelling by private car, and instead utilising the existing footway and cycleway infrastructure in the vicinity of the site. These documents should be read in conjunction with this WCHAR.
- 1.3 A site visit was carried out in August 2023 to ensure that this WCHAR is completed in accordance with Hampshire County Council (HCC) and Design Manual for Roads and Bridges (DMRB) guidance.

Proposed Development Scheme

- 1.4 To assess the suitability of the local road network for walking, cycling and horse-riding, consideration must be given to the land uses and proposed highway works being implemented as part of the development proposals.

North Totton Allocation

- 1.5 The proposed site forms part of the wider 'Land to the North of Totton' strategic development identified within the adopted New Forest District Local Plan (2016 – 2036) as SS1. This wider allocation seeks to provide a residential-led, mixed-use development and open spaces and will comprise the following:
- At least 1,000 homes, dependant on the form, size and mix of housing provided
 - A commercial core west of Pauletts Lane including around five hectares of land for business and employment uses
 - A community focal point in a prominent location including ground floor premises suitable for community use
 - Contributions to educational provisions to include two hectares of land to be reserved for a primary school
 - On-site provision of formal open space
- 1.6 As part of the North Totton Allocation, a new access is proposed for the residential development at Land north of Salisbury Road (application reference: 20/10997). This would involve the creation of a roundabout on Salisbury Road which would provide access to the residential development to the north and the industrial estate (to the east of the proposed commercial development) to the south.
- 1.7 As part of the land north of Salisbury Road development for Bloor Homes, a new 2m wide footway/cycleway is to be provided flanking the western side of the access arm from the roundabout into the Bloor Homes site, with the provision then continuing across the A36 (eastbound) arm of the roundabout and south towards the existing industrial estate (and what is anticipated to provide the access for the southern parts of the SS1: North Totton allocation land).
- 1.8 The Bloor Homes application (ref: 20/10997) also includes a new 3m wide shared footway/cycleway on the eastern side of the new roundabout continuing both eastbound along the A36, before a new crossing facility is provided outside the sites' secondary access, facilitating the movement of pedestrians and cyclists onto a new 3m wide shared footway/cycleway on the southern side of the A36.

- 1.9 Crossing facilities are also proposed across each arm of the roundabout junction, where appropriate. The proposed access arrangements and associated improvements submitted as part of the Bloor Homes application (ref: 20/10997) are demonstrated in **Figure 2**, and attached as **Appendix B**.

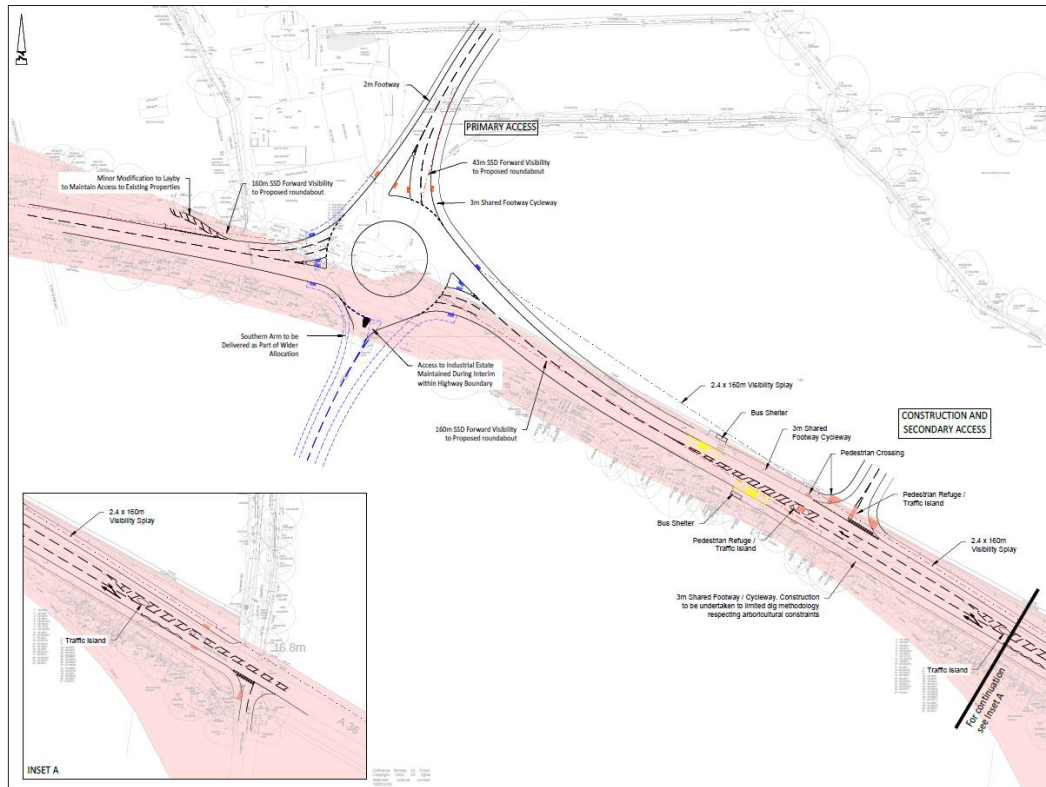


Figure 2: Bloor Homes Improvements

Access

- 1.10 The access for the proposed site will be via a signalised junction onto Salisbury Road. The access will be located to the west of the A326 (SB) off-slip. As part of the access design, a 3m wide footway/cycleway will be provided internally, which will then connect to the southern side of Salisbury Road and then in turn will tie in with the proposed roundabout being provided as part of the Bloor Homes development (ref 20/10997). Further details of the access can be found in the TA.

Further Details of Walking, Cycling and Horse-riding Infrastructure

Walking

- 1.11 The site, which is currently predominantly greenfield land (with a portion of industrial uses), is situated circa 800m south of the M27 and 4km northwest of Totton town centre. The site is bordered by the A36 to the north, greenfield and other land uses to the east and south and the A326 to the west.

1.12 Whilst there is limited pedestrian infrastructure at present in the vicinity of the site, several Public Rights of Way (PROW) routes are present. The closest footpath is located circa 350m west of the site (route number 166/5/1) which connects Loperwood Lane with Loperwood. In addition, a bridleway is situated south of the site, connecting Pauletts Lane and Loperwood Lane. The PROW routes in the vicinity of the site are demonstrated in **Figure 3**.

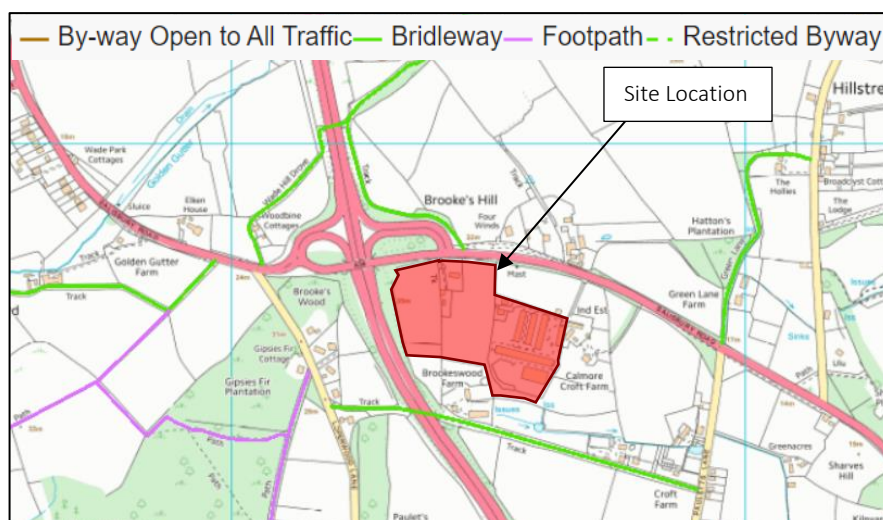


Figure 3: Public Rights of Way (PROW) in the vicinity of the site (Source: HCC)

1.13 The location of the PROW does not typically provide a route between the site and the local facilities and amenities, but do provide suitable options for leisurely walks.

1.14 Within the proposed development site footways will flank all access roads and most internal roads, ensuring a safe and continuous route is provided throughout the development. This is demonstrated on the site layout included in **Appendix A**.

Cycling

1.15 The gentle topography makes the area attractive for cyclists. With Calmore (and its associated facilities and amenities) within a 6-minute cycle, the site location provides a good opportunity to encourage cycling as a preferred mode of transport.

1.16 Whilst there are no nearby National Cycle Network (NCN) routes in the vicinity of the site, there are 5 bridleways within reasonable distance, as shown in **Figure 3** above.

1.17 In addition, as previously set out, the Bloor Homes development (planning ref: 20/10997) will be improving the existing provision for cyclists in the vicinity of the site, with new 3m wide shared footways/cycleways provided along the A36. The opportunities to enhance and improve the existing

cycle network (over and above those to be implemented as a result of the Bloor Homes development) in the vicinity of the site are explored later in this report.

Equestrian Facilities

- 1.18 Whilst signage was observed (particularly on Pauletts Lane) near bridleways, which indicates an equestrian presence, no equestrians were observed during the site visit. Given the low demand for equestrian facilities, no specific provision for equestrian use has been included in the proposals.

Scope of Assessment

- 1.19 This WCHAR looks at the main walking and cycling routes within the vicinity of the site to reach key destinations. The area and routes assessed are summarised below:
- Proposed route to Hill Street bus stops
 - Proposed route to Calmore facilities
 - Proposed route to Testwood facilities

2. BASELINE CONDITIONS

2.1 This WCHAR has been produced in accordance with relevant national, regional and local policy. For reference this includes:

- National Planning Policy Framework (NPPF) (September 2023)
- LTN 1/20 Cycle infrastructure Design (July 2022)
- DfT Circular 01/2022
- Hampshire County Council Local Transport Plan (LTP3) (2011 – 2031)
- Hampshire County Council’s Draft Local Transport Plan (LTP4)
- Hampshire County Council TG19 – Technical Guidance Note
- DMRB GG142 Guidance
- New Forest District Council Local Plan 2016 – 2036 Part One: Planning Strategy (2020)

Collision Data

2.2 Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for the latest available 5-year period. The data assessed is for the period between the 1st March 2018 and the 28th February 2023, and has considered the same scope required as part of the Bloor Homes application. The PIA investigation is demonstrated in **Figure 4**, with the full data included in **Appendix C**.

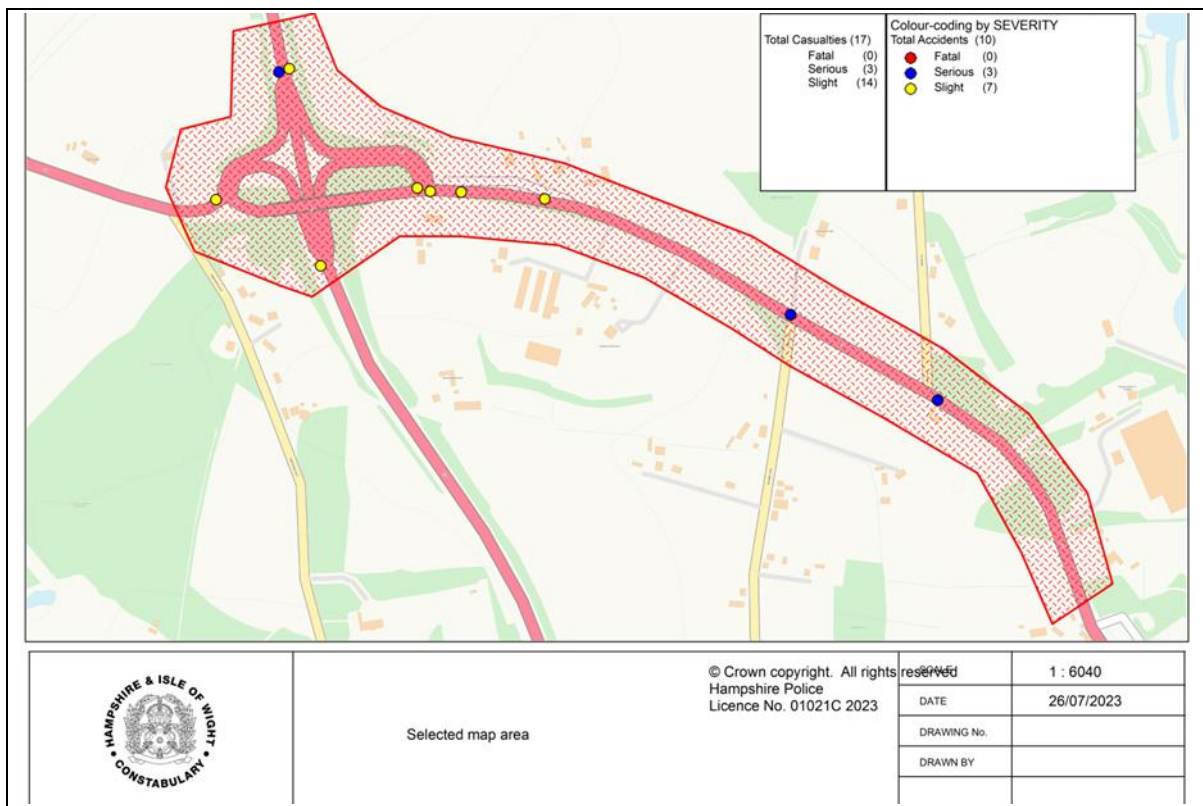


Figure 4: PIA Data

2.3 The data demonstrates 10 incidents were recorded throughout the assessment area, of which only 4 incidents were recorded in the vicinity of the proposed site. A summary of the data is provided in **Table 1**.

Location	Accident ID	Date/Time	Severity	Description	Likely Cause
A326	44180293566	03/08/2018	Slight	VEH1 (motor home) travelling NW along A326 in lane 2 moves to exit onto A36 cutting up VEH2 (car) travelling in lane 1, causing driver probably to panic swerving to the nearside, spins and collides with central barrier.	Poor turn or manoeuvre/panic
	44190394200	03/11/2019	Serious	VEH4 (car) travelling NW along A326 fails to stop in time and collides with VEH3 (car) slowing in front, shunting VEH3 into VEH2 (car) slowing in front, shunting VEH2 into VEH1 (car) slowing in front	Following too close/sudden braking
	44210308362	03/08/2021	Slight	VEH1 (car) travelling W to E along A326 West Wellow fails to notice queueing traffic and collides into rear of VEH2 (car) stationary in front shunting it forward into VEH3 (car)	Impaired by alcohol
Salisbury Road (A36)	44180335462	05/09/2018	Slight	VEH1 (car) travelling W along Salisbury Road overtakes VEH2 (car) travelling W along Salisbury Road then brakes suddenly. VEH2 emergency brakes causing VEH3 (car) travelling W along Salisbury Road to go into the back of VEH2	Following too close/aggressive driving
	44180336541	05/09/2018	Serious	VEH1 (car) travelling SE along Salisbury Road turns right into Pauletts Lane without giving way to VEH2 (car) travelling NW along Salisbury Road	Poor turn or manoeuvre/failed to look properly
	44190193437	05/06/2019	Slight	VEH1 (car) travelling NE along Salisbury Road failed to stop in time and collided with rear of VEH2 (car) stopped at roundabout in front	No recorded cause
	44200297297	06/08/2020	Slight	VEH1 (car) travelling W along Salisbury Road turned right onto the A326 southbound on slip, however due to low sun failed to see VEH2 (p/cycle) travelling E along Salisbury Road at junction with A326 southbound onslip, Calmore	Dazzling sun
	44200381112	01/10/2020	Slight	VEH1 (car) travelling SE along A36 fails to slow in time for traffic ahead and collides with rear of VEH2 (car) in front who had to brake sharply	No recorded cause
	44200394740	11/10/2020	Serious	VEH1 (car) travelling NW along Salisbury Road travelling at speed going around a left hand bend collides with VEH2 (p/cycle) travelling N across Salisbury Road, throwing the rider a few meters along the road	Exceeding speed limit/travelling too fast for conditions
A326 slip road	44190337786	21/09/2019	Slight	VEH1 (car) travelling along A326 slip road has failed to stop at the junction with the A36 and overshoot the junction colliding with a grass bank and fence	Junction overshoot

Table 1: PIA Data Summary

- 2.4 Of the 10 recorded PIAs in the vicinity of the site, 2 involved cyclists. Of these, 1no. was classified as slight in nature and 1no. was classified as serious.
- 2.5 Whilst any PIA is regrettable, there does not appear to be any significant pattern in the data, other than that accidents tend to occur at junctions (as expected). Of the 3no. serious accidents, 2no. were attributed to drivers' attempting a poor turn/manoeuvre, with the other incident being attributed to the driver traveling too fast for the conditions/exceeding the speed limit. There were no recorded accidents attributed to the road layout.
- 2.6 Overall, the distribution, frequency and severity of incidents does not suggest a trend in the PIAs, and the investigation does not indicate any specific highways concern that would worsen as a result of the development or pose a highways safety concern for future site users.

Public Transport Services

- 2.7 The current closest bus stops to the development are Hill Street, located along Salisbury Road, circa 750m (8-minute walk) east of the development. The services available from these bus stops are summarised within **Table 2**.
- 2.8 It should be noted that a bus stop closer to the site is proposed along with the North Totton Local Plan Allocation (SS1).

Bus Service	Destination	Frequency	
		Monday-Friday	Saturday
Salisbury Reds X7	Salisbury – Alderbury – Whiteparish – Wellow or Romsey - Ower - Totton – Southampton	Every 2 Hours 07:27 – 18:32	Every 2 Hours 08:24 – 18:32
Salisbury Reds X7R	Salisbury – Alderbury – Whiteparish – Wellow or Romsey – Ower – Totton - Southampton	Every 2 Hours 07:27 – 18:32	Every 2 Hours 08:24 – 18:32

Table 2: Local Bus Services

- 2.9 As summarised within **Table 2**, the site benefits from services through Monday to Saturday. The bus services available present an opportunity to encourage bus travel by employees to local destinations, given that (whilst operating on 2 hourly services), the X7 and X7R together provide an hourly service between Salisbury and Southampton. Typically, bus journeys into Totton, Southampton and Salisbury take 14, 32 and 50 minutes respectively.

- 2.10 It should also be noted that as part of the Bloor Homes application (reference: 20/10997), a new set of bus stops (complete with shelters and bus cage road markings) are proposed circa 70m east of the new roundabout (circa 400m from the proposed site access) thus reducing the distance between the proposed development site and bus stop provision. This is demonstrated on the drawing included in **Figure 2**.

Rail Network

- 2.11 The closest train station to the site is Totton, which is 4km from the development site. Journeys to the station can be made via bicycle (15-minute journey) or via the X7 or X7R bus services which take approximately 11 minutes.
- 2.12 Totton Station provides key services to London Waterloo, Southampton Central, Winchester, Bournemouth and Poole. The frequency of the services and the variety of destinations make travel by rail suitable for both commuter and leisure travel.
- 2.13 The station includes bike storage, Wi-Fi and ticket machines as key services. There are 24 bike storage spaces (with CCTV), comprised of 4 lockers and 20 cycle stands. Totton station has category B step-free access with level access to Platform 1 (for trains towards Southampton/London Waterloo) and no step-free access to Platform 2 (for trains towards Brockenhurst).

Trip Generators

- 2.14 The application site is located within the New Forest District, circa 4km north-west of Totton town Centre.
- 2.15 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (April 2015) document identifies that the average length of pedestrian journeys is now 1.37km (page 6). Aside from the bus stops within 750m of the site, other facilities such as convenience stores, post offices, and pharmacies (amongst others) are within a circa 23-minute walking time (from the site access), located in Calmore. In addition, the site is situated within a 21-minute walk or 5 minute cycle of the facilities in Testwood (which includes a Starbucks).

- 2.16 Applying the 80m/minute walking speed to the time from the site to the facilities in Calmore (circa 1.84km), the site location at present is not within the average pedestrian journey length recognised by CIHT. However, the site forms part of the North Totton allocation for which a new primary school and community uses are proposed to be delivered. Similarly, the residential development of 280no. houses on land North of Salisbury Road (reference: 20/10997), was permitted despite walking and cycling distances being similar to those for the proposed site. Therefore, the location of the site should be considered acceptable in this regard.
- 2.17 The location of site close to the strategic road network lends itself to providing large commercial/warehouse units as opposed to retail/office use. Therefore, whilst at present there are only a handful of properties within the vicinity of the proposed site location, the anticipated future characteristics of the area are likely to be significantly different and hence trip generators will come to the fore. The site context in relation to the wider North Totton allocation is shown in **Figure 5**.

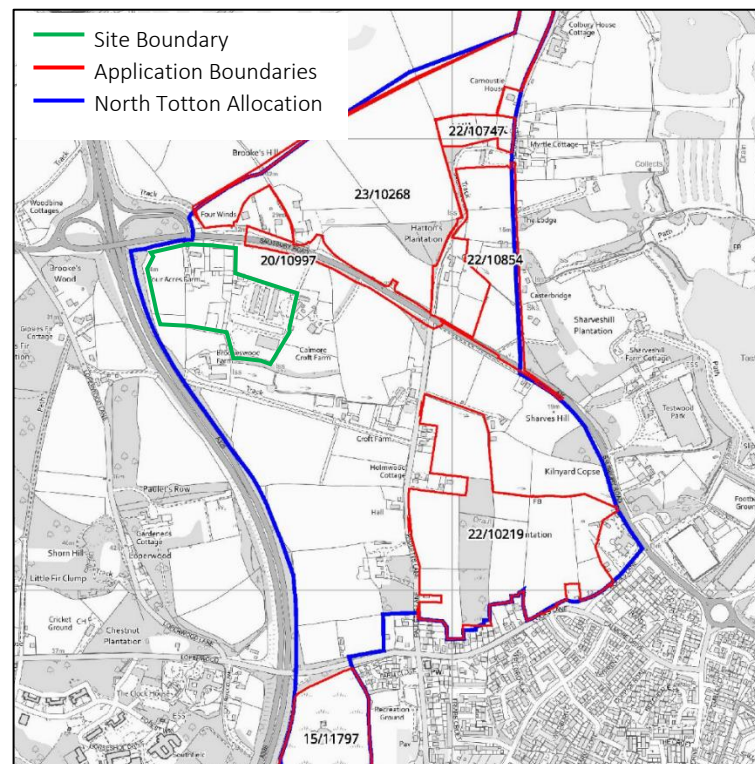


Figure 5: Site Location in relation to North Totton Allocation (Source: NFDC website)

Site Visit

A site visit was undertaken by Shannon Betteridge (Lead Assessor) and Oliver Samuel-Camps (Assessor) during the daylight hours on 17th August 2023 (outside of the peak highway operational times), during which the weather was warm and dry. The site visit took the form of walking along the key routes to local amenities and facilities which have subsequently been assessed within this report.

2.18 The level of use and condition/suitability of each route during the site visit were recorded and potential improvements, repairs and connections were noted. The primary findings of the site visit were:

- No evidence of cyclists throughout the route
- No evidence of people waiting at local bus stops
- Evidence of pedestrians throughout the walkover route
- Evidence of horse riding (none observed but advisory signage)

3. EXISTING ROUTE TO BUS STOPS

- 3.1 As aforementioned, the closest bus stops to the site are situated circa 750m east along Salisbury Road, but there is currently no provision to encourage pedestrians to use this route. Presently, pedestrians have to walk along the grass verge flanking the southern side of the carriageway, which, given the existing speed of the road, and the overhanging vegetation, is not a safe route. This is demonstrated in **Photographs 1 & 2**.



Photograph 1: Existing conditions along Salisbury Road (A36) **Photograph 2:** Existing conditions along Salisbury Road (A36)

- 3.2 Whilst not yet implemented, the Bloor Homes planning approval (Ref: 20/10997) includes, a 2m wide footway on the southern side of the A36, circa 60m east of the existing layby (on the northern side of Salisbury Road). A new pedestrian refuge island will be provided, facilitating the movement of pedestrians to the northern footway (west of the new roundabout to the Bloor Homes site), and subsequently enabling the use of a second refuge island across the northern access arm of this new roundabout. This would then enable pedestrians/cyclists to continue on the northern side of the A36 heading east towards the new bus stops also delivered by Bloor Home and Pauletts Lane.
- 3.3 For access to the westbound bus stops, a refuge island is proposed within the hatching of the secondary site access to the Bloor Homes site, as shown in **Figure 2**. The refuge island would be located to the west of this secondary access.
- 3.4 Given that the Bloor Homes development will be providing new bus stop facilities between the new roundabout and Pauletts Lane, the remainder of the route east to the existing bus stops has not been assessed further, as these bus stops will not be the closest to our development, at the anticipated time of occupation.

- 3.5 With the improvements to be delivered by Bloor Homes, no further improvements have been identified and required to be delivered through the proposed development (aside from ensuring suitable connectivity to the roundabout).

4. EXISTING ROUTE TO CALMORE FACILITIES

- 4.1 The existing route to the Calmore facilities involves the use of the route as outlined in Section 3, with the remainder of the route assessed within this section. The route this section assesses is demonstrated in **Figure 6**.

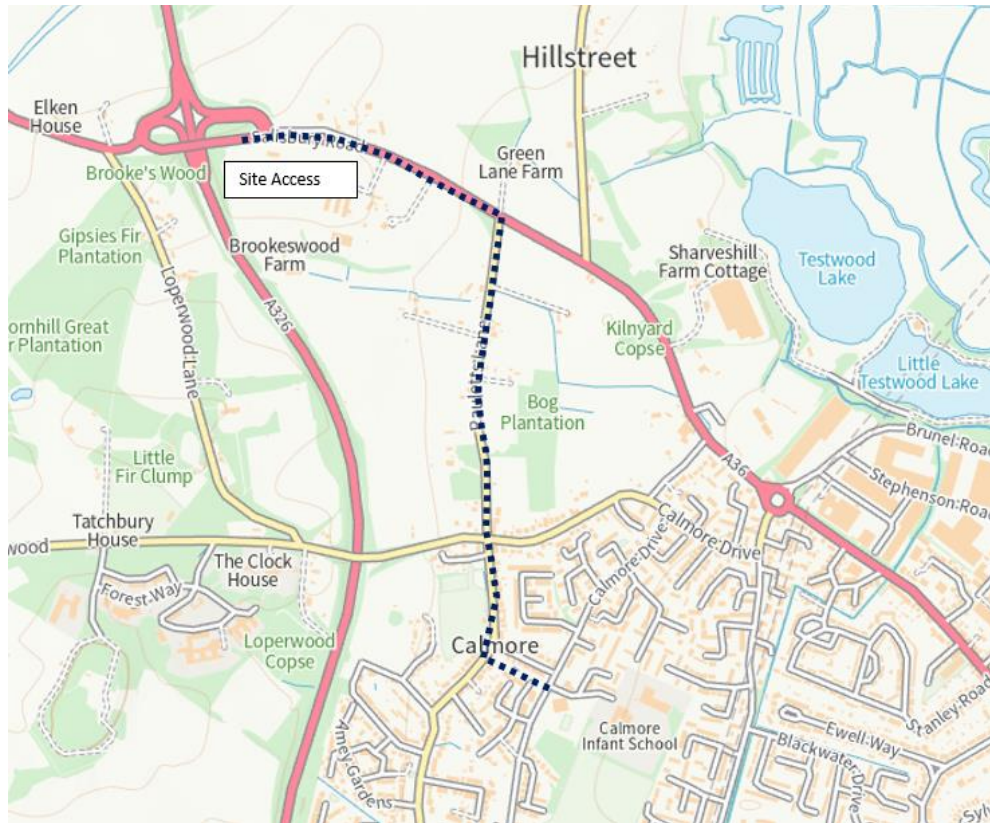


Figure 6: Route to Calmore Facilities

- 4.2 As already detailed, a new 3m wide shared footway/cycleway is to flank the southern side of the A36 between the new bus stops/secondary site access to the Bloor Homes site and Pauletts Lane. This footway/cycleway is demonstrated to terminate at the Pauletts Lane/A36 junction, as shown in **Figure 2**.
- 4.3 At present, Pauletts Lane provides the optimal route towards the facilities in Calmore. Whilst Pauletts Lane does not have formal pedestrian infrastructure, advisory signage was observed whilst on site highlighting that pedestrians do walk within the carriageway. The environment for vehicles along Pauletts Lane enhances the provision for pedestrians, with a 30mph speed limit and white lining demarcating a narrow carriageway width which was observed, whilst on site, to be only wide enough for one vehicle at a time.
- 4.4 The existing conditions along Pauletts Lane are demonstrated in **Photographs 3 – 7**.



Photograph 3: Existing conditions along Pauletts Lane



Photograph 4: Existing conditions along Pauletts Lane



Photograph 5: Existing conditions along Pauletts Lane



Photograph 6: Existing conditions along Pauletts Lane



Photograph 7: Existing conditions along Pauletts Lane

4.5 At the southern extent of Pauletts Lane, there is a dropped kerb crossing at the junction of Pauletts Lane/Cook Lane/Calmore Road. This enables a safe and continuous route to be provided between Pauletts Lane and the existing infrastructure along Calmore Road. This is demonstrated in **Photographs 8 and 9.**



Photograph 8: Dropped kerb crossing at Calmore Road



Photograph 9: Dropped kerb crossing at Calmore Road

4.6 Calmore Road benefits from 2m wide footways flanking either side of the carriageway for its duration. Circa 250m south of the Pauletts Lane/Cook Lane/Calmore Road junction, a footpath is provided connecting Calmore Road to Calmore Drive. The footpath is tarmacked and has streetlights, creating an attractive route for pedestrians. It should be noted however, that one house has vehicle access via this footpath. The existing conditions along Calmore Road and the footpath are demonstrated in **Photographs 10 – 15**.



Photograph 10: Existing conditions along Calmore Road



Photograph 11: Existing conditions along Calmore Road



Photograph 12: Conditions on footpath from Calmore Road to Calmore Drive



Photograph 13: Conditions on footpath from Calmore Road to Calmore Drive



Photograph 14: Conditions on footpath from Calmore Road to Calmore Drive



Photograph 15: Dropped kerb crossing with tactile paving across Calmore Drive

- 4.7 At the end of the footpath, a dropped kerb crossing with tactile paving is present, facilitating the movement of all non-motorised users in the area (**Photograph 15**). The route then continues along Nutshalling Close before reaching the facilities.
- 4.8 Whilst it is noted that the existing environment along Pauletts Lane is not suitable for high footfall of pedestrians, the proposed development is not anticipated to generate significant pedestrian movements given the distance of the facilities from the site. Moreover, if pedestrian movements were to occur along Pauletts Lane, these would most frequently be in daylight hours when visibility for pedestrians and vehicles is good.
- 4.9 Similarly, whilst it has been identified that the Pauletts Lane/Cook Lane/Calmore Road crossing is not supported by tactile paving. In our opinion it is not considered that the proposed development would be required to implement this due to the limited number of pedestrian movements associated with the proposed scheme anticipated using this junction.
- 4.10 Neither of the suggestions above were required to be delivered through the permitted Bloor Homes application and therefore we consider this to be the case for the proposed development. This is particularly considered as there is a live application for 196no. dwellings on Land north of Cooks Lane (reference: 22/10219) which would be better placed to deliver these improvements.

5. EXISTING ROUTE TO TESTWOOD FACILITIES

5.1 As aforementioned, the site is within a circa 20-minute walk (or 5-minute cycle) of Testwood and its facilities. The route to the Testwood facilities utilises the previously detailed route via Salisbury Road (within **Section 3**) and on to the junction with Pauletts Lane. As such, this section summarises the route thereafter.

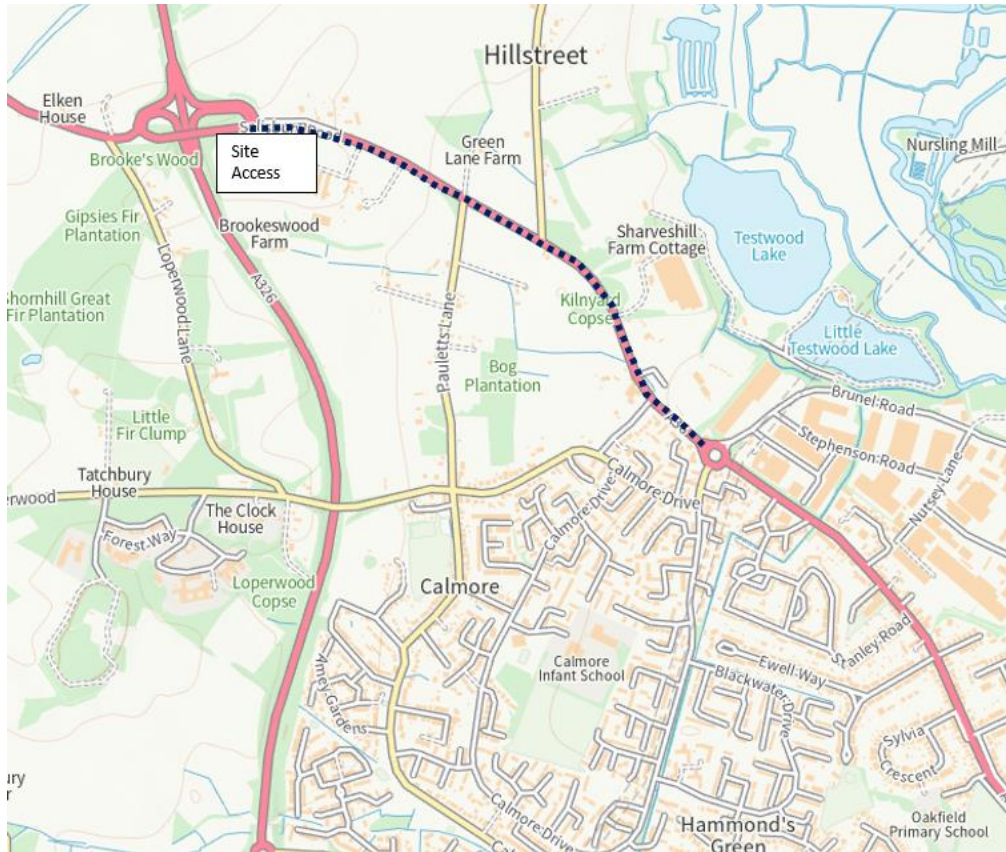
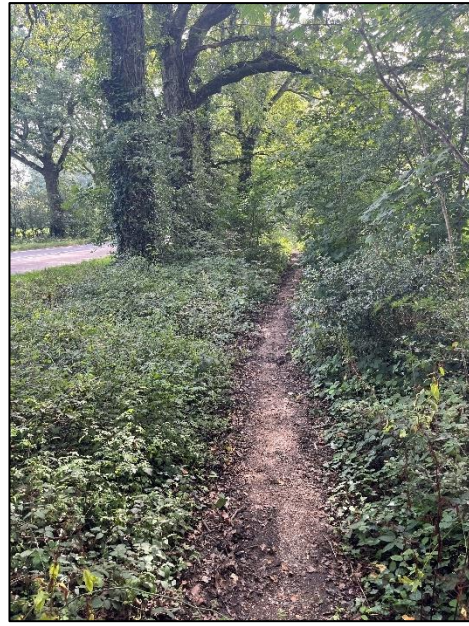


Figure 7: Route to Testwood Facilities

5.2 The improvements to be delivered through the Bloor Homes approval, will ensure that a continuous route is provided from their site access roundabout to the Pauletts Lane junction. At Pauletts Lane, the proposed western footway terminates in a dropped kerb crossing, and then connects to the existing footpath which currently runs south of the A36 (to the east of Pauletts Lane). This footpath is demonstrated in **Photographs 16** and **17**.



Photograph 16: Footway from Pauletts Lane to Hill Street Bus Stop



Photograph 17: Footway from Pauletts Lane to Hill Street Bus Stop



Photograph 18: Footway from Pauletts Lane to Hill Street Bus Stop

5.3 This footpath then continues (albeit set back from the carriageway) to the junction with Hill Street, as shown in **Photograph 18**. At this junction, a formalised footway is present, on the southern side of Salisbury Road, which then continues for the rest of the route as seen in **Photographs 19 – 22**.



Photograph 19: Existing conditions on Salisbury Road (A36) after Hill Street Bus Stop



Photograph 20: Existing conditions on Salisbury Road (A36) after Hill Street Bus Stop



Photograph 21: Existing conditions on Salisbury Road (A36) after Hill Street Bus Stop



Photograph 22: Existing conditions on Salisbury Road (A36) after Hill Street Bus Stop

5.4 This footway continues to the Brunel Road/Calmore Drive/A36 roundabout which leads to the facilities in Testwood. Dropped kerb crossings with pedestrian refuges are provided, where appropriate enabling pedestrians to cross the road.

5.5 No improvements are considered to be required for this route.

6. OPPORTUNITIES FOR IMPROVEMENT

- 6.1 The routes detailed within this report have been considered to determine if any opportunities for improvements for walking, cycling or horse riding are required to the wider highway network. If so, an assessment has been made regarding the likely footfall of pedestrians and/or use by cyclists and equestrians that the proposed development would generate.

General/Strategic Opportunities
The proposed development is in an excellent location to benefit from the key local and strategic road networks for which the proposals would require. Given the location in relation to the wider North Totton local plan allocation (and the already consented residential development to the north of Salisbury Road (Bloor Homes)), ensuring the proposed development ties in to proposed improvements will be crucial.
Pedestrian Specific Opportunities
Opportunity 1: As detailed within this report, improvements are to be made through the Bloor Homes application, specifically improving the pedestrian/cycle environment along the A36. It has been considered that the improvements required for the proposed development will be to ensure a continuous route is provided between the site and the new roundabout which will provide the access to the Bloor Homes site. This is likely to be in the form of a 3m wide shared footway/cycleway provided internally within the site (to the east of Unit 3) and then connecting to a new shared footway/cycleway on the southern side of the A36.
Cyclist Specific Opportunities
None Identified apart from the connection suggested above
Equestrian Specific Opportunities
None Identified

Table 3: Opportunities for Improvements

7. WALKING, CYCLING & HORSE-RIDING ASSESSMENT STATEMENT

- 7.1 As Lead Assessor, I confirm that this Walking, Cycling & Horse-Riding Assessment Statement Report has been compiled in accordance with HCCs Technical Guidance Note 19 (TG19) and GG142, thus contains the appropriate information for the wider design team. The Walking, Cycling & Horse-Riding Assessment was undertaken by the following Assessment and Review Team:

Walking, Cycling & Horse-Riding Assessor:

Ollie Samuel-Camps

Graduate Transport Planner

Paul Basham Associates

November 2023

- 7.2 As design team leader I confirm that the assessment has been undertaken at the appropriate stage of scheme development and that the wider design team has been involved in the process. I confirm that in my professional opinion the appointed Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG142.

Design Team Leader:

Shannon Betteridge

Senior Transport Planner

Paul Basham Associates

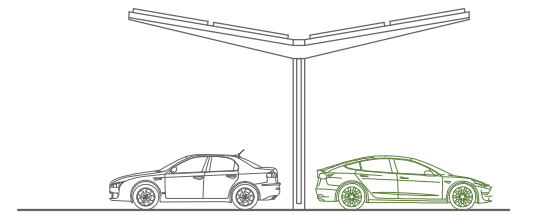
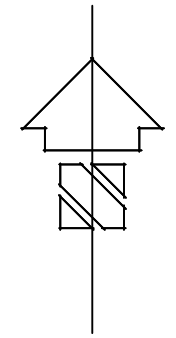
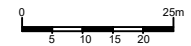
November 2023

Appendix A

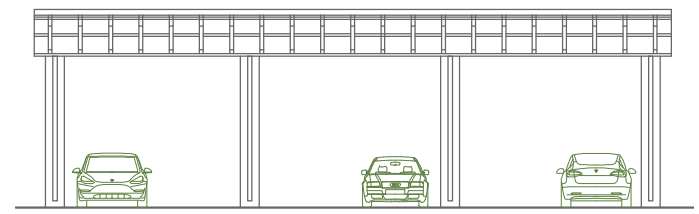


- XX.XX Existing level
- Existing tree(s)
- New trees
- XX.XX Proposed level
- Tree protection zones
- Proposed Solar PV car

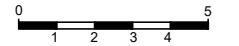
Proposed site plan
1:1250@A3



Proposed car port - side view
1:200@A3



Proposed car port - front/rear view
1:200@A3



GROSS INTERNAL AREAS

UNITS	LOWER GROUND FLOOR INDUSTRIAL AREA	GROUND FLOOR INDUSTRIAL AREA	GROUND FLOOR OFFICE AREA	FIRST FLOOR OFFICE AREA	TOTAL	CAR PARKING SPACES
Unit 1		1,888.2m ²	269.1m ²	269.1m ²	2,426.4m ²	33
Unit 2		2,152.7m ²	292.2m ²	292.2m ²	2,737.1m ²	30
Unit 3		3,750.0m ²	621.2m ²	621.2m ²	4,371.1m ²	49
Unit 4		3,776.9m ²	435.1m ²	435.1m ²	4,647.1m ²	51
Unit 5		3,859.5m ²	475.1m ²	475.1m ²	4,809.7m ²	54
				TOTAL	18,991.4m² / 204,428 ft²	
Unit 6	2,329.40m ²	322.6m ²	157.7m ²	157.7m ²	2,967.4m ²	

- J. 04.12.2023 Ret wall unit 2 added.
- H. 01.12.2023 Highways plan added; Unit 3 foot print amended
- G. 09.11.2023 Units 1 & 2 reinstated, levels and area of Unit 3 amended.
- F. 07.11.2023 Unit 5 and its context amended.
- E. 16.10.2023 Units 1 and 2 removed, unit 3 amended, el substation added, el cable redirected, solar pv car ports added.
- D. 10.10.2023 Access amended.
- C. 10.07.2023 Scheme amended
- B. 16.06.2023 Tree protection added, units amended.
- A. 30.05.2023 Unit 6 redrawn for CRL use.

Proposed industrial units
at
Calmore Farm
Southampton
for

Date: May 2023 Scale: 1:1250 @ A3 Drawn: D.A.

PROPOSED SITE PLAN
5315

01J

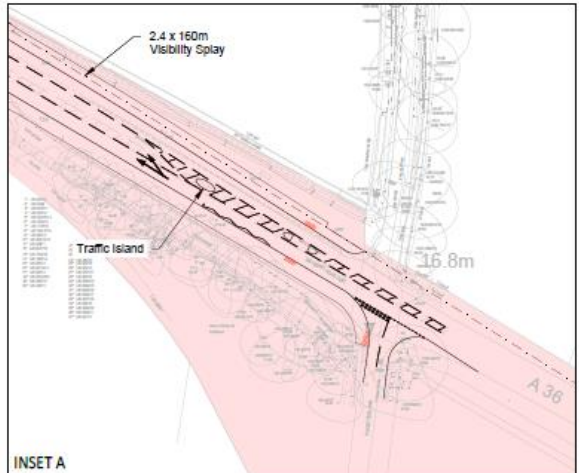
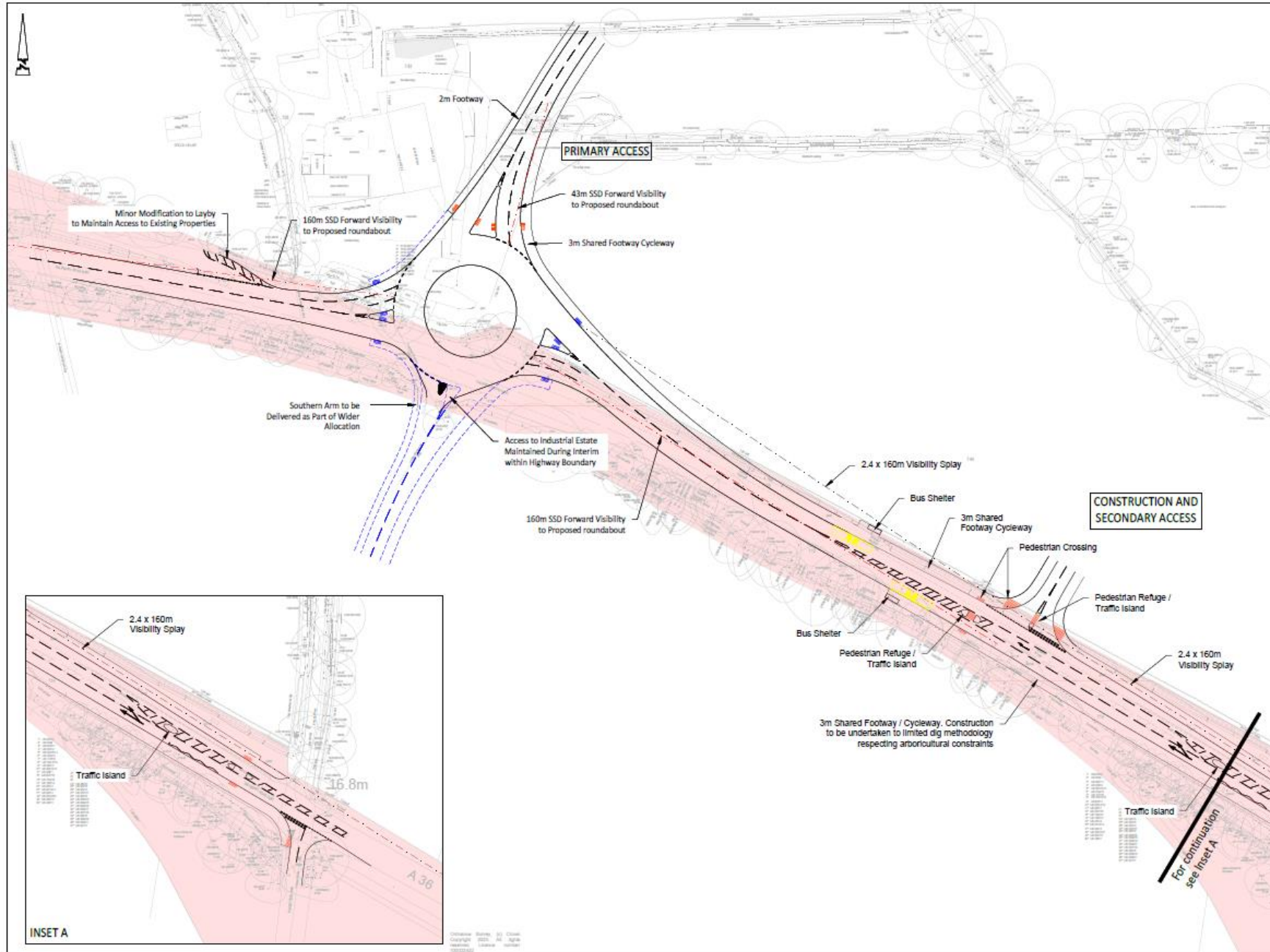


Appendix B

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NOTE:
THIS CONCEPT DRAWING IS PRODUCED WITHIN THE SCOPE OF OUR CLIENT'S WORK. UNDER THE CDM REGULATIONS, BASED ON THE INFORMATION AVAILABLE TO THE DESIGNER AT THE DATE BEING, NO PERSONAL NAMES HAVE BEEN IDENTIFIED.

KEY
 Highway Boundary



PL 01-01	Site plan	01	01
PL 01-02	Site plan	01	02
PL 01-03	Site plan	01	03
PL 01-04	Site plan	01	04
PL 01-05	Site plan	01	05
PL 01-06	Site plan	01	06
PL 01-07	Site plan	01	07
PL 01-08	Site plan	01	08
PL 01-09	Site plan	01	09
PL 01-10	Site plan	01	10
PL 01-11	Site plan	01	11
PL 01-12	Site plan	01	12
PL 01-13	Site plan	01	13
PL 01-14	Site plan	01	14
PL 01-15	Site plan	01	15
PL 01-16	Site plan	01	16
PL 01-17	Site plan	01	17
PL 01-18	Site plan	01	18
PL 01-19	Site plan	01	19
PL 01-20	Site plan	01	20

ABLEY LETCH-FORD PARTNERSHIP
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 Hungerford, Berkshire RG17 9YT
 www.abley-leitch-ford.co.uk Tel: 01488 684390

BLOOR HOMES LTD & TRUSTEES OF BARKER MILL ESTATE

LAND NORTH SALISBURY ROAD, TOTTON

ACCESS STRATEGY - WIDER ALLOCATION

DRAFT

Scale	1:500 @ A1	Date	JUNE 2023	Sheet	CS	Index	NB
Drawn	A195-03	Checked		Issue			P9

Appendix C

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

Selected Polygon:HR SALISBURY RD, TOTTON

44180293566 03/08/2018 Time 1202 Vehicles 2 Casualties 1 Slight
 E:433266 N:115676 First Road: A 326 Road Type Dual carriageway
 Speed limit: 60 Junction Detail: Slip Road Give way or controlled A 36
 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 2	Possible
2nd: Nervous/Uncertain/Panic	Vehicle 1	Possible
3rd:		
4th:		
5th:		
6th:		

VEH 2 (MOTOR HOME) TRAVELLING NW ALONG A326 IN LANE 2 MOVES TO EXIT ONTO A36 CUTTING UP VEH 1 (CAR) TRAVELLING IN LANE 1, CAUSING DRIVER PROBABLY TO PANIC SWERVING TO THE NEARSIDE, SPINS AND COLLIDES WITH CENTRAL BARRIER

Occurred on A326 NORTHBOUND AT JUNCTION WITH A36 OFFSLIP, CALMORE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from S to NW No tow / articulation Leaving the main road
 On main carriageway Skidded
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: Cent crash barrier
 Nearside & rebounded Age of Driver 19 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 19 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Other Vehicle Changing lane to left
 Vehicle movement from S 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 Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Hit and run Breath test Driver not contacted
 Left hand drive: No

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

44180335462 05/09/2018 Time 0742 Vehicles 3 Casualties 1 Slight
 E:433471 N:115783 First Road: A 36 Road Type Single carriageway
 Speed limit: 60 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 3	Very Likely
2nd:	Aggressive driving	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING W ALONG A36 SALISBURY ROAD OVERTAKES VEH2 (CAR) TRAVELLING W ALONG A36 SALISBURY ROAD THEN BRAKES SUDDENLY. VEH2 EMERGENCY BRAKES CAUSING VEH3 (CAR) TRAVELLING W ALONG A36 SALISBURY ROAD TO GO INTO THE BACK OF VEH2.

Occurred on A36 SALISBURY ROAD, 43 METERS E OF JUNCTION WITH A326 SLIP ROADS, TOTTON, HAMPSHIRE.

Vehicle Reference 1 Car Stopping
 Vehicle movement from E to W No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact 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 46 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from E to W No tow / articulation Leaving the main road
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 29 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

Vehicle Reference 3 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 3 Age: 34 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

44180336541 05/09/2018 Time 1728 Vehicles 2 Casualties 4 Serious
 E:433952 N:115605 First Road: A 36 Road Type Single carriageway
 Speed limit: 50 Junction Detail: Crossroads Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Poor turn or manoeuvre	Vehicle 1	Possible
2nd: Failed to look properly	Vehicle 1	Possible
3rd:		
4th:		
5th:		
6th:		

VEH1 (CAR) TRAVELLING SE ALONG A36 SALISBURY ROAD TURNS RIGHT INTO PAULETTES LANE WITHOUT GIVING WAY TO VEH2 (CAR) TRAVELLING NW ALONG A36 SALISBURY ROAD.

Occurred on A36 SALISBURY ROAD, AT JUNCTION WITH PAULETTES LANE, CALMORE, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
 Vehicle movement from NW to S No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 85 Female
 Not hit and run Breath test Not requested
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 85 Female Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
 Hit object in road None Off road: Tree
 O/S Age of Driver 18 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 18 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 3 Vehicle: 2 Age: 19 Male Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Casualty Reference: 4 Vehicle: 2 Age: 20 Female Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

44190193437 05/06/2019 Time 1620 Vehicles 2 Casualties 1 Slight
 E:433113 N:115772 First Road: A 36 Road Type Single carriageway A 326
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled
 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 A36 SALISBURY ROAD FAILED TO STOP IN TIME AND COLLIDED WITH REAR OF VEH2 (CAR) STOPPED AT ROUNDABOUT IN FRONT.

Occurred on A36 SALISBURY ROAD AT JUNCTION WITH A326 MARCHWOOD BYPASS ONSLIP, CALMORE, HAMPSHIRE.

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

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from W to NE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact 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 01/03/2018 and 28/02/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

44190337786 21/09/2019 Time 1646 Vehicles 1 Casualties 3 Slight
 E:433426 N:115784 First Road: A 326 Road Type Single carriageway
 Speed limit: 50 Junction Detail: T & Stag Jct Give way or controlled A 36
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Junction overshoot	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S ALONG THE A326 SLIP ROAD HAS FAILED TO STOP AT THE JUNCTION WITH A36 AND OVER SHOT THE JUNCTION COLLIDING WITH A GRASS BANK AND FENCE.

Occurred on A326 SLIP ROAD AT JUNCTION WITH A36

Vehicle Reference 1 Car Turning left
 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 from slip road First impact Front Hit vehicle:
 Hit object in road None Off road: Entered ditch
 Straight ahead at Jun Age of Driver 61 Male
 Not hit and run Breath test Negative
 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 a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 63 Female Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Casualty Reference: 3 Vehicle: 1 Age: 87 Female Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

Notes:

44190394200 03/11/2019 Time 1000 Vehicles 4 Casualties 3 Serious
 E:433205 N:115957 First Road: A 326 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 4	Very Likely
2nd:	Sudden braking	Vehicle 3	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 4 (CAR) TRAVELLING NW ALONG A326 FAILS TO STOP IN TIME AND COLLIDES WITH VEH 3 (CAR) SLOWING IN FRONT, SHUNTING VEH 3 INTO VEH 2 (CAR) SLOWING IN FRONT, SHUNTING VEH 2 INTO VEH 1 (CAR) SLOWING IN FRONT.

Occurred on A326 NORTHBOUND, 320 METRES SOUTH EAST OF M27 RBT, OWER, HAMPSHIRE

Vehicle Reference 1 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 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 24 Male
 Not hit and run Breath test Not requested
 Left hand drive: No

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

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

Vehicle Reference 3 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 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 18 Male
 Not hit and run Breath test Not requested
 Left hand drive: No

Casualty Reference: 1 Vehicle: 3 Age: 19 Male Passenger Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Casualty Reference: 2 Vehicle: 3 Age: 17 Female Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Casualty Reference: 3 Vehicle: 3 Age: 16 Female Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Vehicle Reference 4 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation Leaving the main road
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 47 Male
 Not hit and run Breath test Not requested
 Left hand drive: No

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

Notes:

44200297297 06/08/2020 Time 2013 Vehicles 2 Casualties 1 Slight
 E:433407 N:115789 First Road: A 36 Road Type Single carriageway A 326
 Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled
 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: Dazzling sun	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH1 (CAR) TRAVELLING W ALONG A36 SALISBURY ROAD TURNED RIGHT ONTO THE A326 SOUTHBOUND ON SLIP, HOWEVER DUE TO LOW SUN FAILED TO SEE VEH2 (P/CYCLE) TRAVELLING E ALONG A36 SALISBURY ROAD AND TURNED ACROSS IT'S PATH CAUSING A COLLISION.

Occurred on A36 SALISBURY ROAD AT JUNCTION WITH A326 SOUTHBOUND ONSLIP, CALMORE, HAMPSHIRE

Vehicle Reference 1 Car Turning right
 Vehicle movement from E to N No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 48 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
 Vehicle movement from W to E No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 35 Male
 Not hit and run Breath test Not applicable
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 35 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

44200381112 01/10/2020 Time 0830 Vehicles 2 Casualties 1 Slight
 E:433593 N:115773 First Road: A 36 Road Type Single carriageway
 Speed limit: 60 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SE ALONG A36 FAILS TO SLOW IN TIME FOR TRAFFIC AHEAD AND COLLIDES WITH REAR OF VEH 2 (CAR) IN FRONT WHO HAD TO BRAKE SHARPLY.

Occurred on A36 SALISBURY ROAD, OUTSIDE BROOK HOUSE, CALMORE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from W to SE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact 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 21 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Vehicle Reference 2 Car Stopping
 Vehicle movement from W to SE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 42 Female
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 42 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

44200394740 11/10/2020 Time 1401 Vehicles 2 Casualties 1 Serious
 E:434167 N:115481 First Road: A 36 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:	Exceeding speed limit	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG A36 SALISBURY ROAD TRAVELLING AT SPEED GOING AROUND A LEFT HAND BEND HAS COLLIDES WITH VEH 2 (P/CYCLE) TRAVELLING N ACROSS A36 SALISBURY ROAD, THROWING THE RIDER A FEW METERS DOWN THE ROAD.

Occurred on A36 SALISBURY ROAD AT JUNCTION WITH HILL STREET, CALMORE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 21 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
 Vehicle movement from S to N No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 43 Male
 Not hit and run Breath test Not applicable
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 43 Male Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

44210308362 03/08/2021 Time 1811 Vehicles 3 Casualties 1 Slight
 E:433220 N:115962 First Road: A 326 Road Type Dual carriageway
 Speed limit: 40 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: Central reservation Road surface Wet/Damp
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Impaired by alcohol	Vehicle 001	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH 1 (CAR) TRAVELLING W TO E ALONG A326 WEST WELLOW FAILS TO NOTICE QUEUEING TRAFFIC AND COLLIDES INTO REAR OF VEH 2 (CAR) STATIONARY IN FRONT SHUNTING IT FORWARD INTO VEH 3 (CAR)

Occurred on A 326 WEST WELLOW

Vehicle Reference 1 Car Stopping
 Vehicle movement from W to E No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact 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 Positive
 Left hand drive: No

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from W to E No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 51 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 18 Female Passenger Severity: Slight
 Not a pupil
 Seatbelt Worn but not i Cycle helmet: Not a cyclist
 Front seat

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

Vehicle Reference 3 Car
 Vehicle movement from W to E No tow / articulation
 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 20 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	2	6	8
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	1	1	2
Horses & other	0	0	0	0
Total	0	3	7	10

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	6	7
Passenger	0	1	7	8
Motorcycle rider	0	0	0	0
Cyclist	0	1	1	2
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	3	14	17