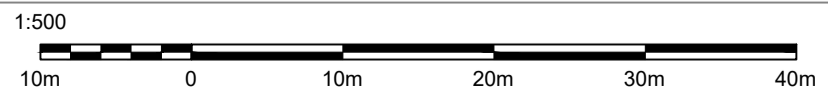
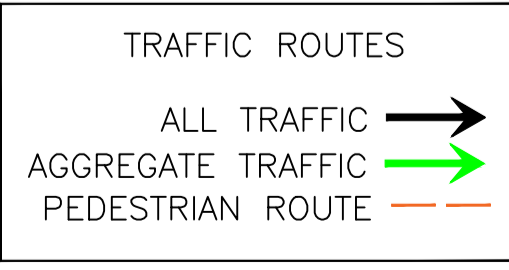
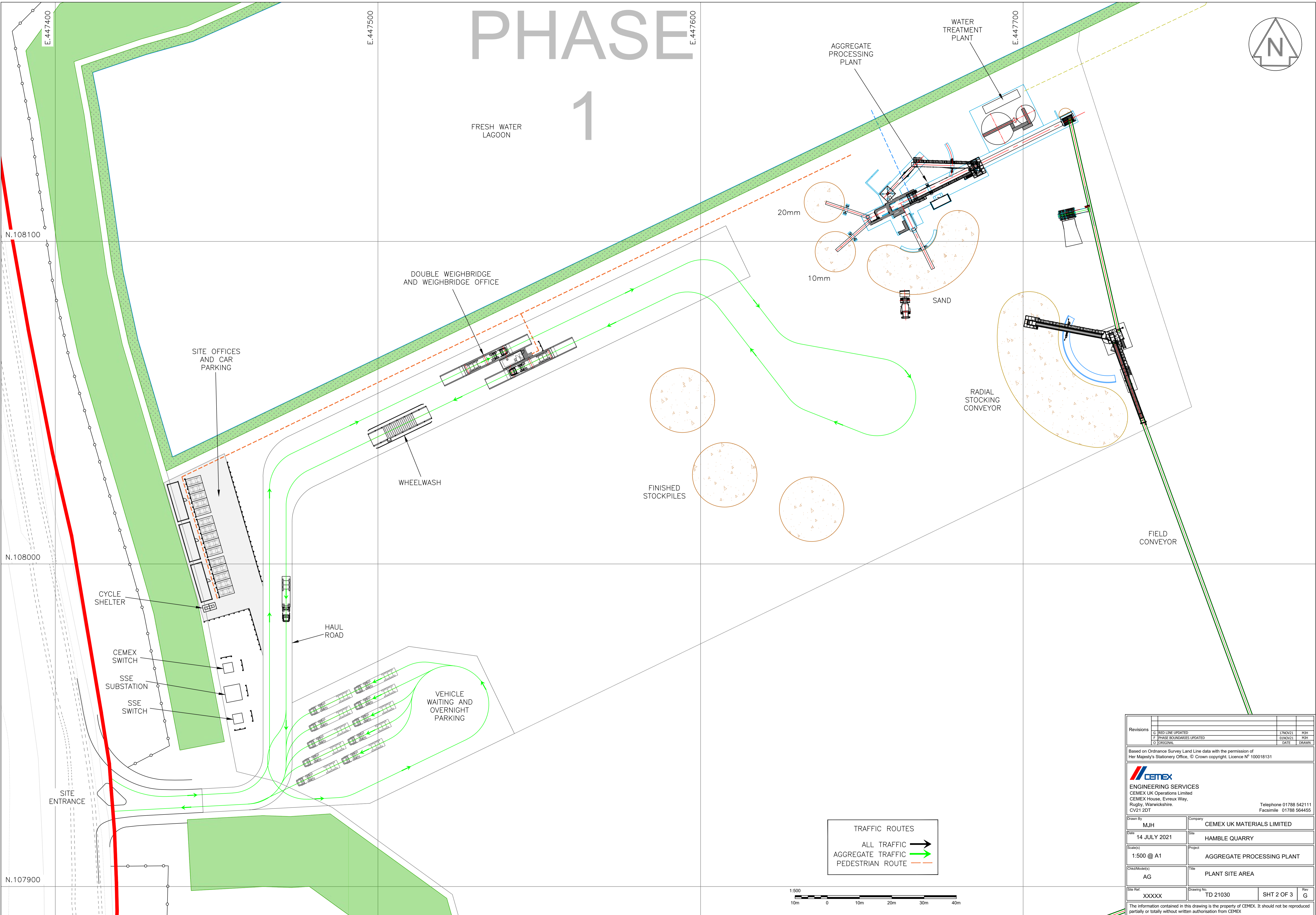
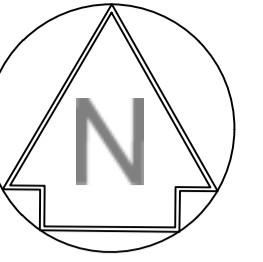


## **APPENDIX A.** Proposed Site Layout

# PHASE 1



Revisions			
1	RED LINE UPDATED	17NOV21	MJR
2	PHASE BOUNDARIES UPDATED	01NOV21	MJR
3	ORIGINAL		
		DATE	DRAWN

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Drawn By	MJH	Company	CEMEX UK MATERIALS LIMITED
Date	14 JULY 2021	Site	HAMBLE QUARRY
Scale(s)	1:500 @ A1	Project	AGGREGATE PROCESSING PLANT
Check/Model(s)	AG	Title	PLANT SITE AREA
Site Ref	XXXXX	Drawing No.	TD 21030
		SHT 2 OF 3	Rev G

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**APPENDIX B.** Pre-Application Correspondence With  
HCC

## TECHNICAL NOTE

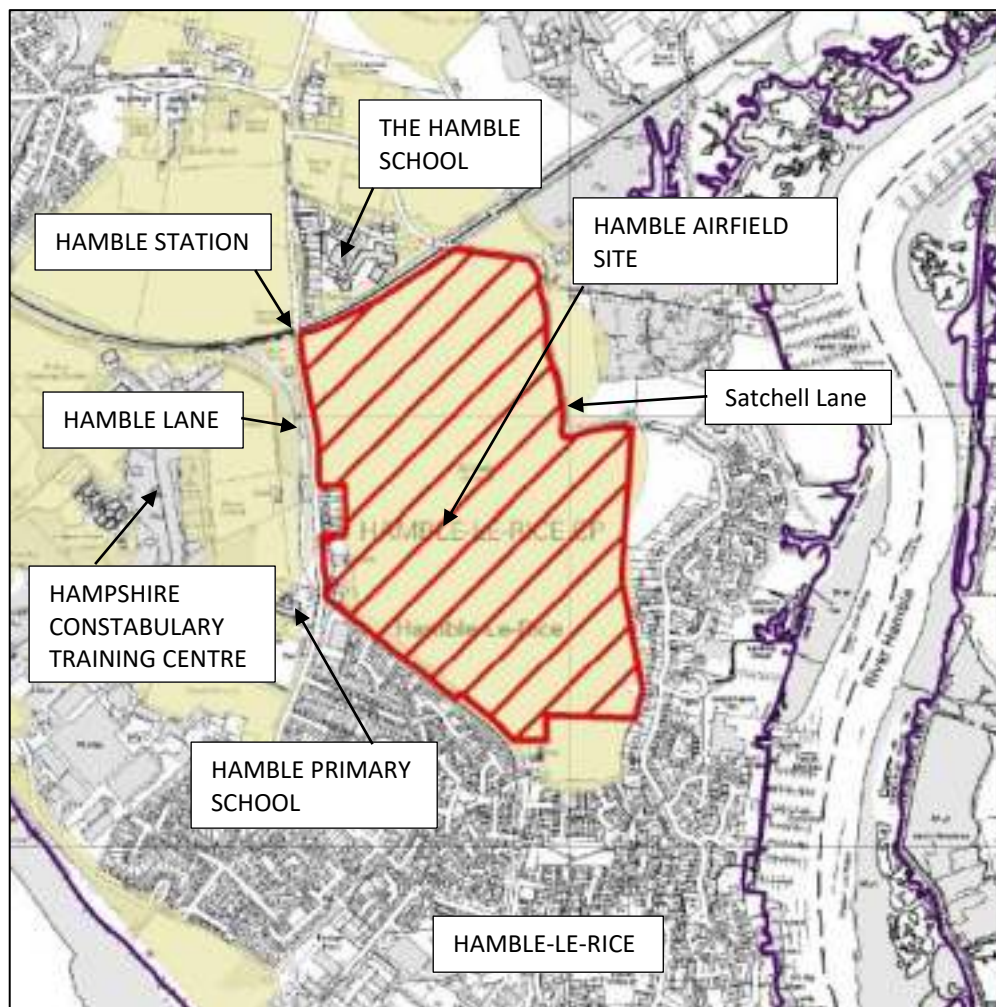
**Project No:** ITB13040  
**Project Title:** Hamble Airfield  
**Title:** Transport Assessment Scoping Note  
**Ref:** BH/IN/ITB13040-002A TN  
**Date:** 19 April 2018

### SECTION 1 INTRODUCTION

#### 1.1 Introduction

- 1.1.1 i-Transport has been appointed by CEMEX to provide highway and transport advice in relation to the proposed extraction of minerals from land at Hamble Airfield. The site location is shown on Image 1 below.

**Image 1: Site Location Plan**



Source: Map from Hampshire Minerals and Waste Plan(2013) with consultants annotations

- 1.1.2 The site is located to the north of Hamble and has an area of approximately 62 hectares. The existing residential area of Hamble-le-Rice lies to the south and east of the site and the B3397 Hamble Lane forms the western boundary. To the north of the site is Hamble Railway Station which lies of the Portsmouth to Southampton Railway Line and Hamble Community College further to the north.
- 1.1.3 The development proposal is for the temporary erection of a new processing plant and related infrastructure, to extract approximately 1.6million tonnes of sand and gravel. The site will be progressively restored for nature conservation and public access through backfilling with inert waste.
- 1.1.4 The site is identified in the adopted Hampshire County Council Minerals and Waste Plan (2013) for extraction of 1.5 million tonnes of sharp and gravel. The principle of mineral extraction from the site has therefore already been considered by Hampshire County Council.
- 1.1.5 This Scoping Note sets out the proposed scope and structure of a Transport Assessment (TA), which will assess the transport and highways implications of the proposed development. The content of this note is for discussion with the highways officer at Hampshire County Council (HCC), who are the local highway authority, to enable the production of the TA to be undertaken in accordance with agreed traffic parameters.
- 1.1.6 The following matters are considered within this scoping note:
- Section 2 sets out the scope of the National and Local Policy to be reviewed;
  - Section 3 establishes the existing transport conditions in the vicinity of the site and sets out the proposed site access arrangements;
  - Section 4 provides a review of the highway safety in the vicinity of the site;
  - Section 5 sets out the traffic impact and the proposed scope of the traffic assessment to be undertaken in the Transport Assessment; and
  - Section 6 provides a summary.

**SECTION 2 NATIONAL AND LOCAL TRANSPORT POLICY**

2.1.1 To provide context for the TA, an overview of the following national and local policy will be presented:

- National
  - National Planning Policy Framework (NPPF);
  - National Planning Practice Guidance (NPPG);
- Local
  - Hampshire Local Transport Plan 2011-2031;
  - Hampshire Minerals and Waste Plan (2013);
  - Eastleigh Borough Local Plan review (2001 - 2011); and
  - Eastleigh Strategic Transport Study (2015).

2.1.2 This review will provide the context for assessing the development proposal in transport and highway terms and confirmation that this is the agreed policy framework is sought.

## SECTION 3      EXISTING CONDITIONS AND PROPOSED SITE ACCESS ARRANGEMENTS

### 3.1      Existing Conditions

3.1.1 Hamble Lane forms the western boundary of the site. Hamble Lane is a single carriageway road with a 30mph speed limit and has street lighting. A continuous shared use footway/cycleway (*the Dani King cycleway*) is provided on the eastern side of Hamble Lane along the site frontage. To the south of Hamble Railway Station there is also a shared use footway/cycleway along the western side of Hamble Lane, providing an additional facility for pedestrians and cyclists between the Rail Station and Hampshire Constabulary’s training facilities. There is an uncontrolled pedestrian crossing with dropped kerbs, tactile paving and a pedestrian refuge island approximately 35m to the north of the access to Hampshire Constabulary’s Training Centre.

3.1.2 To the south of the site along Hamble Lane is Hamble Primary School. The Primary School is immediately adjacent to a car park provided for the playing fields and community facilities. There is also a small lay-by on Hamble Lane outside the school.

3.1.3 The Site also fronts onto Satchell Lane, which is a single carriageway road with a 30mph speed limit. Satchell Lane is rural in nature and there are a number of sharp bends along the frontage. There are no footways adjacent to the road and there is no street lighting present.

3.1.4 Automatic Traffic Count (ATC) surveys were undertaken on Hamble Lane. Analysis of the survey data identified that the peak hours on the local highway network are 08:00 to 09:00 and from 18:00 to 19:00. The survey was undertaken approximately 65m to the north of the access to Hampshire Constabulary’s Training Centre.

3.1.5 A Summary of the observed two-way vehicle movements on Hamble Lane in the vicinity of the proposed access is summarised in **Table 3.1**.

**Table 3.1: Existing Two-Way Traffic Flows**

Location	Morning Peak (08:00 – 09:00)	Evening Peak (18:00 – 19:00)
Hamble Lane	1256	1268

Source: November 2016 ATC Traffic Survey (5-day Average)

3.1.6 As shown in **Table 3.1**, the existing traffic flow on Hamble Lane is circa 1260 - 1270 two-way movements during the morning and evening peak periods. This equates to 21 vehicle movements every minute.

3.1.7 The recorded mean and 85<sup>th</sup> percentile speeds obtained from the ATC surveys on Hamble Lane are summarised in **Table 3.2**.

**Table 3.2: Summary of Recorded Speed Data**

Location	Speed	Northbound (mph)	Southbound (mph)
Hamble Lane	Mean	34.8	34.2
	85th Percentile	40.8	39.4

Source: Traffic Surveys

### 3.2 Proposed Access Arrangements

3.2.1 It is proposed to access the site via a priority junction with Hamble Lane situated approximately 65m to the north of the Hampshire Constabulary Headquarters access.

3.2.2 The new access road will be 7.35m wide (minor arm) with kerb radii of 25m to the north and 6m to the south. Whilst Hamble Lane is subject to a 30mph speed limit, the observed 85<sup>th</sup> percentile wet weather speeds were greater than this at circa 40mph (Table 2.2). Therefore, visibility splays of 2.4m x 120m have been provided. These can be achieved with the removal of Trees T5-T7 as identified on the Tree Survey Plan (drawing no. L1/1717/4). Drawing ITB13040-SK-003 illustrates the proposed access arrangements and visibility splays. Swept path analysis for a 16.5m articulated vehicle has been undertaken and demonstrates that such a vehicle can enter and egress from the site without issue (Drawing ITB13040-SK-002).

3.2.3 The access has been designed to physically prevent large vehicles turning left out of the site and right into the site. A contribution will be provided from CEMEX to enable the County Council to advertise a Traffic Regulation Order to make the ban on these manoeuvres enforceable, although the extent of the junction physically deters the movements in any event.

3.2.4 Additional access points were reviewed along the site boundary with Hamble Lane in conjunction with an Arboriculturist and determined to be less suitable as set out below:



- A priority access located approximately 130m to the south of the railway bridge was deemed less favourable as it would require the removal of trees T14 and T15 to the south and trees T17, T19 and T20 to the north to provide an acceptable level of visibility. Consequently, a greater number of trees, some of which have a higher category rating would need to be removed. These trees are also situated on the edge of the carriageway and thus were considered to contribute more to the street scene than trees T5-T7;
- A priority access located approximately 90m to the north of the Hampshire Constabulary Headquarters access was briefly reviewed, however this would potentially require the removal of trees T8-T12, a number of which have a higher category rating, and therefore their removal was deemed less acceptable; and
- Consideration for a priority access located approximately 30m to the north of the Hampshire Constabulary Headquarters access was briefly reviewed, however this would require removal / relocation of the existing uncontrolled pedestrian crossing. In addition, the junction would be positioned in closer proximity to the existing residential dwellings which front onto to Hamble Lane and the Hampshire Constabulary Headquarters access junction and therefore would be less desirable.

### 3.3 Pedestrian and Cycle Access

3.3.1 Pedestrian / cycle connections can be provided alongside the proposed vehicular access onto Hamble Lane, which will tie into the existing shared footway / cycleway provision.

3.3.2 Pedestrians and cyclists using the existing footway/cycleway along the site frontage will need to cross the proposed access to the site. As the bell mouth of the junction spans approximately 38m (including radii), provision of an uncontrolled crossing with dropped kerbs, tactile paving and a pedestrian refuge island has been incorporated into the access to help enable pedestrians/cyclists to cross.

3.3.3 A survey of pedestrian movements on the existing shared use footway / cycleway has been undertaken to consider the adequacy of the pedestrian facilities at the proposed access. The results are summarised in **Table 3.3**. The survey was undertaken on Thursday 13 July 2017, during school term time.

3.3.4 The survey identified the peak pedestrian and cycle periods are between:

- Morning Peak – 08:00 - 09:00; and
- Evening Peak - 15:00 – 16:00.

**Table 3.3: Summary of Pedestrian Survey Data**

	Morning Peak Hour (08:00 – 09:00)		Evening Peak Hour (15:00 – 16:00)	
	Pedestrians	Cycles	Pedestrians	Cycles
Southbound	4	12	61	14
Northbound	53	13	7	12
Two-Way	57	25	68	26

Source: Traffic Surveys

3.3.5 As summarised in **Table 3.3**, in the morning peak period, the majority (approx. 80%) of pedestrian and cycle movements are northbound on Hamble Lane. In the evening peak, the majority (approx. 82%) of pedestrian and cycle movements are southbound on Hamble Lane. The direction and timing of pedestrian and cycle movements appear to coincide with the start and finish times of The Hamble School, located to the north of the proposed minerals site. The school day starts at 08:30 and finishes at 14:55.

3.3.6 An independent Stage One Road Safety Audit will be undertaken on the proposed design of the proposed access. Following the completion of the Road Safety Audit, a package of information will be submitted to the County Council to enable a ‘Pre-Application Design Check’ to be undertaken on the proposals.

## SECTION 4 HIGHWAY SAFETY

### 4.1 Personal Injury Accident (PIA) Data

4.1.1 Personal Injury Accident (PIA) data has been obtained for the most recent five-year period from January 2012 to December 2016 for the local highway network surrounding the site. The study area covers Hamble Lane from Windhover Roundabout to the North to priority junction with Kings Avenue to the South. The full PIA data is included as **Appendix A**.

4.1.2 A total of 71 accidents were recorded in the study area during the recent five-year period, consisting of one fatal accident, eight serious accidents and 62 accidents of a slight nature. The Transport Assessment will review the detail of these accidents and focus in particular on any accidents involving large vehicles.

4.1.3 The following text provides a description of the 13 accidents which occurred in close proximity to the site access (between the Hamble Lane / Hound Lane Roundabout and the priority junction with Sydney Avenue):

- Three collisions, all slight in nature occurred at the junction between Hamble Lane and Satchell Lane. One occurred when a pedestrian travelling north across Satchell Lane, fails to look properly and enters the road on a scooter across the path of car turning left into Satchell Lane from B3397 Hamble Lane and collides. The other two were shunt type accidents and occurred when vehicles travelling north along B3397 Hamble Lane stopped to turn right into Satchell Lane. The cars following behind failed to stop in time and collided with the rear vehicles waiting to turn;
- One serious collision occurred at the signalised pedestrian crossing to the south of Satchell Lane when a pedestrian travelling west across the B3397 Hamble Lane on the pedestrian crossing which had a red light for pedestrians walked into the nearside of a car travelling south along the B3397 Hamble Lane. The car ran over the pedestrians' foot;
- Two collisions occurred on Hamble Lane at the junction with Broad Way, one slight in nature and the other of a serious nature. The slight PIA occurred when a car travelling north along the B3397 Hamble Lane stopped and waited to turn right into Broad Way and was hit from behind by a car which failed to

stop in time. The serious collision occurred when a car travelling south on Broad Way slowed at the south junction with the B3397 Hamble Lane upon seeing a cyclist travelling north on Hamble Lane. Both the car and the cyclist slowed, then moved off together and collided;

- One slight accident occurred on the B3397 Hamble Lane 64m south of Broad Way. The collision was a shunt type accident and occurred when a car had slowed to a stop in traffic but the car following failed to stop in time;
- A serious collision occurred approximately 50m to the south of the railway bridge when a car towing a trailer and travelling south along the B3397 Hamble Lane overtook a cyclist. As the car pulled back in the trailer hit the cyclist;
- Four collisions occurred in the vicinity of the priority junction between Hamble Lane and the Hampshire Constabulary Training Facilities. Three of the accidents were slight in nature and one was serious. The serious collision occurred when a car travelling south along the B3397 Hamble Lane turned right into Hampshire Constabulary HQ failing to see a cyclist and subsequently collided with the cyclist. Two slight collisions occurred when cars clipped cyclists and the remaining slight collision occurred when a pedestrian crossing at the uncontrolled crossing ran into the path of an oncoming vehicle; and
- One slight collision occurred at the priority junction between Hamble Lane and Verdon Avenue. A car travelling north west along Verdon Avenue turned right into B3397 Hamble Lane into the path of a motorcycle travelling SW.

4.1.4 Details of the wider PIA records for Hamble Lane are provided in **Appendix A**.

4.1.5 One fatal accident occurred on the B3397 Hamble Lane outside Donovan Cottages when a pedestrian crossed the road between queuing traffic and was struck by a motorcycle overtaking the queuing traffic.

## SECTION 5 TRAFFIC IMPACT ASSESSMENT

### 5.1 Introduction

5.1.1 This section of the report provides an initial traffic impact assessment of the proposed development on the local highway network.

### 5.2 Existing Conditions

5.2.1 To determine the existing baseline traffic conditions, a series of Automatic Traffic Count (ATC) surveys were undertaken on the Hamble Lane corridor in 2016. Surveys were undertaken at the following locations:

- Hamble Lane in vicinity of proposed access;
- Hamble Lane north of Hound Road;
- Hamble Lane north of A3025 Portsmouth Road; and
- Hamble Lane north of the Tesco roundabout.

5.2.2 The surveys on Hamble Lane in the vicinity of the site access were undertaken on Tuesday 22 November to Monday 28<sup>th</sup> November 2016, whilst the surveys at the remainder of the locations were undertaken on Friday 22 April to Thursday 28 April 2016. The baseline traffic conditions are summarised in **Table 5.1** for all vehicles and **Table 5.2** for HGV movements (which includes Class 5 and above vehicle classifications (vehicle classifications included as **Appendix B**)).

5.2.3 The peak hours identified by the surveys were:

- Morning Peak Hour – 08:00-09:00; and
- Evening Peak Hour – 18:00-19:00.

**Table 5.1: Summary of Two-Way Total Traffic Flows on Hamble Lane**

Link	Morning Peak (08:00 – 09:00)	Evening Peak (18:00 – 19:00)	Daily Traffic (AADT) (00:00 – 00:00)
Hamble Lane in vicinity of proposed access	1256	1268	14,320
Hamble Lane north of Hound Road	1530	1449	18,832
Hamble Lane north of A3025 Portsmouth Road	2299	2200	29,973
Hamble Lane north of Tesco Access	2059	1917	29,591

Source: Traffic Surveys

**Table 5.2: Summary of Two-Way HGV Movements of Hamble Lane**

Link	Morning Peak (08:00 – 09:00)	Evening Peak (18:00 – 19:00)	Daily Traffic (AADT) (00:00 – 00:00)
Hamble Lane in vicinity of proposed access	56	27	676
Hamble Lane north of Hound Road	36	29	344
Hamble Lane north of A3025 Portsmouth Road	73	74	788
Hamble Lane north of Tesco Access	65	55	427

Source: Traffic Surveys

### 5.3 Proposed Development – Trip Generation

5.3.1 CEMEX have provided information on the number of daily trips likely to be generated by the site over the life of the proposed development.

5.3.2 It is anticipated that the proposed development would commence in 2019, and would take 13 years to complete, thus cease generating HGV movements in 2032. The phases of the development in terms of the HGV generation are set out below:

- Traffic Phase 1: Year 1 – Export only;
- Traffic Phase 2: Years 2 – 7 – Export and infill; and

- Traffic Phase 3: Years 8 – 13 – Infill only.

5.3.3 The indicative number of daily HGV movements associated with the aforementioned is summarised in **Table 5.3**.

**Table 5.3: Indicative Operational HGV Movements for Hamble Airfield for Standalone CEMEX operation**

Activity	Daily Vehicle Movements (HGV)					
	Phase 1 - Year 1		Phase 2 - Years 2-7		Phase 3 - Years 8-13	
	In	Out	In	Out	In	Out
Export of Aggregates	45	45	45	45	0	0
Delivery of Infill	0	0	27	27	0	0
Total HGV Movements	45	45	77	77	45	45
<b>Total HGV Movements</b>	<b>90</b>		<b>154</b>		<b>90</b>	

Source: Hamble Airfield Development Brief

5.3.4 **Table 5.3** shows that the proposed development is anticipated to generate circa 90 two-way vehicle movements per day in year 1 and years 8-13 and 154 two-way movements in years 2-7 across the day.

5.3.5 The estimated number of movements set out above are based on 20 tonne capacity aggregate tippers. It is possible that some of the exports and deliveries would use larger vehicles, with greater capacity. Furthermore, some vehicles will be backloaded (i.e. vehicles arriving with deliveries of infill will also leave the site with exports of aggregates) and as such will reduce the number of movements to and from the site. Therefore, the figures presented above represent a worst-case traffic scenario in terms of the number of movements.

5.3.6 It is also of note that fewer movements will be generated by the proposed extraction and infill than the proposed development at Hamble Station (*Appeal reference: APP/W1715/A/14/2228566*) that was found to be acceptable in highway capacity terms by the Local Highway Authority and the Planning Inspectorate. The proposals for extraction and infill have also already been considered by the Local Highway Authority at the Examination into the Hampshire Minerals and Waste Plan (albeit at a high level) and found to be acceptable.

5.3.7 CEMEX has collected traffic data from similar aggregate extraction sites, this data has been analysed to calculate an indicative HGV flow profile across the day, as shown in

**Table 5.4.** The indicative flow profile has been applied to the anticipated number of daily vehicle movements as summarised in **Table 5.5**.

**Table 5.4: Typical CEMEX HGV Profile**

Time	Trip Profile
06:00 - 07:00	0.8%
07:00 - 08:00	17.4%
08:00 - 09:00	11.7%
09:00 - 10:00	13.3%
10:00 - 11:00	11.0%
11:00 - 12:00	8.7%
12:00 - 13:00	6.8%
13:00 - 14:00	8.6%
14:00 - 15:00	10.4%
15:00 - 16:00	7.9%
16:00 - 17:00	3.3%
17:00 - 18:00	0.1%
18:00 - 19:00	0.0%
<b>Total Trips</b>	<b>100%</b>

Source: CEMEX Quarry data and Consultant's Calculations

**Table 5.5: Indicative HGV Movements Throughout the Day**

Time	Trip Profile	Number of two-way trips per hour		
		Year 1	Years 2-7	Years 8-13
06:00-07:00	1%	1	1	1
07:00-08:00	17%	16	27	16
08:00-09:00	12%	11	18	11
09:00-10:00	13%	12	20	12
10:00-11:00	11%	10	17	10
11:00-12:00	9%	8	13	8
12:00-13:00	7%	6	11	6
13:00-14:00	9%	8	13	8
14:00-15:00	10%	9	16	9
15:00-16:00	8%	7	12	7
16:00-17:00	3%	3	5	3
17:00-18:00	0%	0	0	0
18:00-19:00	0%	0	0	0
<b>Daily Total</b>	<b>100%</b>	<b>90</b>	<b>154</b>	<b>90</b>

Source: CEMEX Quarry data and Consultant's Calculations

5.3.8 **Table 5.5** indicates that the peak hour for the proposed development traffic is likely to be between 07:00 – 08:00. This is prior to the network peak of 08:00-09:00.



5.3.9 Based on the indicative flow profile, the development proposal is anticipated to generate circa 16 two-way vehicle movements in year 1 and years 8-13 and 27 two-way movements in years 2-7 in the morning development peak hour. This equates to circa one HGV movement every four minutes and circa one HGV movement every two minutes respectively. During the morning network peak hour, the development proposal is anticipated to generate circa 12 two-way vehicle movements in year 1 and years 8-13 and 20 two-way movements in years 2-7. This equates to on average one HGV movement every five minutes and one HGV movement every three minutes respectively.

5.3.10 HGV movements associated with aggregate quarries are typically lower in the afternoon and evening. It is not anticipated that there will be any two-way vehicle movements generated by the proposed development in the network evening peak hour of 18:00-19:00.

#### 5.4 **Distribution and Assignment**

5.4.1 As outlined above, all traffic arriving at the site will travel to / from the north of the site along Hamble Lane. For the purpose of this assessment it has been assumed that the HGVs will arrive / depart from the site via the M27 Junction 8.

#### 5.5 **Future Assessment Years**

5.5.1 The traffic impact has been assessed for the morning and evening peak hours for the future years of 2019, 2026 and 2032 which coincided with the proposed 'year of opening' and end of traffic phases 2 and 3 respectively.

5.5.2 Unadjusted traffic growth rates taken from the TEMPRO database have been used to calculate the future year traffic flows. The TEMPRO database provides an estimation of traffic growth that will occur as a result of trends in car ownership, population increases and economic factors. This approach includes growth expected from local developments in addition to changes in baseline travel patterns. This assessment therefore considers the impact of cumulative development.

5.5.3 The NTM AF15 dataset, and the selection category of Eastleigh 015 / Urban Area / Principal road type, has been used to derive growth factors for assessing the future year traffic flows on the surrounding highway network. The growth factors derived from the TEMPRO database are set out in **Table 5.6** (for calculations, refer to **Appendix C**).

**Table 5.6: Summary of TEMPRO Growth Rates**

Growth Scenarios	Morning Peak Growth Rate	Evening Peak Growth Rate	Daily Traffic Growth Rate
2016 – 2019	1.0208	1.0250	1.0270
2016 – 2026	1.0839	1.0805	1.0884
2016 – 2032	1.0949	1.0949	1.1081

Source: Temprow V7.2

## 5.6 Percentage Impact Assessment

5.6.1 **Table 5.7** summarises the likely traffic impact of the development on the local highway network compared to 2019, 2026 and 2033 future total baseline traffic flows during network peak periods, whilst **Table 5.8** summaries the percentage impact on HGV flows. Annual Average Daily Traffic Flows have also been provided.

**Table 5.7: Local Traffic Impact – Total Traffic Flows**

Link	Morning Peak (08:00 – 09:00)			Evening Peak (17:00 – 18:00)			Annual Average Daily Traffic (00:00-00:00)		
	Base Flow	Dev Traffic	Impact (%)	Base Flow	Dev Traffic	Impact (%)	Base Flow	Dev Traffic	Impact (%)
<b>2019</b>									
Hamble Lane in vicinity of proposed access	1282	11	0.9%	1300	0	0.0%	14707	90	0.6%
Hamble Lane north of Hound Road	1562	11	0.7%	1485	0	0.0%	19341	90	0.5%
Hamble Lane north of A3025 Portsmouth Road	2347	11	0.5%	2255	0	0.0%	30783	90	0.3%
Hamble Lane north of Tesco Access	2102	11	0.5%	1965	0	0.0%	30391	90	0.3%
<b>2026</b>									
Hamble Lane in vicinity of proposed access	1361	20	1.5%	1370	0	0.0%	15586	154	1.0%
Hamble Lane north of Hound Road	1658	20	1.2%	1566	0	0.0%	20497	154	0.8%
Hamble Lane north of A3025 Portsmouth Road	2492	20	0.8%	2377	0	0.0%	32623	154	0.5%
Hamble Lane north of Tesco Access	2232	20	0.9%	2071	0	0.0%	32207	154	0.5%
<b>2032</b>									
Hamble Lane in vicinity of proposed access	1375	11	0.8%	1388	0	0.0%	15867	90	0.6%
Hamble Lane north of Hound Road	1675	11	0.7%	1587	0	0.0%	20867	90	0.4%
Hamble Lane north of A3025 Portsmouth Road	2517	11	0.4%	2409	0	0.0%	33212	90	0.3%
Hamble Lane north of Tesco Access	2254	11	0.5%	2099	0	0.0%	32789	90	0.3%

Source: Consultants Calculation

**Table 5.8: Local Traffic Impact – HGV Flows**

Link	Morning Peak (08:00 – 09:00)			Evening Peak (17:00 – 18:00)			Annual Average Daily Traffic (00:00-00:00)		
	Base Flow	Dev Traffic	Impact (%)	Base Flow	Dev Traffic	Impact (%)	Base Flow	Dev Traffic	Impact (%)
<b>2019</b>									
Hamble Lane in vicinity of proposed access	57	11	19.2%	28	0	0.0%	694	90	13.0%
Hamble Lane north of Hound Road	37	11	29.9%	30	0	0.0%	353	90	25.5%
Hamble Lane north of A3025 Portsmouth Road	75	11	14.8%	76	0	0.0%	809	90	11.1%
Hamble Lane north of Tesco Access	66	11	16.6%	56	0	0.0%	439	90	20.5%
<b>2026</b>									
Hamble Lane in vicinity of proposed access	61	20	32.9%	29	0	0.0%	736	154	20.9%
Hamble Lane north of Hound Road	39	20	51.3%	31	0	0.0%	374	154	41.1%
Hamble Lane north of A3025 Portsmouth Road	79	20	25.3%	80	0	0.0%	858	154	18.0%
Hamble Lane north of Tesco Access	70	20	28.4%	59	0	0.0%	465	154	33.1%
<b>2032</b>									
Hamble Lane in vicinity of proposed access	61	11	17.9%	30	0	0.0%	749	90	12.0%
Hamble Lane north of Hound Road	39	11	27.9%	32	0	0.0%	381	90	23.6%
Hamble Lane north of A3025 Portsmouth Road	80	11	13.8%	81	0	0.0%	873	90	10.3%
Hamble Lane north of Tesco Access	71	11	15.5%	60	0	0.0%	473	90	19.0%

Source: Consultants Calculation

- 5.6.2 It can be seen from Table 5.7 that the traffic associated with the proposed development would have a maximum impact on two-way total traffic flows on the local highway network of 1.5% in the morning peak and 1% throughout the day on Hamble Lane in the vicinity of the site access in the future year of 2026. There would be no impact in the evening peak as the development is not anticipated to generate any flows during this period.
- 5.6.3 Table 5.8 indicates that the proposed development would have a maximum impact on two-way HGV flows on the local highway network of 51.3% in the morning peak and 41.1% throughout the day on Hamble Lane north of the Hound Road roundabout in the future year of 2026. Consequently, it can be seen that the proposed development would approximately double the number of HGV movements occurring on Hamble Lane north of Hound Road between years 2-7 of operation. On the remainder of the Hamble land corridor, the development impact would vary between 18-33% in the future year 2026.
- 5.6.4 Highways England, Hampshire County Council and Southampton City Council have proposals to improve the route into and out of Southampton via the A3024 corridor between the M27 Junction 8 and the Six Dials junction. The package of improvements is called the 'M27 Southampton Junction Scheme' and consists of circa £130million of improvements to the corridor and includes proposals to provide additional capacity at the Windhover Roundabout and the M27 Junction 8. These improvements will reduce journey times and congestion on Hamble Lane and work is due to commence on site to deliver the scheme in 2020. It is understood that the County Council are investigating the delivery of further improvements to Hamble Lane as part of this package of works.
- 5.6.5 On the basis of the proposed improvements and because of the impact of the proposed mineral extraction on peak hour traffic flows it is not proposed to undertake any further operational assessments in the Transport Assessment.

## 5.7 Site Access Junction Capacity Analysis

- 5.7.1 The operation of the proposed access junction has been assessed using TRL's 'Junctions 9' traffic modelling software for the proposed Opening Year at 2019 and a further assessment years of 2026 and 2032. Table 5.9 summarises the assessment whilst the full model outputs are included as **Appendix D**.

**Table 5.9 Proposed Access Junction Capacity Assessment**

Junction Arm	Morning Peak			Evening Peak		
	Queue (veh)	Delay (secs)	RFC	Queue (veh)	Delay (secs)	RFC
<b>Base + Development 2019</b>						
Proposed Access	0	30	0.04	0.0	0	0.00
Hamble Lane	0.0	0	0.00	0.0	0	0.00
<b>Base + Development 2026</b>						
Proposed Access	<1	36	0.12	0.0	0	0.00
Hamble Lane	0.0	0	0.00	0.0	0	0.00
<b>Base + Development 2032</b>						
Proposed Access	0	33	0.05	0.0	0	0.00
Hamble Lane	0.0	0	0.00	0.0	0	0.00

Source: Junctions 9

5.7.2 The assessment indicates that the proposed site access junction would operate with substantial spare capacity during the weekday morning peak hours. The maximum Ratio of Flow to Capacity (RFC) is 0.12 which occurs on the proposed access road arm. This results in a queue of less than one vehicle and an estimated average delay of some 36 seconds. As the junction is designed to prevent vehicles turning right into the proposed access from Hamble Lane (south), the proposed access has no impact on the operation of Hamble Lane during the peak hours.

## 5.8 Operational Assessments

5.8.1 As outlined in paragraph 5.6.4 above, it is not proposed to undertake detailed junction assessments as part of the transport assessment for the proposed mineral extraction site. It is however proposed to assess the transport effects of the proposed development based on the Institute of Environmental Assessment's 'Guidelines for the Environmental Assessment of Road Traffic'<sup>1</sup>.

5.8.2 The key areas of assessment are as follows:

- Traffic noise and vibration – this will either be covered in the Transport Assessment or in a separate Noise and Vibration Assessment;
- Highway Safety;

<sup>1</sup> Institute of Environmental Management and Assessment, (2003). Guidelines for the Environmental Assessment of Road Traffic' (Guidance Note No. 1). IEMA.

- Severance, Intimidation and Pedestrian Delay; and
- Dust and dirt.

## **SECTION 6 SUMMARY AND CONCLUSIONS**

- 6.1.1 i-Transport LLP has been appointed by CEMEX to provide highway and transport advice for the proposed development of a new processing and concrete plant and related infrastructure, to extract approximately 1.6million tonnes of sand and gravel located off Hamble Lane.
- 6.1.2 This Transport Assessment Scoping Report sets out the proposed methodology and parameters for a Transport Assessment to assess the transport and highways implications of the proposed development.
- 6.1.3 Agreement is sought from the local highway authority that the parameters and suggested approach identified in this report are acceptable.

### Site Access

- 6.1.4 An appraisal of the site access opportunities has identified that a new access to the site is achievable from Hamble Lane in highway terms. The new access would be in the form of a priority junction situated approximately 65m to the north of the Hampshire Constabulary Headquarters access. The junction has been designed to restricts movements into / out of the site, only allowing HGVs to arrive and depart to the north. The access will provide adequate capacity and appropriate visibility splays can be achieved. Direct pedestrian and cycle connections can be achieved to the existing network on Hamble Lane. A 'pre-application design check' package will be submitted to the County Council prior to the submission of the planning application.

### Traffic Impact

- 6.1.5 The traffic generation and distribution of the potential development has been calculated which identifies that traffic increases on some local roads would be less than 1.5% impact of the total traffic flows, however, the development would result in notable increases in HGV movements along Hamble Lane, particularly to the north of Hound Road. The impact of these will be assessed with reference to the 'Guidelines for the Environmental Assessment of Road'.



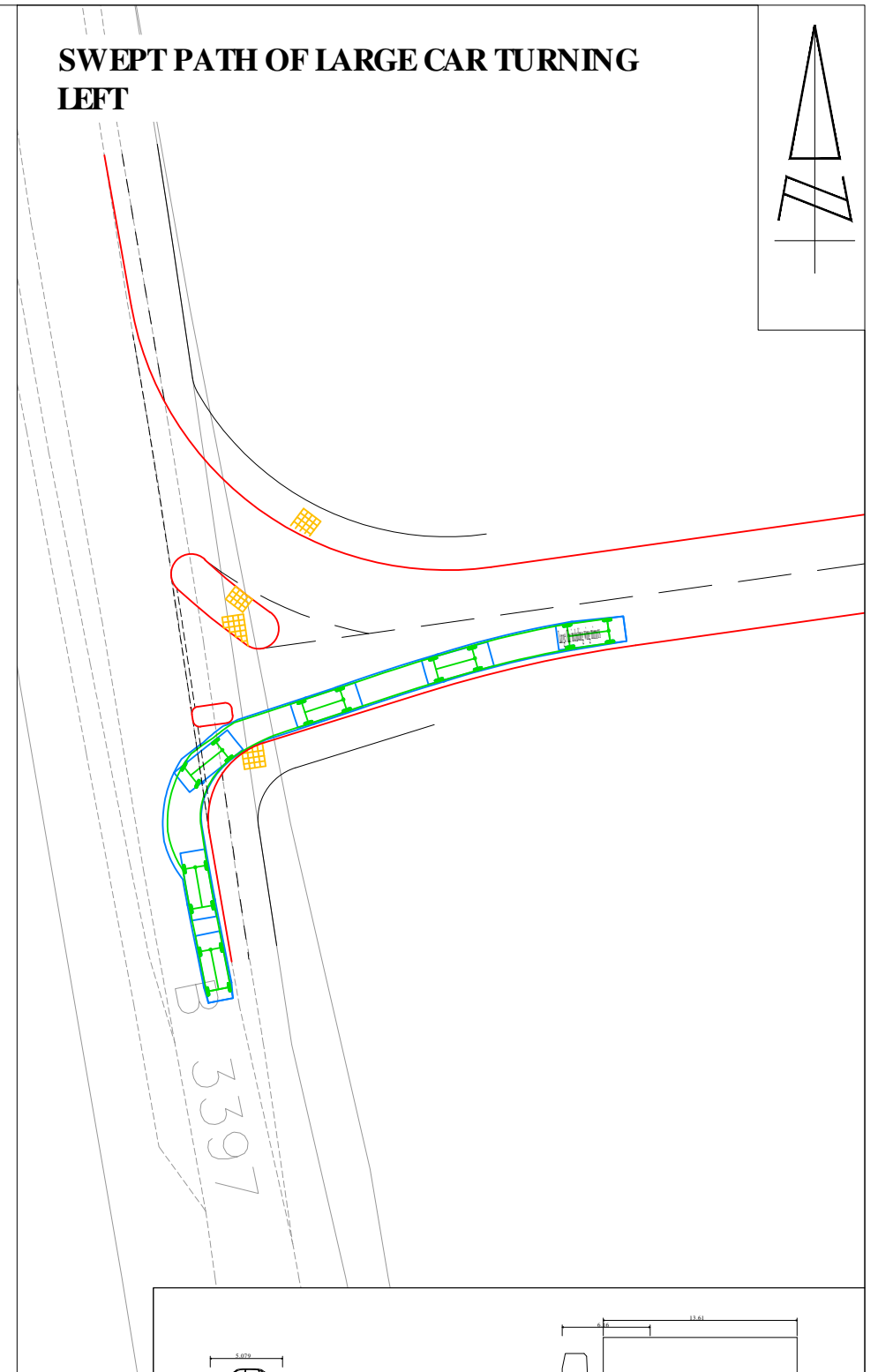
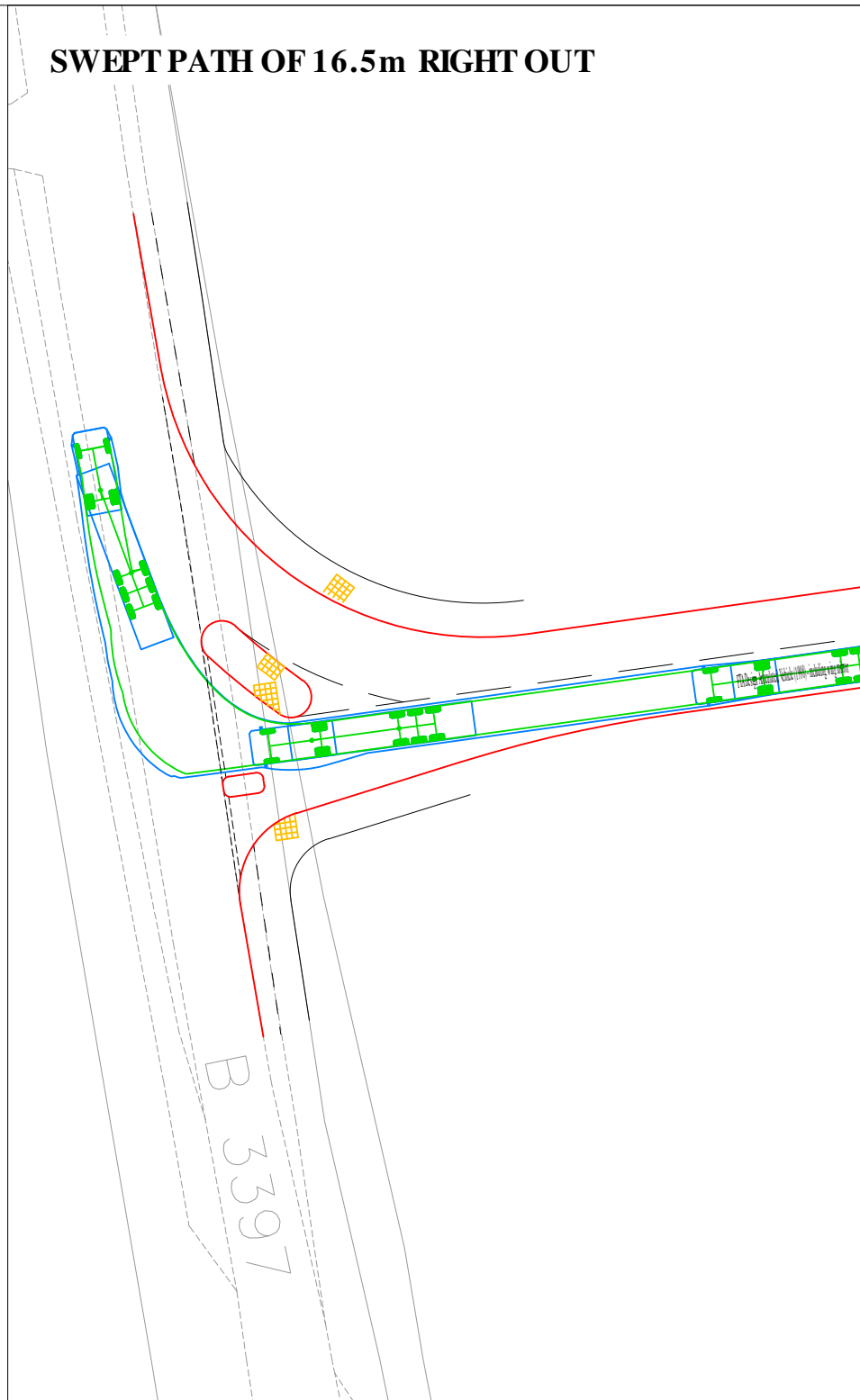
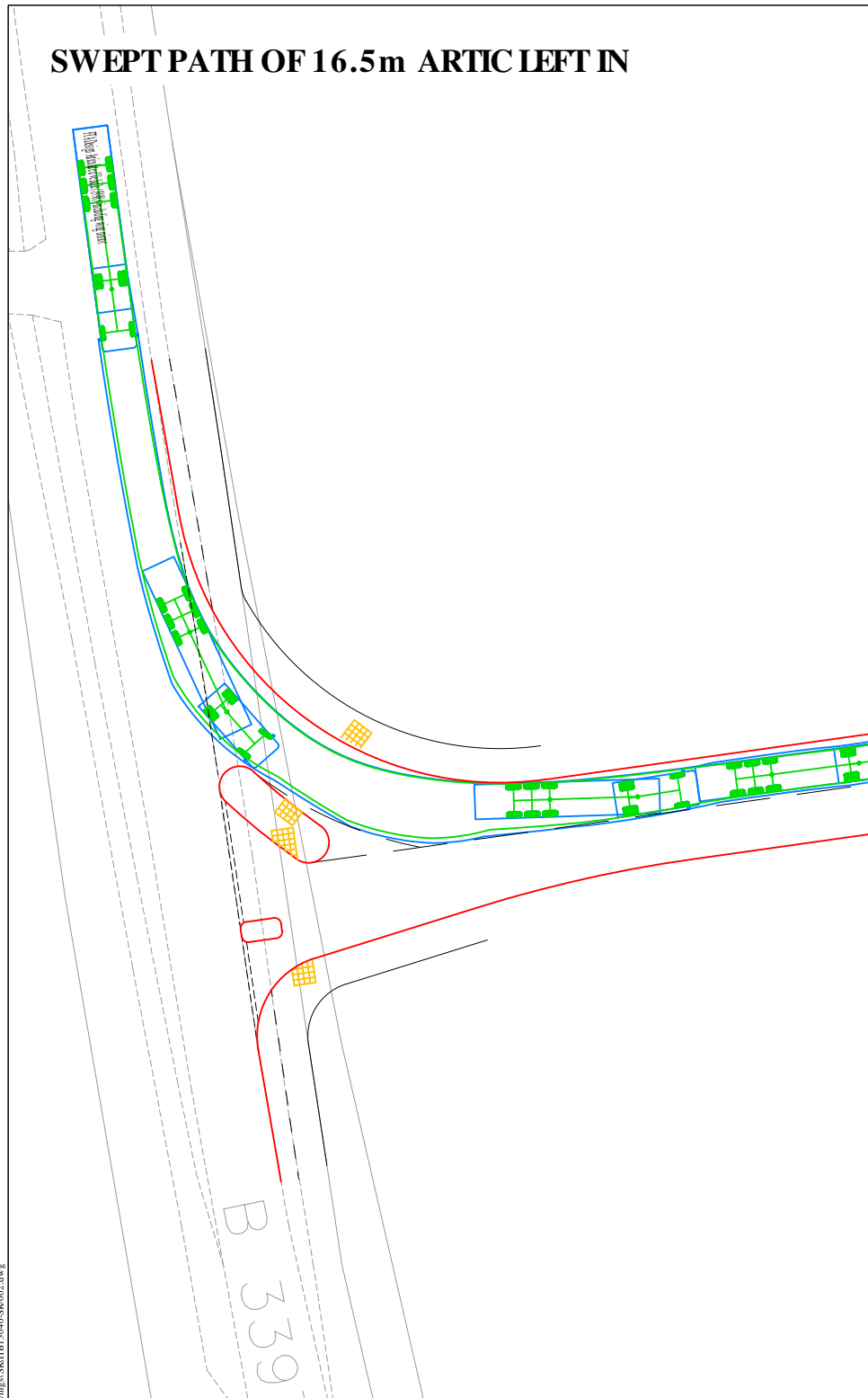
6.1.6 It is however noted that fewer movements will be generated by the proposed extraction and infill than the proposed development at Hamble Station (*Appeal reference: APP/W1715/A/14/2228566*) that was found to be acceptable in highway capacity terms by the Local Highway Authority and the Planning Inspectorate. The proposals for extraction and infill have also already been considered by the Local Highway Authority at the Examination into the Hampshire Minerals and Waste Plan (albeit at a high level) and found to be acceptable.

## **DRAWINGS**

**SWEPT PATH OF 16.5m ARTIC LEFT IN**

**SWEPT PATH OF 16.5m RIGHT OUT**

**SWEPT PATH OF LARGE CAR TURNING LEFT**

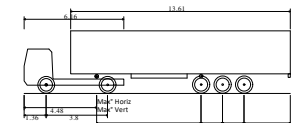


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Large Car (2006)  
 Overall Length 5.079m  
 Overall Width 1.872m  
 Overall Body Height 1.525m  
 Min Body Ground Clearance 0.310m  
 Max Track Width 1.831m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 5.900m



FTA Design Articulated Vehicle (1998) - including wing mirror  
 Overall Length 16.480m  
 Overall Width 2.550m  
 Overall Body Height 3.870m  
 Min Body Ground Clearance 0.515m  
 Max Track Width 2.470m  
 Lock to lock time 3.00s  
 Kerb to Kerb Turning Radius 6.550m



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 Fax: 01256 338644

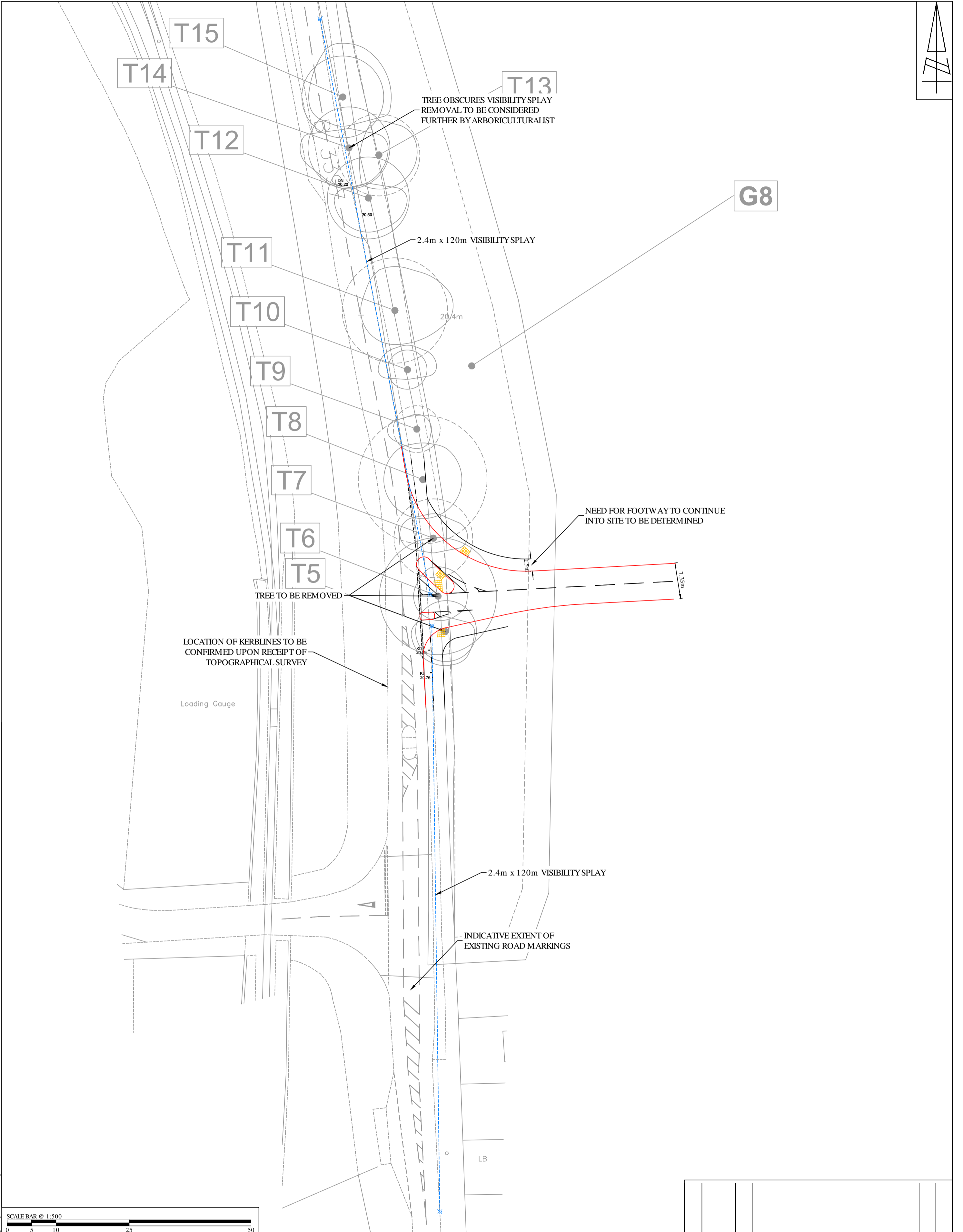
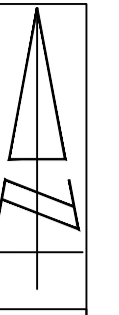
www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					

TITLE SWEPT PATH ANALYSIS	
PROJECT: HAMBLE AIRFIELD	CLIENT: CEMEX

SCALE @ A3: 1:500	CHECKED: IN	APPROVED: IN
FILE REF: ITB13040	DRAWN: JB	DATE: 26.05.17
DRAWING No: ITB13040-SK-002		
PROJECT No: ITB13040	REV:	

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CLIENT: CEMEX

TITLE: POTENTIAL SITE ACCESS (SOUTHERN OPTION)

PROJECT: HAMBLE AIRFIELD

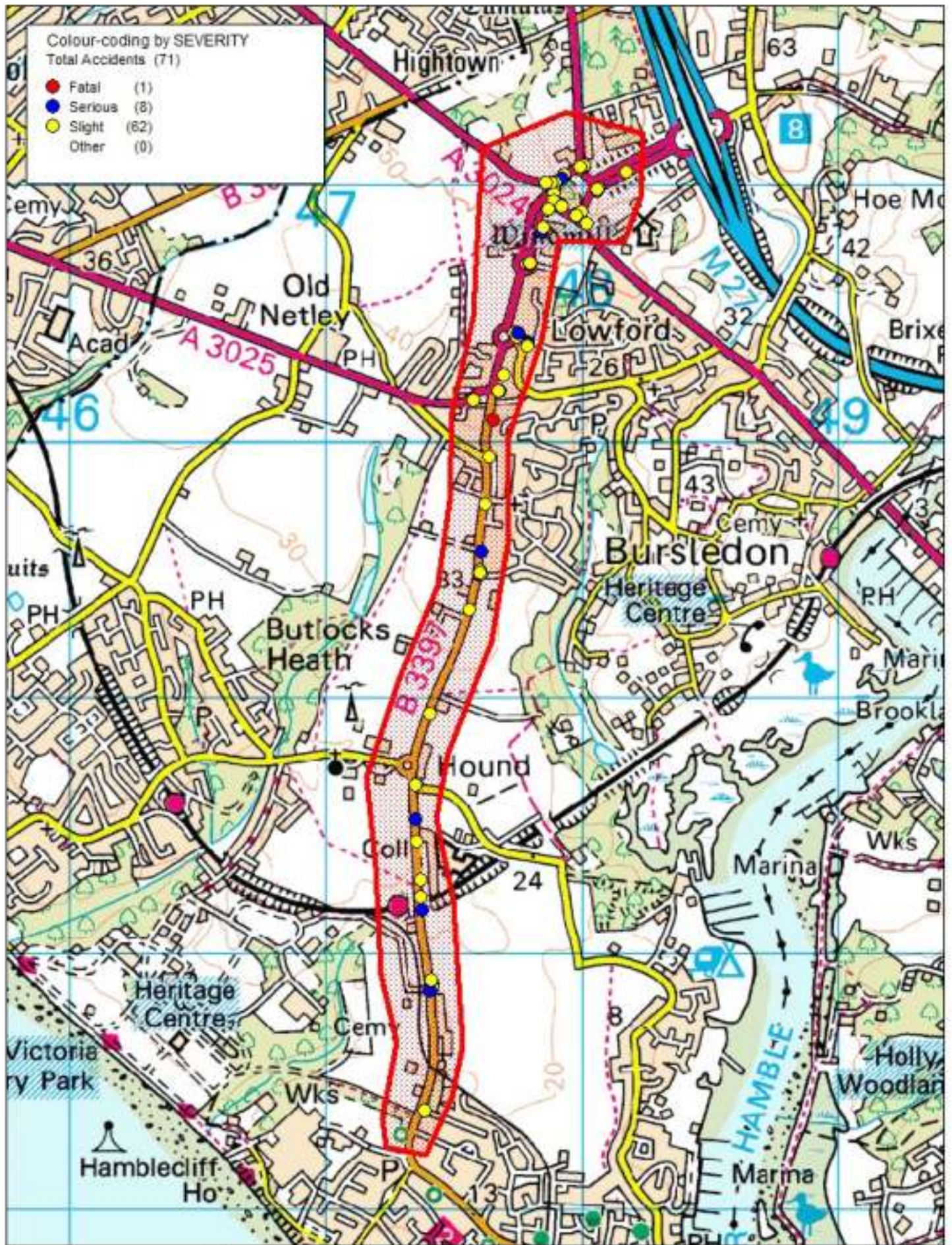
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STATUS: FOR INFORMATION					
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FILE REF: ITB13040		DRAWN: AB	DATE: 02.06.17		
DRAWING No: ITB13040-SK-003					
PROJECT No: ITB13040					REV: -



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**APPENDIX A**

**PERSONAL INJURY  
ACCIDENT DATA**



Hamble Lane Bursledon

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Licence No. 01021C 2017

SCALE	1 : 19430
DATE	31/05/2017
DRAWING No.	
DRAWN BY	

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

**Notes:**

Selected Polygon: NS - HAMBLE LANE BURSLEDON

120085422 01/03/2012 Time 1858 Vehicles 1 Casualties 1 Fatal  
 E:447650 N: 110082 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Darkness: street lights present and lit Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

**Causation**

	Factor:	Participant:	Confidence:
1st:	Crossed road masked by stationary veh	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Stationary or parked vehicle	Vehicle 1	Possible
4th:	Failed to look properly	Vehicle 1	Possible
5th:			
6th:			

CAS 1 (PEDESTRIAN) WITH OTHER PEDESTRIANS CROSS B3397 HAMBLE LANE BETWEEN N/BOUND QUEUING TRAFFIC, CAS 1 SLIGHTLY AHEAD DOES NOT SEE VEH 1 (M/CYCLE) TRAVELLING N OVERTAKING TRAFFIC AND COLLIDES CAUSING CAS 1 TO BE DRAGGED UNDER VEH 1.

Occurred on B3397 HAMBLE LANE OUTSIDE DONOVAN COTTAGES, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Overtaking stat vehicle O/S  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 39 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 3 Female Pedestrian Severity: Fatal  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist  
 In carr elsewhere E bound  
 Driver's nearside masked

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

120094651 08/03/2012 Time 1400 Vehicles 2 Casualties 2 Slight  
 E:447880 N:110972 First Road: A 3024 Road Type 1  
 Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal A 3025  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) ENTERED WINDHOVER RBT AND MISSED ITS INTENDED TURNING. VEH 1 THEN CONTINUED AROUND THE RBT, CONTRAVENED A RED TRAFFIC LIGHT, COLLIDED WITH THE NEARSIDE OF VEH 2 (CAR) AND LEFT THE CARRIAGEWAY TO THE NEARSIDE PAST A3025 HAMBLE LANE.

Occurred on A3024 BURSLEDON ROAD AT JUNCTION WITH A3025 HAMBLE LANE, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 70 Female  
 Not hit and run Breath test Not requested  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 70 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 65 Female  
 Not hit and run Breath test Not requested  
 Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 65 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist



Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

120245045 26/06/2012 Time 0745 Vehicles 2 Casualties 1 Serious  
 E:447838 N: 110813 First Road: A 3025 Road Type Dual carriageway  
 Speed limit: 40 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: Any animal in carriageway (except r  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 2	Possible
2nd:	Sudden braking	Vehicle 1	Possible
3rd:	Animal or object in carriageway	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S ALONG A3025 HAMBLE LANE BRAKED FOR ANIMAL IN CARRIAGEWAY CAUSING FOLLOWING VEH 2 (CAR) TO COLLIDE WITH REAR OF VEH 1.

Occurred on A3025 HAMBLE LANE OUTSIDE TESCO, BURSLEDON, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 26 Female Passenger Severity: Serious  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Going ahead other  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 43 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

120273101 16/07/2012 Time 0020 Vehicles 1 Casualties 1 Slight  
 E:447846 N: 110832 First Road: A 3025 Road Type Dual carriageway  
 Speed limit: 40 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Darkness: street lights present and lit 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:	Loss of control	Vehicle 1	Very Likely
3rd:	Inexperienced or learner driver/rider	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG A3025 HAMBLE LANE, DRIVER LOSES CONTROL ON WET ROAD SURFACE, LEAVES CARRIAGEWAY TO OFFSIDE AND COLLIDES WITH A LAMPOST ON CENTRAL RESERVATION.

Occurred on A3025 HAMBLE LANE OUTSIDE TESCO STORES LTD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from NE to SW No tow / articulation Leaving the main road  
 On main carriageway Skidded  
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
 Hit object in road None Off road: Lamp post  
 O/S onto cent res Age of Driver 18 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 18 Male Passenger Severity: Slight  
 Not a pupil  
 Seatbelt Unknown Cycle helmet: Not a cyclist  
 Front seat

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

120338222 29/08/2012 Time 1208 Vehicles 2 Casualties 1 Slight  
 E:448063 N: 110989 First Road: A 27 Road Type Dual carriageway  
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 3024  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Daylight Raining without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) STATIONARY ON A3024 BERTS BETTS WAY ON JUNCTION TO A27 PROVIDENCE HILL. VEH 2 (LORRY) AHEAD OF VEH 1 REVERSED COLIDING WITH THE FRONT OF VEH 1.

Occurred on A27 PROVIDENCE HILL AT JUNCTION WITH A3024 BERTS BETTS WAY, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up  
 Vehicle movement from NE to SW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 44 Male  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

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

Vehicle Reference 2 Goods over 3.5 tonnes and under 7.5 to Reversing  
 Vehicle movement from SW to NE No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 50 Male  
 Hit and run Breath test Driver not contacted  
 Left hand drive: No

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

120395940 10/10/2012 Time 0139 Vehicles 1 Casualties 1 Slight  
 E:447572 N: 110159 First Road: A 3025 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Darkness: street lights present and lit Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING E ALONG A3025 PORTSMOUTH ROAD LOST CONTROL ON A LEFT-HAND BEND, LEFT THE CARRIAGEWAY AHEAD AT THE JUNCTION WITH MANOR CLOSE AND COLLIDED WITH A ROAD SIGN.

Occurred on A3025 PORTSMOUTH ROAD AT JUNCTION WITH MANOR CLOSE, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend  
 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: Road sign / ATS  
 Straight ahead at Jun Age of Driver 31 Male  
 Not hit and run Breath test Positive Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 31 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

130072803 25/02/2013 Time 2334 Vehicles 2 Casualties 2 Slight  
 E:447794 N: 110690 First Road: A 3025 Road Type 1  
 Speed limit: 40 Junction Detail: Mini roundabout Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Darkness: street lights present and lit Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:	Fatigue	Vehicle 2	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG A3025 HAMBLE LANE STOPS ON APPROACH TO MINI RBT FOR TESCO. FOLLOWING VEH 2 (CAR) COLLIDES WITH REAR OF STATIC VEH 1.

Occurred on A3025 HAMBLE LANE AT JUNCTION WITH TESCO STORES LTD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Stopping  
 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 Back 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 Not requested  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 23 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 21 Female Passenger Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

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

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

130177547 17/05/2013 Time 0230 Vehicles 1 Casualties 1 Slight  
 E:447892 N: 111008 First Road: A 27 Road Type 1  
 Speed limit: 60 Junction Detail: Roundabout Automatic traffic signal A 3024  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Darkness: street lights present and lit Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING E ALONG A3024 BURSLEDON ROAD WITH INTOXICATED DRIVER WHEN VEH LOST CONTROL AND LEFT THE ROAD STRAIGHT AHEAD ONTO RBT COLLISING WITH A TREE.

Occurred on A27 PORTSMOUTH ROAD AT JUNCTION WITH A3024 BURSLEDON ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from W to NE No tow / articulation Leaving the main road  
 On main carriageway Skidded  
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
 Hit object in road None Off road: Tree  
 Straight ahead at Jun Age of Driver 28 Male  
 Not hit and run Breath test Not applicable  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 28 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

130206511 07/06/2013 Time 1151 Vehicles 2 Casualties 1 Slight  
 E:447349 N: 108436 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Unknown  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG B3397 HAMBLE LANE STOPPED AND WAITED TO TURN RIGHT INTO BROAD WAY WHEN VEH WAS HIT FROM BEHIND BY VEH 2 (CAR).

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH BROAD WAY, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn right  
 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 Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 34 Female  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

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

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

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

130216606 14/06/2013 Time 1506 Vehicles 4 Casualties 3 Slight  
 E:448055 N: 110979 First Road: A 3024 Road Type Dual carriageway  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed automatic traffic signal	Vehicle 1	Possible
2nd:	Exceeding speed limit	Vehicle 1	Possible
3rd:	Travelling too fast for conditions	Vehicle 1	Possible
4th:	Aggressive driving	Vehicle 1	Possible
5th:	Stolen vehicle	Vehicle 1	Possible
6th:			

VEH 1 (VAN) TRAVELLING SW ALONG A3024 BERT BETTS WAY BEING PURSUED BY VEH 4 (POLICE CAR) HIT REAR OF VEH 2 (CAR) SLOWING IN FRONT. VEH 1 WAS PURSUED AROUND RBT AND ALONG BURSLEDON ROAD WHEN IT HIT VEH 3 (CAR) TURNING RIGHT OUT OF COATES ROAD.

Occurred on A3024 BERT BETTS WAY AT JUNCTION WITH A27 PROVIDENCE HILL, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other  
 Vehicle movement from NE to SW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 24 Male  
 Hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 24 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other  
 Vehicle movement from 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 Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 51 Female  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 51 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist



Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Vehicle Reference 3 Car Turning right  
 Vehicle movement from SW to SE No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or 1 First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 27 Male  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Casualty Reference: 3 Vehicle: 3 Age: 27 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 4 Car Going ahead other  
 Vehicle movement from SW to Parked No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Back 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

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

130278029 26/07/2013 Time 1723 Vehicles 3 Casualties 1 Slight  
 E:447753 N:110402 First Road: U Road Type Single carriageway A 3025  
 Speed limit: 30 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:	Failed to look properly	Vehicle 3	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 3 (CAR) TRAVELLING W ALONG JURD WAY COLLIDED WITH REAR OF VEH 1 (CAR) WAITING AT RBT IN FRONT CAUSING VEH 1 TO BE PUSHED ONTO RBT AND COLLIDE WITH VEH 2 (CAR) TRAVELLING S ALONG A3025 HAMBLE LANE AROUND RBT.

Occurred on JURD WAY AT JUNCTION WITH A3025 HAMBLE LANE, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up  
 Vehicle movement from E to W No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 49 Female  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

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

Vehicle Reference 2 Car Stopping  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 50 Female  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

Vehicle Reference 3 Car Going ahead other  
 Vehicle movement from E to W No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 78 Female  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

130283031 30/07/2013 Time 1054 Vehicles 1 Casualties 1 Slight  
 E:447733 N: 110424 First Road: A 3025 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Daylight Raining without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) TRAVELLING NE ALONG A3025 HAMBLE LANE EXITS RBT, SKIDS ON WET ROAD CAUSING VEH 1 TO FALL ONTO OFFSIDE.

Occurred on A3025 HAMBLE LANE AT JUNCTION WITH JURD WAY, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other  
 Vehicle movement from SW to NE No tow / articulation Leaving the main road  
 On main carriageway Skidded  
 Location at impact Mid Junction - on roundabout or 1 First impact Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 63 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 63 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

130287913 02/08/2013 Time 1730 Vehicles 1 Casualties 1 Slight  
 E:447353 N: 108661 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

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

CAS 1 (PEDESTRIAN) TRAVELLING N ACROSS SATCHELL LANE, FAILS TO LOOK PROPERLY AND ENTERS ROAD ON A SCOOTER ACROSS THE PATH OF VEH 1 TURNING LEFT INTO SATCHELL LANE FROM B3397 HAMBLE LANE AND COLLIDES.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH SATCHELL LANE, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Car Turning left  
 Vehicle movement from N 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 58 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 12 Female Pedestrian Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist  
 In carr elsewhere N bound  
 Driver's offside

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

130293073 06/08/2013 Time 1028 Vehicles 2 Casualties 1 Slight  
 E:447636 N: 109940 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S ALONG B3397 HAMBLE LANE BRAKED TO TURN RIGHT INTO POUND ROAD.  
 VEH 2 (CAR) FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 1.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH POUND ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn right  
 Vehicle movement from N to W No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 26 Female  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

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

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

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

130295328 07/08/2013 Time 1930 Vehicles 1 Casualties 1 Slight  
 E:447412 N: 107883 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S ALONG B3397 HAMBLE LANE CLIPPED PEDAL CYCLE BEING PUSHED BY CAS 1 (PEDESTRIAN) WALKING S ALONG EAST PAVEMENT OF B3397 HAMBLE LANE CAUSING IT TO HIT THE LEG OF CAS 1. VEH 1 DID NOT STOP.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH POLICE TRAINING CENTRE, HAMBLE, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Pedestrian Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist  
 On footpath / verge S bound  
 Movement U/K

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

130327168 29/08/2013 Time 1716 Vehicles 2 Casualties 1 Slight  
 E:447413 N: 107870 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (TAXI) TRAVELLING S ALONG B3397 HAMBLE LANE CLIPPED THE HANDLEBAR OF VEH 2 (P/CYCLE) WHILST OVERTAKING.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH POLICE TRAINING HEADQUARTERS, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Car Overtaking moving vehicle O/S  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Nearside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver Male  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 44 Male  
 Not hit and run Breath test Not applicable  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 44 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not known

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

130346124 11/09/2013 Time 1845 Vehicles 3 Casualties 1 Slight  
 E:447689 N: 110256 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Not within 20m of junction  
 Crossing: Control Other authorised pe Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 3	Possible
2nd:	Failed to look properly	Vehicle 3	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 3 (CAR) TRAVELLING N ALONG B3397 HAMBLE LANE FAILS TO BRAKE IN TIME AND COLLIDES WITH THE REAR OF THE VEH 2 (CAR) SLOWING, SHUNTING VEH 2 INTO THE REAR VEH 1 (CAR) SLOWING IN SLOW MOVING TRAFFIC.

Occurred on B3397 HAMBLE LANE OUTSIDE OF NUMBER 2 ROSELAND COTTAGES, BUSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Stopping  
 Vehicle movement from N to Parked No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 39 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Vehicle Reference 2 Car Stopping  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 40 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 40 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist



Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("NS -  
HAMBLE LANE BURSLEDON")

Vehicle Reference	3	Car		Stopping	
Vehicle movement from	S	to N	No tow / articulation		Leaving the main road
On main carriageway				No skidding, jack-knifing or overturning	
Location at impact	Not at, or within 20M of Jct		First impact	Front	Hit vehicle:
Hit object in road	None		Off road:	None	
Did not leave carr				Age of Driver	26 Male
Not hit and run		Breath test	Negative		
				Left hand drive:	No

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

130429115 13/11/2013 Time 1237 Vehicles 2 Casualties 1 Serious  
 E:447405 N: 107855 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING S ALONG B3397 HAMBLE LANE, TURNED RIGHT INTO HAMPSHIRE CONSTABULARY HQ FAILING TO SEE VEH 2 (P/CYCLE) AND COLLIDES. CYCLIST CAME OFF ROLLING ACROSS BONNET VEH 1.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH HAMPSHIRE CONSTABULARY HQ, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Car Turning right  
 Vehicle movement from N to W No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact 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 18 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 Mid Junction - on roundabout or r First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 28 Male  
 Not hit and run Breath test Not applicable  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 28 Male Driver/rider Severity: Serious  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

130445609 22/11/2013 Time 1844 Vehicles 2 Casualties 1 Slight  
 E:447926 N: 111041 First Road: A 3024 Road Type 1  
 Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal A 27  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Darkness: no street lighting Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Poor turn or manoeuvre	Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG A3024 BURSLEDON ROAD ENTERS RBT IN N/SIDE LANE, MOVES INTO MIDDLE LANE FAILING TO SEE VEH 2 (VAN) TO NEARSIDE AND COLLIDES.

Occurred on A3024 BURSLEDON ROAD AT JUNCTION WITH A27 WEST END ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Changing lane to right  
 Vehicle movement from SW to NE No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact 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 44 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

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

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other  
 Vehicle movement from SW to NE No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Nearside 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

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

130460429 07/12/2013 Time 1540 Vehicles 1 Casualties 1 Serious  
 E:447915 N: 111026 First Road: A 27 Road Type 1  
 Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal A 3024  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site Oil or Diesel Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Deposit on road (eg oil, mud, chippings)	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING NE ALONG A3024 BURSLEDON ROAD RBT WHEN VEH WENT OVER PATCH OF OIL IN THE ROAD CAUSING VEH TO SLIDE AND RIDER TO FALL OFF.

Occurred on A27 WEST END ROAD AT JUNCTION WITH A3024 BURSLEDON ROAD, EASTLEIGH, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Starting  
 Vehicle movement from SW to NE No tow / articulation Leaving the main road  
 On main carriageway Skidded  
 Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 42 Male  
 Not hit and run Breath test Not requested  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 42 Male Driver/rider Severity: Serious  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

130460114 07/12/2013 Time 1020 Vehicles 2 Casualties 1 Slight  
 E:447981 N: 110884 First Road: A 27 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 3024  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Possible
2nd:	Inexperience with type of vehicle	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 2	
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING NW ALONG A27 PROVIDENCE HILL ENTERED THE WINDHOVER RBT AND STALLED. VEH 2 (CAR) WAS UNABLE TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 1, CAUSING THE RIDER TO FALL.

Occurred on A27 PROVIDENCE HILL AT JUNCTION WITH A3024 BURSLEDON ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Starting  
 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 Entering roundabout First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 50 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 50 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Starting  
 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 Entering roundabout First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 70 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

130467009 12/12/2013 Time 1840 Vehicles 2 Casualties 1 Slight  
 E:447907 N: 110927 First Road: A 3024 Road Type 1 A 3025  
 Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Darkness: street lights present and lit Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 2	Very Likely
2nd:	Failed to look properly	Vehicle 2	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 2	
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING NW ALONG A3024 BURSLEDON ROAD AROUND WINDHOVER RBT FAILED TO STOP IN TIME AND COLLIDED WITH REAR OF VEH 1 (CAR) STOPPED AT TRAFFIC LIGHTS IN FRONT.

Occurred on A3024 BURSLEDON ROAD AT JUNCTION WITH A3025 HAMBLE LANE, BURSLEDON, HAPSHIRE

Vehicle Reference 1 Car Stopping  
 Vehicle movement from SE to NW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 71 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 71 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other  
 Vehicle movement from SE to NW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 49 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

140011193 10/01/2014 Time 1902 Vehicles 1 Casualties 1 Slight  
E:447408 N: 107895 First Road: B 3397 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: Central reservation Road surface Wet/Damp  
Darkness: street lights present and lit Raining without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Slippery road (due to weather)	Vehicle 1	Very Likely
4th:	Careless/Reckless/In a hurry	Casualty 1	Very Likely
5th:			
6th:			

CAS 1 (PEDESTRIAN) TRAVELLING W ACROSS B3397 HAMBLE LANE GOT TO CENTRE ISLAND BEFORE RUNNING THE REST OF THE WAY ACROSS INTO PATH OF VEH 1 (CAR) TRAVELLING N ALONG B3397 HAMBLE LANE CAUSING COLLISION.

Occurred on B3397 HAMBLE LANE 27 METRES NORTH OF HAMPSHIRE POLICE TRAINING CENTRE, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from S to N No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 38 Male  
Not hit and run Breath test Negative  
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 16 Male Pedestrian Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist  
On Ped Crossing W bound  
Driver's offside

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

140020557 18/01/2014 Time 1303 Vehicles 2 Casualties 1 Slight  
 E:448054 N: 110982 First Road: A 3024 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:	Junction restart	Vehicle 2	
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING SW ALONG A3024 BERT BETTS WAY THOUGHT VEH 1 (CAR) STATIONARY AT RBT HAD MOVED OFF AND ENTERED RBT BUT HAD NOT AND COLLIDES.

Occurred on A3024 BERT BETTS WAY AT JUNCTION WITH A27 PROVIDENCE HILL, BURSLEDON, HAMPSHIR

Vehicle Reference 1 Car Going ahead but held up  
 Vehicle movement from NE to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 40 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 41 Female Passenger Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Stopping  
 Vehicle movement from NE to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 59 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No



Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

140057207 17/02/2014 Time 1308 Vehicles 2 Casualties 1 Slight  
 E:447345 N: 108660 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 2	Possible
2nd:	Slippery road (due to weather)	Vehicle 2	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 2	
4th:			
5th:			
6th:			

VEH 1 (VAN) TRAVELLING N ALONG B3397 HAMBLE LANE STOPPED TO TURN RIGHT INTO SATCHELL LANE. VEH 2 (CAR) FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 1.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH SATCHELL LANE, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Waiting to turn right  
 Vehicle movement from S to E No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 52 Male  
 Not hit and run Breath test Not requested  
 Left hand drive: No

Vehicle Reference 2 Car Going ahead other  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway Skidded  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road Kerb Off road: None  
 Did not leave carr Age of Driver 19 Male  
 Not hit and run Breath test Not requested  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 19 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

140068345 26/02/2014 Time 0745 Vehicles 2 Casualties 2 Slight  
 E:447599 N:109495 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Following too close	Vehicle 1	Very Likely
3rd:	Distraction in vehicle	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) WAS TRAVELLING S ALONG B3397 HAMBLE LANE BEHIND VEH 2 (CAR) IN HEAVY TRAFFIC. VEH 2 STOPPED TO ALLOW A VEHICLE TO TURN RIGHT INTO MALLARDS ROAD. VEH 1 FAILED TO REACT IN TIME AND COLLIDED WITH THE REAR OF VEH 2.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH MALLARDS ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 22 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

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

Vehicle Reference 2 Car Stopping  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 23 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 23 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

140096653 19/03/2014 Time 1200 Vehicles 2 Casualties 1 Slight  
 E:447891 N: 111011 First Road: A 3024 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal A 27  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Possible
2nd:	Defective traffic signals	Vehicle 1	Possible
3rd:	Defective traffic signals	Vehicle 2	Possible
4th:	Careless/Reckless/In a hurry	Vehicle 1	Possible
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ALONG A3024 BURSLEDON ROAD ENTERED THE WINDHOVER RBT. VEH 2 (CAR) TRAVELLING N ON THE RBT THEN COLLIDED WITH THE OFFSIDE OF VEH 1.

Occurred on A3024 BURSLEDON ROAD AT JUNCTION WITH A27 WEST END ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Starting  
 Vehicle movement from W to E No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Entering roundabout First impact Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 22 Male  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

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

Vehicle Reference 2 Car Going ahead right bend  
 Vehicle movement from S to NE No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 41 Female  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

140114931 25/03/2014 Time 1620 Vehicles 2 Casualties 1 Slight  
 E:447367 N: 108219 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING S ALONG B3397 HAMBLE LANE FAILED TO STOP IN TIME AND COLLIDED WITH REAR OF VEH 1 (CAR) WHICH HAD SLOWED TO A STOP IN TRAFFIC.

Occurred on B3397 HAMBLE LANE 64 METRES SOUTH OF BROADWAY, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Car Stopping  
 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 24 Male  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 24 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

140122574 08/04/2014 Time 1048 Vehicles 2 Casualties 4 Slight  
 E:447889 N: 110981 First Road: A 3025 Road Type 1  
 Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal A 3024  
 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:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Disobeyed automatic traffic signal	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG A3035 HAMBLE LANE ACCELERATES THROUGH AMBER LIGHTS ONTO RBT AND ATTEMPTS TO GO THROUGH NEXT SET OF LIGHTS BUT COLLIDES WITH REAR OF VEH 2 (CAR) STOPPED AT RED TRAFFIC LIGHTS.

Occurred on A3025 HAMBLE LANE AT JUNCTION WITH A3024 BURSLEDON ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Front 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

Casualty Reference: 1 Vehicle: 1 Age: 48 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

**Notes:**

Vehicle Reference 2 Car Going ahead but held up  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or 1 First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 53 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 53 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 3 Vehicle: 2 Age: 58 Male Passenger Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Casualty Reference: 4 Vehicle: 2 Age: 23 Female Passenger Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

140142506 23/04/2014 Time 2230 Vehicles 1 Casualties 1 Slight  
E:448017 N: 110850 First Road: A 27 Road Type Single carriageway  
Speed limit: 40 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
Darkness: street lights present and lit Raining without high winds  
Special Conditions at Site None Carriageway Hazards: Other object in carriageway  
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Rain, sleet, snow, or fog	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:	Deposit on road (eg oil, mud, chippings)	Vehicle 1	Very Likely
4th:	Road layout (eg bend, hill crest)	Vehicle 1	Very Likely
5th:	Careless/Reckless/In a hurry	Vehicle 1	Possible
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG A27 BURSLEDON ROAD, SKIDS ON THE ROAD SURFACE AND LEAVES THE CARRIAGEWAY TO THE OFFSIDE AND COLLIDES WITH A LAMP POST IN THE CENTRAL RESERVATION.

Occurred on A27 BURSLEDON ROAD OUTSIDE OF THE HARVESTER, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend  
Vehicle movement from NW to SE No tow / articulation Leaving the main road  
On main carriageway Skidded and overturned  
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:  
Hit object in road Other object Off road: Lamp post  
O/S Age of Driver 23 Male  
Not hit and run Breath test Negative  
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 23 Male Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

**Notes:**

140151640 01/05/2014 Time 0050 Vehicles 1 Casualties 1 Slight  
 E:447911 N: 110921 First Road: A 3025 Road Type 1  
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 27  
 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:	Sudden braking	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING W ALONG A27 BURSLEDON ROAD AROUND RBT LEAVES RBT ONTO A3025 HAMBLE LANE AND BRAKES HARD CAUSING VEH TO HIGH SIDE AND RIDER TO FALL OFF.

Occurred on A27 BURSLEDON ROAD AT JUNCTION WITH A3025 HAMBLE LANE, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other  
 Vehicle movement from E to SW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 19 Male  
 Not hit and run Breath test Not requested  
 Left hand drive: No

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



Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

140155317 03/05/2014 Time 1740 Vehicles 2 Casualties 2 Slight  
 E:447883 N: 110945 First Road: A 3025 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal A 3024  
 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:	Distraction in vehicle	Vehicle 2	Possible
2nd:	Following too close	Vehicle 2	Very Likely
3rd:	Swerved	Vehicle 2	Very Likely
4th:	Sudden braking	Vehicle 2	Very Likely
5th:	Failed to look properly	Vehicle 2	Very Likely
6th:			

VEH 2 (CAR) TRAVELLING N ALONG A3025 HAMBLE LANE, FAILS TO STOP IN TIME AND COLLIDES WITH THE REAR OF VEH 1 (CAR) ENTERING RBT. DRIVER OF VEH 2 STATED AN UNKNOWN VEH CUT THEM UP AT SPEED

Occurred on A3024 BURSLEDON ROAD AT JUNCTION WITH A3025 HAMBLE LANE, BURSLEDON, HAPSHIRE

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 45 Female  
 Not hit and run Breath test Not requested  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 45 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 60 Female Passenger Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Turning 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 Mid Junction - on roundabout or r First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver Male  
 Not hit and run Breath test Not requested  
 Left hand drive: No

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

140183567 25/05/2014 Time 1522 Vehicles 1 Casualties 2 Slight  
E:447863 N: 110903 First Road: A 3025 Road Type Dual carriageway  
Speed limit: 40 Junction Detail: Not within 20m of junction  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG A3025 HAMBLE LANE LOST CONTROL WHILE NEGOTIATING A LEFT HAND BEND CAUSING DRIVER TO OVERCOMPENSATE AND VEH TO LEAVE THE ROAD TO THE OFFSIDE AND COLLIDE WITH A LAMP POST.

Occurred on A3025 HAMBLE LANE 50 METRES SOUTHWEST OF A3025 BURSLEDON ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend  
Vehicle movement from NE to S No tow / articulation Leaving the main road  
On main carriageway Skidded  
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:  
Hit object in road None Off road: Lamp post  
O/S onto cent res Age of Driver 21 Male  
Not hit and run Breath test Negative  
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 21 Male Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 19 Female Passenger Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

140212241 14/06/2014 Time 1700 Vehicles 2 Casualties 1 Slight  
 E:447885 N: 110966 First Road: A 3025 Road Type 1  
 Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal A 3024  
 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:	Driving too slow for conditions or slow veh	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG A3035 HAMBLE AROUND THE RBT COLLIDES WITH VEH 2 (CAR) TRAVELLING IN THE SAME DIRECTION.

Occurred on A3025 HAMBLE LANE AT JUNCTION WITH A3024 BURSLEDON ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 57 Male  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

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

Vehicle Reference 2 Car Going ahead right bend  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 36 Female  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

140211774 15/06/2014 Time 1930 Vehicles 2 Casualties 2 Slight  
 E:447403 N: 108937 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG B3397 HAMBLE LANE WHEN DRIVER SUFFERS A MEDICAL EPISODE CAUSING VEH TO VEER INTO ONCOMING TRAFFIC AND COLLIDE WITH ONCOMING VEH 2 (CAR).

Occurred on B3397 HAMBLE LANE 48 METRES SOUTH OF HOUND NURSERY, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 53 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Vehicle Reference 2 Car Going ahead other  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 35 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

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

Casualty Reference: 2 Vehicle: 2 Age: 33 Female Passenger Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist  
 Front seat

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

140234460 02/07/2014 Time 1600 Vehicles 2 Casualties 1 Slight  
 E:447599 N:109482 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING W TURNED RIGHT INTO B3397 HAMBLE LANE HAVING BEEN LET OUT BY HEAVY TRAFFIC GOING BOTH WAYS. VEH 1 (M/CYCLE) WAS OVERTAKING TRAFFIC TRAVELLING S AND COLLIDED WITH THE OFFSIDE OF VEH 2.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH MALLARDS ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Overtaking stat vehicle O/S  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 23 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 23 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 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 Entering main road First impact Offside 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 Negative  
 Left hand drive: No

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

140256542 18/07/2014 Time 1551 Vehicles 2 Casualties 1 Slight  
 E:447559 N: 109341 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG B3397 HAMBLE LANE, FAILS TO SEE AND COLLIDES WITH THE REAR OF VEH 2 (CAR) STATIONARY DUE TO VEH IN FRONT LETTING VEH OUT.

Occurred on B3397 HAMBLE LANE OUTSIDE OF ITCHEN FRUIT FARM SHOP, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 50 Female  
 Not hit and run Breath test Not requested  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 50 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead but held up  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 63 Male  
 Not hit and run Breath test Not requested  
 Left hand drive: No

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

140273793 30/07/2014 Time 1910 Vehicles 2 Casualties 1 Slight  
 E:447793 N:110697 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG B3397 HAMBLE LANE STOPPED AT THE RBT AT THE TESCO ENTRANCE. VEH 2 (CAR) FAILED TO REACT IN TIME AND COLLIDED WITH THE REAR OF VEH 1/  
 Occurred on B3397 HAMBLE LANE AT JUNCTION WITH TESCO ENTRANCE, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Stopping  
 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 Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 41 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 41 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 27 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

140306762 24/08/2014 Time 1230 Vehicles 2 Casualties 1 Slight  
 E:447885 N: 110935 First Road: A 3025 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal A 3024  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Daylight Raining without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Possible
2nd:	Travelling too fast for conditions	Vehicle 2	Possible
3rd:	Following too close	Vehicle 2	Possible
4th:	Sudden braking	Vehicle 1	Possible
5th:			
6th:			

VEH 2 (CAR) TRAVELLING NE ALONG A3025 HAMBLE LANE COLLIDED WITH REAR OF VEH 1 (CAR) STOPPED IN FRONT. VEH 2 FAILED TO STOP AT SCENE.

Occurred on A3025 HAMBLE LANE AT JUNCTION WITH A3024 BURSLEDON ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up  
 Vehicle movement from SW to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 22 Male  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

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

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



Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

140335798 16/09/2014 Time 1530 Vehicles 3 Casualties 1 Slight  
 E:448007 N: 111074 First Road: A 27 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 3024  
 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:	Defective brakes	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S ALONG A27 WEST END ROAD FAILED TO STOP IN TIME FOR TRAFFIC WAITING TO ENTER THE WINDHOVER RBT AND COLLIDED WITH THE REAR OF VEH 2 (CAR), PUSHING VEH 2 INTO THE REAR OF VEH 3 (CAR).

Occurred on A27 WEST END ROAD AT JUNCTION WITH A3024 BURSLEDON ROAD, BURSLEDON, HAMPSHIRE

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

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

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

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("NS -  
HAMBLE LANE BURSLEDON")

Vehicle Reference	3	Car		Going ahead but held up
Vehicle movement from	N	to S	No tow / articulation	Leaving the main road
On main carriageway			No skidding, jack-knifing or overturning	
Location at impact	Jct Approach		First impact	Back
Hit object in road	None		Off road:	None
Did not leave carr				Age of Driver
Not hit and run		Breath test	Not requested	75
				Male
				Left hand drive: No

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

140340861 20/09/2014 Time 1320 Vehicles 2 Casualties 1 Slight  
 E:448006 N: 111070 First Road: A 27 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 3024  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 2	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S ALONG A27 WEST END ROAD WAS WAITING TO ENTER THE WINDHOVER RBT. VEH 2 (CAR) FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 1.

Occurred on A27 WEST END ROAD AT JUNCTION WITH A3024 BURSLEDON ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 19 Male  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

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

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

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

140349042 26/09/2014 Time 2020 Vehicles 2 Casualties 1 Slight  
 E:447674 N:110197 First Road: A 3025 Road Type Single carriageway B 3397  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled  
 Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry  
 Darkness: street lights present and lit Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING E ALONG A3025 PORTSMOUTH ROAD, TURNS RIGHT ONTO B3397 HAMBLE LANE ACROSS THE PATH OF VEH 1 (CAR) TRAVELLING NE ALONG B3397 HAMBLE LANE AND COLLIDES.  
 Occurred on A3025 PORTSMOUTH ROAD AT JUNCTION WITH B3397 HAMBLE LANE, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from SW to NE No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact 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 36 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Vehicle Reference 2 Car Turning right  
 Vehicle movement from NW to SW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact 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 24 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 51 Female Passenger Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist  
 Front seat

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

140362167 07/10/2014 Time 0900 Vehicles 4 Casualties 1 Slight  
 E:448170 N: 111050 First Road: A 3024 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:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (VAN) TRAVELLING SW ALONG A3024 BURSLEDON ROAD FAILED TO STOP IN TIME FOR TRAFFIC QUEUEING FOR THE WINDHOVER RBT AND COLLIDED WITH THE REAR OF VEH 2 (CAR), PUSHING VEH 2 INTO VEH 3 (CAR) AND VEH 3 INTO VEH 4 (LORRY).

Occurred on A3024 BURSLEDON ROAD 129 METRES NORTH-EAST OF WINDHOVER ROUNDABOUT, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other  
 Vehicle movement from NE to SW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact 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 33 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Vehicle Reference 2 Car Going ahead but held up  
 Vehicle movement from NE to SW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 62 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 62 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Vehicle Reference 3 Car Going ahead but held up  
Vehicle movement from NE to SW No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 50 Male  
Not hit and run Breath test Negative  
Left hand drive: No

Vehicle Reference 4 Goods over 3.5 tonnes and under 7.5 to Going ahead but held up  
Vehicle movement from NE to SW No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 46 Male  
Not hit and run Breath test Negative  
Left hand drive: No

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

140362063 07/10/2014 Time 0751 Vehicles 1 Casualties 1 Slight  
 E:447785 N: 110388 First Road: U Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery inspection cover or road marking	Vehicle 1	Very Likely
2nd:	Sudden braking	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING S ALONG JURD WAY AROUND A RIGHT HAND BEND, BRAKES HARD AS RIDER FELT SPEED WAS A LITTLE TOO FAST TO NEGOTIATE A BEND, SKID ON A METAL DRAINCOVER IN THE CARRIAGEWAY AND RIDER FALLS OFF.

Occurred on JURD WAY AT JUNCTION WITH LIONHEART WAY, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under Going ahead right bend  
 Vehicle movement from NW to S No tow / articulation Leaving the main road  
 On main carriageway Skidded  
 Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 16 Male  
 Not hit and run Breath test Not requested  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 16 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

140382686 23/10/2014 Time 2016 Vehicles 1 Casualties 1 Slight  
 E:447744 N: 110407 First Road: A 3024 Road Type 1  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Darkness: street lights present and lit Raining without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Inexperienced or learner driver/rider	Vehicle 1	Possible
4th:	Slippery road (due to weather)	Vehicle 1	Possible
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING S ALONG A3024 HAMBLE LANE AROUND RBT IS FORCED TO TAKE EVASIVE ACTION DUE TO ANOTHER VEH CAUSING VEH 1 TO LOSE CONTROL ON SLIPPERY ROAD SURFACE. NO DETAILS KNOWN OF OTHER VEH.

Occurred on A3024 HAMBLE LANE AT JUNCTION WITH JURD WAY, NETLEY, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway Skidded  
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 22 Male  
 Not hit and run Breath test Not requested  
 Left hand drive: No

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



Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

140434078 04/12/2014 Time 2050 Vehicles 2 Casualties 1 Slight  
 E:447673 N: 110197 First Road: A 3025 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled A 3024  
 Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Wet/Damp  
 Darkness: street lights present and lit Raining without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:	Distraction in vehicle	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG A3024 HAMBLE LANE, FAILS TO GIVE WAY AND TURNS RIGHT INTO A3025 PORTSMOUTH ROAD ACROSS THE PATH OF VEH 2 (M/CYCLE) TRAVELLING NE A3024 HAMBLE LANE AND COLLIDES, CAUSING THE RIDER TO FALL OFF.

Occurred on A3025 PORTSMOUTH ROAD AT JUNCTION WITH A3024 HAMBLE LANE, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Turning right  
 Vehicle movement from NE to NW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 32 Female  
 Not hit and run Breath test Not requested  
 Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other  
 Vehicle movement from SW to NE No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 17 Male  
 Not hit and run Breath test Not applicable  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 17 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

140433782 04/12/2014 Time 1640 Vehicles 2 Casualties 1 Slight  
 E:447978 N: 110884 First Road: A 27 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 3024  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Darkness: street lights present and lit Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to judge other persons path or speed	Vehicle 2	Possible
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH 2 (CAR) IN OUTSIDE LANE AND VEH 1 (M/CYCLE) STRADDING LANES BOTH TRAVELLING NW ALONG A27 PROVIDENCE HILL ENTERS THE RBT AND COLLIDES.

Occurred on A27 PROVIDENCE HILL AT JUNCTION WITH A3024 BURSLEDON ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Starting  
 Vehicle movement from SW to NE No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 27 Female  
 Not hit and run Breath test Not requested  
 Left hand drive: No

Vehicle Reference 2 Motorcycle over 500cc Starting  
 Vehicle movement from SW to NE No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 25 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 25 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

150122348 13/04/2015 Time 1300 Vehicles 2 Casualties 1 Serious  
 E:447782 N: 110381 First Road: U Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:	Road layout (eg bend, hill crest)	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W ALONG LIONHEART WAY TURNED RIGHT INTO JURD WAY INTO THE PATH OF VEH 2 (M/CYCLE) TRAVELLING N ALONG JURD WAY, CAUSING VEH 2 TO COLLIDE WITH THE NEARSIDE OF VEH 1 AND THE RIDER TO FALL.

Occurred on JURD WAY AT JUNCTION WITH LIONHEART WAY, BURSLEDON, 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 50 Female  
 Not hit and run Breath test Not requested  
 Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 22 Male  
 Not hit and run Breath test Not requested  
 Left hand drive: No

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

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

150225265 02/07/2015 Time 1600 Vehicles 2 Casualties 1 Slight  
 E:447878 N: 111008 First Road: A 3024 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal A 3025  
 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:	Sudden braking	Vehicle 2	Very Likely
2nd:	Following too close	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING E ALONG A3024 BURSLEDON ROAD APPROACHES RBT AND STATIONARY TRAFFIC, FAILS TO BRAKE ENOUGH AND COLLIDES INTO REAR OF VEH 1 (CAR) INFRONT.

Occurred on A3024 BURSLEDON ROAD AT JUNCTION WITH A3025 HAMBLE LANE, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Stopping  
 Vehicle movement from W to E No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver Male  
 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 E No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 34 Female  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 34 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

150387317 07/11/2015 Time 0820 Vehicles 2 Casualties 2 Slight  
 E:448057 N: 110985 First Road: A 3024 Road Type Dual carriageway  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Daylight Raining without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SW ALONG A3024 BERT BETTS WAY COLLIDED WITH REAR OF VEH 2 (CAR) TRAVELLING IN FRONT AND WAITING TO ENTER WINDHOVER RBT.

Occurred on A3024 BERT BETTS WAY AT JUNCTION WITH A27 PROVIDENCE HILL, BURSLEDON, HAMPSHIRE

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

Vehicle Reference 2 Car Going ahead but held up  
 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 Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 53 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 53 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 2 Age: 78 Male Passenger Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist  
 Front seat

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

150427119 08/12/2015 Time 0620 Vehicles 2 Casualties 1 Serious  
 E:447747 N: 110421 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Darkness: street lights present and lit Raining without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 2	Very Likely
3rd:	Rain, sleet, snow, or fog	Vehicle 2	
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING N ALONG B3397 HAMBLE LANE TURNED RIGHT AT THE RBT FOR JURD WAY. VEH 2 (CAR) TRAVELLING S ALONG HAMBLE LANE ENTERED THE RBT AND COLLIDED WITH THE NEARSIDE OF VEH 1.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH JURD WAY, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Turning right  
 Vehicle movement from S to E No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Nearside 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 applicable  
 Left hand drive: No

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

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

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

150452900 25/12/2015 Time 1422 Vehicles 1 Casualties 2 Slight  
 E:447992 N: 111070 First Road: A 27 Road Type 1  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 3024  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Daylight Raining without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Inexperienced or learner driver/rider	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE AROUND A27 WEST END ROAD RBT, LOSES CONTROL ON SLIPPERY ROAD SURFACE SO DRIVER TRIES TO CORRECT BUT DROVE OVER DIRT ON NEARSIDE OF ROAD LOSING CONTROL COMPLETELY COLLIDING WITH CENTRAL RESERVATION AND OVERTURNS

Occurred on A27 WEST END ROAD AT JUNCTION WITH A3024 BURSLEDON ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend  
 Vehicle movement from SW to NE No tow / articulation Leaving the main road  
 On main carriageway Skidded and overturned  
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
 Hit object in road None Off road: Oth perm objects  
 Nearside Age of Driver 25 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 28 Male Passenger Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist  
 Front seat

Casualty Reference: 2 Vehicle: 1 Age: 25 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

150453811 27/12/2015 Time 0003 Vehicles 2 Casualties 1 Slight  
 E:447975 N: 110885 First Road: A 27 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 3024  
 Crossing: Control None Facilities: Central reservation Road surface Dry  
 Darkness: street lights present and lit Fine without high winds  
 Special Conditions at Site Automatic traffic signal out Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG A27 PROVIDENCE HILL, FAILS TO GIVE WAY AND ENTERS RBT ACROSS THE PATH OF VEH 2 (M/CYCLE) TRAVELLING NW AROUND A3024 BURSLEDON ROAD RBT AND COLLIDES, KNOCKING THE RIDER OFF. VEH 1 FAILED TO STOP.

Occurred on A27 PROVIDENCE HILL AT JUNCTION WITH A3024 BURSLEDON ROAD, BURSLEDON, HAMPSHIRE

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

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead right bend  
 Vehicle movement from NE to NW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact 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 Not requested  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 20 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist



Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

160018936 13/01/2016 Time 1720 Vehicles 2 Casualties 1 Slight  
 E:447857 N: 111008 First Road: A 3024 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27  
 Crossing: Control None Facilities: Central reservation Road surface Dry  
 Darkness: street lights present and lit Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING W ALONG A3024 BURLSEDON ROAD PERFORMS A UTURN ACROSS THE HATCHINGS AND INTO THE PATH OF VEH 1 (M/CYCLE) TRAVELLING E ALONG A3024 BURSLEDON ROAD. VEH 1 TAKES EVASIVE ACTION BUT HITS REAR OF VEH 2. VEH 2 FAILS TO STOP.

Occurred on A3024 BURSLEDON ROAD AT JUNCTION WITH A27 WEST END ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other  
 Vehicle movement from NW to E No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 36 Male  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 36 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car U-turn  
 Vehicle movement from E to E No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 58 Male  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

160028250 19/01/2016 Time 1811 Vehicles 2 Casualties 1 Slight  
 E:447786 N: 110372 First Road: U Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: Central reservation Road surface Frost/Ice  
 Darkness: street lights present and lit Unknown  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Exceeding speed limit	Vehicle 1	Possible
3rd:	Vehicle blind spot	Vehicle 1	
4th:			
5th:			
6th:			

VEH 2 (P/CYCLE) TRAVELLING N ALONG JURD WAY FAILED TO CHECK BEHIND AND TRAVELLED E ACROSS ROAD ACROSS PATH OF VEH 1 (CAR) TRAVELLING N ALONG JURD WAY.

Occurred on JURD WAY AT JUNCTION WITH LIONHEART WAY, NETLEY, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach 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 Negative  
 Left hand drive: No

Vehicle Reference 2 Pedal Cycle Changing lane to right  
 Vehicle movement from S to E No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 48 Male  
 Not hit and run Breath test Not applicable  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 48 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

160068409 16/02/2016 Time 0800 Vehicles 2 Casualties 2 Slight  
 E:447345 N: 108659 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING N ALONG B3397 HAMBLE LANE FAILS TO STOP IN TIME AND COLLIDES WITH THE REAR OF VEH 1 (CAR) IN FRONT.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH SATCHELL LANE, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 20 Female  
 Not hit and run Breath test Not requested  
 Left hand drive: No

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

Vehicle Reference 2 Car Going ahead other  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 28 Female  
 Not hit and run Breath test Not requested  
 Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 28 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

160076287 22/02/2016 Time 1235 Vehicles 1 Casualties 1 Slight  
 E:447995 N: 110894 First Road: A 3024 Road Type 1  
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 27  
 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:	Loss of control	Vehicle 1	Very Likely
2nd:	Aggressive driving	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG A3024 BURSLEDON ROAD WHEN VEH LOST CONTROL SPINNING THE VEH. VEH 1 LEFT THE ROAD TO THE OFFSIDE ONTO THE RBT ISLAND, COLLIDING WITH A SIGN.

Occurred on A3024 BURSLEDON ROAD AT JUNCTION WITH A27 PROVIDENCE HILL, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend  
 Vehicle movement from NE to SW No tow / articulation Leaving the main road  
 On main carriageway Skidded  
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:  
 Hit object in road None Off road: Road sign / ATS  
 O/S & rebounded Age of Driver 21 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 21 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

160079866 25/02/2016 Time 0838 Vehicles 4 Casualties 1 Slight  
 E:447621 N: 109753 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Crossroads Automatic traffic signal Unclassified  
 Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAV N ALONG B3397 HAMBLE LANE FAILED TO SLOW IN TIME FOR TRAFFIC QUEUEING FOR THE LIGHTS AT CHAMBERLAYNE ROAD AND COLLIDED WITH THE REAR OF VEH 2 (CAR), PUSHING VEH 2 INTO THE REAR OF VEH 3 (CAR) AND VEH 3 INTO THE REAR OF VEH 4 (CAR).

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH CHAMBERLAYNE ROAD, BURSLEDON, HAMPSHIRE

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

Vehicle Reference 2 Car Stopping  
 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 Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 32 Female  
 Not hit and run Breath test Not requested  
 Left hand drive: No

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("NS -  
HAMBLE LANE BURSLEDON")

Vehicle Reference 3 Car Going ahead but held up  
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 Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 55 Male  
Not hit and run Breath test Not requested  
Left hand drive: No

Casualty Reference: 1 Vehicle: 3 Age: 55 Female Passenger Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 4 Car Going ahead but held up  
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 Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 31 Female  
Not hit and run Breath test Not requested  
Left hand drive: No

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

160093952 07/03/2016 Time 1210 Vehicles 1 Casualties 1 Slight  
 E:447605 N: 109482 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Failed to look properly	Casualty 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W ALONG MALLARDS ROAD WENT TO OVERTAKE A VEHICLE THAT HAD STOPPED TO ALLOW CAS 1 (PEDESTRIAN) WHO WAS OUT RUNNING N TO CROSS THE JUNCTION AT B3397. CAS 1 THEN COLLIDED WITH THE NEARSIDE OF VEH 1.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH MALLARDS ROAD, BURSLEDON, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 41 Male Pedestrian Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist  
 In carr elsewhere N bound  
 Driver's nearside

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

160181253 14/05/2016 Time 1635 Vehicles 2 Casualties 1 Serious  
 E:447606 N: 109570 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING W OUT OF DRIVEWAY TO ENTER ONTO B3397 HAMBLE LANE CROSSING OVER CYCLE LANE ON FOOTPATH AND COLLIDES WITH VEH 2 (P/CYCLE) TRAVELLING S ALONG B3397 HAMBLE LANE ON CYCLE PATH.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH ASHCROFT, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Starting  
 Vehicle movement from E to W No tow / articulation Leaving the main road  
 Cycleway or shared use footway (not part of main car No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 26 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 Cycleway or shared use footway (not part of main car 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 15 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 15 Male Driver/rider Severity: Serious  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: No



Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

160184547 17/05/2016 Time 0745 Vehicles 3 Casualties 2 Slight  
 E:447915 N: 110919 First Road: A 27 Road Type 1  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 3025  
 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:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 3	Possible
3rd:	Sudden braking	Vehicle 1	Possible
4th:	Sudden braking	Vehicle 2	Possible
5th:	Sudden braking	Vehicle 3	Possible
6th:			

VEH 3 (VAN) TRAVELLING NW ALONG A27 BURSLEDON ROAD COLLIDES WITH THE REAR OF VEH 2 (VAN) SLOWING, SHUNTING VEH 2 INTO THE REAR OF VEH 1 (CAR) BRAKES SUDDENLY DUE TO AMBULANCE HEADING TOWARDS THEM ON A BLUE LIGHT.

Occurred on A27 BURSLEDON ROAD AT JUNCTION WITH A3025 HAMBLE LANE, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from SE to NW No tow / articulation Leaving the main road  
 On main carriageway 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 34 Female  
 Not hit and run Breath test Not applicable  
 Left hand drive: No

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

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under 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 Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 44 Male  
 Not hit and run Breath test Not applicable  
 Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 44 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("NS -  
HAMBLE LANE BURSLEDON")

Vehicle Reference	3	Van or Goods	3.5 tonnes mgw and under	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 object in road	None			Off road:	None
Did not leave carr				Age of Driver	53
Not hit and run		Breath test	Not requested		Male
				Left hand drive:	No

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

160187307 19/05/2016 Time 0855 Vehicles 2 Casualties 1 Slight  
 E:447382 N: 107386 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG VERDON AVENUE TUREND RIGHT INTO B3397 HAMBLE LANE INTO THE PATH OF VEH 2 (M/CYCLE) TRAVELLING SW, CAUSING VEH 2 TO COLLIDE WITH THE OFFSIDE OF VEH 1 AND THE RIDER TO FALL.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH VERDON AVENUE, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Car Turning right  
 Vehicle movement from SE to NE No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Entering main road First impact Offside 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

Vehicle Reference 2 Motorcycle over 500cc Going ahead other  
 Vehicle movement from NE to SW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 32 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 32 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

160208391 04/06/2016 Time 1832 Vehicles 2 Casualties 1 Slight  
 E:448055 N: 110979 First Road: A 3024 Road Type Dual carriageway  
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 27  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING SW ALONG A3024 BERT BETTS WAY MOVES OFF FROM STATIONARY POSITION AS BELIEVED VEH 1 (CAR) STATIONARY WAITING TO ENTER RBT WOULD MOVE OFF DUE TO GAP IN THE TRAFFIC ON THE RBT BUT DOES NOT AND COLLIDES WITH THE REAR OF VEH 1.

Occurred on A3024 BERT BETTS WAY AT JUNCTION WITH A27 PROVIDENCE HILL, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up  
 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 Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 30 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 27 Female Passenger Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

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

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

160212495 07/06/2016 Time 1812 Vehicles 2 Casualties 1 Serious  
 E:447372 N: 108170 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 2	Very Likely
2nd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TOWING A TRAILER AND TRAVELLING S ALONG B3397 HAMBLE LANE WHEN AT THE END OF THE DOUBLE WHITE LINES IT OVERTAKES VEH 1 (P/CYCLE) TRAVELLING IN FRONT. VEH 2 PULLS BACK IN BUT TRAILER HITS VEH 1 CAUSING VEH 2 TO LOSE CONTROL.

Occurred on B3397 HAMBLE LANE 64 METRES SOUTH OF NUMBER 110, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway Skidded  
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 41 Male  
 Not hit and run Breath test Not applicable  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 41 Male Driver/rider Severity: Serious  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Car Overtaking moving vehicle O/S  
 Vehicle movement from N to S Single trailer Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 53 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

160222203 14/06/2016 Time 1612 Vehicles 2 Casualties 1 Slight  
 E:447975 N: 110883 First Road: A 27 Road Type Single carriageway  
 Speed limit: 50 Junction Detail: Roundabout Give way or controlled A 3024  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 2	Possible
2nd:	Sudden braking	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 2	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG A27 PROVIDENCE HILL STOPPED AT THE WINDHOVER RBT. VEH 2 (CAR) FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 1.

Occurred on A27 PROVIDENCE HILL AT JUNCTION WITH A3024 BURSLEDON ROAD, BURSLEDON, 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 Jct Approach First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 59 Female  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 59 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other  
 Vehicle movement from 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 Not traced  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

160277233 25/07/2016 Time 1154 Vehicles 3 Casualties 5 Slight  
 E:448058 N: 110983 First Road: A 3024 Road Type Dual carriageway  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 3	Possible
2nd:	Following too close	Vehicle 3	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 3 (VAN) TRAVELLING SW ALONG A3024 BERT BETTS WAY FAILED TO STOP IN TIME AND COLLIDED WITH REAR OF VEH 2 (MINIBUS) STOPPED IN FRONT. VEH 2 IS PUSHED INTO REAR OF VEH 1 (CAR) STOPPED IN QUEUE OF TRAFFIC IN FRONT.

Occurred on A3024 BERT BETTS WAY AT JUNCTION WITH A27 BURSLEDON ROAD, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up  
 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 Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 30 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

Vehicle Reference 2 Minibus Stopping  
 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 Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 19 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 19 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 2 Age: 18 Male Passenger Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Not car passenger

Casualty Reference: 3 Vehicle: 2 Age: 25 Male Passenger Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Not car passenger

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

Not car passenger

Vehicle Reference 3 Van or Goods 3.5 tonnes mgw and under Going ahead other  
 Vehicle movement from NE to SW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 40 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 5 Vehicle: 3 Age: 40 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist



Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

160290601 04/08/2016 Time 0310 Vehicles 1 Casualties 1 Slight  
 E:447868 N: 110906 First Road: A 3025 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Darkness: street lights present and lit Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG A3025 HAMBLE LANE HAS FAILED TO SAFELY NEGOTIATE THE LEFT HAND BEND AFTER EXITING THE RBT LEAVING THE CARRIAGEWAY TO THE OFFSIDE AND COLLIDING WITH A TREE.

Occurred on A3025 HAMBLE LANE 43 METRES SOUTHWEST OF A3025 BURSLEDON ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend  
 Vehicle movement from NE to SW No tow / articulation Leaving the main road  
 On main carriageway Skidded  
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:  
 Hit object in road None Off road: Tree  
 Nearside Age of Driver 18 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

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

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

160376599 05/10/2016 Time 1505 Vehicles 1 Casualties 1 Serious  
 E:447348 N: 108525 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
3rd:	Wrong use of pedestrian crossing facility	Casualty 1	Very Likely
4th:	Careless/Reckless/In a hurry	Casualty 1	Very Likely
5th:			
6th:			

CAS 1 (PEDESTRIAN) TRAVELLING W ACROSS B3397 HAMBLE LANE ON PEDESTRIAN CROSSING WHICH HAD A RED LIGHT FOR PEDESTRIANS WALKED INTO THE NEARSIDE OF VEH 1 (CAR) TRAVELLING S ALONG B3397 HAMBLE LANE THROUGH A GREEN LIGHT. CAS 1 FOOT RUN OVER.

Occurred on B3397 HAMBLE LANE 28 METRES NORTH OF IRENIC, NETLEY, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 75 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 15 Female Pedestrian Severity: Serious  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist  
 On Ped Crossing W bound  
 Driver's nearside

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

160394467 19/10/2016 Time 0820 Vehicles 2 Casualties 1 Slight  
 E:447365 N: 108286 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 2	Possible
3rd:	Road layout (eg bend, hill etc.)	Vehicle 1	Possible
4th:	Road layout (eg bend, hill etc.)	Vehicle 2	Possible
5th:			
6th:			

VEH 1 (CAR) TRAV S ON BROADWAY SLOWED AT THE SOUTH JUNCTION WITH B3397 HAMBLE LANE UPON SEEING VEH 2 (P/CYCLE) TRAV N. VEH 1 AND VEH 2 SLOWED, THEN MOVED OFF TOGETHER THINKING ONE WOULD WAIT FOR THE OTHER. VEH 1 COLLIDED WITH THE OFFSIDE OF VEH 2.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH BROADWAY, HAMBLE, 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 Entering main road First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver Not traced  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Vehicle Reference 2 Pedal Cycle Starting  
 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 11 Male  
 Not hit and run Breath test Not applicable  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 11 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not known

Accidents between dates 01/01/2012 and 31/12/2016 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

Notes:

160480439 21/12/2016 Time 1610 Vehicles 2 Casualties 1 Slight  
 E:447599 N: 109484 First Road: B 339 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Darkness: street lighting unknown 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 2	Very Likely
2nd:	Sudden braking	Vehicle 2	Very Likely
3rd:	Poor turn or manoeuvre	Vehicle 2	Possible
4th:	Failed to signal/Misleading signal	Vehicle 1	Possible
5th:			
6th:			

VH2 (M/CYCLE) FILTERING THROUGH SLOW MOVING TRAFFIC N ON B339 HAMBLE LANE FAILS TO NOTICE THAT VH1 (UNMARKERED P/CAR) TRAVELLING N ON B339 IS TURNING RIGHT INTO MALLARDS WAY. VH1 BREAKS WHEN SEES VH2, VH2 ALSO APPLIES BREAKS AND FALLS OF BIKE.

Occurred on B339 HAMBLE LAND AT JUNCTION WITH MALLARDS WAY, HAMBLE, HAMPSHIRE

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

Vehicle Reference 2 Motorcycle - unknown cc Overtaking moving vehicle O/S  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway Skidded  
 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 24 Male  
 Not hit and run Breath test Not requested  
 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 01/01/2012 and 31/12/2016 (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

**Notes:**

120051774 06/02/2012 Time 1550 Vehicles 2 Casualties 1 Slight  
 E:448005 N: 111071 First Road: A 27 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Daylight Raining without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING S ALONG A27 WEST END ROAD FAILED TO SEE VEH 2 (P/CYCLE) TRAVELLING IN FRONT WAITING TO ENTER RBT AND COLLIDED WITH REAR OF VEH 2 KNOCKING RIDER OFF.  
 Occurred on A27 WEST END ROAD AT JUNCTION WITH A27 BURSLEDON ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Stopping  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle: 2  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 68 Female  
 Not hit and run Breath test Negative  
 Left hand drive:

Vehicle Reference 2 Pedal Cycle Going ahead but held up  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway Skidded  
 Location at impact Jct Approach First impact Back Hit vehicle: 1  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 35 Male  
 Not hit and run Breath test Not requested  
 Left hand drive:

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

Accidents between dates **01/01/2012 and 31/12/2016** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("NS - HAMBLE LANE BURSLEDON")

**Notes:**

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	2	46	48
2-wheeled motor vehicles	1	3	12	16
Pedal cycles	0	3	4	7
Horses & other	0	0	0	0
<b>Total</b>	<b>1</b>	<b>8</b>	<b>62</b>	<b>71</b>

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	46	46
Passenger	0	1	16	17
Motorcycle rider	0	3	11	14
Cyclist	0	3	4	7
Pedestrian	1	1	4	6
Other	0	0	0	0
<b>Total</b>	<b>1</b>	<b>8</b>	<b>81</b>	<b>90</b>

**APPENDIX B**

**VEHICLE CLASSIFICATIONS**



# AXIOM

Traffic Limited


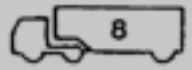




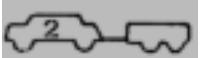



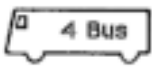



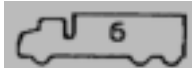


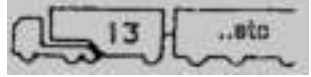
## GRCS - 2

### Classification - Type, name and description

- Class 1** Motorcycles
- Two or three-wheeled vehicles. This category includes motorcycles, motor scooters, mopeds, motorpowered bicycles and three-wheel motorcycles
- Class 2** Passenger Cars
- Saloons, Coupes and Estate cars manufactured primarily for the purpose of carrying passengers and including those passenger cars pulling recreational or other light vehicles.
- Class 3** Light Goods Vehicles
- Two axle, four tire vehicles, other than passenger cars. Included in this classification are pick ups, panels, vans and other vehicles such as camper, motor homes ambulances, hearses and carry-alls. All two-axle, four tire unit vehicles pulling recreational or other light trailers.
- Class 4** Buses
- Passenger-carrying buses with two axles and six tires or three or more axles. This category includes only traditional buses (including school buses) functioning as passenger carrying vehicles. All two-axle, four-tire single unit vehicles pulling recreational or other light trailers.
- Class 5** Two axle, six tire, single unit trucks
- Vehicles on a single frame including trucks, camping and recreational vehicles, motor homes etc. having two axles.
- Class 6** Three axle single unit trucks
- Vehicles on a single frame including trucks, camping and recreational vehicles, motor homes etc. having three axles.
- Class 7** Four or more axle single truck trailers
- Trucks on a single frame with four or more axles.
- Class 8** Four or less axle single trailer trucks
- Vehicles with four or less axles consisting of two units, one of which is a tractor or straight truck power unit.
- Class 9** Five axle single trailer trucks
- Five axle vehicles consisting of two units, one of which is a tractor or straight truck power unit.
- Class 10** Six or more axle single trailer trucks
- Vehicles with six or more axles consisting of two units, one of which is a tractor or straight truck power unit.
- Class 11** Five or less axle multi-trailer trucks
- Vehicles with five or less axles consisting of three or more units, one of which is a tractor or straight power unit.
- Class 12** Six Axle multi-trailer trucks
- Six-axle vehicles consisting of three or more units, one of which is a tractor or straight power unit.
- Class 13** Seven or more axle multi-trailer trucks and unclassified vehicles
- Vehicles with seven or more axles consisting of three or more units, one of which is a tractor or straight truck power unit.



### FHWA CLASSIFICATION TABLE

Class No.	Vehicle Description	Class No.	Vehicle Description
1	Motorcycles 	8	Four or less axle single trailer trucks 
2	Passenger Cars 	8	Four or less axle single trailer trucks 
2	Passenger Cars 	8	Four or less axle single trailer trucks 
2	Passenger Cars 	9	Five axle single trailer trucks 
3	Light Goods Vehicles 	9	Five axle single trailer trucks 
4	Traditional type buses excludes hoppa buses 	10	Six or more axle single trailer trucks 
5	Two axle, six tyre, single unit trucks 	11	Five or less axle multi-trailer trucks 
6	Three axle single unit trucks 	12	Six Axle multi-trailer trucks 
7	Four or more axle single truck trailers 	13	Seven or more axle multi-trailer trucks 

**APPENDIX C**

**TEMPRO GROWTH RATE  
CALCULATIONS**

TEMPRO GROWTH FACTORS 2016- 2019

Morning Peak

1	NTM	Urban Area	All Roads	AM Peak
	Level	Area		Local Growth Figure
	Region	SE		1.042

2	Local area AM Peak			
	Urban Area	All Roads	All purposes	
	Level	Name	Origin	Destination Average
	E02004726	Eastleigh 015	1.0099	1.0403
				1.0251

3	Average day			
	Urban Area	All Roads		
			Origin	Destination Average
			1.0389	1.039
				1.03895

1 * (2 / 3)	
1	1.0419
2	1.0251
3	1.03895
AM Growth	1.0280

Evening Peak

1	NTM	Urban Area	All Roads	PM Peak
	Level	Area		Local Growth Figure
	Region	SE		1.0403

2	Local Area PM Peak			
	Urban Area	All Roads		
	Level	Name	Origin	Destination Average
	E02004726	Eastleigh 015	1.0332	1.0141
				1.02365

1 * (2 / 3)	
1	1.0403
2	1.02365
3	1.03895
PM Growth	1.0250

No alternative assumptions applied to the growth factors

Example:  
 Estimating AM peak period traffic growth from 2010 to 2017 on an uncongested rural trunk dual-carriageway road which in the judgement of the user primarily serves County B within Region A.  
 NTM growth on rural trunk & principal dual carriageway roads in Region A = 1.15  
 TEMPRO AM peak hour car driver trip end growth for County B = 1.097  
 (average of origins and destinations)  
 TEMPRO average day car driver trip end growth for the Region A = 1.086  
 (average of origins and destinations)  
 Adjusted local peak period growth factor = 1.15 x 1.097 / 1.086 = 1.162

Region AM peak (NTM) x Local AM peak (TEMPRO) / Region Ave Day (NTM)

TEMPRO GROWTH FACTORS 2016- 2026

Morning Peak

1	NTM	Urban Area	All Roads	AM Peak
	Level	Area		Local Growth Figure
	Region	SE		1.130

2	Local area AM Peak			
	Urban Area	All Roads	All purposes	
	Level	Name	Origin	Destination Average
	E02004726	Eastleigh 015	1.0207	1.1081
				1.0644

3	Average day			
	Urban Area	All Roads		
			Origin	Destination Average
			1.1098	1.11
				1.1099

1 * (2 / 3)	
1	1.1302
2	1.0644
3	1.1099
AM Growth	1.0839

Evening Peak

1	NTM	Urban Area	All Roads	PM Peak
	Level	Area		Local Growth Figure
	Region	SE		1.1284

2	Local Area PM Peak			
	Urban Area	All Roads		
	Level	Name	Origin	Destination Average
	E02004726	Eastleigh 015	1.09	1.0355
				1.06275

1 * (2 / 3)	
1	1.1284
2	1.06275
3	1.1099
PM Growth	1.0805

No alternative assumptions applied to the growth factors

Example:  
 Estimating AM peak period traffic growth from 2010 to 2017 on an uncongested rural trunk dual-carriageway road which in the judgement of the user primarily serves County B within Region A.  
 NTM growth on rural trunk & principal dual carriageway roads in Region A = 1.15  
 TEMPRO AM peak hour car driver trip end growth for County B = 1.097  
 (average of origins and destinations)  
 TEMPRO average day car driver trip end growth for the Region A = 1.086  
 (average of origins and destinations)  
 Adjusted local peak period growth factor = 1.15 x 1.097 / 1.086 = 1.162

Region AM peak (NTM) x Local AM peak (TEMPRO) / Region Ave Day (NTM)

TEMPRO GROWTH FACTORS 2016- 2026

Morning Peak

1	NTM	Urban Area	All Roads	AM Peak
	Level	Area		Local Growth Figure
	Region	SE		1.176

2	Local area AM Peak			
	Urban Area	All Roads	All purposes	
	Level	Name	Origin	Destination Average
	E02004726	Eastleigh 015	1.0192	1.1406
				1.0799

3	Average day			
	Urban Area	All Roads		
			Origin	Destination Average
			1.16	1.1603
				1.16015

1 * (2 / 3)	
1	1.1763
2	1.0799
3	1.16015
AM Growth	1.0949

Evening Peak

1	NTM	Urban Area	All Roads	PM Peak
	Level	Area		Local Growth Figure
	Region	SE		1.1764

2	Local Area PM Peak			
	Urban Area	All Roads		
	Level	Name	Origin	Destination Average
	County	Hampshire	1.1169	1.0426
				1.07975

1 * (2 / 3)	
1	1.1764
2	1.07975
3	1.16015
PM Growth	1.0949

No alternative assumptions applied to the growth factors

Example:  
 Estimating AM peak period traffic growth from 2010 to 2017 on an uncongested rural trunk dual-carriageway road which in the judgement of the user primarily serves County B within Region A.  
 NTM growth on rural trunk & principal dual carriageway roads in Region A = 1.15  
 TEMPRO AM peak hour car driver trip end growth for County B = 1.097  
 (average of origins and destinations)  
 TEMPRO average day car driver trip end growth for the Region A = 1.086  
 (average of origins and destinations)  
 Adjusted local peak period growth factor = 1.15 x 1.097 / 1.086 = 1.162

Region AM peak (NTM) x Local AM peak (TEMPRO) / Region Ave Day (NTM)

**APPENDIX D**

**JUNCTIONS 9 MODEL  
OUTPUTS**

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2017
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Proposed Access Junction.j9

Path: T:\Projects\13000 Series\13040ITB Hamble Airfield\Tech\Junction Assessments\Picady

Report generation date: 29/06/2017 15:32:15

- »2019 + Dev, AM
- »2019 + Dev, PM
- »2026 + Dev, AM
- »2026 + Dev, PM
- »2032 + Dev, AM
- »2032 + Dev, PM

### Summary of junction performance

	AM					PM				
	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
2019 + Dev										
Stream B-C	0.0	0.00	0.00	A	11 % [Stream B-A]	0.0	0.00	0.00	A	900 % []
Stream B-A	0.0	29.56	0.04	D		0.0	0.00	0.00	A	
Stream C-AB	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
2026 + Dev										
Stream B-C	0.0	0.00	0.00	A	0 % [Stream B-A]	0.0	0.00	0.00	A	900 % []
Stream B-A	0.1	35.61	0.12	E		0.0	0.00	0.00	A	
Stream C-AB	0.0	0.00	0.00	A		0.0	0.00	0.00	A	
2032 + Dev										
Stream B-C	0.0	0.00	0.00	A	4 % [Stream B-A]	0.0	0.00	0.00	A	900 % []
Stream B-A	0.0	33.05	0.05	D		0.0	0.00	0.00	A	
Stream C-AB	0.0	0.00	0.00	A		0.0	0.00	0.00	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

## File summary

### File Description

Title	(untitled)
Location	
Site number	
Date	29/06/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\Hotdesk
Description	

### Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

### Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019 + Dev	AM	ONE HOUR	07:45	09:15	15
D2	2019 + Dev	PM	ONE HOUR	16:45	18:15	15
D3	2026 + Dev	AM	ONE HOUR	07:45	09:15	15
D4	2026 + Dev	PM	ONE HOUR	16:45	18:15	15
D5	2032 + Dev	AM	ONE HOUR	07:45	09:15	15
D6	2032 + Dev	PM	ONE HOUR	16:45	18:15	15

### Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000



# 2019 + Dev, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.22	A

### Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	11	Stream B-A

## Arms

### Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50			180.0	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

### Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	6.60	6.10	5.30	4.30	✓	3.00	30	50

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	607	0.108	0.273	0.172	0.391
1	B-C	590	0.088	0.224	-	-
1	C-B	678	0.257	0.257	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2019 + Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	841	100.000
B		✓	5	100.000
C		✓	447	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To			
	A	B	C	
A	0	6	835	
B	5	0	0	
C	447	0	0	

## Vehicle Mix

### Heavy Vehicle Percentages

From	To			
	A	B	C	
A	0	100	4	
B	100	0	0	
C	6	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.04	29.56	0.0	D
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	441	0.000	0	0.0	0.000	A
B-A	4	183	0.021	4	0.0	20.062	C
C-AB	0	1016	0.000	0	0.0	0.000	A
C-A	337			337			
A-B	5			5			
A-C	629			629			

**08:00 - 08:15**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	411	0.000	0	0.0	0.000	A
B-A	4	160	0.028	4	0.0	23.194	C
C-AB	0	950	0.000	0	0.0	0.000	A
C-A	402			402			
A-B	5			5			
A-C	751			751			

**08:15 - 08:30**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	371	0.000	0	0.0	0.000	A
B-A	6	127	0.043	5	0.0	29.532	D
C-AB	0	858	0.000	0	0.0	0.000	A
C-A	492			492			
A-B	7			7			
A-C	919			919			

**08:30 - 08:45**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	371	0.000	0	0.0	0.000	A
B-A	6	127	0.043	6	0.0	29.560	D
C-AB	0	858	0.000	0	0.0	0.000	A
C-A	492			492			
A-B	7			7			
A-C	919			919			

**08:45 - 09:00**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	411	0.000	0	0.0	0.000	A
B-A	4	160	0.028	5	0.0	23.221	C
C-AB	0	950	0.000	0	0.0	0.000	A
C-A	402			402			
A-B	5			5			
A-C	751			751			

**09:00 - 09:15**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	440	0.000	0	0.0	0.000	A
B-A	4	183	0.021	4	0.0	20.089	C
C-AB	0	1016	0.000	0	0.0	0.000	A
C-A	337			337			
A-B	5			5			
A-C	629			629			

# 2019 + Dev, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.00	A

### Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2019 + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	657	100.000
B		✓	0	100.000
C		✓	643	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	657
	B	0	0	0
	C	643	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	3	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	557	0.000	0	0.0	0.000	A
B-A	0	339	0.000	0	0.0	0.000	A
C-AB	0	1097	0.000	0	0.0	0.000	A
C-A	484			484			
A-B	0			0			
A-C	495			495			

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	531	0.000	0	0.0	0.000	A
B-A	0	301	0.000	0	0.0	0.000	A
C-AB	0	1047	0.000	0	0.0	0.000	A
C-A	578			578			
A-B	0			0			
A-C	591			591			

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	496	0.000	0	0.0	0.000	A
B-A	0	248	0.000	0	0.0	0.000	A
C-AB	0	977	0.000	0	0.0	0.000	A
C-A	708			708			
A-B	0			0			
A-C	723			723			

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	496	0.000	0	0.0	0.000	A
B-A	0	248	0.000	0	0.0	0.000	A
C-AB	0	977	0.000	0	0.0	0.000	A
C-A	708			708			
A-B	0			0			
A-C	723			723			

**17:45 - 18:00**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	531	0.000	0	0.0	0.000	A
B-A	0	301	0.000	0	0.0	0.000	A
C-AB	0	1047	0.000	0	0.0	0.000	A
C-A	578			578			
A-B	0			0			
A-C	591			591			

**18:00 - 18:15**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	557	0.000	0	0.0	0.000	A
B-A	0	339	0.000	0	0.0	0.000	A
C-AB	0	1097	0.000	0	0.0	0.000	A
C-A	484			484			
A-B	0			0			
A-C	495			495			

# 2026 + Dev, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.63	A

### Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	0	Stream B-A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 + Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	901	100.000
B		✓	13	100.000
C		✓	475	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	14	887
	B	13	0	0
	C	475	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	100	4
	B	100	0	0
	C	6	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.12	35.61	0.1	E
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	427	0.000	0	0.0	0.000	A
B-A	10	175	0.056	10	0.1	21.748	C
C-AB	0	989	0.000	0	0.0	0.000	A
C-A	358			358			
A-B	11			11			
A-C	668			668			

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	394	0.000	0	0.0	0.000	A
B-A	12	150	0.078	12	0.1	26.006	D
C-AB	0	917	0.000	0	0.0	0.000	A
C-A	427			427			
A-B	13			13			
A-C	797			797			

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	349	0.000	0	0.0	0.000	A
B-A	14	115	0.124	14	0.1	35.461	E
C-AB	0	818	0.000	0	0.0	0.000	A
C-A	523			523			
A-B	15			15			
A-C	977			977			

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	348	0.000	0	0.0	0.000	A
B-A	14	115	0.124	14	0.1	35.606	E
C-AB	0	818	0.000	0	0.0	0.000	A
C-A	523			523			
A-B	15			15			
A-C	977			977			



**08:45 - 09:00**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	394	0.000	0	0.0	0.000	A
B-A	12	150	0.078	12	0.1	26.119	D
C-AB	0	917	0.000	0	0.0	0.000	A
C-A	427			427			
A-B	13			13			
A-C	797			797			

**09:00 - 09:15**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	426	0.000	0	0.0	0.000	A
B-A	10	175	0.056	10	0.1	21.830	C
C-AB	0	989	0.000	0	0.0	0.000	A
C-A	358			358			
A-B	11			11			
A-C	668			668			

# 2026 + Dev, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.00	A

### Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	693	100.000
B		✓	0	100.000
C		✓	677	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	693
	B	0	0	0
	C	677	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	3	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	549	0.000	0	0.0	0.000	A
B-A	0	329	0.000	0	0.0	0.000	A
C-AB	0	1083	0.000	0	0.0	0.000	A
C-A	510			510			
A-B	0			0			
A-C	522			522			

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	522	0.000	0	0.0	0.000	A
B-A	0	288	0.000	0	0.0	0.000	A
C-AB	0	1030	0.000	0	0.0	0.000	A
C-A	609			609			
A-B	0			0			
A-C	623			623			

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	485	0.000	0	0.0	0.000	A
B-A	0	232	0.000	0	0.0	0.000	A
C-AB	0	956	0.000	0	0.0	0.000	A
C-A	745			745			
A-B	0			0			
A-C	763			763			

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	485	0.000	0	0.0	0.000	A
B-A	0	232	0.000	0	0.0	0.000	A
C-AB	0	956	0.000	0	0.0	0.000	A
C-A	745			745			
A-B	0			0			
A-C	763			763			

**17:45 - 18:00**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	522	0.000	0	0.0	0.000	A
B-A	0	288	0.000	0	0.0	0.000	A
C-AB	0	1030	0.000	0	0.0	0.000	A
C-A	609			609			
A-B	0			0			
A-C	623			623			

**18:00 - 18:15**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	549	0.000	0	0.0	0.000	A
B-A	0	329	0.000	0	0.0	0.000	A
C-AB	0	1083	0.000	0	0.0	0.000	A
C-A	510			510			
A-B	0			0			
A-C	522			522			

# 2032 + Dev, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.23	A

### Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	4	Stream B-A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2032 + Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	902	100.000
B		✓	5	100.000
C		✓	480	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	6	896
	B	5	0	0
	C	480	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	100	4
	B	100	0	0
	C	6	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.05	33.05	0.0	D
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	430	0.000	0	0.0	0.000	A
B-A	4	174	0.022	4	0.0	21.094	C
C-AB	0	991	0.000	0	0.0	0.000	A
C-A	361			361			
A-B	5			5			
A-C	675			675			

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	398	0.000	0	0.0	0.000	A
B-A	4	149	0.030	4	0.0	24.876	C
C-AB	0	920	0.000	0	0.0	0.000	A
C-A	432			432			
A-B	5			5			
A-C	805			805			

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	355	0.000	0	0.0	0.000	A
B-A	6	114	0.048	5	0.0	33.005	D
C-AB	0	822	0.000	0	0.0	0.000	A
C-A	528			528			
A-B	7			7			
A-C	987			987			

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	355	0.000	0	0.0	0.000	A
B-A	6	114	0.048	6	0.0	33.049	D
C-AB	0	822	0.000	0	0.0	0.000	A
C-A	528			528			
A-B	7			7			
A-C	987			987			

**08:45 - 09:00**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	398	0.000	0	0.0	0.000	A
B-A	4	149	0.030	5	0.0	24.912	C
C-AB	0	920	0.000	0	0.0	0.000	A
C-A	432			432			
A-B	5			5			
A-C	805			805			

**09:00 - 09:15**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	430	0.000	0	0.0	0.000	A
B-A	4	174	0.022	4	0.0	21.127	C
C-AB	0	991	0.000	0	0.0	0.000	A
C-A	361			361			
A-B	5			5			
A-C	675			675			

# 2032 + Dev, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.00	A

### Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	900	

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2032 + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	702	100.000
B		✓	0	100.000
C		✓	687	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	702
	B	0	0	0
	C	687	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	3	0	0



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	548	0.000	0	0.0	0.000	A
B-A	0	326	0.000	0	0.0	0.000	A
C-AB	0	1079	0.000	0	0.0	0.000	A
C-A	517			517			
A-B	0			0			
A-C	529			529			

#### 17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	520	0.000	0	0.0	0.000	A
B-A	0	285	0.000	0	0.0	0.000	A
C-AB	0	1025	0.000	0	0.0	0.000	A
C-A	618			618			
A-B	0			0			
A-C	631			631			

#### 17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	483	0.000	0	0.0	0.000	A
B-A	0	228	0.000	0	0.0	0.000	A
C-AB	0	951	0.000	0	0.0	0.000	A
C-A	756			756			
A-B	0			0			
A-C	773			773			

#### 17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	483	0.000	0	0.0	0.000	A
B-A	0	228	0.000	0	0.0	0.000	A
C-AB	0	951	0.000	0	0.0	0.000	A
C-A	756			756			
A-B	0			0			
A-C	773			773			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	520	0.000	0	0.0	0.000	A
B-A	0	285	0.000	0	0.0	0.000	A
C-AB	0	1025	0.000	0	0.0	0.000	A
C-A	618			618			
A-B	0			0			
A-C	631			631			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
B-C	0	548	0.000	0	0.0	0.000	A
B-A	0	326	0.000	0	0.0	0.000	A
C-AB	0	1079	0.000	0	0.0	0.000	A
C-A	517			517			
A-B	0			0			
A-C	529			529			



## NOTES OF MEETING

i-Transport LLP

Grove House

Lutyens Close

Chineham Court

Basingstoke

Hampshire

RG24 8AG

Tel: 01256 338640

Fax: 01256 338644

www.i-transport.co.uk

**Project No:** ITB13040  
**Project Title:** Hamble Airfield Transport Assessment Scoping Meeting  
with HCC  
**Date/Time:** Wednesday 25<sup>th</sup> April 2018  
**Venue:** Hampshire County Council Offices at 14:30

---

### Attendees

Ben Howard	-	i-Transport	(BH)
Imogen Nicholson	-	i-Transport	(IN)
Helen Hudson	-	CEMEX	(HH)
Andrew Scott	-	CEMEX	(AS)
Philippa Gordon	-	HCC	(PG)

### Item

### Action

- 1.1 PG confirms that she has read the Scoping Note which was issued to HCC in advance of the meeting and has a number of comments on the note; however, there are no significant concerns with the proposal in transport and highway terms.
- 1.2 PG notes that Hamble Airfield is allocated in the Hampshire Minerals and Waste Plan (MWP) and the development proposals are broadly in accordance with the information provided within the plan. It is noted that the 154 two-way vehicle movements identified within the scoping note is higher than the 60 two-way movements identified in the MWP. However, given the nature of Hamble Lane and the existing traffic flows, PG did not raise a concern over the potential number of HGV movements anticipated.
- 1.3 PG confirmed that she had reviewed the proposed site access arrangements (shown on drawing **ITB13040-SK-003**) with a member of the Engineering Consultancy (EC) team, who found that the principle of the access arrangement was acceptable, however a number of minor comments / amendments were requested, as follows:

BH/IN

**Item****Action**

- The proposed access arrangement in its current form is designed for large vehicles to enter the site from the left (north). It was noted that Hamble Fire Station is located to the south of the site, therefore, in the event of a fire/emergency, access for a fire tender approaching from the south may be an issue. BH/IN confirmed that they would review this in more detail and revise the access arrangement as necessary. PG noted that whilst she had no objection to the use of physical measures to prevent HGVs from turning left in / right out only, this could also be controlled by via a Planning Condition. AS noted that CEMEX would prefer to use some physical restraints;
- The drawing shows that visibility splays of 2.4m x 120m are achievable, however, may require some vegetation to be cut back. PG confirmed that she has reviewed this with EC and were not concerned with the visibility splays / vegetation. BH noted that on the ground some of the trees are leaning over slightly, hence why this has been noted. However, this would have a very slight impact and would only affect visibility to vehicles right at the very edge of the visibility splay. HH noted that removal of the trees would affect the street scene, and this is something that CEMEX are seeking to avoid if possible.
- A swept path analysis of the proposed access arrangement using an articulated vehicle and a large car has been undertaken. PG noted that the TA should also include a swept path of an articulated vehicle entering / exiting at the same time. In addition, a swept path of a transit van turning left out of the exit should be undertaken, and if required, amendments should be made to the islands to ensure this can be accommodated.

BH/IN

1.4 PG confirmed that she had reviewed the Traffic Impact Assessment section of the Scoping Note and the principles were generally agreed. However, PG asked i-T to ensure that the TEMPRO growth rates in the TA include traffic associated with all of local committed developments, or if they don't, to add them in manually. In addition, PG requested that a junction capacity assessment of the Hound Way / Hamble Lane Roundabout is undertaken. BH noted that there were significant committed improvements at Junction 8 of the M27, Windhover Roundabout and the northern section of Hamble Lane, with works likely to commence in March 2020. As such undertaking junction capacity assessments of these junctions is unlikely to reflect future traffic conditions. PG confirmed that she was aware of these improvements and hence the need to only assess the Hound Way / Hamble Lane junction.

Item		Action
1.5	BH noted that as part of the TA, other factors such as highway safety, severance, pedestrian delay, and dust and dirt will be considered.	
1.6	HH noted that there is a secondary school located to the north of the site and a primary school located to the south of the site and as such, the impact on pedestrians is likely to be of concern to local residents. IN confirmed that a pedestrian survey has been undertaken on Hamble Lane in the vicinity of the proposed access to determine the number of pedestrians using the link and that the access has been designed to accommodate pedestrians, providing crossing points and a refuge island. PG noted that she was aware of similar minerals sites close to schools and this not considered to be an issue.	
1.7	PG noted that a financial contribution towards measures to help mitigate the impacts of the scheme could be made, such as a contribution towards a Safer Routes to School Scheme for the local area. PG suggested that i-Transport contact Helen Harris (HCC School Travel Plan Team) to see if there are any schemes in the pipeline that could be contributed to. Further discussions regarding a financial contribution will be held down the line once the planning application has been submitted.	BH/IN
1.8	BH noted that an Independent Stage 1 Road Safety Audit and Pre-Application Design Check (undertaken by HCC) of the proposed access arrangement would be undertaken prior to the submission of the planning application and details would be provided within the TA.	BH/IN
1.9	PG raised no other comments / issues in relation to the Transport Assessment Scoping Note, as such, it is assumed that the principles of the assessment set out in the note (other than those mentioned within this note) are considered acceptable and agreed in principle.	

## Circulation

Those present



Hampshire  
County Council

## **Hamble Airfield, Hamble**

# **Pre-Application Design Review Report**

**Job No: R.J506613.01 (JZB1P)**

**Report No: PAR506613.01**

**engineering**  
CONSULTANCY

**Stuart Jarvis BSc DipTP FCIHT MRTPI**

**Director of Economy, Transport and Environment, The Castle, Winchester**



## Hamble Airfield, Hamble

Prepared by: Signed: Date: 08.08.19  
Russell Hayes

Checked by: Signed: Date: 30.08.19  
Steve Venton

Kathie Murray Signed: Date: 13.09.19

Approved by: Signed: Date: 16.09.19  
Chris Peake

Report issued to Development Planning

Officer: Date  
Philippa Gordon 16/09/19

**REPORT EXPIRY DATE: 2 Years after Issue**

Please Note: For S278 Design Audits & Reviews, Hampshire County Council is not a duty holder under the Construction Design and Management Regulations 2015 (refer para 73 of Managing Health and Safety in Construction). HCC only provide advice and guidance with regard to what is acceptable within the adoptable highway. It is the Developer's responsibility as Client to appoint the Designers, Principal Designer and Principal Contractor and to ensure that they are suitably skilled and qualified to undertake their duties under CDM.

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## 1. Scheme Details

### 1.1. Development Planning Officer

Name Philippa Gordon (philippa.gordon@hants.gov.uk)  
(email address):  
Tel: 01962 846 801

### 1.2. Consultant Details

Name: i-Transport  
Address: Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG  
Tel: 01256 338640  
Contact name & email: Imogen Nicholson (imogen.nicholson@i-transport.co.uk)

### 1.3. Developer

Name: CEMEX  
Address: CEMEX House, Coldharbour Lane, Thorpe, Egham, Surrey, TW20 8TD  
Tel: Mobile: 07702314652  
Office: (01932)583639  
Contact name & email: Helen Hudson  
[helen.hudson@ext.cemex.com](mailto:helen.hudson@ext.cemex.com)

### 1.4. Scheme Location

The site is located in Hamble. The proposed development is a new temporary processing plant to extract approximately 1.6million tonnes of sand and gravel. The site is identified in the adopted Hampshire County Council Minerals and Waste Plan (2013).

It is proposed to access the site via a new priority junction with Hamble Lane, approximately 65m to the north of the Hampshire Constabulary Headquarters.

### 1.5. Description of Highway Improvements

The proposed s278 works are shown on drawing ITB13040-GSK-003B. A new bell mouth junction is to be constructed alongside a pedestrian crossing facility with pedestrian refuge.

HGVs are physically prevented from turning right into the site, i.e. they can only enter from the north and turn left. The new access road is 7.35m wide with kerb radii of 25m to the north and 8m to the south.

Hamble Lane is subject to a 30mph speed limit, but Consultant has confirmed that recorded 85<sup>th</sup> percentile wet speeds are:

- 40.8mph northbound
- 39.4mph southbound

Visibility splays of 2.4m x 120m have been provided. These are achieved with the removal of trees T5-T7 as identified on the drawing. However, these visibility splays might be reduced when they are based on recorded speed – see Section 3.1 “Sight visibilities / land take” for more details.

## 1.6. Estimate

At the detailed design stage, an estimate will be required that complies with Volume 4 of the Manual of Contract Documents for Highway Works, i.e. broken down into preliminaries (including traffic management), site clearance, kerbs and paved areas etc. It should also include any utility diversion works and a contingency etc.

## 1.7. Submitted Information

### 1.7.1. Drawings

Drawing no.	Rev	Drawing Title	Date Received
ITB13040-SK-002	B	SWEPT PATH ANALYSIS	10.07.19
ITB13040-SK-003	B	PROPOSED SITE ACCESS	10.07.19
ITB13040-SK-004	A	SWEPT PATH ANALYSIS - FIRE TENDER	10.07.19
ITB13040-SK-005	A	SWEPT PATH ANALYSIS - PANEL VAN	10.07.19

### 1.7.2. Documents

Document no.	Rev	Document Title	Date Received
BH/IN/ITB13040	-	Letter from i-Transport dated 28 <sup>th</sup> June 2019, including supporting information for the scheme	10.07.19
Wednesday 25th April 2018	A	Minutes of meeting held between i-Transport, CEMEX and HCC on Wed 25 <sup>th</sup> April 2019.	10.07.19

<b>Document no.</b>	<b>Rev</b>	<b>Document Title</b>	<b>Date Received</b>
RSA-18-026-4	-	Stage 1 RSA carried out by Fenley, dated July 2018	10.07.19

## 2. Design Audit Details

### 2.1. Date documents received from Development Planning

The documents were received from Development Planning on 10.07.19.

### 2.2. Date review meeting was held

No review meeting has been held.

### 2.3. Internal Consultations

	Date Consulted	Response Received
<b>Traffic Management</b>	24.07.19	26.07.19
<b>Planning Policy and Development</b>	24.07.19	TBC
<b>Delivery</b>	24.07.19	TBC
<b>Street Lighting Section</b>	24.07.19	TBC
<b>Safety Engineering / Non Motorised Users</b>	24.07.19	30.07.19
<b>Arboriculture</b>	24.07.19	30.07.19
<b>Abnormal Loads</b>	24.07.19	TBC
<b>Ecology</b>	24.07.19	29.07.19
<b>Asset Management</b>	24.07.19	26.07.19
<b>OWC</b>	24.07.19	07.08.19

Note: Comments have not been received within the agreed timescale from the consultees marked \*

### 3. Comments on Design

#### Stage 1 RSA

A Stage 1 RSA dated July 2018 was carried out by Fenley. The following safety problems were identified in the report and not accepted / addressed by the designer:

- A.1.2 (surface water drainage)
- A.4.3 (hours of operation and guard railing)

These issues are discussed in more detail in Section 3.3 and 3.1 respectively.

#### 3.1. Horizontal Alignment

##### Vehicle turning movements

The designer has commented as follows:

*The access has been designed to physically prevent large vehicles turning left out of the site and right into the site. A contribution will be provided from CEMEX to enable the County Council to advertise a Traffic Regulation Order to make the ban on these manoeuvres enforceable, although the extent of the junction physically deters the movements in any event.*

- a) It appears that a 'left out' manoeuvre is not physically prevented? Only a hatched area is shown
- b) If hatching is used between the 'right out' and 'left out' exit lanes it would be possible to turn right in, ignoring the ban. This would potentially create a head on collision with oncoming traffic



## Cyclists, pedestrians and public transport

There is a secondary school and sports complex located to the north of the site on the eastern side of Hamble Lane; primary school is located south of the south on western side of Hamble Lane. A pedestrian survey was carried out near the proposed access and shows a relatively high pedestrian flow (53 per hour) northbound in AM peak and southbound (61 per hour) in PM peak.

- a) It is not clear if the design will adequately accommodate shared use movements across the junction bellmouth. The shape of the refuge and proposed position of the guard railing looks to be limiting for cyclists in particular. Cyclists will need to give way and this needs to be shown in the design
- b) The width of the footpath is to be confirmed on both sides of the crossing point (3.0m required)
- c) Footpaths should have a transverse fall of 2.5% and a longitudinal gradient no greater than 8%, and this will need to be achieved on site.

## Guardrail

This was raised as a safety issue in the Stage 1 RSA carried out by Fenley (Problem A.4.3):

*It is recommended that the hours of operation are restricted to ensure that HGV's do not exit the proposed access during peak times and that guard railing is provided to an appropriate distance in order to deter pedestrians and cyclists from crossing the proposed access directly in front of an HGV.*

The designer responded as follows:

*Considered – The access arrangement has been amended, as shown on drawing ITB13040-SK-003 Rev B. An inset shows a potential pedestrian guard rail arrangement which could be incorporated into the access design subject to further discussions with the Hampshire County Council – the Local Highway Authority. Discussions regarding the hours of operation of the access are also likely to occur at the planning application stage.*

The audit team then responded:

*The provision of guard railing as illustrated will not deter non-motorised users from entering the Hamble Lane carriageway when faced with an HGV blocking the proposed crossing point. Should a non-motorised user enter the carriageway and cross the proposed access in front of an HGV, the driver is unlikely to become aware of their presence and could attempt to undertake their manoeuvre across the path of the non-motorised user. Guard railing should be extended along Hamble Lane, either side of the proposed access to ensure a non-motorised user accessing the Hamble Lane carriageway is visible. Confirmation that discussions will be held with the County Highway Authority with regard to the provision of guard railing and the hours of operation will assist in addressing the concern.*

No guardrail is shown on the north side of the junction. This will need to be added and the length of guardrail extended. Please consider providing guardrail on both sides of the pedestrian refuge island.

Given the volume of NMU's, the size of island size does not appear large enough to cope with demand. Without strict control of working hours, conflicts between HGVs and pedestrians are likely to occur. The size of the island should be reviewed.

### **Comments from NMU / road safety audit team**

- a) The radius of the left in will allow inappropriate speeds to be carried into the new road increasing the risk to crossing pedestrians
- b) The tactile layout with the lozenge island could be confusing to the visually impaired.
- c) The junction does not fit well with the full turn lane for the police training centre next to it, although there is no actual conflict between the two

### **Tracking**

- a) Hamble fire station is located to the south and tracking has been provided showing a fire tender turning right into the site. This is accepted
- b) Tracking showing two HGVs passing each other is very tight but is accepted

### **Sight visibilities / land take**

The visibility splays in either direction are based on recorded speed – see HCC Technical Guidance Note 3 available [here](#). Using the Stopping Site Distance calculator and “recorded 85<sup>th</sup>ile wet speeds” provided, visibility of 101m is required for southbound vehicles and 107m for northbound assuming Hamble Lane is flat. However, location of speed checks and weather / road conditions during survey have not been provided; in addition, given description, raw speed data should be provided in order to determine applicability of MfS.

If the visibility splays based on recorded speed is less than 120m then this value can be used in the design. This reduced visibility may result in a reduced impact on trees.

- a) Levels and / or a topo survey required to establish the gradient of the road
- b) The Consultant is to confirm that all land required for visibility splays will be dedicated to the Highway Authority. Hampshire require a Land Plan at 1/500 scale showing extent of existing Highway and development land (including any third-party land) for dedication (coloured orange ONLY for appending to Licence). Where third party land is required, particularly for visibility splays, this shall be clearly

indicated on the plan and written proof supplied that the Developer has full control over land in question. Existing Highway Boundaries can be obtained from [assetinformation@hants.gov.uk](mailto:assetinformation@hants.gov.uk)

- c) The existing highway boundary should be demarcated using metal studs located by the kerbs either side of the road. The following product or similar approved is to be used:

<http://urbanfinish.com/highway-hd-tactile-stud/4591282432>

### 3.2. Vertical Alignment

Full details of vertical alignment will be required at detailed design stage:

- tie in between new access road and Hamble Lane
- gradient on the approach to Hamble Lane from the new access road
- contours to show the position of gullies, etc.

However, in order to set appropriate Design Speeds and, in turn SSD's and vis plays, gradient on Hamble Lane needs to be confirmed.

### 3.3. Drainage

The Stage 1 RSA states:

*No road gullies are present along this section of carriageway and consequently surface water flows to the soft verge either side of the carriageway. The provision of kerbing associated with the proposed access and associated footway will prevent drainage to the soft verges. Surface water could therefore pond during inclement conditions and freeze. This could result in loss of control type incidents.*

- a) At detailed design a full drainage design will need to be submitted
- b) The Consultant needs to provide details of how they intend to prevent either a. highway water (from within the bellmouth) entering the private development (assuming it is not to be offered for adoption as part of a Section 38 agreement) or b. private water entering the existing highway
- c) A gully schedule will also be required. All drainage items should reference HCC standard details
- d) The designer should arrange the spacing of gullies such that one can be sited just up-stream of a dropped crossing thereby reducing the surface water flow across the crossing point.



### 3.4. Other elements of design

#### Pavement Design

A full pavement design will be required at the detailed design stage.

- a) The consultant needs to read Section 3.22 of the Companion Document to MfS (available [here](#)). This discusses CBR values, and Table B can be used to specify a depth / type of capping and sub base.
- b) The designer then needs to read through the Hampshire Highways Surfacing Options & Guidance document (available [here](#)). This will provide guidance on the depth / type of base (Section 4.4), binder (Section 4.3) and surfaces courses (Section 4.2) that are acceptable
- c) Base binder and surface course should all use 40/60 PEN bitumen, not 100/150

#### Street Lighting

Position of relocated L/C to be confirmed at detailed design. Street lighting design to be approved by HCC street lighting team.

#### Road Markings / traffic signs

- a) A lining schedule is required, or a table added to the drawing to show line thickness, spacing, gap and type of lining material to be used. This should also refer to the TSRGD ref numbers.
- b) Please note on relevant drawing: All permanent road markings shall comply fully with the specification and performance requirements of Clause 1212.
- c) New Road Layout Ahead (NRLA) signs (TSRGD diagram 7014) are to be provided on both approaches to the new junction. Details of signs including x-heights, mounting heights and indicative positions should be provided. Final positions to be agreed on site with HCC inspector as per TSM Chapter 4 Appendix A etc.

#### Arboriculture

Visibility splays of 2.4m x 120m have been provided but see “sight visibilities / land take” in Section 3.1. If visibility can be reduced, then the impact on trees may also be reduced.

The following comments have been received from our arboriculture team:

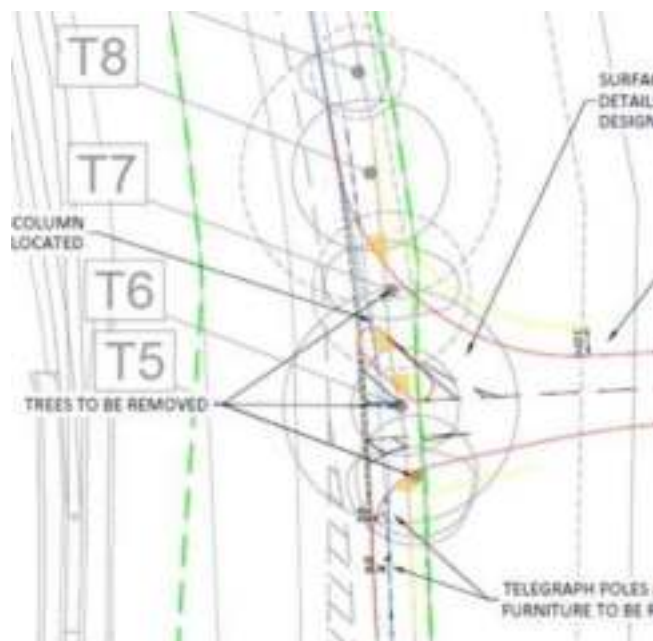
*There are significant trees on Hamble Lane implicated by the proposal:*



*It is not entirely clear who owns these trees on the verge behind the footway – our mapping shows a strip of verge behind the footway which probably means at least some are ours, including the large oak in the image above.*



*These trees would be lost to the proposal:*



*Further trees are implicated which are definitely in the highway's ownership:*



*I would very strongly resist the removal of these large trees: they are well-established, historic trees in fair to good condition with a good few decades remaining life-span. The proposed loss of very large mature trees on Hamble Lane further north is an additional factor, meaning the loss of any further trees on Hamble Lane is of increased significance, and these are already worthy of retention.*

*I would very strongly recommend that alternative access points are considered to avoid the loss of these trees: robust evidence is required that this is the only available option for a site entrance.”*

*If, and given this will be subject to some very robust evidence to prove necessity, this is the only option available, then CAVAT valuations (supported by calculations) will be required to fully mitigate any public loss – these sums could well be substantial, so an alternative may prove financially more viable as well.*

*In addition, I would need to see the arboricultural data: the trees have been potted and labelled so presumably there is a tree survey somewhere which will give better information – I'd like to see this please.*

*If this proposal remains the favoured option in addition to the information above, I'd need mitigation proposals, including measures to fully protect retained trees. I would also need to see a clear decision on the highway tree that might be implicated in the visibility splay - will this be lost or not?*

*Hopefully a proposal can be made which minimises the loss of trees, in particular these large oaks.*

## **Ecology**

The following comments have been supplied by our ecology team:

*The proposed S278 works appear along Hamble Lane will include the removal of several trees in order to create an access into the airfield and for better visibility. I am concerned that the removal of vegetation could impact protected species including tree roosting bats, nesting birds including notable birds, reptiles and potentially dormouse.*

*Many of the trees along this stretch of road are mature and are likely to have potential bat roosting features, these could also be used by nesting birds including notable bird species; short eared owl barn owl and Dartford warbler which have been recorded in the airfield. Reptiles including slow worm and common lizard have been recorded within the airfield and the works are likely to impact their hibernation habitat. There are no existing records of dormouse in the area, however there is a good network of suitable dormouse habitat in the surrounding area including West Wood SINC woodland, linear trees and hedgerows and the habitats located in the area of the proposed access appears to be suitable for dormouse.*

*I would therefore strongly recommend that the application is supported by ecological information provided by a qualified ecologist.*

*Initially, a Preliminary Ecological Appraisal (PEA) survey should identify the habitats on and around the site and any evidence of, or potential for, notable or protected species to be present. The PEA may need to be followed by further species-specific surveys if the preliminary study indicates that these are needed. The results of these surveys, along with details of any necessary mitigation measures to address impacts arising from construction works and during occupation must be provided along with the submission. The submission should assess the impacts of the proposal and demonstrate how any required mitigation and compensation, along with ecological enhancements, will be incorporated into the scheme.*

## **Departure from Standard (DfS)**

If the visibility splay based on recorded speed cannot be achieved on site, a Departure from Standard will be required. There is no guarantee that the highway authority will agree to accept this DfS.

## **Accident History**

An accident history report, covering the most recent 5-year period is required. The report should include a map, collision data and an analysis of accidents stating trends that are addressed by the proposals or that could be

exacerbated shall be identified. Information is required for a radius of 250m from the edges of the proposed works

### **Abnormal Loads**

No comments received at this stage.

### **3.5. Conclusions**

This site is identified in the adopted Hampshire County Council Minerals and Waste Plan (2013). Approximately 1.6million tonnes of sand and gravel could possibly be extracted, and a new road is required to provide access.

Only one design has been put forward for review, and concerns have been raised regarding:

- The location of the junction
- Cycle facilities provided at crossing
- Guard railing in the central refuge island
- Speed of turning HGVs
- Loss of trees and ecological impact

A Technical Note produced by i-Transport and dated 19 April 2018 has been reviewed, but only offers a limited 'optioneering' review in Section 3.2.4 focusing mainly on the impact on the trees. A more wide ranging 'optioneering exercise is required to consider options to address the pedestrian/cycle safety concerns more adequately at the same time as physically restricting the HGV movements. This review should compare different options in terms of the following:

- Location of access point, including alternative roads adjacent to the site
- Form of junction (simple bell mouth, signalised junction etc)
- Safety for pedestrians and cyclists
- Vehicle safety (proximity to other junctions, visibility etc)
- Tree loss and ecological impact, etc...

Specifically:

- Has the designer considered a signalised junction instead of a simple bellmouth? Would a signal-controlled junction better address the pedestrian/cyclist safety issues?
- Has removing a section of footpath on the eastern side of the road and providing a safe route for pedestrians on the western footpath been considered to address the pedestrian/cyclist safety issues? Would this require a footpath over the bridge?

This discussion should then be concluded with a justification for the proposed design, and it will be clearly understood why this is the best option.

An email to Russell Hayes will be sufficient.

## 4. Statutory Requirements

Orders. (line / side road)	N / A
Compulsory Purchase Orders.	N / A
Traffic Regulation Orders.	TBC following optioneering exercise
Parking Restriction Orders.	N / A
Road Hump Regulation Consultations.	N / A
Public Consultation.	N / A
Hedgerow Regulation Act.	N / A
Footway Conversion	N / A

The process of any Statutory requirements will not be commenced until a written request is received from the Consultant; this should include an undertaking to pay all costs incurred.

Consultant to note that the procedure for dealing with any Statutory Requirements will normally take some four to six months, but in exceptional circumstances could exceed nine months. The scheme programme should take this into account.

Refer to [Technical Guidance Note TG21](#)

Initial contact should be made with the HCC Traffic Management Section:-

[traffic.management@hants.gov.uk](mailto:traffic.management@hants.gov.uk)

The following comments have been received from our 'Traffic Management' team (dealing with TRO applications):

- a) *A prohibition of the right turn will require a Traffic Regulation Order*
- b) *Will there be any physical restriction to the right turn? If not, then how will the mineral extraction contractor enforce the restriction? Police resources for enforcement are limited so it is important in seeking their support that the proposed restriction is self-enforcing.*

## 5. Future Submissions

### 5.1. Guidance

Consultant shall note that any future preliminary, combined or detail design submissions must be made in accordance with HCC's Section 278 Technical Submission Guidance, Technical Guidance Notes and Construction Standard Details, which can be found together with other important information for developers at;

<https://www.hants.gov.uk/transport/developers>

The Technical Guidance Notes will be published over the coming months. Should you have an enquiry regarding their content and their application to your scheme, please contact the Design Audit Engineer for your scheme in the first instance. The Design Audit Engineer will liaise with the relevant TG Note working group/specialists accordingly.

A copy of HCC's model contract specification is available on request.

### 5.2. Considerations

The comments below are to assist the Consultant in future submissions.

#### 5.2.1. Officers

#### 5.2.2. Preliminary Design Audit

##### *Sight visibilities / Land Plan*

Consultant to confirm that all land required for visibility splays will be dedicated to the Highway Authority. A plan showing extent of existing highway, new development land for adoption and any third party land required is required. Refer to [Technical Guidance Note TG3](#).

##### *Departures from DMRB / HCC Standards.*

The Consultant is to provide an explanation of the case for inclusion of any departures or relaxation's to standards proposed, together with an assessment of risks involved in adopting such proposals, along with any mitigation measures proposed. An independent safety auditor's comment is also required.

The Developer shall note that departures or relaxations will not be approved if their inclusion is considered inappropriate. Where proposals have been recommended for approval which are subsequently found to contain 'departures from standards' not previously indicated by the Developer's Consultant it must be noted that acceptance of retrospective applications cannot be guaranteed. Refer to [Technical Guidance Note TG17](#).



#### *Traffic speed surveys*

The existing speed limit is to be confirmed. The 85th%ile speed of the site required if any Departures from Standard are included within proposals or if Consultant is applying Manual for Streets criteria.

#### *Accident History Report.*

The Consultant shall provide a narrative of the Accident History Report (most recent 5 years) from Hampshire Constabulary, contact the Collision Records Team by phone on 02380 479678 or E-mail: [collision.records@hampshire.pnn.police.uk](mailto:collision.records@hampshire.pnn.police.uk) and identify any trends that are addressed by the proposals or that could exacerbated.

### **5.2.3. Combined Design Audit**

#### *HCC Standard Detail Drawing/Specification*

The Consultant shall provide a list of HCC Standard Details, including Revision suffix, relevant to the works. It should be noted that

The latest HCC standard details may be found at:

<https://www.hants.gov.uk/transport/developers/standard-details>

Also, for all but the smallest schemes a Contract Document will be required. The Consultant must confirm they have based their specification on the latest HCC model contract document. This specification can be supplied, but will need to be made “scheme specific”.

#### *Road Markings and Signing*

Submission to be in accordance with the Traffic Sign Regulations & General Directions and any Highway Authority’s requirements. A fully detailed sign schedule will be required for larger schemes.

#### *Pavement Design.*

The sub-base shall be recycled granular material as detailed in HCC Specification (Hampshire County Council Model Contract Documents). Virgin crushed rock sub-base may only be used where it can be demonstrated that recycled or secondary materials are not available locally.

Furthermore, during the first week of construction work equilibrium CBR values shall be established.

#### *Street Lighting Proposals.*

The Consultant should note that Southern Electric Contracting will not undertake any servicing works until a ‘Certificate of Approval for Illuminated Street Furniture Installation’ has been signed by the HCC Street Lighting Engineer. Refer to [Technical Guidance Note TG13.](#)

*Drainage Proposals.*

To promote the use of recycled plastic, please consider HAPAS certified recycled plastics, such as twinwall drainage piping. Installation of such piping should be installed as per manufacturers recommendations.

Jetting of new drainage runs may be necessary at end of contract, in order to ensure all new pipe-work is free of debris and free running.

## 6. Recommendation on Proposals

### RECOMMENDED SINGLE STAGE APPROACH

#### *Extent of pre-application advice*

*Hampshire County Council pre-application advice is subject to the following terms:*

- *Any views or opinions expressed in responses are made at officer level in good faith and to the best of ability, without prejudice to the formal consideration of any planning application which will be subject to public consultation and ultimately determined by the relevant Planning Authority.*
- *Any advice given by officers does not constitute a formal response or decision by the County Council. Save for cases of negligence, the County Council will not be liable for any loss or damage suffered arising from or in connection with the use of the advice.*
- *The pre-application advice given may not necessarily be exhaustive but will be intended to highlight the main issues that need to be addressed / considered as part of the application process on the basis of the discussions that have taken place and the information that is available at the time.*
- *Should the detail or the nature of the proposal change, further advice should be sought. Similarly, once the detail of any proposal has been worked up if not previously available, it may be helpful to seek further advice prior to the submission of an application.*
- *The advice and any attachments to it are solely for the use of the individual to whom it is addresses. If you are not the intended recipient of the advice, you must not take any action based on its contents, nor disclose the communication to a third party.*

## Imogen Nicholson

---

**From:** Imogen Nicholson  
**Sent:** 26 August 2021 12:14  
**To:** 'russell.hayes2@hants.gov.uk'; 'Gordon, Philippa'  
**Cc:** Ben Howard; Martha Clijd  
**Subject:** RE: Hamble Airfield, Hamble - R.J506613.01 - technical approval  
**Attachments:** ITB13040-SK-002 Rev C.pdf; ITB13040-SK-004 Rev B.pdf; ITB13040-SK-005 Rev B.pdf; Hamble Airfield, Hamble - R.J506613 - pre application design review.pdf; ITB13040-SK-003 Rev B.pdf; ITB13040-SK-006.pdf; StoppingSightDistanceCalculator - Vis to north.pdf; StoppingSightDistanceCalculator - Vis to south.pdf; BACSSR0821096 - REPORT - HAMBLE LANE - iTRANSPORT.pdf; BACSSR0821096 - MAP - HAMBLE LANE - iTRANSPORT.jpg

Afternoon Russell / Philippa,

You may recall that a while back we commissioned HCC to undertake a Pre-App Design Review (PADR) of the proposed access arrangement to Hamble Airfield. The proposed access would serve a new temporary processing plant to extract approximately 1.6million tonnes of sand and gravel. The site is identified in the adopted Hampshire County Council Minerals and Waste Plan (2013). I've attached a copy of the PADR report produced by HCC and a copy of the access arrangement considered in this review (shown on drawing ITB13040-SK-003B) for your convenience.

The scheme has been on hold for a while; however, the client is now preparing for a planning application, which is intended to be submitted later in the year. Prior to the planning submission we have sought to address the comments raised in the PADR. A copy of the revised access arrangements are attached for your review and a summary of the changes made are set out below:

### **3.1 Horizontal Alignment**

#### **Vehicle Turning Movements:**

Previous comments were raised in relation to hatching not physically preventing the left-out manoeuvre from site for HGVs. Therefore, the access has been amended to provide a single exit lane and a 4.0m kerb radius, which will help to physically prevent large vehicles from turning left out of the site, whilst still enabling a panel van and car to turn left (as demonstrated by revised access arrangement shown on drawing ITB13040-SK-006 and the tracking shown on drawing ITB13040-SK-005 attached).

#### **Cyclists, pedestrians and public transport:**

Previous comments were made in relation to the adequacy of the crossing to accommodate shared use movements. As such, in accordance with the comments raised by HCC, the access has been amended and the shape of the proposed refuge island has been adjusted to provide a more logical arrangement for users, notably, cyclists. The area within the pedestrian guard railing on the refuge measures 26sqm and as such provides sufficient space for users (for example, assuming the average pedestrian takes up circa 1sqm of space, the refuge island could accommodate 26 pedestrians). The width of the footpath on approach to the crossing increases from circa 2.3-2.6m along the existing shared pedestrian / cycle route to 3.0m as indicated by the yellow lines on drawing ITB13040-SK-006 to provide greater space for shared space movements. Lastly, the gradients of the crossing will be designed to accord with standards and would be considered further at the detailed design stage.

#### **Guardrail:**

The PADR recommended that guardrailing should be shown on the northern side of the junction and on both sides of the pedestrian refuge island. Consequently, this has been incorporated into the latest access design shown on drawing ITB13040-SK006. Concerns were also raised in relation to the size of the refuge. As previously mentioned, the area of the refuge has been increased and the area within the pedestrian guard railing measures 26sqm, as such there is sufficient space for users.

**Comments from NMU / road safety audit team:**

Comments were raised in the PADR with regards to the radius of the 'left in' turn resulting in inappropriate vehicle speeds, however, it is noted that this radius is required to enable an articulated vehicle to manoeuvre into the site without overrunning the centreline of Hamble Lane. Should it be deemed necessary, 'SLOW' road markings on approach to the junction could also be incorporated.

As previously noted, the layout of the refuge island has been amended to improve the design for all users, including those who are visually impaired.

Lastly, a comment was raised in relation to the location of the junction in relation to the ghost island junction to the Police Training Centre. The location of the junction has been carefully considered to minimise the impact on trees along the site frontage as well as within existing highway constraints. Swept path analysis has been undertaken which demonstrates that all permissive manoeuvres can be accommodated without impacting on the existing junction to the south.

**Sight visibilities / land take:**

The visibility splays shown on updated access have been amended to reflect the recorded vehicle speeds. A copy of the ATC survey data which was collected by HCC is attached. The data shows that 85%ile speeds of 40.3mph were recorded for vehicles travelling northbound and 39.4mp for vehicles travelling southbound. The weather was unknown during the period the surveys were undertaken, therefore, to ensure a robust access design, in accordance with guidance set out in CA185, 4kph (2.5mph) has been added to the recoded vehicle speeds. HCC's visibility tool calculator has been used to determine the required visibility splays (see attached docs), which shows that a visibility of 2.4m x 90m is required to the south of the access, while a visibility splay of 2.4m x 88m is required to the north. As such visibility splays can be provided in accordance with observed vehicle speeds.

Further details regarding the dedication and demarcation of the visibility splays and highway would be provided at a later stage.

**Vertical Alignment:**

Hamble Lane is flat in the vicinity of the proposed access. However, details relating to the vertical alignment of the access would be provided at the detailed design stage.

**Drainage:**

At the detailed design stage a full drainage design for the proposed access would be submitted.

**3.4 Other elements of design:**

Details relating to the paving design, street lighting and road markings / traffic signs would be considered at the detailed design stage.

**Arboriculture:**

Comments received from the arboriculture team identified concerns in relation to the proposed loss of trees and requested an alternative location to be considered unless evidence is provided that the proposed access is the only suitable option.

Additional access points were reviewed from the outset in conjunction with an Arboriculturist and determined to be less suitable as set out below:

- A priority access located approximately 130m to the south of the railway bridge. This option was deemed less favourable as it would require the removal of trees T14 and T15 to the south and trees T17, T19 and T20 to the north as a minimum to provide an acceptable level of visibility. Consequently, a greater number of trees, some of which have a higher category rating would need to be removed. These trees are also situated on the edge of the carriageway and thus contribute more to the street scene than trees T5-T7;
- A priority access located approximately 90m to the north of the Hampshire Constabulary Headquarters access was briefly reviewed, however this would potentially require the removal of trees T8-T12, a number of which have a higher category rating, and therefore their removal was deemed less acceptable; and
- Consideration for a priority access located approximately 30m to the north of the Hampshire Constabulary Headquarters access was briefly reviewed, however this would require removal / relocation of the existing uncontrolled pedestrian crossing. In addition, the junction would be positioned in closer proximity to Hamble Primary School, the existing residential dwellings which front onto to

Hamble Lane and the Hampshire Constabulary Headquarters access junction and therefore would be less desirable.

Using visibility splays in accordance with observed vehicle speeds (which are reduced from that previously shown) means that there is no need to remove a tree within the verge to the north of the site. As such, the abriculatural impact of the revised access is reduced.

#### Ecology:

The proposed application would include an ecological appraisal.

#### Departure from Standard (Dfs):

Visibility splays in accordance with HCC's guidance on Stopping Sight Distances and calculated using HCC's calculator tool can be achieved and the access is designed in accordance with prevailing standards. Therefore, it is not envisaged that a Dfs would be required.

#### Accident History

Accident data from Hampshire Constabulary has been obtained for the latest available five-year period (attached). This shows that only two collisions have occurred in proximity to the proposed access, as summarised below:

- One collision occurred resulting in a serious injury approximately 250m to the north of the proposed access when a car towing a trailer overtook a cyclist on double white lines and pulled in too soon causing the trailer to hit the cyclist; and
- Another collision occurred approximately 100m to the south of the access (to the south of the access to the police training centre) when a car travelling south misjudged the edge of the carriageway, lost control and collided with a tree on the verge.

As such, the latest available accident record does not highlight any existing highway defects or safety issues that would be exacerbated by the proposed development.

I would be grateful if you could confirm whether the revised access arrangement is now considered acceptable.

I hope the above and attached are clear, however you have any queries or would like to discuss in more detail, please do not hesitate to get in contact.

Kind regards,



**Imogen Nicholson MTPS MCIHT**

Principal Consultant

for i-Transport LLP

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***Our Basingstoke office has now relocated to central Basingstoke, in Basing View. Please note our new address.***

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**From:** Hayes, Russell <[Russell.Hayes2@hants.gov.uk](mailto:Russell.Hayes2@hants.gov.uk)>

**Sent:** 18 September 2019 14:26

**To:** Imogen Nicholson <[imogen.nicholson@i-transport.co.uk](mailto:imogen.nicholson@i-transport.co.uk)>; [helen.hudson@ext.cemex.com](mailto:helen.hudson@ext.cemex.com)

**Cc:** Gordon, Philippa <[philippa.gordon@hants.gov.uk](mailto:philippa.gordon@hants.gov.uk)>

**Subject:** Hamble Airfield, Hamble - R.J506613.01 - technical approval

Hi Imogen and Helen

Apologies for the delay in our response.

Please find attached the pre application report for Hamble Airfield. Hamble. If you have any further questions please do not hesitate to contact me

Many thanks Russell

**Dr Russell Hayes** BEng MSc (Hons) CEng FIHE  
**Senior Engineer**

Winner of the IHE Chartered Engineer Award 2019

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## **APPENDIX C.** Personal Injury Accident Data



**Colour-coding by SEVERITY**  
 Total Accidents (65)

- Fatal (0)
- Serious (12)
- Slight (53)
- ★ Other (0)



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Hamble Lane

SCALE	1 : 18000
DATE	19/08/2021
DRAWING NO	
DRAWN BY	

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

Selected Polygon: SJ Hamble Lane 096

160068409 16/02/2016 Time 0800 Vehicles 2 Casualties 2 Slight  
E:447345 N:108659 First Road: B 3397 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to judge other persons path or speed	Vehicle 2	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH 2 (CAR) TRAVELLING N ALONG B3397 HAMBLE LANE FAILS TO STOP IN TIME AND COLLIDES WITH THE REAR OF VEH 1 (CAR) IN FRONT.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH SATCHELL LANE, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from S to N No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 20 Female  
Not hit and run Breath test Not requested  
Left hand drive: No

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

Vehicle Reference 2 Car Going ahead other  
Vehicle movement from S to N No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 28 Female  
Not hit and run Breath test Not requested  
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 28 Female Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

160076287 22/02/2016 Time 1235 Vehicles 1 Casualties 1 Slight  
E:447995 N:110894 First Road: A 3024 Road Type 1  
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 27  
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:	Loss of control	Vehicle 1	Very Likely
2nd:	Aggressive driving	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG A3024 BURSLEDON ROAD WHEN VEH LOST CONTROL SPINNING THE VEH. VEH 1 LEFT THE ROAD TO THE OFFSIDE ONTO THE RBT ISLAND, COLLIDING WITH A SIGN.  
Occurred on A3024 BURSLEDON ROAD AT JUNCTION WITH A27 PROVIDENCE HILL, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend  
Vehicle movement from NE to SW No tow / articulation Leaving the main road  
On main carriageway Skidded  
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:  
Hit object in road None Off road: Road sign / ATS  
O/S & rebounded Age of Driver 21 Female  
Not hit and run Breath test Negative  
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 21 Female Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

160079866 25/02/2016 Time 0838 Vehicles 4 Casualties 1 Slight  
 E:447621 N:109753 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Crossroads Automatic traffic signal Unclassified  
 Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAV N ALONG B3397 HAMBLE LANE FAILED TO SLOW IN TIME FOR TRAFFIC QUEUEING FOR THE LIGHTS AT CHAMBERLAYNE ROAD AND COLLIDED WITH THE REAR OF VEH 2 (CAR), PUSHING VEH 2 INTO THE REAR OF VEH 3 (CAR) AND VEH 3 INTO THE REAR OF VEH 4 (CAR).

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH CHAMBERLAYNE ROAD, BURSLEDON, HAMPSHIRE

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

Vehicle Reference 2 Car Stopping  
 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 Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 32 Female  
 Not hit and run Breath test Not requested  
 Left hand drive: No

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

Vehicle Reference 3 Car Going ahead but held up  
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 Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 55 Male  
Not hit and run Breath test Not requested  
Left hand drive: No

Casualty Reference: 1 Vehicle: 3 Age: 55 Female Passenger Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 4 Car Going ahead but held up  
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 Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 31 Female  
Not hit and run Breath test Not requested  
Left hand drive: No

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

160093952 07/03/2016 Time 1210 Vehicles 1 Casualties 1 Slight  
 E:447605 N:109482 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Failed to look properly	Casualty 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W ALONG MALLARDS ROAD WENT TO OVERTAKE A VEHICLE THAT HAD STOPPED TO ALLOW CAS 1 (PEDESTRIAN) WHO WAS OUT RUNNING N TO CROSS THE JUNCTION AT B3397. CAS 1 THEN COLLIDED WITH THE NEARSIDE OF VEH 1.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH MALLARDS ROAD, BURSLEDON, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 41 Male Pedestrian Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist  
 In carr elsewhere N bound  
 Driver's nearside

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

160181253 14/05/2016 Time 1635 Vehicles 2 Casualties 1 Serious  
 E:447606 N: 109570 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING W OUT OF DRIVEWAY TO ENTER ONTO B3397 HAMBLE LANE CROSSING OVER CYCLE LANE ON FOOTPATH AND COLLIDES WITH VEH 2 (P/CYCLE) TRAVELLING S ALONG B3397 HAMBLE LANE ON CYCLE PATH.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH ASHCROFT, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Starting  
 Vehicle movement from E to W No tow / articulation Leaving the main road  
 Cycleway or shared use footway (not part of main car No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 26 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 Cycleway or shared use footway (not part of main car 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 15 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 15 Male Driver/rider Severity: Serious  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

160184547 17/05/2016 Time 0745 Vehicles 3 Casualties 2 Slight  
 E:447915 N:110919 First Road: A 27 Road Type 1  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 3025  
 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:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 3	Possible
3rd:	Sudden braking	Vehicle 1	Possible
4th:	Sudden braking	Vehicle 2	Possible
5th:	Sudden braking	Vehicle 3	Possible
6th:			

VEH 3 (VAN) TRAVELLING NW ALONG A27 BURSLEDON ROAD COLLIDES WITH THE REAR OF VEH 2 (VAN) SLOWING, SHUNTING VEH 2 INTO THE REAR OF VEH 1 (CAR) BRAKES SUDDENLY DUE TO AMBULANCE HEADING TOWARDS THEM ON A BLUE LIGHT.

Occurred on A27 BURSLEDON ROAD AT JUNCTION WITH A3025 HAMBLE LANE, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from SE to NW No tow / articulation Leaving the main road  
 On main carriageway 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 34 Female  
 Not hit and run Breath test Not applicable  
 Left hand drive: No

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

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under 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 Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 44 Male  
 Not hit and run Breath test Not applicable  
 Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 44 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist



Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

Vehicle Reference	3	Van or Goods 3.5 tonnes mgw and under	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	53	Male
Not hit and run	Breath test	Not requested		
		Left hand drive:	No	

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

160187307 19/05/2016 Time 0855 Vehicles 2 Casualties 1 Slight  
 E:447382 N: 107386 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG VERDON AVENUE TUREND RIGHT INTO B3397 HAMBLE LANE INTO THE PATH OF VEH 2 (M/CYCLE) TRAVELLING SW, CAUSING VEH 2 TO COLLIDE WITH THE OFFSIDE OF VEH 1 AND THE RIDER TO FALL.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH VERDON AVENUE, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Car Turning right  
 Vehicle movement from SE to NE No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Entering main road First impact Offside 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

Vehicle Reference 2 Motorcycle over 500cc Going ahead other  
 Vehicle movement from NE to SW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 32 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 32 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

160208391 04/06/2016 Time 1832 Vehicles 2 Casualties 1 Slight  
 E:448055 N:110979 First Road: A 3024 Road Type Dual carriageway  
 Speed limit: 70 Junction Detail: Roundabout Give way or controlled A 27  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (CAR) TRAVELLING SW ALONG A3024 BERT BETTS WAY MOVES OFF FROM STATIONARY POSITION AS BELIEVED VEH 1 (CAR) STATIONARY WAITING TO ENTER RBT WOULD MOVE OFF DUE TO GAP IN THE TRAFFIC ON THE RBT BUT DOES NOT AND COLLIDES WITH THE REAR OF VEH 1.

Occurred on A3024 BERT BETTS WAY AT JUNCTION WITH A27 PROVIDENCE HILL, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up  
 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 Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 30 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 27 Female Passenger Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

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

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

160212495 07/06/2016 Time 1812 Vehicles 2 Casualties 1 Serious  
 E:447372 N:108170 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 2	Very Likely
2nd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TOWING A TRAILER AND TRAVELLING S ALONG B3397 HAMBLE LANE WHEN AT THE END OF THE DOUBLE WHITE LINES IT OVERTAKES VEH 1 (P/CYCLE) TRAVELLING IN FRONT. VEH 2 PULLS BACK IN BUT TRAILER HITS VEH 1 CAUSING VEH 2 TO LOSE CONTROL.

Occurred on B3397 HAMBLE LANE 64 METRES SOUTH OF NUMBER 110, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway Skidded  
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 41 Male  
 Not hit and run Breath test Not applicable  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 41 Male Driver/rider Severity: Serious  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Car Overtaking moving vehicle O/S  
 Vehicle movement from N to S Single trailer Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 53 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

Notes:

160222203 14/06/2016 Time 1612 Vehicles 2 Casualties 1 Slight  
E:447975 N: 110883 First Road: A 27 Road Type Single carriageway  
Speed limit: 50 Junction Detail: Roundabout Give way or controlled A 3024  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 2	Possible
2nd:	Sudden braking	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 2	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG A27 PROVIDENCE HILL STOPPED AT THE WINDHOVER RBT. VEH 2 (CAR) FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 1.

Occurred on A27 PROVIDENCE HILL AT JUNCTION WITH A3024 BURSLEDON ROAD, BURSLEDON, 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 Jct Approach First impact Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 59 Female  
Not hit and run Breath test Driver not contacted  
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 59 Female Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other  
Vehicle movement from 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 Not traced  
Not hit and run Breath test Driver not contacted  
Left hand drive: No

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

160277233 25/07/2016 Time 1154 Vehicles 3 Casualties 5 Slight  
E:448058 N:110983 First Road: A 3024 Road Type Dual carriageway  
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 3	Possible
2nd:	Following too close	Vehicle 3	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 3 (VAN) TRAVELLING SW ALONG A3024 BERT BETTS WAY FAILED TO STOP IN TIME AND COLLIDED WITH REAR OF VEH 2 (MINIBUS) STOPPED IN FRONT. VEH 2 IS PUSHED INTO REAR OF VEH 1 (CAR) STOPPED IN QUEUE OF TRAFFIC IN FRONT.

Occurred on A3024 BERT BETTS WAY AT JUNCTION WITH A27 BURSLEDON ROAD, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up  
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 Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 30 Female  
Not hit and run Breath test Negative  
Left hand drive: No

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

Vehicle Reference 2 Minibus Stopping  
 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 Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 19 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 19 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 2 Age: 18 Male Passenger Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Not car passenger

Casualty Reference: 3 Vehicle: 2 Age: 25 Male Passenger Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Not car passenger

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

Not car passenger

Vehicle Reference 3 Van or Goods 3.5 tonnes mgw and under Going ahead other  
 Vehicle movement from NE to SW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 40 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 5 Vehicle: 3 Age: 40 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

160290601 04/08/2016 Time 0310 Vehicles 1 Casualties 1 Slight  
E:447868 N: 110906 First Road: A 3025 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Not within 20m of junction  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Darkness: street lights present and lit Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG A3025 HAMBLE LANE HAS FAILED TO SAFELY NEGOTIATE THE LEFT HAND BEND AFTER EXITING THE RBT LEAVING THE CARRIAGEWAY TO THE OFFSIDE AND COLLIDING WITH A TREE.

Occurred on A3025 HAMBLE LANE 43 METRES SOUTHWEST OF A3025 BURSLEDON ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend  
Vehicle movement from NE to SW No tow / articulation Leaving the main road  
On main carriageway Skidded  
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:  
Hit object in road None Off road: Tree  
Nearside Age of Driver 18 Male  
Not hit and run Breath test Negative  
Left hand drive: No

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



Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

160376599 05/10/2016 Time 1505 Vehicles 1 Casualties 1 Serious  
 E:447348 N:108525 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
3rd:	Wrong use of pedestrian crossing facility	Casualty 1	Very Likely
4th:	Careless/Reckless/In a hurry	Casualty 1	Very Likely
5th:			
6th:			

CAS 1 (PEDESTRIAN) TRAVELLING W ACROSS B3397 HAMBLE LANE ON PEDESTRIAN CROSSING WHICH HAD A RED LIGHT FOR PEDESTRIANS WALKED INTO THE NEARSIDE OF VEH 1 (CAR) TRAVELLING S ALONG B3397 HAMBLE LANE THROUGH A GREEN LIGHT. CAS 1 FOOT RUN OVER.

Occurred on B3397 HAMBLE LANE 28 METRES NORTH OF IRENIC, NETLEY, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 75 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 15 Female Pedestrian Severity: Serious  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

On Ped Crossing W bound

Driver's nearside

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

160394467 19/10/2016 Time 0820 Vehicles 2 Casualties 1 Slight  
 E:447365 N:108286 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 2	Possible
3rd:	Road layout (eg bend, hill etc.)	Vehicle 1	Possible
4th:	Road layout (eg bend, hill etc.)	Vehicle 2	Possible
5th:			
6th:			

VEH 1 (CAR) TRAV S ON BROADWAY SLOWED AT THE SOUTH JUNCTION WITH B3397 HAMBLE LANE UPON SEEING VEH 2 (P/CYCLE) TRAV N. VEH 1 AND VEH 2 SLOWED, THEN MOVED OFF TOGETHER THINKING ONE WOULD WAIT FOR THE OTHER. VEH 1 COLLIDED WITH THE OFFSIDE OF VEH 2.  
 Occurred on B3397 HAMBLE LANE AT JUNCTION WITH BROADWAY, HAMBLE, 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 Entering main road First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver Not traced  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Vehicle Reference 2 Pedal Cycle Starting  
 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 11 Male  
 Not hit and run Breath test Not applicable  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 11 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not known

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

160480439 21/12/2016 Time 1610 Vehicles 2 Casualties 1 Slight  
 E:447599 N: 109484 First Road: B 339 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Darkness: street lighting unknown 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 2	Very Likely
2nd:	Sudden braking	Vehicle 2	Very Likely
3rd:	Poor turn or manoeuvre	Vehicle 2	Possible
4th:	Failed to signal/Misleading signal	Vehicle 1	Possible
5th:			
6th:			

VH2 (M/CYCLE) FILTERING THROUGH SLOW MOVING TRAFFIC N ON B339 HAMBLE LANE FAILS TO NOTICE THAT VH1 (UNMARKERED P/CAR) TRAVELLING N ON B339 IS TURNING RIGHT INTO MALLARDS WAY. VH1 BREAKS WHEN SEES VH2, VH2 ALSO APPLIES BREAKS AND FALLS OF BIKE.  
 Occurred on B339 HAMBLE LAND AT JUNCTION WITH MALLARDS WAY, HAMBLE, HAMPSHIRE

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

Vehicle Reference 2 Motorcycle - unknown cc Overtaking moving vehicle O/S  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway Skidded  
 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 24 Male  
 Not hit and run Breath test Not requested  
 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 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

44170019079 10/01/2017 Time 1815 Vehicles 2 Casualties 1 Slight  
E:447829 N:110761 First Road: A 3025 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Not within 20m of junction  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Darkness: street lighting unknown Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING SW ALONG A3025 HAMBLE LANE AND COLLIDES WITH THE REAR OF VEH 1  
(CAR) TRAVELLING IN THE SAME DIRECTION  
Occurred on A3025 HAMBLE LANE OUTSIDE OF TESCO SUPERSTORE, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from NE to SW No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 37 Female  
Not hit and run Breath test Driver not contacted  
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 37 Female Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

44170033174 26/01/2017 Time 2003 Vehicles 2 Casualties 1 Slight  
 E:448001 N:111095 First Road: A 27 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Darkness: street lights present and lit Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SOUTH ON A27 TOWARDS WINDHOVER ROUNDABOUT HAS CHANGED FROM LANE 1 TO 2 AND COLLIDED WITH NEARSIDE OF VEH 2 (CAR) WHICH WAS TRAVELLING IN THE SAME DIRECTION ALREADY IN LANE 2.

Occurred on A27 WEST END ROAD 25 METRES NORTH OF WINDHOVER ROUNDABOUT, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Car Changing lane to right  
 Vehicle movement from N to SW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 52 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Vehicle Reference 2 Car Going ahead other  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:  
 Hit object in road None Off road: Road sign / ATS  
 O/S Age of Driver 30 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 30 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

44170048178 07/02/2017 Time 0706 Vehicles 2 Casualties 1 Serious  
 E:447886 N:110941 First Road: A 3025 Road Type 1  
 Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal A(M) 27  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Darkness: street lighting unknown Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (P/CYCLE) TRAVELLING NORTH FROM A3025 HAMBLE LANE ONTO WINDOVER ROUNDABOUT. VEH 2 (CAR) HAS BEEN HELD UP BY TRAFFIC AND COME TO A STOP. VEH 1 COLLIDES WITH THE REAR OF VEH 2.

Occurred on A3025 HAMBLE LANE JUNCTION WITH A27 BURSLEDON ROAD, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 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 Entering roundabout First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 40 Male  
 Not hit and run Breath test Not applicable  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 40 Male Driver/rider Severity: Serious  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Car Going ahead but held up  
 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 Entering roundabout First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 50 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

44170068291 12/02/2017 Time 1530 Vehicles 2 Casualties 1 Slight  
E:447871 N: 110927 First Road: A 3024 Road Type Single carriageway  
Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal A 3025  
Crossing: Control None Facilities: Central reservation Road surface Dry  
Daylight Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 2	Possible
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VH2 (CAR) TRAVELLING NE ON A3025 HAMBLE LANE HAS COLLIDED WITH THE REAR OF VH1 (CAR)  
TRAVELLING NE ON A3025 HAMBLE LANE IN SLOW MOVING TRAFFIC.

Occurred on A3025 HAMBLE LANE AT JUNCTION WITH A3024 BURSLEDON ROAD, HEDGE END,  
HAMPSHIRE

Vehicle Reference 1 Car Stopping  
Vehicle movement from SW to NE No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 29 Female  
Not hit and run Breath test Driver not contacted  
Left hand drive: No

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

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

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

44170066380 20/02/2017 Time 1327 Vehicles 1 Casualties 1 Slight  
E:447412 N:107832 First Road: B 3397 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:	Swerved	Vehicle 1	Possible
2nd:	Fatigue	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S ALONG DRIVING ALONG B3397 HAMBLE LANE MISJUDGES THE EDGE OF CARRIAGEWAY MARKINGS AND STRAYS ONTO THE VERGE COLLIDING WITH A TREE CAUSING VEH 1 TO SWERVE OFF THE ROAD.

Occurred on B3397 HAMBLE LANE OUTSIDE OF NUMBER 108, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from N to S No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
Hit object in road None Off road: Tree  
Nearside Age of Driver 32 Female  
Not hit and run Breath test Negative  
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 32 Female Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist



Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

44170160841 30/04/2017 Time 1425 Vehicles 1 Casualties 1 Slight  
 E:447951 N:110892 First Road: A 27 Road Type 1  
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 3025  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Daylight Raining without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SW AROUND A27 PROVIDENCE HILL ON WINDHOVER RBT WHEN VEH LEFT THE ROAD TO THE NEARSIDE COLLIDING WITH A TREE AND THE GROUNDS OF TESCO AND ENTERED A DITCH.

Occurred on A27 PROVIDENCE HILL AT JUNCTION WITH A3025 HAMBLE LANE, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend  
 Vehicle movement from NE to NW No tow / articulation Leaving the main road  
 On main carriageway Skidded  
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
 Hit object in road None Off road: Tree  
 Nearside Age of Driver 21 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 21 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

44170180453 13/05/2017 Time 0816 Vehicles 2 Casualties 2 Slight  
E:448055 N: 110980 First Road: A 3024 Road Type Single carriageway  
Speed limit: 50 Junction Detail: Roundabout Give way or controlled A 27  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 2	Possible
2nd: Distraction in vehicle	Vehicle 2	Possible
3rd: Sudden braking	Vehicle 1	Possible
4th: Following too close	Vehicle 2	Possible
5th:		
6th:		

VEH 2 (CAR) TRAVELLING SW ALONG A3024 BERT BETTS WAY COLLIDES WITH THE REAR OF VEH 1 (CAR) STATIONARY AT RBT WAITING TO TURN LEFT ONTO A27 PROVIDENCE HILL.

Occurred on A3024 BERT BETTS WAY AT JUNCTION WITH A27 PROVIDENCE HILL, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn left  
Vehicle movement from NE to SE No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Back Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 32 Female  
Not hit and run Breath test Driver not contacted  
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 32 Female Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 33 Male Passenger Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

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

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

44170197172 25/05/2017 Time 0700 Vehicles 2 Casualties 1 Slight  
E:448011 N: 111069 First Road: A 27 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 3024  
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:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
2nd:	Failed to look properly	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING SW ALONG A27 WEST END ROAD IN LANE 2 APPROACHING RBT SQUEEZES BY  
VEH 1 (M/CYCLE) TRAVELLING IN THE SAME DIRECTION IN LANE 1 AND COLLIDES.

Occurred on A27 WEST END ROAD AT JUNCTION WITH A3024 BURSLEDON ROAD, BURSLEDON,  
HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Starting  
Vehicle movement from N to SE No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Offside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 40 Female  
Not hit and run Breath test Driver not contacted  
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 40 Female Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

**Notes:**

44170204347 30/05/2017 Time 1820 Vehicles 3 Casualties 1 Slight  
 E:447822 N:110837 First Road: A 3025 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

**Causation**

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

VEH 3 (CAR) TRAVELLING N ALONG A3025 HAMBLE LANE FAILED TO STOP IN TIME AND COLLIDED WITH REAR OF VEH 2 (CAR) SLOWING IN FRONT. VEH 2 WAS PUSHED INTO REAR OF VEH 1 (CAR) SLOWING IN FRONT. TRAFFIC WAS SLOWING FOR A PASSING AMBULANCE.

Occurred on A3025 HAMBLE LANE 130 METRES SOUTH OF A3024 BURSLEDON ROAD, BURSLEDON, HAMPSHIRE

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

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

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

Vehicle Reference 3 Car Stopping  
Vehicle movement from S to N No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 35 Female  
Not hit and run Breath test Not requested  
Left hand drive: No

Casualty Reference: 1 Vehicle: 3 Age: 6 Female Passenger Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist  
Back seat

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44170318351 17/08/2017 Time 1542 Vehicles 2 Casualties 2 Slight  
 E:448010 N:111068 First Road: A 27 Road Type Single carriageway  
 Speed limit: 50 Junction Detail: Roundabout Give way or controlled A 3024  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S ALONG A27 WEST END ROAD AND COLLIDES WITH THE REAR OF VEH 2 (CAR) STATIONARY AT RBT.

Occurred on A27 WEST END ROAD AT JUNCTION WITH A3024 BURSLEDON ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 37 Female  
 Not hit and run Breath test Not applicable  
 Left hand drive: No

Vehicle Reference 2 Car Going ahead other  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 38 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 38 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 2 Age: 16 Female Passenger Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

44170345008 06/09/2017 Time 0300 Vehicles 1 Casualties 1 Slight  
E:447820 N:110722 First Road: A 3025 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified  
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
Darkness: street lights present and lit Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SW ALONG A3025 HAMBLE LANE, LOSES CONTROL ON APPROACH TO RBT, OVERTURNS AND BACK ONTO IT'S WHEELS.

Occurred on A3025 HAMBLE LANE AT JUNCTION WITH TESCO SUPERSTORE, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from NE to SW No tow / articulation Leaving the main road  
On main carriageway Overtaken  
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 27 Male  
Not hit and run Breath test Driver not contacted  
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 27 Male Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

44170386329 29/09/2017 Time 0001 Vehicles 2 Casualties 2 Slight  
E:447816 N:110720 First Road: A 3025 Road Type Dual carriageway  
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Darkness: street lighting unknown Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING SW ALONG A3025 HAMBLE LANE FAILED TO STOP IN TIME AND COLLIDED WITH REAR OF VEH 1 (CAR) IN QUEUE OF TRAFFIC IN FRONT.  
Occurred on A3025 HAMBLE LANE AT JUNCTION WITH TESCO, BURSLEDON, HAMPSHIRE

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

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

Casualty Reference: 2 Vehicle: 1 Age: 49 Male Passenger Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

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



Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

44170382714 03/10/2017 Time 0813 Vehicles 3 Casualties 1 Slight  
 E:447312 N:108748 First Road: U Road Type 1  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 STATIONARY AT ROUNDABOUT ON HOUND ROAD AT JUNCTION WITH HAMBLE LANE IN LANE 2, VEH 2 WAS ALSO STATIONARY IN LANE 2 BEHIND VEH 1. VEH 3 HAS THEN DRIVEN INTO LANE 1 AND HIT NEARSIDE REAR OF VEH 2 PUSHING VEH 2 INTO VEH 1.

Occurred on HOUND ROAD APPROACHING ROUNDABOUT WITH HAMBLE LANE

Vehicle Reference 1 Car Waiting to turn right  
 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 Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 76 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Vehicle Reference 2 Car Waiting to turn right  
 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 Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 45 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

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

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

Vehicle Reference	3	Car	Overtaking nearside
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 object in road	None	Off road:	None
Did not leave carr		Age of Driver	88
Not hit and run	Breath test	Negative	Male
		Left hand drive:	No

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

44170394580 11/10/2017 Time 1054 Vehicles 2 Casualties 2 Slight  
E:447602 N:109527 First Road: B 3397 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Not within 20m of junction  
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
Daylight Raining without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 TRAVELLING SOUTH ON HAMBLE LANE HAS SWERVED TO AVOID VEH 2 CAUSING VEH 1 TO LOSE CONTROL AND CRASH THROUGH BRICK WALL AND HEDGE.

Occurred on B3397 HAMBLE LANE OUTSIDE LYNTON, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from N to S No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
Hit object in road None Off road: Wall or fence  
Nearside Age of Driver 49 Male  
Not hit and run Breath test Negative  
Left hand drive: No

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

Vehicle Reference 2 Car Going ahead other  
Vehicle movement from S to N No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact 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 Unknown  
Not hit and run Breath test Driver not contacted  
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 28 Male Passenger Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

44170412864 24/10/2017 Time 0725 Vehicles 2 Casualties 1 Slight  
E:448051 N:110979 First Road: A 27 Road Type 1  
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 3024  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 2 (VAN) TRAVELLING SW ALONG A3024 BERT BETTS WAY ENTERS RBT ACROSS THE PATH OF VEH 1 (CAR) TRAVELLING SE AROUND RBT AND COLLIDES.

Occurred on A3024 BERT BETTS WAY AT JUNCTION WITH A27 PROVIDENCE HILL, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend  
Vehicle movement from N to S No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 33 Male  
Not hit and run Breath test Driver not contacted  
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 33 Male Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Starting  
Vehicle movement from NE to S No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver Not traced  
Not hit and run Breath test Driver not contacted  
Left hand drive: No

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

44170472899 05/12/2017 Time 1520 Vehicles 1 Casualties 1 Slight  
E:447360 N:108348 First Road: B 3397 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Not within 20m of junction  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Casualty 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (BUS) TRAVELLING S ON B3397 HAMBLE LANE COLLIDES WITH CAS1 (PEDESTRIAN) AFTER THEY  
STEP OUT INTO ROAD IN FRONT OF VEH1. MINOR INJURIES SUSTAINED BY CAS1.

Occurred on B3397 HAMBLE LANE, APPROX 60 METRES NORTH FROM SOUTH JUNCTION WITH  
BROADWAY, HAMBLE, HAMPSHIRE.

Vehicle Reference 1 Bus or coach Going ahead other  
Vehicle movement from N to S No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 42 Male  
Not hit and run Breath test Negative  
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 13 Female Pedestrian Severity: Slight

Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr elsewhere W bound

Driver's nearside

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

44180016055 13/01/2018 Time 0945 Vehicles 2 Casualties 1 Slight  
 E:448055 N:110983 First Road: A 3024 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING SW ON A3024 BURSLEDON ROAD GOES TO ENTER RBT BUT THEN HESITATES AND IS STRUCK IN THE REAR BY VEH2 (CAR) FOLLOWING BEHIND. DRIVER OF VEH1 SUFFERS MINOR NECK PAIN.

Occurred on A3024 BURSLEDON ROAD AT JUNCTION WITH A27 BURSLEDON ROAD, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead but held up  
 Vehicle movement from NE to SW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Entering roundabout First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 27 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 27 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Starting  
 Vehicle movement from NE to SW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Entering roundabout First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 31 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

44180044322 02/02/2018 Time 1627 Vehicles 2 Casualties 1 Serious  
 E:447635 N:109835 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
4th:	Inexperienced or learner driver/rider	Vehicle 1	Possible
5th:			
6th:			

VEH1 (CAR) TRAVELLING N ON B3397 HAMBLE LANE IN HEAVY TRAFFIC GOES TO PULL OUT AND COMPLETE A U-TURN AND COLLIDES WITH VEH2 (M/CYCLE) FILTERING PAST TRAFFIC ON THE OFFSIDE. RIDER OF VEH2 IS KNOCKED OFF AND SUSTAINS SERIOUS INJURY.

Occurred on B3397 HAMBLE LANE, APPROX 50 METRES N FROM CHAMBERLAYNE ROAD, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Car U-turn  
 Vehicle movement from S to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 18 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Vehicle Reference 2 Motor Cycle over 125 cc and up to 500cc Overtaking stat vehicle O/S  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 49 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

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

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

44180049318 06/02/2018 Time 1511 Vehicles 1 Casualties 1 Slight  
 E:447365 N:108265 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Casualty 1	Very Likely
3rd:	Failed to judge vehicles path or speed	Casualty 1	
4th:			
5th:			
6th:			

CAS 1 (PEDESTRIAN) TRAVELLING S ALONG B3397 HAMBLE LANE ON W PAVEMENT IS TALKING WITH PEDESTRIAN ON OTHER SIDE OF ROAD, SUDDENLY WITHOUT WARNING RUNS INTO THE ROAD ACROSS PATH OF VEH 1 (CAR) TRAVELLING S ALONG B3397 HAMBLE LANE AND COLLIDES.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH BROADWAY, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 50 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 15 Male Pedestrian Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist  
 In carr elsewhere E bound  
 Driver's offside



Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

44180125453 05/04/2018 Time 2045 Vehicles 2 Casualties 1 Slight  
 E:447893 N:111001 First Road: A 3025 Road Type Dual carriageway  
 Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal A 3024  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Darkness: street lights present and lit Other  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
2nd:	Distraction in vehicle	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING N AROUND WINDHOVER ROUNDABOUT SLOWS FOR AMBER LIGHT, BUT VEH2 (CAR) TRAVELLING N THINKS VEH1 IS GOING TO ACCELERATE THROUGH AMBER LIGHT SO DOESN'T SLOW IN TIME AND COLLIDES WITH REAR OF VEH1.

Occurred on A3025, HAMBLE LANE, AT JUNCTION WITH A3024, BURSLEDON ROAD, SOUTHAMPTON, HAMPSHIRE

Vehicle Reference 1 Car Stopping  
 Vehicle movement from S to NE No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 71 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 8 Female Passenger Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Vehicle Reference 2 Car Going ahead other  
 Vehicle movement from S to NE No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 36 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

44180154235 26/04/2018 Time 1818 Vehicles 2 Casualties 1 Slight  
E:447975 N:110887 First Road: A 27 Road Type 1 A 3024  
Speed limit: 40 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:	Aggressive driving	Vehicle 2	Possible
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING NW ALONG A27 PROVIDENCE HILL PULLED OUT ONTO A27 WINDHOVER RBT AND COLLIDED WITH VEH 1 (CAR) TRAVELLING SW AROUND A27 WINDHOVER RBT FROM A3024 BERT BETTS WAY. VEH 1 TRAVELLING SLOWLY DUE TO TRAFFIC ON RBT.

Occurred on A27 PROVIDENCE HILL AT JUNCTION WITH A3024 BERT BETTS WAY, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up  
Vehicle movement from NE to NW No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 30 Female  
Not hit and run Breath test Driver not contacted  
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 30 Female Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Starting  
Vehicle movement from SE to NW No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver Not traced  
Not hit and run Breath test Driver not contacted  
Left hand drive: No

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

Notes:

44180205434 02/06/2018 Time 2201 Vehicles 2 Casualties 1 Slight  
E:447672 N:110199 First Road: B 3397 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled A 3025  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Darkness: street lights present and lit Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING E A3025 PORTSMOUTH ROAD TURNS RIGHT TO TRAVEL S ON B3397 HAMBLE LANE AND COLLIDES WITH VEH2 (CAR) TRAVELLING N ON B3397.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH A3025 PORTSMOUTH ROAD, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Car Turning right  
Vehicle movement from W to S No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 29 Male  
Not hit and run Breath test Driver not contacted  
Left hand drive: No

Vehicle Reference 2 Car Going ahead other  
Vehicle movement from S to N No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 51 Male  
Not hit and run Breath test Driver not contacted  
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 51 Male Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44180262615 12/07/2018 Time 0800 Vehicles 2 Casualties 1 Slight  
 E:448006 N: 111080 First Road: A 27 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 3024  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 2	
4th:			
5th:			
6th:			

VEH1 (M/CYCLE) TRAVELLING S ALONG A27 KANES HILL STOPS AT GIVE WAY LINES BEFORE ROUNDABOUT AND HIS IT IN THE REAR BY VEH2 (CAR) TRAVELLING S ALONG A27 KANES HILL BEHIND. Occurred on A27 KANES HILL AT JUNCTION WIHT A3024, SOUTHAMPTON, HAMPSHIRE.

Vehicle Reference 1 Motorcycle over 500cc Going ahead but held up  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 24 Male  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 24 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

44180287010 29/07/2018 Time 1908 Vehicles 1 Casualties 1 Slight  
E:448020 N:111058 First Road: A 27 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 3024  
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
Daylight Raining with high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING S ON A27 WEST END ROAD ENTERS THE WINDHOVER RBT IN ORDER TO TURN ONTO THE A3024 JUNCTION 8 SLIP ROAD BUT LOSES CONTROL IN WET CONDITIONS AND COLLIDES WITH NEARSIDE BARRIER.

Occurred on A27 BURSLEDON ROAD AT JUNCTION WITH A3024 JUNCTION 8 SLIP ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend  
Vehicle movement from N to E No tow / articulation Leaving the main road  
On main carriageway Skidded  
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
Hit object in road None Off road: Near / off crash barrier  
Nearside Age of Driver 25 Female  
Not hit and run Breath test Not requested  
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 25 Female Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

44180310165 16/08/2018 Time 0906 Vehicles 1 Casualties 1 Slight  
E:447752 N:110418 First Road: A 3025 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified  
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
Daylight Raining without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Deposit on road (eg oil, mud, chippings)	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (M/CYCLE) TRAVELLING S ON A3025 HAMBLE LANE TURNS LEFT AT RBT ONTO JURD WAY BUT  
LOSES CONTROL IN WET WEATHER CAUSING THE RIDER TO FALL OFF.  
Occurred on A3025 HAMBLE LANE AT JUNCTION WITH JURD WAY, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Motorcycle 50cc and under Turning left  
Vehicle movement from N to SE No tow / articulation Leaving the main road  
On main carriageway Skidded  
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 47 Male  
Not hit and run Breath test Not requested  
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 47 Male Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44180330066 31/08/2018 Time 1904 Vehicles 2 Casualties 1 Slight  
 E:447927 N: 111035 First Road: A 3025 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 2	Possible
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 2	Possible
4th:	Sudden braking	Vehicle 1	Possible
5th:			
6th:			

VEH1 (CAR) TRAVELLING NE ALONG A3025 HAMBLE LANE JOINS THE ROUNDABOUT AND HAS TO STOP MID-ROUNDABOUT DUE TO TRAFFIC AND IS HIT IN THE REAR BY VEH2 (CAR) TRAVELLING AROUND THE ROUNDABOUT BEHIND.

Occurred on A3025 HAMBLE LANE AT JUNCTION WITH A27 WEST END ROAD, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead but held up  
 Vehicle movement from SW to NE No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 29 Female  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

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

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

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44180366313 28/09/2018 Time 1654 Vehicles 2 Casualties 1 Slight  
 E:447681 N:110207 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled A 3025  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Sudden braking	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 2	
4th:			
5th:			
6th:			

VEH1 (VAN) TRAVELLNG S ALONG B3397 HAMBLE LANE SLOWS ON APPROACH TO JUNCTION. VEH2 (VAN) TRAVELLING S ALONG B3397 HAMBLE LANE BEHIND VEH1 FAILS TO SLOW IN TIME AND COLLIDES WITH THE REAR.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH A3025 PORTSMOUTH ROAD, SOUTHAMPTON, HAMPSHIRE.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Stopping  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 51 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 51 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 22 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No



Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

44180412860 03/11/2018 Time 0015 Vehicles 1 Casualties 1 Slight  
 E:448062 N:111026 First Road: A 3024 Road Type Single carriageway  
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 27  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Darkness: street lights present and lit Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Aggressive driving	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:	Impaired by alcohol	Casualty 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE ALONG A3024 BERT BETTS WAY AFTER EXITING RBT MOVES OFF AFTER STOPPING TO LET OUT REAR PASSENGER AFTER HAVING AN ARGUMENT AND ALLEGEDLY HAS RUN OVER THE FOOT OF CAS 1 (PEDESTRIAN) CAUSING CAS TO FALL OVER.

Occurred on A3024 BERT BETTS WAY AT JUNCTION WITH A27 BURSLEDON ROAD, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Starting  
 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 Cleared junction or waiting/park First impact Did not impact Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 27 Male  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 24 Female Pedestrian Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

In carr elsewhere Direction Unknown

Movement U/K

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

44180470687 19/12/2018 Time 1028 Vehicles 1 Casualties 1 Slight  
E:447347 N:108525 First Road: B 3397 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Not within 20m of junction  
Crossing: Control None Facilities: Pelican, puffin, toucan etc. 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:	Sudden braking	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING N ALONG B3397 HAMBLE LANE FAILED TO STOP FOR CAS1 (PEDESTRIAN) WHO WAS CROSSING B3397 HAMBLE LANE ON THE PEDESTRIAN CROSSING TRAVELLING E.  
Occurred on B3397 HAMBLE LANE 28 METRES NORTH OF IRENIC, NETLEY, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from S to N No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 17 Female  
Not hit and run Breath test Negative  
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 51 Female Pedestrian Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist  
In carr elsewhere E bound  
Driver's nearside

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

**Notes:**

44190044299 05/02/2019 Time 1510 Vehicles 2 Casualties 1 Slight  
 E:447362 N:108286 First Road: U Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

**Causation**

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

VEH1 (CAR) TRAVELLING SE ALONG BROADWAY TURNED LEFT ONTO HAMBLE ROAD WITHOUT GIVING WAY TO VEH2 (P/CYCLE) TRAVELLING S ALONG HAMBLE ROAD.  
 Occurred on HAMBLE LANE AT JUNCTION WITH BROAD WAY, HAMBLE-LE-RICE, HAMPSHIRE.

Vehicle Reference 1 Car Turning left  
 Vehicle movement from NE to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 61 Female  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact 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 14 Male  
 Not hit and run Breath test Not applicable  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 14 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

44190043671 05/02/2019 Time 1734 Vehicles 2 Casualties 1 Slight  
E:447428 N: 107611 First Road: B 3397 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Darkness: street lighting unknown Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH2 (CAR) TRAVELLING W OUT OF HAMBLE SELF STORAGE PULLED OUT ONTO HAMBLE LANE  
WITHOUT GIVING WAY TO VEH1 (P/CYCLE) TRAVELLING S ALONG B3397 HAMBLE LANE.  
Occurred on B3397 HAMBLE LANE AT JUNCTION WITH HAMBLE SELF STORAGE LTD, HAMBLE-LE-RICE,  
HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other  
Vehicle movement from N to S No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact 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 14 Male  
Not hit and run Breath test Not applicable  
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 14 Male Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Car Starting  
Vehicle movement from E to W No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact 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 Not traced  
Not hit and run Breath test Driver not contacted  
Left hand drive: No

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44190081547 08/03/2019 Time 0830 Vehicles 2 Casualties 1 Slight  
 E:448055 N: 110981 First Road: A 3024 Road Type Single carriageway  
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled A 27  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH2 (CAR) TRAVELLING SW ALONG A3024 WAS STATIONARY WAITING TO ENTER ROUNDABOUT. VEH1 (CAR) WAS STATIONARY BEHIND. VEH1 BELIEVED VEH2 TO HAVE MOVED OFF, SO VEH1 MOVED OFF AND COLLIDED WITH REAR OF VEH2.

Occurred on A3024 AT JUNCTION WITH A27 PROVIDENCE HILL, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Car Starting  
 Vehicle movement from NE to SW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 63 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Vehicle Reference 2 Car Going ahead but held up  
 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 Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 27 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 27 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

44190123346 09/04/2019 Time 2130 Vehicles 2 Casualties 1 Slight  
E:448036 N:110947 First Road: A 3024 Road Type Single carriageway  
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Darkness: street lights present and lit Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING W AROUND WINDHOVER ROUNDABOUT IS STRUCK BY VEH2 (CAR) FROM BEHIND, CAUSING VEH1 TO LOSE CONTROL AND HIT A TREE. VEH2 FAILS TO STOP AT SCENE.  
Occurred on A3024 AT JUNCTION WITH A27 PROVIDENCE HILL, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other  
Vehicle movement from NE to SW No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:  
Hit object in road None Off road: Tree  
Nearside Age of Driver 27 Male  
Not hit and run Breath test Negative  
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 27 Male Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

44190123245 09/04/2019 Time 2111 Vehicles 2 Casualties 1 Slight  
E:448052 N:110977 First Road: A 27 Road Type Single carriageway  
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 3024  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Darkness: street lights present and lit Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings		
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH2 (VAN) TRAVELLING SW ON A3024 ENTERS A27 BURSLEDON ROAD RBT AND FAILS TO GIVE WAY TO  
AND COLLIDES WITH VEH1 (CAR) THAT WAS TRAVLLING S AROUND THE RBT ON A27.  
Occurred on A27 BURSLEDON ROAD AT JUNCTION WITH A3024, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend  
Vehicle movement from N to S No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 27 Male  
Not hit and run Breath test Driver not contacted  
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 27 Male Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Starting  
Vehicle movement from E to S No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver Not traced  
Hit and run Breath test Driver not contacted  
Left hand drive: No

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

44190194059 05/05/2019 Time 0810 Vehicles 1 Casualties 1 Serious  
E:447591 N:109438 First Road: A 3379 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:		

CAS 1 (PEDESTRIAN ON SCOOTER) WAS TRAVELLING S A LONG B3397 HAMBLE LANE ON THE PAVEMENT. VEH1 (P/CYCLE) TRAVELLING N ALONG HAMBLE LANE ON THE PAVEMENT AS THERE WAS A PEDESTRIAN IN THE CYCLE LANE. THE TWO HANDLEBARS COLLIDED AND CAS 1 FELL.

Occurred on B3397 HAMBLE LANE, 40 METERS S OF JUNCTION WITH MALLARDS ROAD, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 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 Not at, or within 20M of Jct First impact Offside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver Not traced  
Not hit and run Breath test Not applicable Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 12 Female Pedestrian Severity: Serious  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

On footpath / verge S bound  
In carr back to traffic



Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

44190177858 23/05/2019 Time 2110 Vehicles 1 Casualties 1 Serious  
E:447348 N:108496 First Road: B 3397 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Not within 20m of junction  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Darkness: street lights present and lit Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) TRAVELLING N ALONG B3397 HAMBLE LANE, CLIPS THE KERB CAUSING THE RIDER TO  
FALL OFF, CRASHING THROUGH A ROAD A ROAD SIGN AND GOT WEDGED AGAINST THE SIGN.  
Occurred on B3397 HAMBLE LANE OUTSIDE OF IRENIC, NETLEY, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other  
Vehicle movement from S to N No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:  
Hit object in road Kerb Off road: None  
Did not leave carr Age of Driver 18 Male  
Not hit and run Breath test Not applicable  
Left hand drive: No

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

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

Notes:

44190247079 16/07/2019 Time 1331 Vehicles 2 Casualties 1 Serious  
E:447346 N:108652 First Road: B 3397 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
Crossing: Control None Facilities: None within 50m Road surface Dry  
Daylight Fine without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING W ALONG SATCHELL LANE TURNS RIGHT INTO HAMBLE LANE FAILING TO SEE  
VEH2 (M/CYCLE) TRAVELLING S ALONG HAMBLE LANE AND COLLIDES  
Occurred on B3397 HAMBLE LANE AT JUNCTION WITH SATCHELL LANE SOUTHAMPTON 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 Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 75 Female  
Not hit and run Breath test Not requested  
Left hand drive: No

Vehicle Reference 2 Motorcycle over 500cc Going ahead other  
Vehicle movement from N to S No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Jct Approach First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 25 Male  
Not hit and run Breath test Not requested  
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 25 Male Driver/rider Severity: Serious  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

44190321966 09/09/2019 Time 2330 Vehicles 1 Casualties 2 Slight  
 E:448012 N:110872 First Road: A 27 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Not within 20m of junction  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Darkness: street lights present and lit Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) LEFT ROUNDABOUT TO TRAVEL SE ALONG A27 PROVIDENCE HILL BUT FAILS TO NEGOTIATE NEARSIDE BEND AND LEAVES ROAD TO THE NEARSIDE, MOUNTING THE PAVEMENT AND COLLIDING WITH A LAMP POST BEFORE OVERTURNING.

Occurred on A27 PROVIDENCE HILL, 25 METERS SE OF JUNCTION WITH A3025 HAMBLE LANE, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead left bend  
 Vehicle movement from NW to SE No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:  
 Hit object in road None Off road: Lamp post  
 Nearside Age of Driver 28 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 28 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 29 Female Passenger Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44190329383 15/09/2019 Time 1616 Vehicles 2 Casualties 1 Slight  
 E:448056 N: 110984 First Road: A 3024 Road Type Dual carriageway  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING SW ALONG A3024 BERT BETTS WAY AND COLLIDES WITH THE REAR OF VEH 2 (CAR) IN SLOW MOVING TRAFFIC APPROACHING WINDHOVER RBT.

Occurred on A3024 BERT BETTS WAY AT JUNCTION WITH A27 PROVIDENCE HILL, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Car Starting  
 Vehicle movement from NE to SW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 50 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Vehicle Reference 2 Car Going ahead other  
 Vehicle movement from NE to SW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 70 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 70 Female Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

44190340042 24/09/2019 Time 1445 Vehicles 1 Casualties 1 Serious  
E:447326 N:108723 First Road: B 3397 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified  
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
Daylight Raining without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor or defective road surface	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) TRAVELLING W ACROSS B3397 HAMBLE LANE ATTEMPTS TO MOUNT PAVEMENT BUT  
LOSES CONTROL ON SPIKED DETERRANT PAVING ON THE PAVEMENT AND FALLS OFF.  
Occurred on B3397 HAMBLE LANE AT JUNCTION WITH HOUND ROAD, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other  
Vehicle movement from E to W No tow / articulation Leaving the main road  
9 Skidded  
Location at impact Jct Approach First impact Nearside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 13 Male  
Not hit and run Breath test Not applicable  
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 13 Male Driver/rider Severity: Serious  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

44190357767 07/10/2019 Time 0710 Vehicles 2 Casualties 1 Serious  
 E:447636 N:109782 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: Crossroads Automatic traffic signal Unclassified  
 Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Wet/Damp  
 Darkness: no street lighting 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:	Poor turn or manoeuvre	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
4th:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
5th:			
6th:			

VEH2 (CAR) TRAVELLING N ALONG B3397 HAMBLE LANE TURNED RIGHT AT CROSSROADS INTO CHAMERLAYNE ROAD AND COLLIDED WITH VEH1 (M/CYCLE) TRAVELLING S ALONG B3397 HAMBLE LANE FILTERING PAST STATIONARY TRAFFIC.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH CHAMERLAYNE ROAD, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Motorcycle over 500cc Going ahead other  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 40 Male  
 Not hit and run Breath test Not applicable  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 40 Male Driver/rider Severity: Serious  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning right  
 Vehicle movement from S to E No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact 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 32 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

**Notes:**

44190384492 26/10/2019 Time 2004 Vehicles 3 Casualties 1 Slight  
 E:447672 N:110197 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled A 3025  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Darkness: street lights present and lit Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

**Causation**

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING S ALONG B3397 HAMBLE LANE TURNED RIGHT ONTO A3025 PORTSMOUTH ROAD ACROSS THE PATH OF VEH2 (CAR) TRAVELLING N ALONG B3397 HAMBLE LANE. VEH2 IS SHUNTED INTO THE OFFSIDE OF VEH3 (CAR) TRAVELLING E ALONG A3025 PORSTMOUTH ROAD WAITING TO Occurred on B3397 HAMBLE LANE AT JUNCTION WITH A3025 PORSMOUTH ROAD, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Car Turning right  
 Vehicle movement from N to W No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact 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 42 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Vehicle Reference 2 Car Going ahead other  
 Vehicle movement from S to NE No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 38 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 38 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

Vehicle Reference	3	Car	Waiting to turn left
Vehicle movement from	E	to N	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Jct Approach		No skidding, jack-knifing or overturning
Hit object in road	None		First impact Offside
Did not leave carr			Off road: None
Not hit and run	Breath test	Negative	Age of Driver 23
			Male
			Left hand drive: No



Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

44190418715 20/11/2019 Time 1700 Vehicles 2 Casualties 1 Slight  
E:447647 N: 110052 First Road: B 3397 Road Type Single carriageway  
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified  
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
Darkness: street lights present and lit Raining without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH2 (CAR) TRAVELLING N ALONG B3397 HAMBLE LANE TURNED RIGHT INTO THE TALL SHIPS CHIPPY AND COLLIDED WITH VEH1 (P/CYCLE) TRAVELLING S ALONG B3397 HAMBLE LANE ON THE EASTERN PAVEMENT, KNOCKING THE RIDER OFF.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH THE TALL SHIP CHIPPY, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other  
Vehicle movement from N to S No tow / articulation Leaving the main road  
Cycleway or shared use footway (not part of main car No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 37 Female  
Not hit and run Breath test Not applicable Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 37 Female Driver/rider Severity: Slight  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Car Turning right  
Vehicle movement from S to E No tow / articulation Leaving the main road  
Cycleway or shared use footway (not part of main car No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver Not traced  
Not hit and run Breath test Driver not contacted Left hand drive: No

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44190446698 10/12/2019 Time 0615 Vehicles 2 Casualties 1 Serious  
 E:447672 N:110198 First Road: B 3397 Road Type Single carriageway A 3025  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled  
 Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry  
 Darkness: street lights present and lit Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH2 (CAR) TRAVELLING S ALONG B3397 HAMBLE LANE TURNS RIGHT INTO A3025 PORTSMOUTH ROAD BUT FAILS TO GIVE WAY AND COLLIDIES WITH VEH1 (M/CYCLE) TRAVELLING N ALONG B3397 HAMBLE LANE.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH A3025 PORTSMOUTH ROAD, BURSLEDON, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other  
 Vehicle movement from S to N No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact 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 64 Male  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 64 Male Driver/rider Severity: Serious  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning right  
 Vehicle movement from N to W No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 38 Male  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44190444882 11/12/2019 Time 1031 Vehicles 2 Casualties 1 Slight  
 E:447328 N:108731 First Road: B 3397 Road Type 1  
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
 Daylight Raining without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG B3397 HAMBLE LANE ENTERS RBT ACROSS THE PATH OF VEH 2 (P/CYCLE) TRAVELLING SW AROUND RBT AND COLLIDES.

Occurred on B3397 HAMBLE LANE AT JUNCTION WITH HOUND ROAD, HAMBLE, HAMPSHIRE

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

Vehicle Reference 2 Pedal Cycle Going ahead right bend  
 Vehicle movement from N to W No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 79 Male  
 Not hit and run Breath test Not applicable  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 79 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents  
within selected Polygons -HC - RPU Statistics Request ("SJ  
Hamble Lane 096")

44200037189 30/01/2020 Time 0530 Vehicles 2 Casualties 1 Serious  
E:447630 N:109943 First Road: A 3397 Road Type Single carriageway  
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp  
Darkness: street lights present and lit Raining without high winds  
Special Conditions at Site None Carriageway Hazards: None  
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Junction overshoot	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 2 (P/CYCLE) TRAVELLING SE ALONG POUND ROAD, TURNS RIGHT ONTO B3397 HAMBLE LANE  
ACROSS THE PATH OF VEH 1 (VAN) TRAVELLING N ALONG B3397 HAMBLE LANE AND COLLIDES  
Occurred on B3397 HAMBLE LANE AT JUNCTION WITH POUND ROAD, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other  
Vehicle movement from S to N No tow / articulation Leaving the main road  
On main carriageway No skidding, jack-knifing or overturning  
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 31 Male  
Not hit and run Breath test Negative  
Left hand drive: No

Vehicle Reference 2 Pedal Cycle 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 Front Hit vehicle:  
Hit object in road None Off road: None  
Did not leave carr Age of Driver 38 Male  
Not hit and run Breath test Not applicable  
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 38 Male Driver/rider Severity: Serious  
Not a pupil  
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

**Notes:**

44200088105 08/03/2020 Time 1422 Vehicles 2 Casualties 1 Slight  
 E:448055 N:110982 First Road: A 3024 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

**Causation**

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
2nd:	Failed to look properly	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING SW ALONG A3024 BURSLEDON ROAD HAS BEEN LOOKING AT WHAT IS HAPPENING ON THE RBT AND NOT WATCHING WHAT VEH 1 (CAR) STATIONARY AT RBT WAS DOING AND COLLIDES WITH THE REAR OF VEH 1.

Occurred on A3024 BURSLEDON ROAD AT JUNCTION WITH A27 BURSLEDON ROAD, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead but held up  
 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 Back Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 26 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

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

Vehicle Reference 2 Car Going ahead other  
 Vehicle movement from NE to SW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 55 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

44200140939 19/04/2020 Time 1840 Vehicles 2 Casualties 1 Slight  
 E:447743 N:110434 First Road: A 3025 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING S ALONG HAMBLE LANE IN QUEING TRAFFIC OVERTAKES VEH 2 (CAR) IN FRONT AS CARRIAGEWAY SPLITS BEFORE RBT AND COLLIDES WITH OS OF VEH 2.  
 Occurred on A3025 HAMBLE LANE AT JUNCTION WITH LIONHEART WAY, HAMBLE, HAMPSHIRE

Vehicle Reference 1 Car Overtaking moving vehicle O/S  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Nearside 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

Vehicle Reference 2 Car Going ahead other  
 Vehicle movement from N to S No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Jct Approach First impact Offside Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 56 Male  
 Not hit and run Breath test Driver not contacted  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 56 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Worn but not i Cycle helmet: Not a cyclist

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

**Notes:**

44200200616 04/06/2020 Time 1842 Vehicles 3 Casualties 1 Slight  
 E:447629 N:109945 First Road: B 3397 Road Type Single carriageway  
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified  
 Crossing: Control None Facilities: None within 50m Road surface Dry  
 Daylight Fine without high winds  
 Special Conditions at Site None Carriageway Hazards: None  
 Place accident reported: At scene DfT Special Projects:

**Causation**

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 3	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG POUND LANE, TURNS RIGHT ONTO B3397 HAMBLE LANE AS LET OUT BY VEH 2 (BUS) TRAVELLING SW ALONG B3397 HAMBLE LANE INTENDING TO TURN RIGHT INTO POUND LANE. AS VEH 1 TURNS IT COLLIDES WITH VEH 3 (M/CYCLE) TRAVELLING NW ALONG B3 Occurred on B3397 HAMBLE LANE AT JUNCTION WITH POUND ROAD, BURSLEDON, HAMPSHIRE.

Vehicle Reference 1 Car Turning right  
 Vehicle movement from NW to SW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact 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 30 Female  
 Not hit and run Breath test Negative  
 Left hand drive: No

Vehicle Reference 2 Bus or coach Waiting to turn right  
 Vehicle movement from NE to NW No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 39 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Accidents between dates 01/01/2016 and 31/12/2020 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

Notes:

Vehicle Reference 3 Motor Cycle over 50 cc and up to 125cc Going ahead other  
 Vehicle movement from SW to NE No tow / articulation Leaving the main road  
 On main carriageway No skidding, jack-knifing or overturning  
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:  
 Hit object in road None Off road: None  
 Did not leave carr Age of Driver 30 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 3 Age: 30 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

44200385183 04/10/2020 Time 1705 Vehicles 1 Casualties 1 Slight  
 E:447917 N:111035 First Road: A 3024 Road Type Single carriageway  
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 27  
 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: Impaired by drugs (illicit or medicinal)	Vehicle 1	Possible
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH 1 (CAR) TRAVELLING NE ALONG A3024 ON THE WINDHOVER ROUNDABOUT, HAS LOST CONTROL, LEFT CARRIAGEWAY TO NEARSIDE AND OVERTURNED.

Occurred on A3024 BURSLEDON ROAD AT JUNCTION WITH A27 WEST END ROAD, HEDGE END, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other  
 Vehicle movement from SW to NE No tow / articulation Leaving the main road  
 On main carriageway Overturned  
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:  
 Hit object in road None Off road: Road sign / ATS  
 Nearside Age of Driver 25 Male  
 Not hit and run Breath test Negative  
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 25 Male Driver/rider Severity: Slight  
 Not a pupil  
 Seatbelt Not Applicable Cycle helmet: Not a cyclist



Accidents between dates **01/01/2016 and 31/12/2020** (60) months

**Selection:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("SJ Hamble Lane 096")

**Notes:**

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	42	43
2-wheeled motor vehicles	0	5	6	11
Pedal cycles	0	6	5	11
Horses & other	0	0	0	0
<b>Total</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>65</b>

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	36	36
Passenger	0	0	13	13
Motorcycle rider	0	5	5	10
Cyclist	0	5	5	10
Pedestrian	0	2	5	7
Other	0	0	0	0
<b>Total</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>76</b>

## **APPENDIX D.**    TEMPRO Calculations

## TEMPRO Calculations

**2016 – 2023**

Alternative Assumptions:

Area	Current Assumptions				Alternative Assumptions			
	Base HH	Base Jobs	Future HH	Future Jobs	Base HH	Base Jobs	Future HH	Future Jobs
Eastleigh 015 (002004726)	3080	7003	3895	7220	2690	7003	2690	7220

AM Growth Rate:



PM Growth Rate:



Average Day Growth Rate:



## 2016 – 2030

Alternative Assumptions:

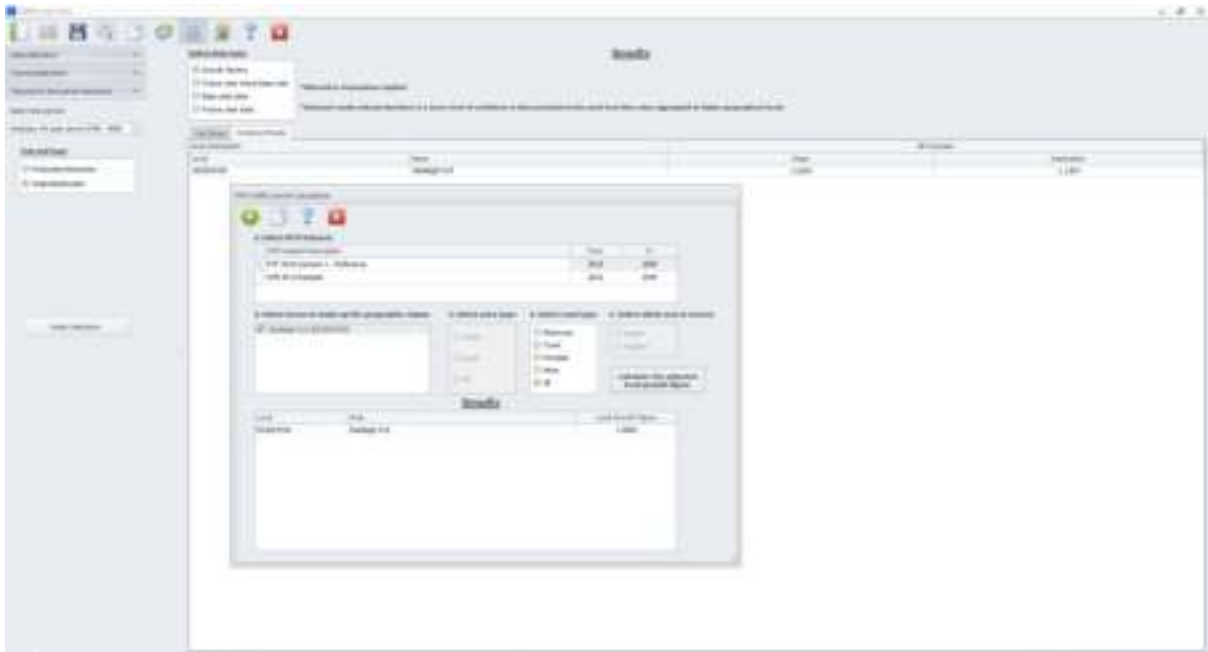


Apply Alternative Assumptions

Normalise Alternative Assumptions

Area	Current Assumptions				Alternative Assumptions			
	Base HR1	Base Jobs	Future HR1	Future Jobs	Base HR1	Base Jobs	Future HR1	Future Jobs
Eastleigh 015 (E02004726)	2680	7003	3087	7354	2680	7003	2680	7354

AM Growth Rate:



Results

Year	2016	2017	2018	2019	2020
HR1	2680	2680	2680	2680	2680
Jobs	7003	7003	7003	7003	7003

PM Growth Rate:



Results

Year	2016	2017	2018	2019	2020
HR1	2680	2680	2680	2680	2680
Jobs	7003	7003	7003	7003	7003

Average Day Growth Rate:



## 2016 – 2034

Alternative Assumptions:

Apply Alternative Assumptions

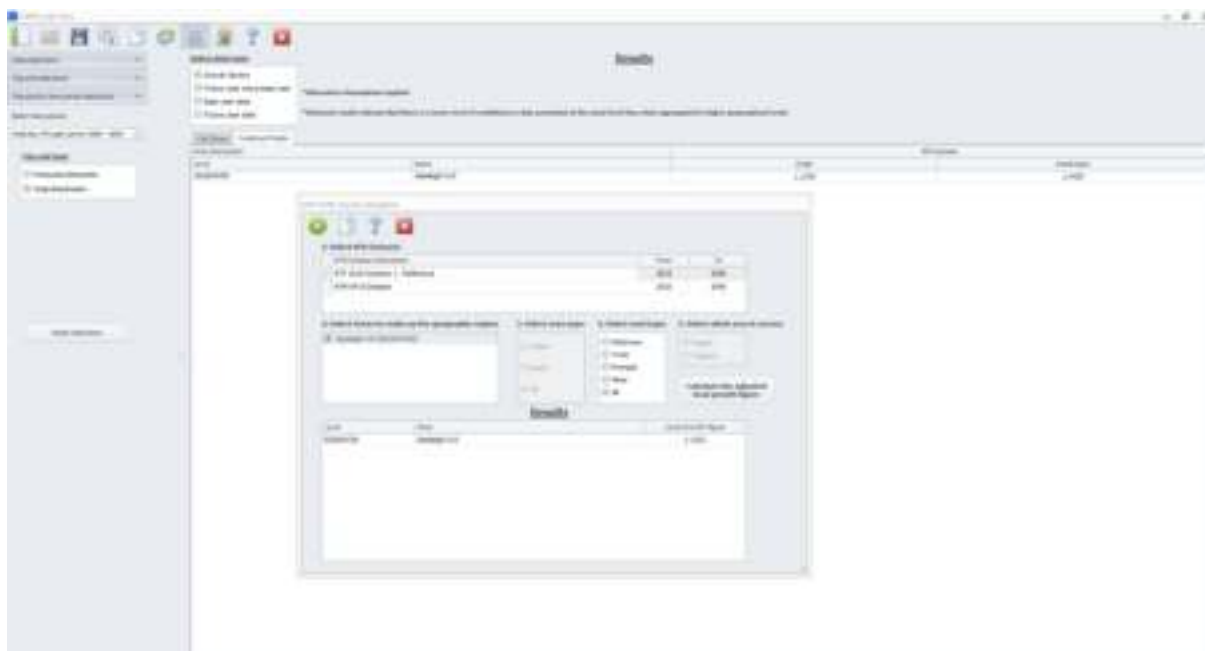
Normalise Alternative Assumptions

Area	Current Assumptions				Alternative Assumptions			
	Base HR1	Base Jobb	Future HR1	Future Jobb	Base HR1	Base Jobb	Future HR1	Future Jobb
Exelagh 015 (E02004726)	2681	7003	3194	7438	2680	7003	2680	7438

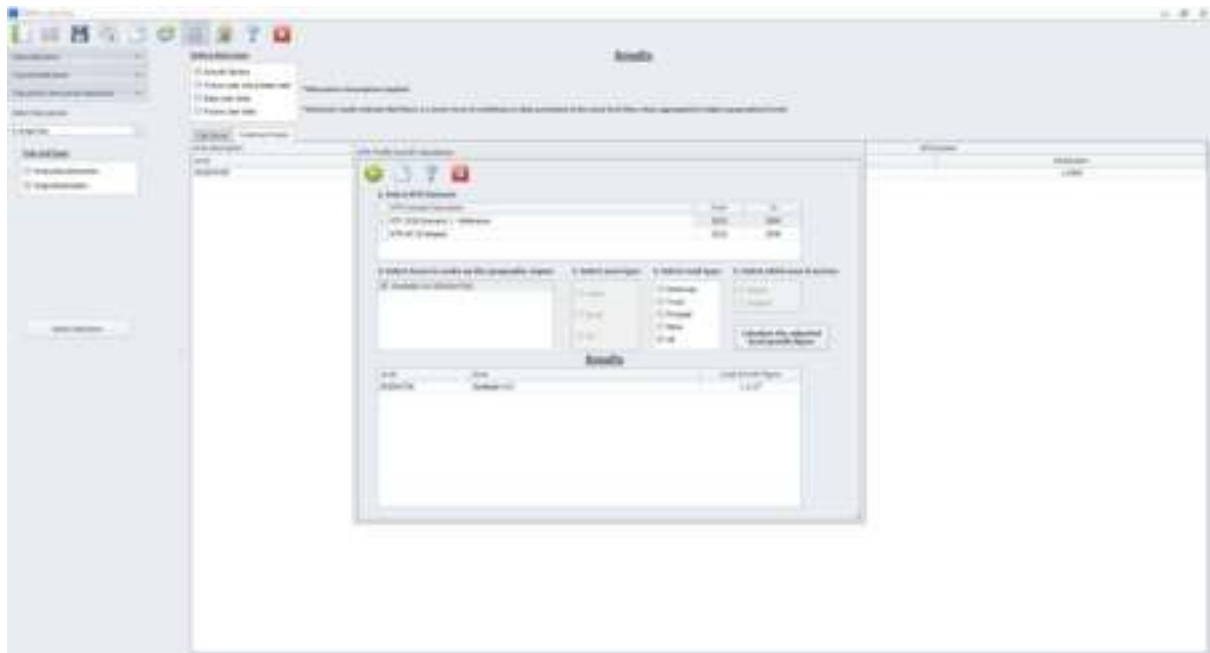
AM Growth Rate:



PM Growth Rate:



Average Day Growth Rate:





## 2017 – 2023

Alternative Assumptions:

Apply Alternative Assumptions

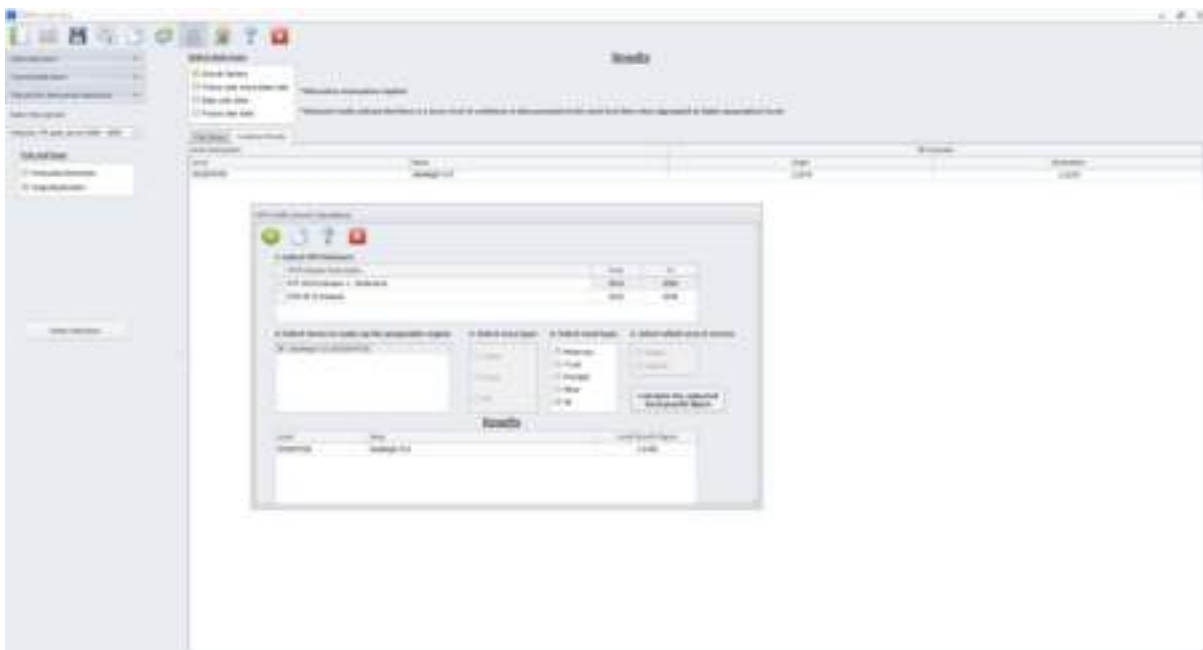
Normalise Alternative Assumptions

Area	Current Assumptions				Alternative Assumptions			
	Base HH	Base Jobs	Future HH	Future Jobs	Base HH	Base Jobs	Future HH	Future Jobs
Eastleigh 015 (E02004726)	2712	7038	2895	7220	2712	7038	2712	7220

AM Growth Rate:



PM Growth Rate:



Average Day Growth Rate:



## 2017 – 2030

Alternative Assumptions:



Apply Alternative Assumptions

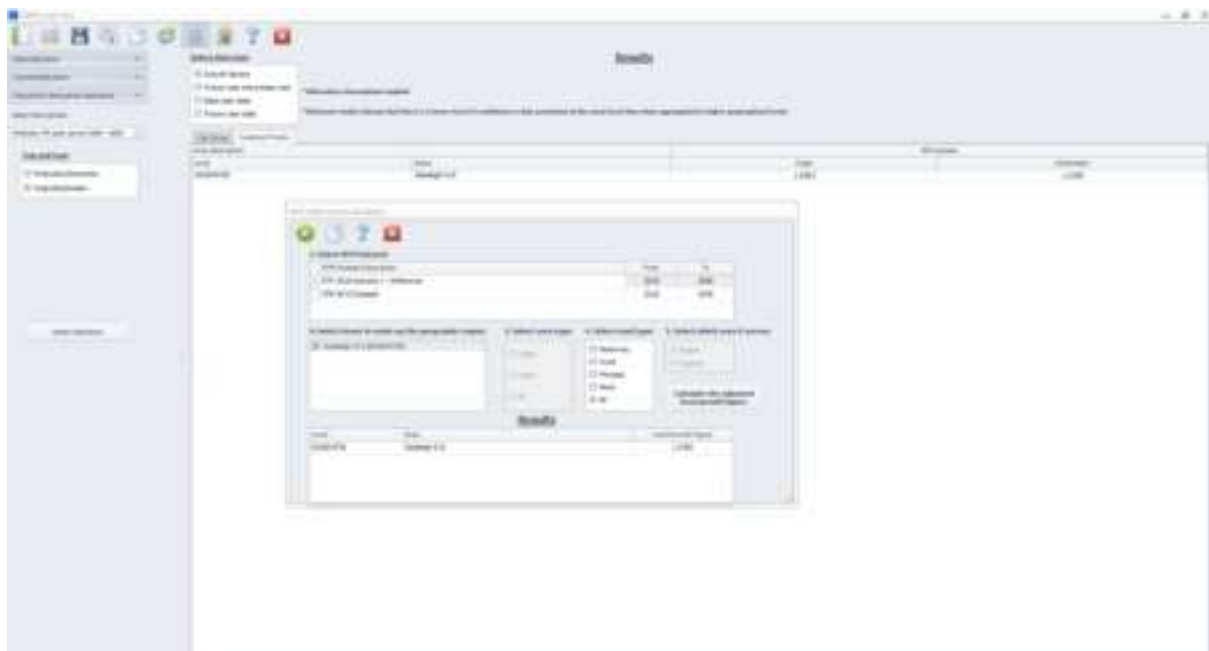
Normalise Alternative Assumptions

Area	Current Assumptions				Alternative Assumptions			
	Base HR	Base Jobs	Future HR	Future Jobs	Base HR	Base Jobs	Future HR	Future Jobs
Eastleigh 015 (E02004726)	2712	7038	3097	7254	2712	7038	2712	7354

AM Growth Rate:



PM Growth Rate:

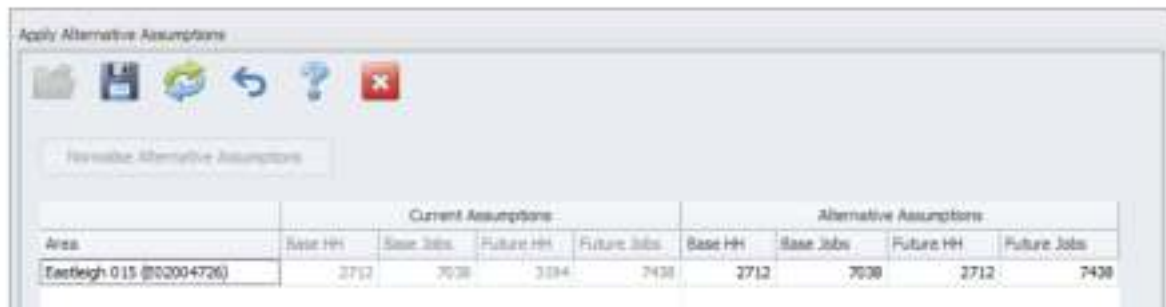


Average Day Growth Rate:



## 2017 – 2034

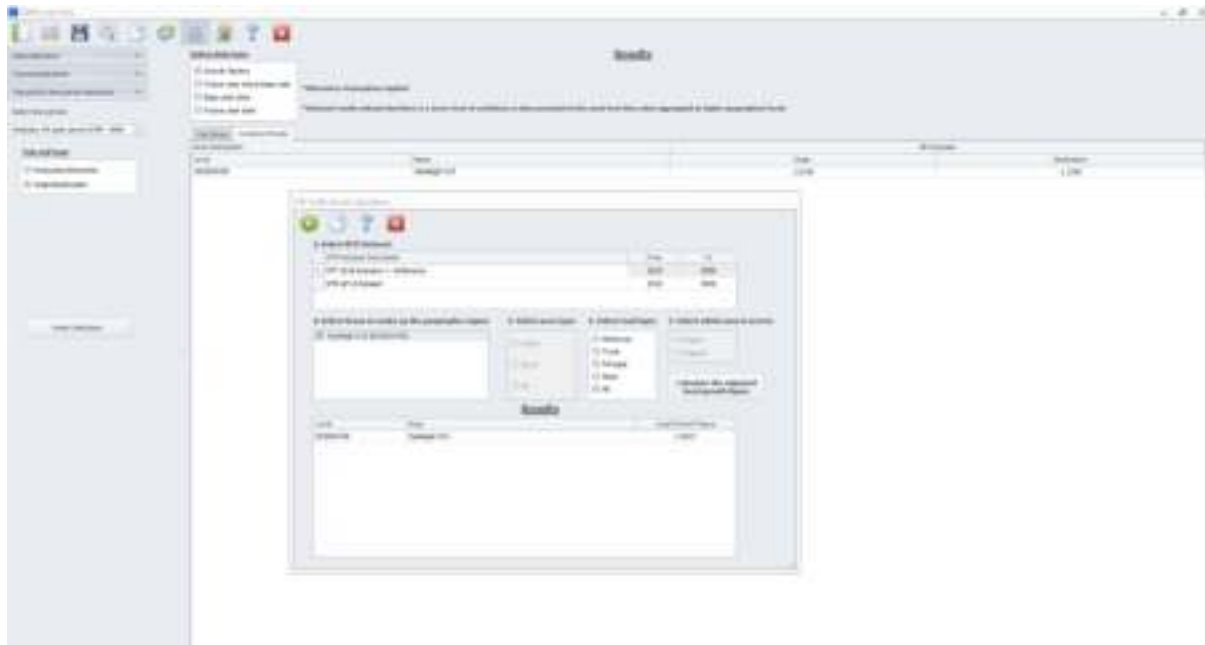
Alternative Assumptions:



The screenshot shows a dialog box titled "Apply Alternative Assumptions" with a toolbar containing icons for save, refresh, undo, help, and close. Below the toolbar is a button labeled "Revert Alternative Assumptions". The main content is a table comparing "Current Assumptions" and "Alternative Assumptions" for the area "Eastleigh 015 (00004726)".

Area	Current Assumptions				Alternative Assumptions			
	Base HH	Base Jobs	Future HH	Future Jobs	Base HH	Base Jobs	Future HH	Future Jobs
Eastleigh 015 (00004726)	2712	7038	3384	7438	2712	7038	2712	7438

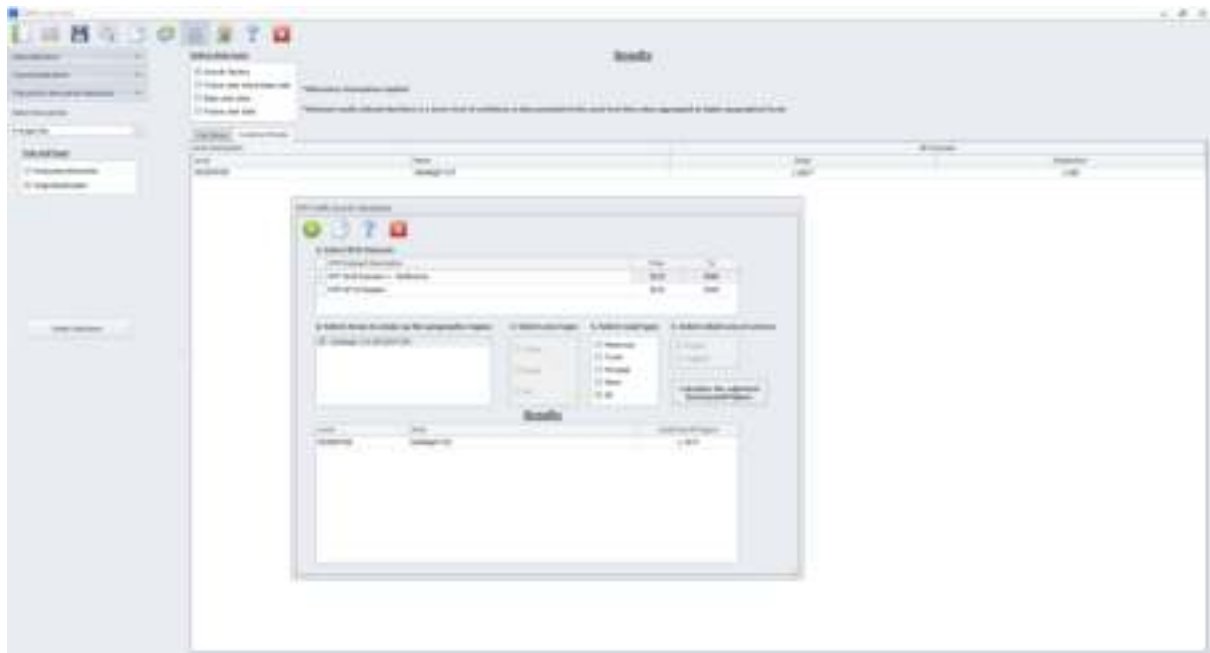
AM Growth Rate:



PM Growth Rate:

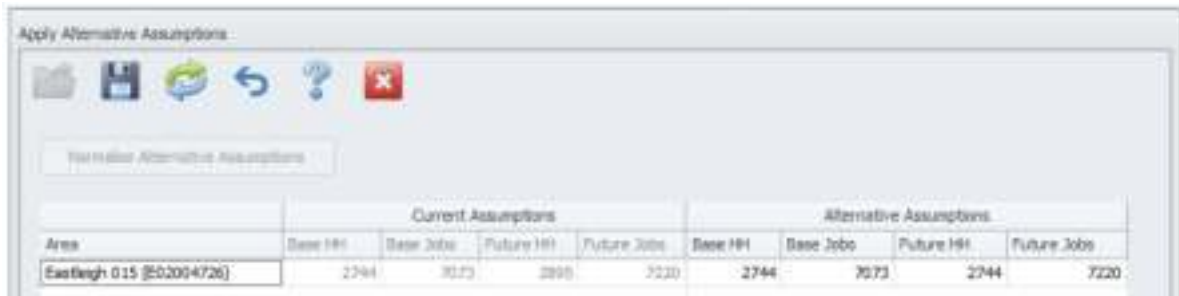


Average Day Growth Rate:



## 2018 – 2023

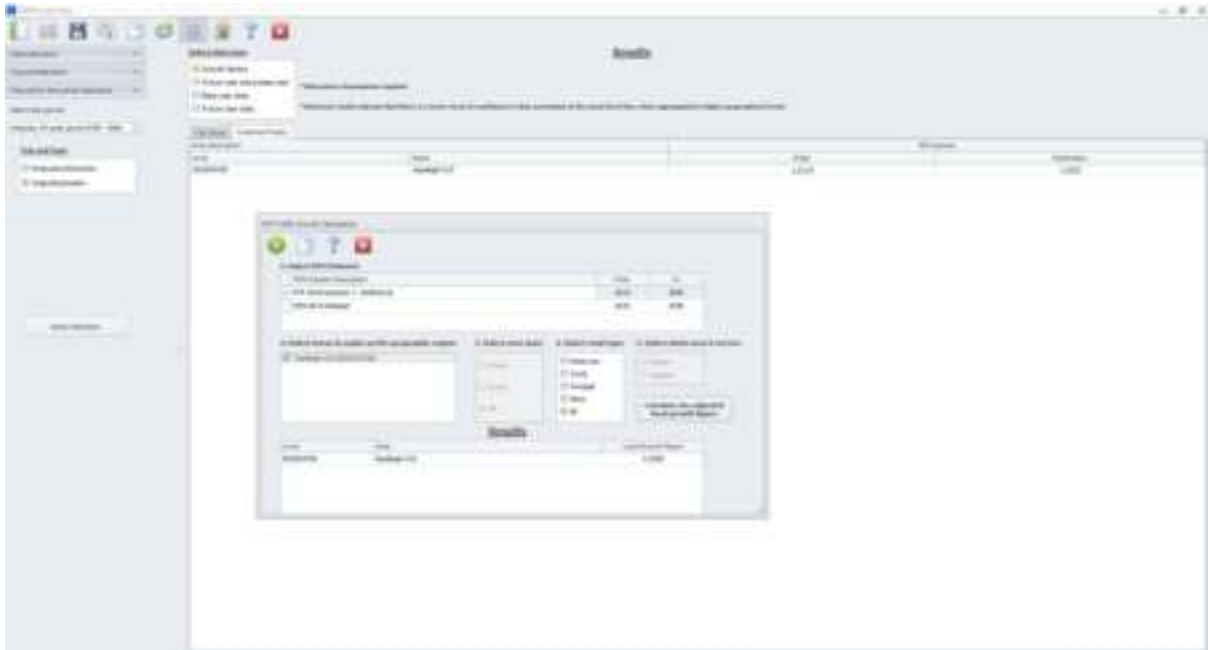
Alternative Assumptions:



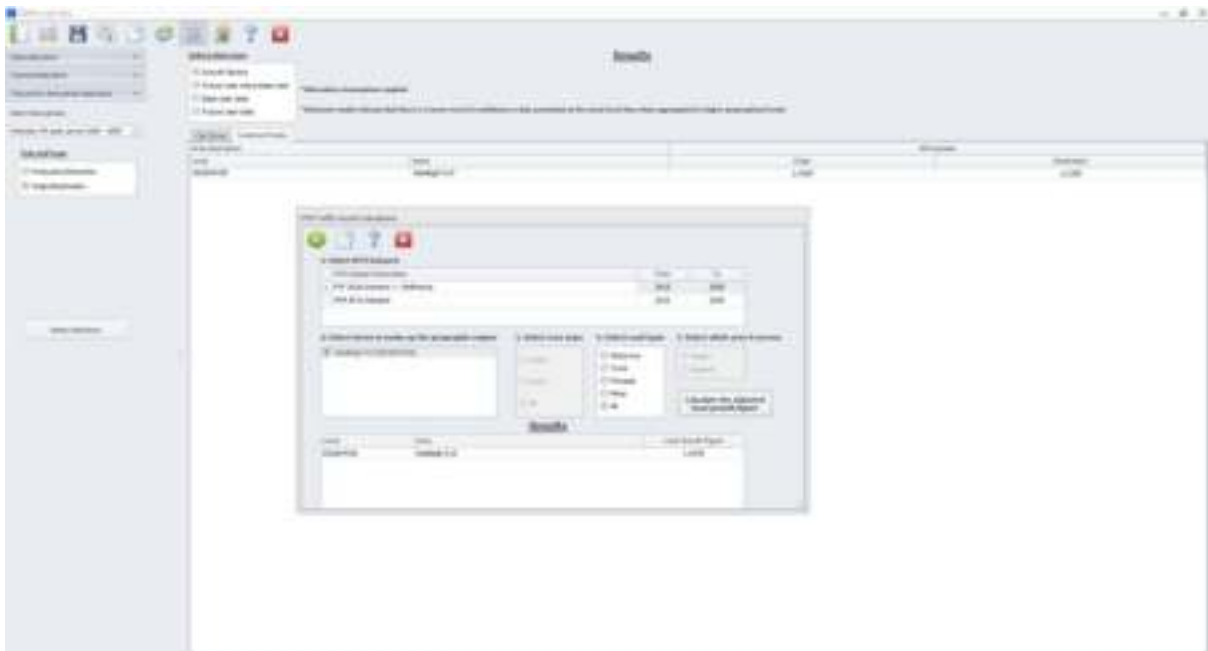
Apply Alternative Assumptions

Area	Current Assumptions				Alternative Assumptions			
	Base HR	Base Jobs	Future HR	Future Jobs	Base HR	Base Jobs	Future HR	Future Jobs
Eastleigh 015 [E02094726]	2744	3073	2885	3220	2744	3073	2744	3220

AM Growth Rate:



PM Growth Rate:



Average Day Growth Rate:





## 2018 – 2030

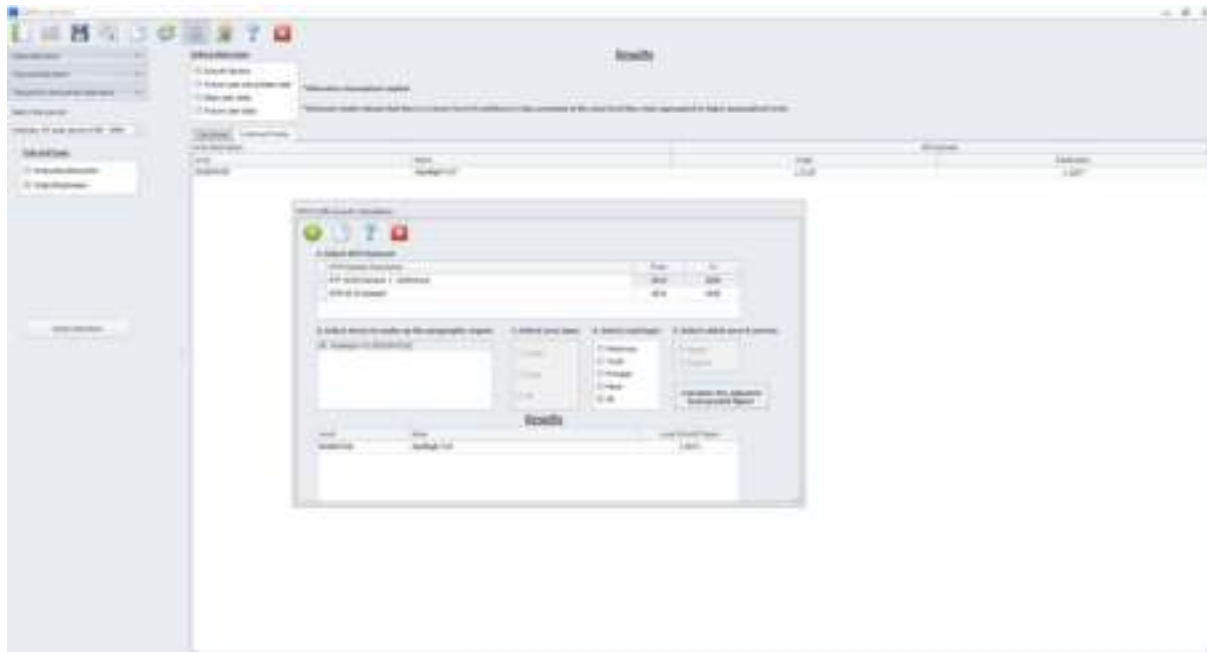
Alternative Assumptions:

Apply Alternative Assumptions

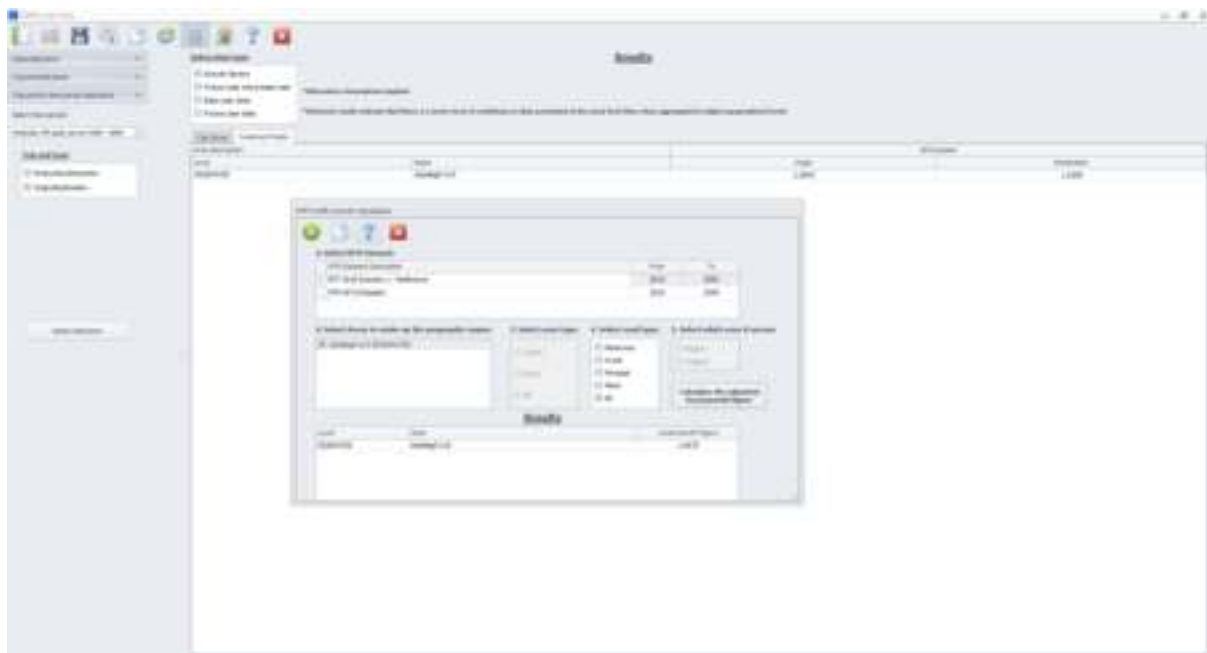
Normalise Alternative Assumptions

Area	Current Assumptions				Alternative Assumptions			
	Base HH	Base Jobs	Future HH	Future Jobs	Base HH	Base Jobs	Future HH	Future Jobs
Eastleigh 015 (E02004726)	2744	7073	3087	7354	2744	7073	2744	7354

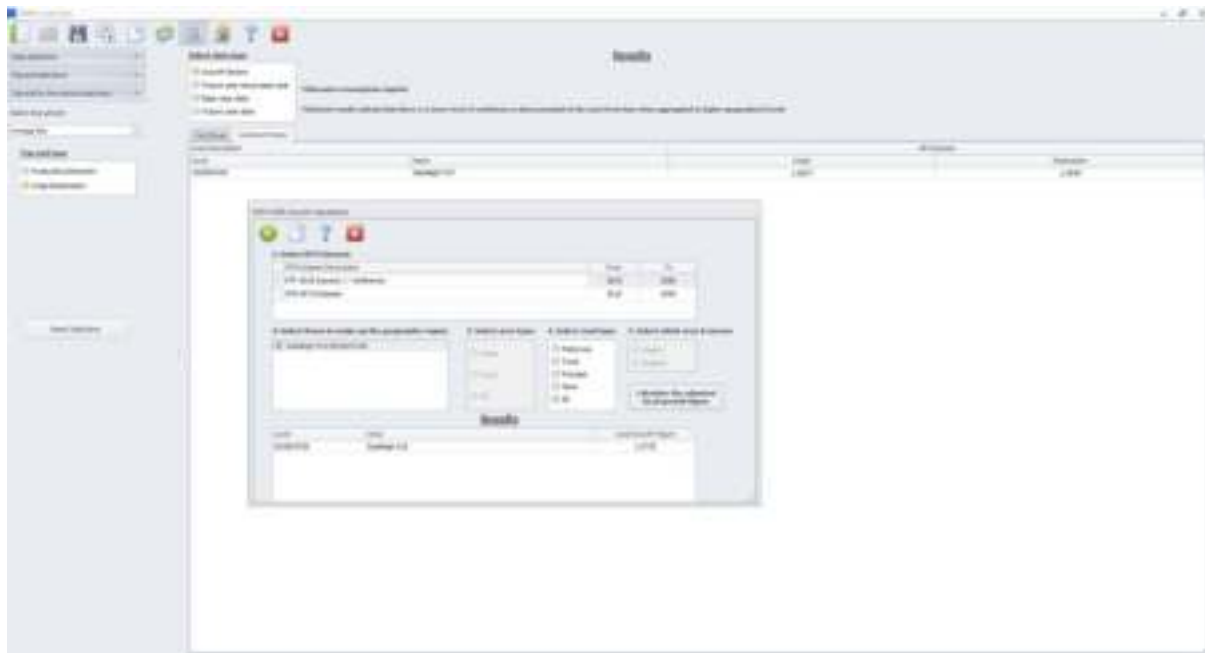
AM Growth Rate:



PM Growth Rate:



Average Day Growth Rate:



## 2018 – 2034

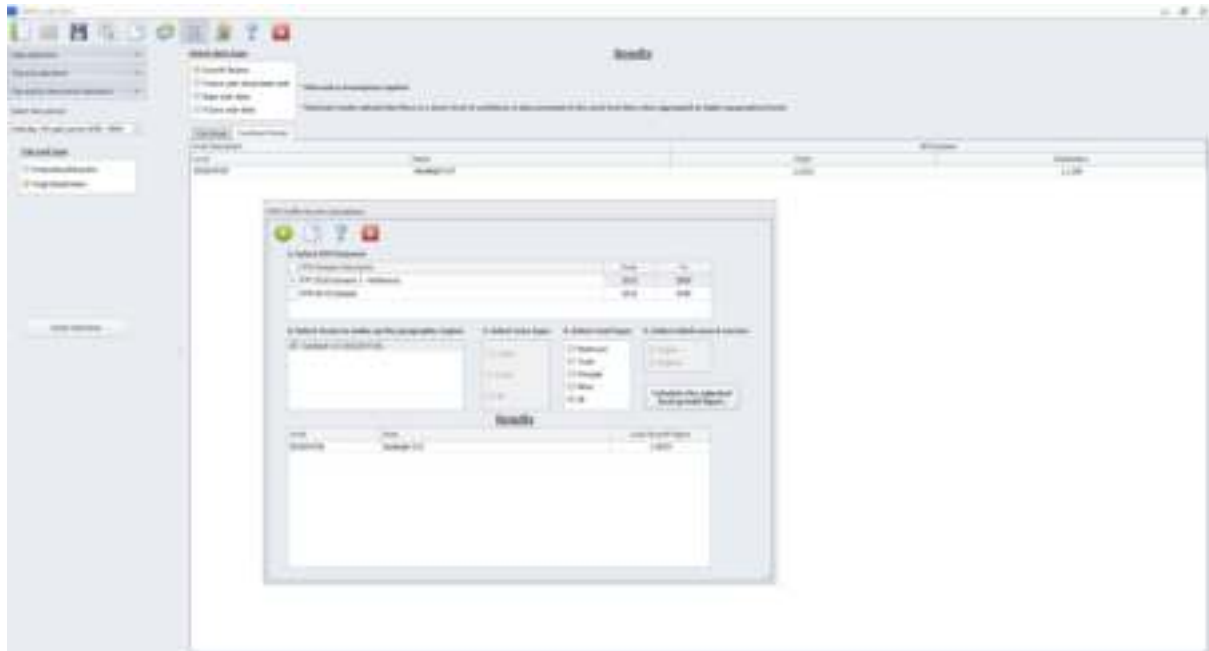
Alternative Assumptions:

Apply Alternative Assumptions

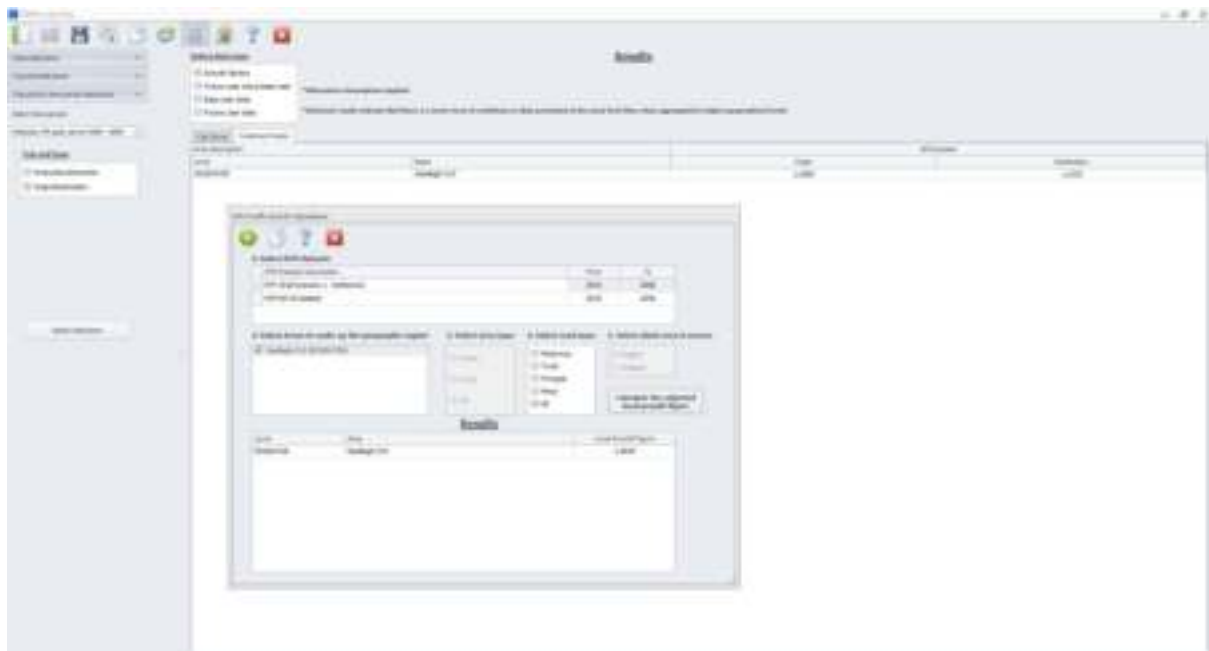
Normalise Alternative Assumptions

Area	Current Assumptions				Alternative Assumptions			
	Base HR1	Base Jobs	Future HR1	Future Jobs	Base HR1	Base Jobs	Future HR1	Future Jobs
Eastleigh 015 (E02004726)	2744	7073	3194	7438	2744	7073	2744	7438

AM Growth Rate:



PM Growth Rate:



Average Day Growth Rate:



## **APPENDIX E.** Junctions 10 Outputs

Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.0.1.1519 © Copyright TRL Software Limited, 2021
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

**Filename:** Hamble Lane - Site Access.j10  
**Path:** T:\Projects\13000 Series\13040ITB Hamble Airfield\Tech\Junction Assessments\Picady  
**Report generation date:** 30/11/2021 13:21:52

- »2023 With Development , AM
- »2023 With Development , PM
- »2030 With Development , AM
- »2030 With Development , PM
- »2034 With Development , AM
- »2034 With Development , PM

**Summary of junction performance**

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
<b>2023 With Development</b>						
Stream B-AC	0.1	40.13	0.06	0.1	24.57	0.13
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
<b>2030 With Development</b>						
Stream B-AC	0.1	44.56	0.10	0.2	26.74	0.14
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
<b>2034 With Development</b>						
Stream B-AC	0.1	43.93	0.06	0.2	27.92	0.15
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.*

**File summary**

**File Description**

<b>Title</b>	
<b>Location</b>	
<b>Site number</b>	
<b>Date</b>	16/09/2021
<b>Version</b>	
<b>Status</b>	(new file)
<b>Identifier</b>	
<b>Client</b>	
<b>Jobnumber</b>	
<b>Enumerator</b>	I-TRANSPORT\basingstoke.hotdesk
<b>Description</b>	

### Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

### Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2023 With Development	AM	ONE HOUR	00:00	01:30	15
D8	2023 With Development	PM	ONE HOUR	00:00	01:30	15
D9	2030 With Development	AM	ONE HOUR	00:00	01:30	15
D10	2030 With Development	PM	ONE HOUR	00:00	01:30	15
D11	2034 With Development	AM	ONE HOUR	00:00	01:30	15
D12	2034 With Development	PM	ONE HOUR	00:00	01:30	15

### Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

# 2023 With Development , AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.26	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.26	A

## Arms

### Arms

Arm	Name	Description	Arm type
A	Hamble Lane North		Major
B	Site Access		Minor
C	Hamble Lane South		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Hamble Lane South	6.00			120.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

### Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.65	36	34

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	539	0.098	0.248	0.156	0.354
B-C	687	0.105	0.266	-	-
C-B	643	0.249	0.249	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2023 With Development	AM	ONE HOUR	00:00	01:30	15



Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hamble Lane North		✓	905	100.000
B - Site Access		✓	5	100.000
C - Hamble Lane South		✓	572	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A - Hamble Lane North	B - Site Access	C - Hamble Lane South
From	A - Hamble Lane North	0	26	879
	B - Site Access	5	0	0
	C - Hamble Lane South	572	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - Hamble Lane North	B - Site Access	C - Hamble Lane South
From	A - Hamble Lane North	0	23	2
	B - Site Access	100	0	0
	C - Hamble Lane South	2	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.06	40.13	0.1	E
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	150	0.025	4	0.0	24.536	C
C-AB	0	465	0.000	0	0.0	0.000	A
C-A	431			431			
A-B	20			20			
A-C	661			661			

**00:15 - 00:30**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	127	0.035	4	0.0	29.325	D
C-AB	0	431	0.000	0	0.0	0.000	A
C-A	514			514			
A-B	23			23			
A-C	790			790			

**00:30 - 00:45**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	95	0.058	5	0.1	40.055	E
C-AB	0	385	0.000	0	0.0	0.000	A
C-A	630			630			
A-B	29			29			
A-C	967			967			

**00:45 - 01:00**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	95	0.058	6	0.1	40.131	E
C-AB	0	385	0.000	0	0.0	0.000	A
C-A	630			630			
A-B	29			29			
A-C	967			967			

**01:00 - 01:15**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	127	0.035	5	0.0	29.389	D
C-AB	0	431	0.000	0	0.0	0.000	A
C-A	514			514			
A-B	23			23			
A-C	790			790			

**01:15 - 01:30**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	150	0.025	4	0.0	24.585	C
C-AB	0	465	0.000	0	0.0	0.000	A
C-A	431			431			
A-B	20			20			
A-C	661			661			

# 2023 With Development , PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.30	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.30	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2023 With Development	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hamble Lane North		✓	893	100.000
B - Site Access		✓	20	100.000
C - Hamble Lane South		✓	721	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A - Hamble Lane North	B - Site Access	C - Hamble Lane South
From	A - Hamble Lane North	0	0	893
	B - Site Access	20	0	0
	C - Hamble Lane South	721	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - Hamble Lane North	B - Site Access	C - Hamble Lane South
From	A - Hamble Lane North	0	0	1
	B - Site Access	0	0	0
	C - Hamble Lane South	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.13	24.57	0.1	C
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	286	0.053	15	0.1	13.282	B
C-AB	0	474	0.000	0	0.0	0.000	A
C-A	543			543			
A-B	0			0			
A-C	672			672			

#### 00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	236	0.076	18	0.1	16.460	C
C-AB	0	441	0.000	0	0.0	0.000	A
C-A	649			649			
A-B	0			0			
A-C	803			803			

#### 00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	169	0.131	22	0.1	24.484	C
C-AB	0	396	0.000	0	0.0	0.000	A
C-A	794			794			
A-B	0			0			
A-C	983			983			

#### 00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	169	0.131	22	0.1	24.565	C
C-AB	0	396	0.000	0	0.0	0.000	A
C-A	794			794			
A-B	0			0			
A-C	983			983			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	236	0.076	18	0.1	16.514	C
C-AB	0	441	0.000	0	0.0	0.000	A
C-A	649			649			
A-B	0			0			
A-C	803			803			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	286	0.053	15	0.1	13.316	B
C-AB	0	474	0.000	0	0.0	0.000	A
C-A	543			543			
A-B	0			0			
A-C	672			672			

# 2030 With Development , AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.45	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.45	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2030 With Development	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hamble Lane North		✓	935	100.000
B - Site Access		✓	8	100.000
C - Hamble Lane South		✓	590	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A - Hamble Lane North	B - Site Access	C - Hamble Lane South
From	A - Hamble Lane North	0	29	906
	B - Site Access	8	0	0
	C - Hamble Lane South	590	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - Hamble Lane North	B - Site Access	C - Hamble Lane South
From	A - Hamble Lane North	0	31	2
	B - Site Access	100	0	0
	C - Hamble Lane South	2	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.10	44.56	0.1	E
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	146	0.041	6	0.0	25.579	D
C-AB	0	458	0.000	0	0.0	0.000	A
C-A	444			444			
A-B	22			22			
A-C	682			682			

#### 00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	123	0.059	7	0.1	31.161	D
C-AB	0	424	0.000	0	0.0	0.000	A
C-A	530			530			
A-B	26			26			
A-C	814			814			

#### 00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	90	0.098	9	0.1	44.391	E
C-AB	0	376	0.000	0	0.0	0.000	A
C-A	649			649			
A-B	32			32			
A-C	997			997			

#### 00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	90	0.098	9	0.1	44.564	E
C-AB	0	376	0.000	0	0.0	0.000	A
C-A	649			649			
A-B	32			32			
A-C	997			997			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	7	123	0.059	7	0.1	31.291	D
C-AB	0	424	0.000	0	0.0	0.000	A
C-A	530			530			
A-B	26			26			
A-C	814			814			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	146	0.041	6	0.0	25.666	D
C-AB	0	458	0.000	0	0.0	0.000	A
C-A	444			444			
A-B	22			22			
A-C	682			682			



# 2030 With Development , PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.32	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.32	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2030 With Development	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hamble Lane North		✓	922	100.000
B - Site Access		✓	20	100.000
C - Hamble Lane South		✓	745	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A - Hamble Lane North	B - Site Access	C - Hamble Lane South
From	A - Hamble Lane North	0	0	922
	B - Site Access	20	0	0
	C - Hamble Lane South	745	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - Hamble Lane North	B - Site Access	C - Hamble Lane South
From	A - Hamble Lane North	0	0	1
	B - Site Access	0	0	0
	C - Hamble Lane South	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.14	26.74	0.2	D
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	277	0.054	15	0.1	13.695	B
C-AB	0	469	0.000	0	0.0	0.000	A
C-A	561			561			
A-B	0			0			
A-C	694			694			

#### 00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	227	0.079	18	0.1	17.225	C
C-AB	0	435	0.000	0	0.0	0.000	A
C-A	669			669			
A-B	0			0			
A-C	829			829			

#### 00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	157	0.141	22	0.2	26.636	D
C-AB	0	388	0.000	0	0.0	0.000	A
C-A	820			820			
A-B	0			0			
A-C	1015			1015			

#### 00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	157	0.141	22	0.2	26.743	D
C-AB	0	388	0.000	0	0.0	0.000	A
C-A	820			820			
A-B	0			0			
A-C	1015			1015			

**01:00 - 01:15**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	227	0.079	18	0.1	17.293	C
C-AB	0	435	0.000	0	0.0	0.000	A
C-A	669			669			
A-B	0			0			
A-C	829			829			

**01:15 - 01:30**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	277	0.054	15	0.1	13.729	B
C-AB	0	469	0.000	0	0.0	0.000	A
C-A	561			561			
A-B	0			0			
A-C	694			694			

# 2034 With Development , AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.28	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.28	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2034 With Development	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hamble Lane North		✓	944	100.000
B - Site Access		✓	5	100.000
C - Hamble Lane South		✓	598	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A - Hamble Lane North	B - Site Access	C - Hamble Lane South
From	A - Hamble Lane North	0	26	918
	B - Site Access	5	0	0
	C - Hamble Lane South	598	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - Hamble Lane North	B - Site Access	C - Hamble Lane South
From	A - Hamble Lane North	0	23	2
	B - Site Access	100	0	0
	C - Hamble Lane South	2	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.06	43.93	0.1	E
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	145	0.026	4	0.0	25.455	D
C-AB	0	457	0.000	0	0.0	0.000	A
C-A	450			450			
A-B	20			20			
A-C	691			691			

#### 00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	121	0.037	4	0.0	30.920	D
C-AB	0	422	0.000	0	0.0	0.000	A
C-A	537			537			
A-B	23			23			
A-C	825			825			

#### 00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	87	0.063	5	0.1	43.829	E
C-AB	0	374	0.000	0	0.0	0.000	A
C-A	658			658			
A-B	29			29			
A-C	1011			1011			

#### 00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	87	0.063	5	0.1	43.932	E
C-AB	0	374	0.000	0	0.0	0.000	A
C-A	658			658			
A-B	29			29			
A-C	1011			1011			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	121	0.037	5	0.0	30.999	D
C-AB	0	422	0.000	0	0.0	0.000	A
C-A	537			537			
A-B	23			23			
A-C	825			825			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	4	145	0.026	4	0.0	25.510	D
C-AB	0	457	0.000	0	0.0	0.000	A
C-A	450			450			
A-B	20			20			
A-C	691			691			

# 2034 With Development , PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.32	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.32	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2034 With Development	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Hamble Lane North		✓	936	100.000
B - Site Access		✓	20	100.000
C - Hamble Lane South		✓	756	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A - Hamble Lane North	B - Site Access	C - Hamble Lane South
From	A - Hamble Lane North	0	0	936
	B - Site Access	20	0	0
	C - Hamble Lane South	756	0	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A - Hamble Lane North	B - Site Access	C - Hamble Lane South
From	A - Hamble Lane North	0	0	1
	B - Site Access	0	0	0
	C - Hamble Lane South	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.15	27.92	0.2	D
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	274	0.055	15	0.1	13.900	B
C-AB	0	466	0.000	0	0.0	0.000	A
C-A	569			569			
A-B	0			0			
A-C	704			704			

#### 00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	222	0.081	18	0.1	17.617	C
C-AB	0	432	0.000	0	0.0	0.000	A
C-A	679			679			
A-B	0			0			
A-C	841			841			

#### 00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	151	0.146	22	0.2	27.791	D
C-AB	0	384	0.000	0	0.0	0.000	A
C-A	832			832			
A-B	0			0			
A-C	1030			1030			

#### 00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	151	0.146	22	0.2	27.915	D
C-AB	0	384	0.000	0	0.0	0.000	A
C-A	832			832			
A-B	0			0			
A-C	1030			1030			



01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18	222	0.081	18	0.1	17.686	C
C-AB	0	432	0.000	0	0.0	0.000	A
C-A	679			679			
A-B	0			0			
A-C	841			841			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15	274	0.055	15	0.1	13.938	B
C-AB	0	466	0.000	0	0.0	0.000	A
C-A	569			569			
A-B	0			0			
A-C	704			704			

Junctions 10
ARCADY 10 - Roundabout Module
Version: 10.0.1.1519 © Copyright TRL Software Limited, 2021
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Filename: Hamble Lane\_Hound Road roundabout.j10

Path: T:\Projects\13000 Series\13040ITB Hamble Airfield\Tech\Junction Assessments\Arcady

Report generation date: 30/11/2021 13:26:48

### «2030 With Development, AM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

### Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
<b>2023 Without Development</b>										
1 - Hamble Lane (N)	D1	1.7	6.37	0.63	A	D2	2.0	6.78	0.67	A
2 - Hamble Lane (S)		0.7	3.45	0.43	A		1.3	4.69	0.56	A
3 - Hound Road		1.6	8.75	0.62	A		1.1	7.48	0.53	A
<b>2030 Without Development</b>										
1 - Hamble Lane (N)	D3	1.9	6.83	0.65	A	D4	2.2	7.36	0.69	A
2 - Hamble Lane (S)		0.8	3.54	0.44	A		1.4	4.93	0.58	A
3 - Hound Road		1.8	9.46	0.65	A		1.2	7.99	0.55	A
<b>2034 Without Development</b>										
1 - Hamble Lane (N)	D5	1.9	7.06	0.66	A	D6	2.3	7.67	0.70	A
2 - Hamble Lane (S)		0.8	3.58	0.45	A		1.4	5.05	0.59	A
3 - Hound Road		1.9	9.83	0.66	A		1.3	8.25	0.56	A
<b>2023 With Development</b>										
1 - Hamble Lane (N)	D7	1.9	6.88	0.65	A	D8	2.0	6.78	0.67	A
2 - Hamble Lane (S)		0.8	3.51	0.43	A		1.3	4.83	0.57	A
3 - Hound Road		1.7	8.89	0.63	A		1.1	7.70	0.53	A
<b>2030 With Development</b>										
1 - Hamble Lane (N)	D9	2.1	7.46	0.68	A	D10	2.2	7.36	0.69	A
2 - Hamble Lane (S)		0.8	3.66	0.45	A		1.4	5.08	0.59	A
3 - Hound Road		1.9	9.78	0.66	A		1.2	8.24	0.56	A
<b>2034 With Development</b>										
1 - Hamble Lane (N)	D11	2.2	7.69	0.69	A	D12	2.3	7.67	0.70	A
2 - Hamble Lane (S)		0.8	3.65	0.45	A		1.5	5.21	0.60	A
3 - Hound Road		1.9	10.02	0.66	B		1.3	8.52	0.57	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

## File summary

### File Description

Title	
Location	
Site number	
Date	15/09/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\londonhotdesk
Description	

## Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

## Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

## Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

## Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2030 With Development	AM	ONE HOUR	07:45	09:15	15	✓

# 2030 With Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Hamble Lane / Hound Road roundabout	Standard Roundabout		1, 2, 3	6.87	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.87	A

## Arms

### Arms

Arm	Name	Description	No give-way line
1	Hamble Lane (N)		
2	Hamble Lane (S)		
3	Hound Road		

### Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Hamble Lane (N)	3.45	7.27	24.1	20.7	28.8	26.5		
2 - Hamble Lane (S)	3.34	8.03	21.6	34.1	28.8	23.2		
3 - Hound Road	2.93	6.00	10.4	37.1	28.8	20.4		

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Hamble Lane (N)	0.692	1839
2 - Hamble Lane (S)	0.720	1932
3 - Hound Road	0.623	1441

The slope and intercept shown above include any corrections and adjustments.

## Traffic Demand

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Hamble Lane (N)		ONE HOUR	✓	929	100.000
2 - Hamble Lane (S)		ONE HOUR	✓	732	100.000
3 - Hound Road		ONE HOUR	✓	635	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To		
	1 - Hamble Lane (N)	2 - Hamble Lane (S)	3 - Hound Road
1 - Hamble Lane (N)	2	831	96
2 - Hamble Lane (S)	508	0	224
3 - Hound Road	259	367	9

## Vehicle Mix

### Heavy Vehicle Percentages

From	To		
	1 - Hamble Lane (N)	2 - Hamble Lane (S)	3 - Hound Road
1 - Hamble Lane (N)	0	3	3
2 - Hamble Lane (S)	4	0	1
3 - Hound Road	1	1	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Hamble Lane (N)	0.68	7.46	2.1	A	852	1278
2 - Hamble Lane (S)	0.45	3.66	0.8	A	672	1008
3 - Hound Road	0.66	9.78	1.9	A	583	874

### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Hamble Lane (N)	699	175	281	1594	0.439	696	577	0.0	0.8	3.994	A
2 - Hamble Lane (S)	551	138	80	1817	0.303	549	897	0.0	0.4	2.837	A
3 - Hound Road	478	120	383	1182	0.405	475	247	0.0	0.7	5.078	A

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Hamble Lane (N)	835	209	337	1557	0.536	834	691	0.8	1.1	4.968	A
2 - Hamble Lane (S)	658	165	96	1805	0.365	658	1075	0.4	0.6	3.135	A
3 - Hound Road	571	143	458	1133	0.504	569	295	0.7	1.0	6.370	A

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Hamble Lane (N)	1023	256	412	1506	0.679	1019	845	1.1	2.1	7.336	A
2 - Hamble Lane (S)	806	202	117	1790	0.450	805	1313	0.6	0.8	3.652	A
3 - Hound Road	699	175	561	1067	0.655	696	361	1.0	1.8	9.601	A

**08:30 - 08:45**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Hamble Lane (N)	1023	256	413	1505	0.680	1023	847	2.1	2.1	7.461	A
2 - Hamble Lane (S)	806	202	117	1790	0.450	806	1319	0.8	0.8	3.659	A
3 - Hound Road	699	175	562	1067	0.655	699	362	1.8	1.9	9.777	A

**08:45 - 09:00**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Hamble Lane (N)	835	209	340	1555	0.537	839	694	2.1	1.2	5.054	A
2 - Hamble Lane (S)	658	165	96	1805	0.365	659	1082	0.8	0.6	3.144	A
3 - Hound Road	571	143	459	1133	0.504	574	296	1.9	1.0	6.487	A

**09:00 - 09:15**

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Hamble Lane (N)	699	175	284	1593	0.439	701	580	1.2	0.8	4.042	A
2 - Hamble Lane (S)	551	138	81	1816	0.303	552	904	0.6	0.4	2.847	A
3 - Hound Road	478	120	384	1181	0.405	479	248	1.0	0.7	5.145	A

