



LAND EAST OF COLLEGE ROAD, CAMPDOWN

TRANSPORT ASSESSMENT

June 2023

Dandara Southern Ltd

RESIDENTIAL DEVELOPMENT
LAND EAST OF COLLEGE ROAD
CAMPDOWN

TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

<i>Document No:</i>	147.0008/TA/1	
<i>Status:</i>	Original	
	<i>Name</i>	<i>Date</i>
<i>Prepared by:</i>	Caitlin Turley	May 2023
<i>Checked by:</i>	Jessica Miller	May 2023
<i>Approved by:</i>	Mark Smith	June 2023

Revision Record

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Aprvd</i>

Disclaimer

This document has been prepared in accordance with the scope of Paul Basham Associates Ltd's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole use and reliance of Paul Basham Associates clients. Paul Basham Associates accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part), use or rely on the contents of this document, without the prior written permission of a Director of Paul Basham Associates. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Paul Basham Associates Limited 2022



Dandara Southern
Roman House
South Hampshire Industrial Estate
Eddystone Road
Totton
Southampton
SO40 3SA



Paul Basham Associates Ltd
The Bothy
Cams Hall Estate
Fareham
Hampshire
PO16 8UT

**RESIDENTIAL DEVELOPMENT
LAND EAST OF COLLEGE ROAD
CAMPDOWN**

TRANSPORT ASSESSMENT

Contents

1.	INTRODUCTION	3
2.	PLANNING POLICY	7
3.	EXISTING SITE CONDITIONS	15
4.	SITE ACCESSIBILITY	21
5.	DEVELOPMENT PROPOSALS.....	27
6.	TRIP GENERATION	31
7.	VEHICLE TRIP DISTRIBUTION	34
8.	ACTIVE MODES AND PUBLIC TRANSPORT DISTRIBUTION	36
9.	TRAFFIC SURVEYS, MODELLING SCENARIOS AND COMMITTED DEVELOPMENTS.....	38
10.	JUNCTION CAPACITY ASSESSMENT AND HIGHWAY IMPACT.....	40
11.	OFFSITE WORKS	52
12.	SUMMARY AND CONCLUSIONS.....	55

Figures

Figure 1:	Site Location.....	3
Figure 2:	Proposed Cycling Network (LCWIP).....	13
Figure 3:	Location of PIA Data Accidents	19
Figure 4:	Public Rights of Way Map (Source: HCC).....	23
Figure 5:	Cycle Routes in the Vicinity of Site	24
Figure 6:	Location of Local Junctions Requiring Assessment.....	40

Tables

Table 1:	Local Amenities and Facilities	21
Table 2:	Bus routes	25
Table 3:	Area Schedule.....	27
Table 4:	Car Parking Standards	29
Table 5:	Vehicle Trip Rates and Trip Generation.....	31
Table 6:	Vehicle Trip Rates and Trip Generation	32
Table 7:	Multi Model Trip Rates.....	32
Table 8:	Multi Modal Trip Generation.....	32
Table 9:	Agreed Trip Distributions.....	34
Table 10:	Route Assignment	35
Table 11:	TEMPO Growth	39
Table 12:	Site Access Capacity Assessment.....	42
Table 13:	Purbrook Way/College Road as Built.....	43

Table 14: Stakes Hill/Purbrook Way Roundabout Capacity Assessment	44
Table 15: A3(M) Roundabouts – Existing Configuration (2025 scenarios)	45
Table 16: A3(M) Roundabouts – Existing Configuration (2033 scenarios)	46
Table 17: ASDA Roundabout Junction Capacity	48
Table 18: Crookhorn Lane / Portsdown hill Road Junction Capacity Results.....	50
Table 19: Crookhorn Lane/Portsdown Hill – Improved Configuration	51

Appendices

Appendix A – Site Masterplan
Appendix B – Pre-application Responses
Appendix C – Personal Injury Accident Data
Appendix D – Site Access Design
Appendix E – Site Access Swept Paths
Appendix F – Trip Rates
Appendix G – Census Data
Appendix H – Trip Distribution Diagrams
Appendix I – Traffic Counts and Queue Lengths
Appendix J – Site Access Junction Modelling Results
Appendix K – College Road / Purbrook Way Junction Modelling Results
Appendix L – Stakes Roundabout Junction Modelling Results
Appendix M – A3(M) Roundabouts Junction Modelling Results
Appendix N– Asda Roundabout Junction Modelling Results
Appendix O – Existing Portsdown Hill Road / College Road Junction Modelling Results
Appendix P – Portsdown Hill Road / College Road Proposed Mitigation
Appendix Q – Improved Portsdown Hill Road / College Road Junction Modelling Results
Appendix R – Proposed Bus Stop and Shared Cycle/footway Proposals

1. INTRODUCTION

- 1.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Dandara Southern to support a full planning application for a residential development comprising 628 dwellings along with ancillary community use, associated landscaping and parking on Land at College Road, Campdown.
- 1.2 The site is situated within the Borough of Havant and is bound by College Road to the west, Havant South Downs College to the north, the A3(M) motorway to the east and greenspace to the south. The site location is shown below in **Figure 1**, with an indicative masterplan included in **Appendix A**.

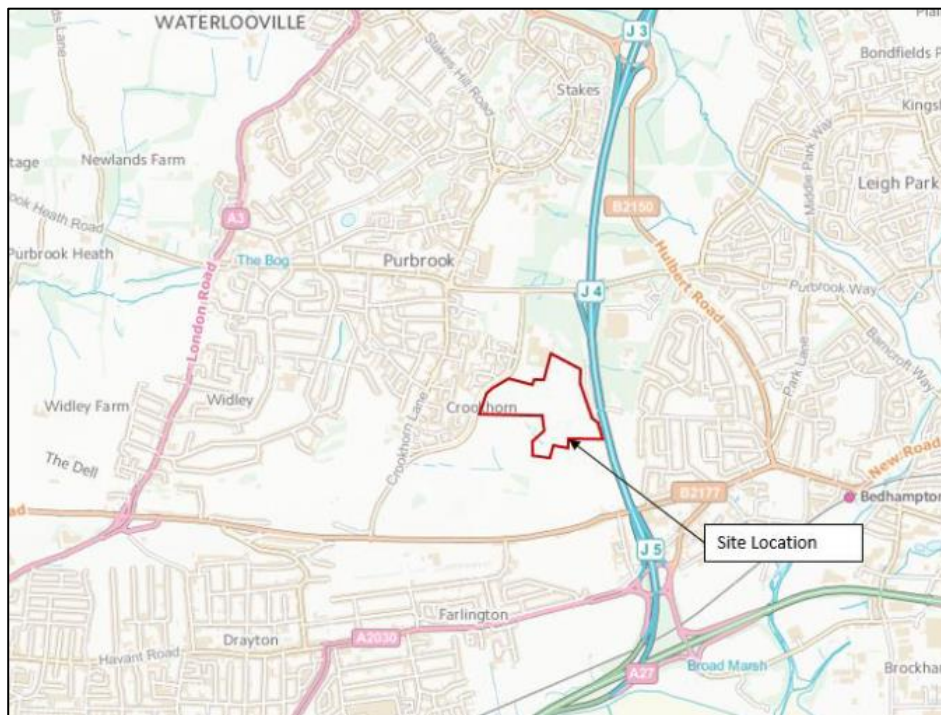


Figure 1: Site Location

- 1.3 Paul Basham Associates have prepared a Full Travel Plan (TP) and Walking, Cycling and Horse-Riding Assessment and review (WCHAR) in conjunction with this application. These reports should be read alongside this TA.

Site History

- 1.4 In October 2019, a hybrid application (APP/19/01101) (which remains live) sought full planning consent for 130 dwellings and access and outline planning for a further 650 dwellings, totalling 780 dwellings at the proposed development site. This application was submitted by Persimmon Homes. As part of this, a Transport Assessment and Travel Plan were submitted to support the application. Within the Transport Assessment, several junctions in the vicinity of the development site were modelled using 2016 and 2011 data, which had a TEMPro Growth Factor applied to generate a future year of 2029 (and 2026 for the ASDA roundabout) based on 780 dwellings. Responses were received from National Highways (NH), Portsmouth City Council (PCC) and Hampshire Highways (HCC).
- 1.5 At present this application is still undetermined. This TA has therefore been informed by the previous work completed along with addressing comments from NH, PCC and HCC.

Scoping Discussions

- 1.6 HCC are responsible for the majority of roads in the vicinity of the site, whilst NH are responsible for the A3(M). In addition, PCC manage Portsdown Hill Road, located to the south of the site. Therefore, all three stakeholders have been engaged prior to the submission of this planning application.
- 1.7 With consideration to the responses received from PCC, NH and HCC on the previous planning application, the modelling for the surrounding junctions were updated. This included updated turning counts undertaken in February 2022 following the lapsed time between applications. The comments received from NH, HCC and PCC were also taken into consideration, with a Modelling Review Technical Note (ref: 147.0008/TN/1) submitted to all parties for 2022 based on 650 units, which responded to each comment in turn and provided updated modelling outputs. In response, HCC, NH and PCC provided further comments on the proposals and the updated modelling results. These responses are contained within **Appendix B**. In addition, a pre-application meeting was attended with HCC on 26th January 2023 along with a NH meeting on 6th April. These discussions have been used to inform the scope of this Transport Assessment.

Vision

- 1.8 In line with paragraph 15 of the DfT Circular 01/2022, the vision for the site has been developed to demonstrate that it supports the policies set out within this document to encourage less private car trips and improve uptake of sustainable modes of transport.
- 1.9 The vision for the proposed development is to provide a high-quality environment which promotes a healthy lifestyle with access to open space and reduces the need for the private car as much as possible. The development will support active travel through providing walking and cycling facilities and links to

existing public transport services through contributions and S278 works. This includes the creation of a shared cycle/footway along the eastern side of College Road along the site frontage.

1.10 To support this vision, the proposed development transport strategy objectives are set out below:

- Provide clear and legible hierarchy of streets which allows permeability through the site, enabling existing and future connections to the surrounding area.
- Provide high quality cycle and pedestrian networks and infrastructure throughout the site.
- Providing a new shared cycle / footway along the site frontage on College Road.
- Creating a new cut through from College Road to Atlantis Avenue to improve permeability and connectivity towards Crookhorn Village and its associated facilities.
- Improving the Portsdown Hill Road junction and considering cyclist and pedestrians to make it a more attractive and safer place for non-motorised road users.
- Provision of tactile paving at the A3(M) double roundabout on the B&Q access to aid east-west crossing.
- Creation of a new signalised crossing point on Portsdown Hill Road and College Road (near the site access).
- Provision of community and open space on site to reduce the need for residents to travel.
- Provide new high quality bus stop on College Road.
- Provide secure, covered and accessible cycle parking.
- Support use of electric vehicles and bikes through provision of electric charging points.
- Implement a suite of Travel Planning measures for future residents to encourage a modal shift away from private car use.

Report Structure

1.11 Following this introduction, the structure of the Transport Assessment is set out below.

- Planning Policy;
- Existing site conditions;
- Site Accessibility;
- Development Proposals;
- Vehicle Trip Generation;
- Vehicle Trip Distribution;
- Active Modes and Public Transport Distribution;
- Traffic Surveys, Modelling Scenarios and Committed Developments;
- Junction Capacity Assessments and Highway Impact; *and*
- Summary and Conclusions.

1.12 This Transport Assessment has been written in consideration of the NPPF, the Department for Transport Circular 01/2022, and the Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements'.

2. PLANNING POLICY

2.1 The proposed development, its layout and supplementary reports have been prepared in accordance with national, regional and local policy, including:

- National Planning Policy Framework (NPPF) (July 2021);
- LTN 1/20 Cycle Infrastructure Design (July 2020);
- Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements';
- DfT Circular 01/2022.
- Hampshire County Council Local Transport Plan 3 (LTP 3) (2011-2031);
- Hampshire County Council's Draft Local Transport Plan 4 (LTP4);
- Havant Borough Council Core Strategy (2011);
- Havant Borough Council Local Cycling and Walking Infrastructure Plan (LCWIP); and

National Planning Policy Framework

2.2 The NPPF (July 2021) acts as the central guidance for development planning and replaces national planning policy guidance including Planning Policy Guidance 13 (PPG13): Transport. The following NPPF paragraphs are relevant to this Transport Assessment:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
a) <i>The potential impacts of development on transport networks can be addressed;</i> b) <i>Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;</i> c) <i>Opportunities to promote walking, cycling and public transport use are identified and pursued;</i> d) <i>The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and</i> e) <i>Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.</i>
(NPPF Para.104)
The planning system should actively manage patterns of growth in support these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.
(NPPF Para.105)
Development should only be prevented or refused on highway grounds if there was an unacceptable impact on highway safety, or residual cumulative impacts on the road network would be severe.
(NPPF Para.111)
All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
(NPPF Para. 113)

LTN 1/20 Cycle Infrastructure Design (July 2020)

2.3 LTN 1/20 provides guidance to local authorities on delivering high quality, cycle infrastructure including:

- Planning for cycling
- Space for cycling within highways
- Transitions between carriageways, cycle lanes and cycle tracks
- Junctions and crossings
- Cycle parking and other equipment
- Planning and designing for commercial cycling
- Traffic signs and road markings
- Construction and maintenance

2.4 This Local Transport Note provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy. The scope of the document is limited to design matters. Further reading on related matters, helpful tools and advice on procedural issues are included in the Appendices. Local Transport Note (LTN) 1/20 replaces previous guidance on cycle infrastructure design provided by LTN 2/08, and accordingly LTN 2/08 is withdrawn.

Planning Practice Guidance ‘Travel Plans, Transport Assessments and Statements’

2.5 The Planning Practice Guidance ‘Travel Plans, Transport Assessments and Statements’ provides advice on when Transport Assessments and Transport Statements are required, and what they should contain.

DfT Circular 01/2022

2.6 The “Strategic Road network and the delivery of sustainable development” policy published by the DfT in December 2022 and is the policy of the secretary of state in relation to the Strategic Road Network. It sets out how National Highways engages with the planning system and fulfil its remit to be a delivery partner for sustainable economic growth, whilst maintain managing and operating a safe and efficient strategic road network. The relevant section of this document are set out below.

New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. In this regard, recent research on the location of development found that walking times between new homes and a range of key amenities regularly exceeded 30 minutes, reinforcing car dependency. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas.

(Paragraph 12)

Successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries. The company will support development promoters and local authorities in applying the principles of Manual for Streets, the National Design Guide on Movement, inclusive mobility and local transport note 1/20 to ensure priority is given to pedestrian and cycle movements, and that well-considered parking, servicing and utilities infrastructure for all users is incorporated into development proposals.

(Paragraph 17)

Capacity enhancements such as modifications to existing junctions or road widening to facilitate development should be determined on a case-by-case basis. The general principle should be accepted where proposals would include measures to improve community connectivity and public transport accessibility, and this will be weighed against any negative safety, traffic flow, environmental and deliverability considerations, impacts on the permeability and attractiveness of local walking, wheeling and cycling routes, and alternative options to manage down the traffic impact of planned development or improve the local road network as a first preference.

(Paragraph 23)

The DMRB sets out the details of the Secretary of State's requirements for access, design and audit in the highway scheme design process to which development proposals must conform. In this regard, GG 104 (or its subsequent update) identifies the framework and approach for safety risk assessment to be applied when undertaking any activity that may have an impact on safety on the SRN. Moreover, a Walking, Cycling & Horse-Riding Assessment and Review in compliance with GG 142 must be completed during the options or concept stage of a development that proposes modifications to the SRN, which enables opportunities for new or improved facilities for pedestrians, cyclists and horse-riders to be identified. In turn, development promoters should prepare a preliminary design and Stage 1 Road Safety Audit (see GG 119) before planning permission is applied for, to demonstrate that road safety issues have been considered. Early engagement with the company is therefore encouraged to ensure that the above and further highway standards in the DMRB are appropriately addressed.

(Paragraph 25)

Where the company is requested to do so, it will engage with local planning authorities and development promoters at the pre-application stage on the scope of transport assessments/statements and travel plans. This process should determine the inputs and methodology relevant to establishing the potential impacts on the SRN and net zero principles that will inform the design and use of the scheme. Development promoters are strongly encouraged to engage with the company to resolve any potential issues and maximise opportunities for walking, wheeling, cycling, public transport and shared travel, as early as possible.

(Paragraph 47)

Where a transport assessment is required, this should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Where such development has not been identified in an up-to-date development plan (or an emerging plan that is at an advanced stage), developers should demonstrate that the development would be located in an area of high accessibility by sustainable transport modes and would not create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites.

(Paragraph 48)

A transport assessment for consideration by the company must also consider existing and forecast levels of traffic on the SRN, alongside any additional trips from committed developments that would impact on the same sections (link or junction) as the proposed development. Assumptions underpinning projected levels of traffic should be clearly stated to avoid the default factoring up of baseline traffic. The scenario(s) to be assessed, which depending on the development and local circumstances may include sensitivity testing, should be agreed with the company; where a scenario with particularly high or low growth is proposed, this should be supported by appropriate evidence. Planned improvements to the SRN or local road network should also be considered in any assessment where there is a high degree of certainty that this will be delivered.

(Paragraph 49)

An opening year assessment to include trips generated by the proposed development, forecasted growth and committed development shall be carried out to establish the residual transport impacts of a proposed development. For multi-phase developments, additional assessments shall be provided based on the opening of each phase.

(Paragraph 50)

Where a transport assessment indicates that a development would have an unacceptable safety impact or the residual cumulative impacts on the SRN would be severe, the developer must identify when, in relation to the occupation of the development, transport improvements become necessary.

(Paragraph 51)

The scope and phasing of necessary transport improvements will normally be defined by the company in planning conditions that seek to manage development in line with the completion of these works. In such circumstances, modifications to the SRN must have regard to the need to future-proof the network, while its delivery may require a funding agreement between the development promoter and the company.

(Paragraph 52)

As a result of investigations undertaken by the company, development promoter and/or local highway authority, it may become apparent that a different form of intervention would better address cumulative development impacts than the option(s) already identified through the plan-making process. In this situation, the company will work with the local planning authority and development promoter(s) to explore a cost sharing mechanism or the phased delivery of a more comprehensive scheme.

(Paragraph 53)

Hampshire County Council Local Transport Plan 3 (LTP 3)

- 2.7 HCC's Local Transport Plan 3 sets out HCC's transport strategy and identifies a range of policy objectives based on the three guiding principles of 'developing and supporting stronger communities, maximising wellbeing and enhancing quality of place'. The most relevant policy objectives to this TA are as follows:

Work with district authorities to agree coherent policy approaches to parking, including supporting targeted investment in 'park and ride' to provide an efficient and environmentally sustainable alternative means of access to town centres, with small-scale or informal park and ride arrangements being considered as well as major schemes.

(Policy Objective 2)

Promote, where they are stable and serve our other transport priorities, the installation of new transport technologies, including navigational aids, e-ticketing and smartcards, delivery of public transport information over the internet and on the move, and electric vehicle charging points.

(Policy Objective 3)

Work with bus and coach operators to grow bus travel, seek to remove barriers that prevent some people using buses where affordable and practical, and reduce dependence on the private car for journeys on inter- and intra-urban corridors.

(Policy Objective 4)

Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.

(Policy Objective 12)

To promote active travel modes and develop supporting infrastructure.

(Policy H)

- 2.8 The policies set out in the LTP3 will be adhered to through the provision of pedestrian infrastructure at the site, through the measures of the Travel Plan and supported within the WCHAR.

Hampshire County Council Draft Local Transport Plan 4 (LTP4)

- 2.9 Hampshire County Council have recently published a draft of the new LTP4 which will replace LTP3. The new draft LTP4 describes the transport vision for 2050, sets out transport policies covering all aspects of transport planning, delivery and operation and presents the approach to delivering the plan. The draft policies most relevant to the proposed development and this TA are as follows:

Deliver the infrastructure required to support a largescale shift towards walking and cycling for everyday trips.	<i>(Policy HP1)</i>
Widen participation and broaden the appeal of walking and cycling as a natural travel choice.	<i>(Policy HP3)</i>
Provide the infrastructure needed to enable reliable, frequent, fast and connected public transport trips.	<i>(Policy PT2)</i>
Integrate transport and strategic land-use planning to reduce the need to travel.	<i>(Policy DM1)</i>

- 2.10 These policies set out in the LTP4 mainly relate to walking and cycling and reducing the need to travel. This ties in with the comments received from HCC at the pre-application stage about supporting pedestrian and cycle connectivity surrounding the development site.

Havant Borough Council Core Strategy (2011)

- 2.11 HBC's Core Strategy sets out the planning framework for the Borough up until 2026. The following policies and objectives are relevant to this TA:

Planning permission will be granted for housing proposals that will: 1. Contribute to achieving a net total of 6,300 new dwellings between 2006 and 2026. 2. Deliver on average 30-40% affordable housing on sites of 15 dwellings (gross) or more and secure a suitable contribution, or on-site provision, equivalent to on average 30-40% on smaller housing developments 3. Ensure mixed communities are created through the planned distribution and avoidance of a concentration of affordable housing. 4. Achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form. (Policy CS9 - Housing)
Development will be permitted that: 1. Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy. 2. Does not increase congestion and promotes better use of existing transport networks. 3. Improves accessibility to goods, services and employment and promotes equality in the transport system. 4. Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network. 5. Ensures that highway design responds positively to the characteristics of the area and delivers a high-quality public realm for all users. 6. Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate. (Policy CS20 – Transport and Access Strategy)
Where new or improved infrastructure is essential for planning permission to be granted the council will require the on-site or off-site provision and/or contributions through planning obligations, agreements or tariffs in accordance with the relevant legislation for off-site provision. The need for contributions will depend on information and advice from infrastructure providers on the expected impacts of the development on all the infrastructure types. (Policy CS21 – Developer Requirements)
The council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures including: 1. Securing on-site and/or off-site interventions that promote integrated travel and access by non-motorised modes. 2. Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards. 3. Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the Hampshire Local Transport Plan and (where applicable) the relevant sub-regional transport strategy. 4. Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network and/or the amenity of the locality. 5. Ensuring that new developments are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges. (Policy DM11 – Planning for more Sustainable Travel)
New developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change by ensuring that, where relevant, the following criteria are met: 1. Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions in accordance with the Hampshire County Council Transport Contributions Policy. 2. The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications. 3. The submission of a transport statement must accompany planning applications to explain changes to travel demand. 4. A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. This bond will be held by the relevant local transport authority. 5. In relation to outline planning applications, a framework for the preparation of travel assessments and travel plans will be submitted with the planning application proposals. (Policy DM12 – Mitigating the impacts of Travel)
Residential development will only be permitted where it provides car parking and cycle storage in accordance with the standards set out in the Residential Car Parking and Cycle Provision Supplementary Planning Document. (Policy DM13 –Car and Cycle Parking on Residential Development)

2.12 The development proposals will incorporate a proportion of affordable housing in line with policy CS9 considering the location within the development design.

Havant Borough Council Local Cycling and Walking Infrastructure Plan (LCWIP)

- 2.13 HBC have worked with HCC and Sustrans to replace their former cycling and walking strategy with a LCWIP. The LCWIP, adopted 2023, acts as an evidence based for the improvement of existing and the development of future, cycling and walking networks across the borough; it also supports relevant funding bids for these infrastructure schemes. Where appropriate, this report has been considered for these proposals.
- 2.14 The LCWIP summarises key corridors where enhanced provision would be supported. **Figure 2** shows the proposed cycling network in and around Havant.

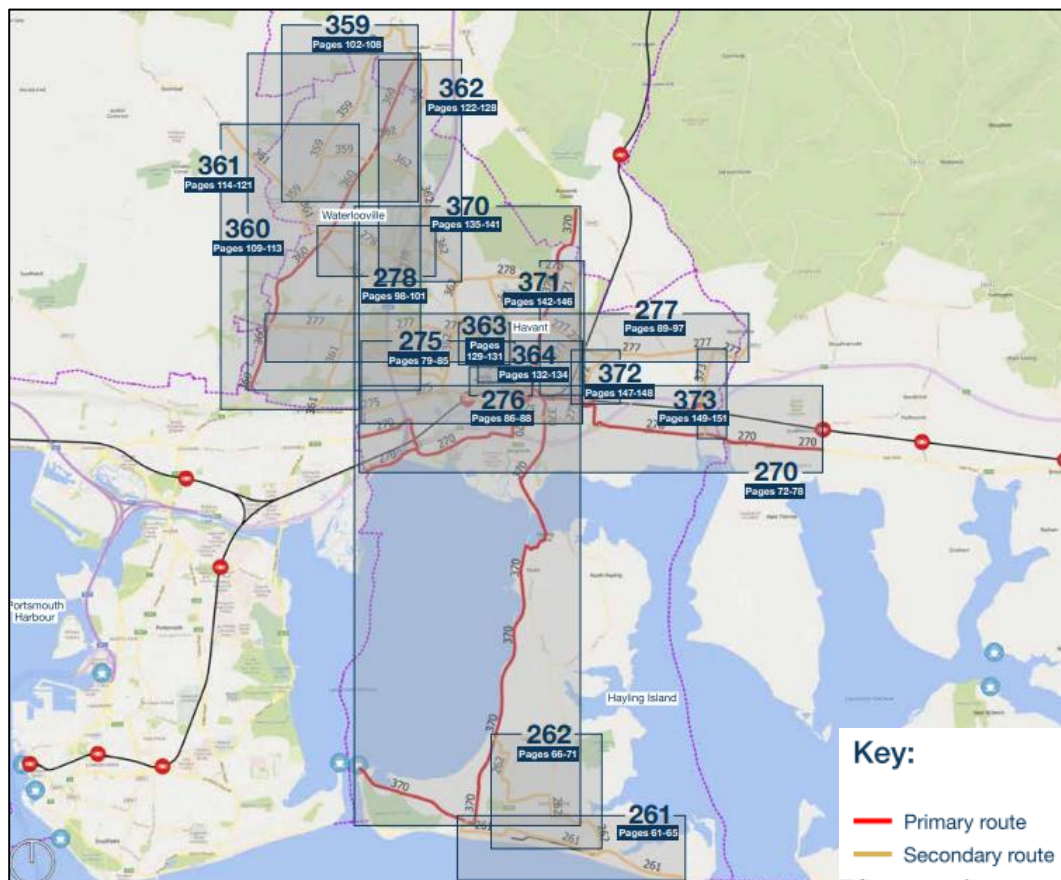


Figure 2: Proposed Cycling Network (LCWIP)

- 2.15 Route 275 is the route between Portsdown Hill Road and Warblington Station which currently lacks cycle infrastructure. The plan is to have a mix of on-road cycle lanes and shared use surfaces to improve the route and make cycling a viable option for commuters.
- 2.16 Route 361 is the route between Denmead and Portsdown Hill Road which follows a section of the NCN route 222. The plan is to increase the existing shared-use pathways to allow a more comfortable leisure experience for walkers and cyclists especially for those wishing to reach educational facilities.

2.17 Both the routes aforementioned are in proximity to the site and will be considered within this TA.

Planning Policy Summary

2.18 The proposals have been developed in accordance with the above policies to ensure the development can promote sustainable travel and make improvements to the surrounding infrastructure to enhance walking and cycling opportunities. Car and cycle parking requirements have been considered when designing the development and are discussed further in this TA.

3. EXISTING SITE CONDITIONS

- 3.1 The existing site is currently greenfield land and is located approximately 3.5km south of Waterlooville Town Centre and 4km west of Havant Town Centre. The site is bordered by College Road to the west, Havant South Downs College to the north, the A3(M) motorway to the east and greenspace to the south. There is an existing gated entrance onto College Road in the north-western corner of the site which is served by a vehicle cross-over, measuring circa 6.0m at its widest, shown in **Photograph 1**. There is a second pedestrian access at the south-western corner of the site in the form of a break in the hedge which leads to an informal path through the site, shown in **Photograph 2**.

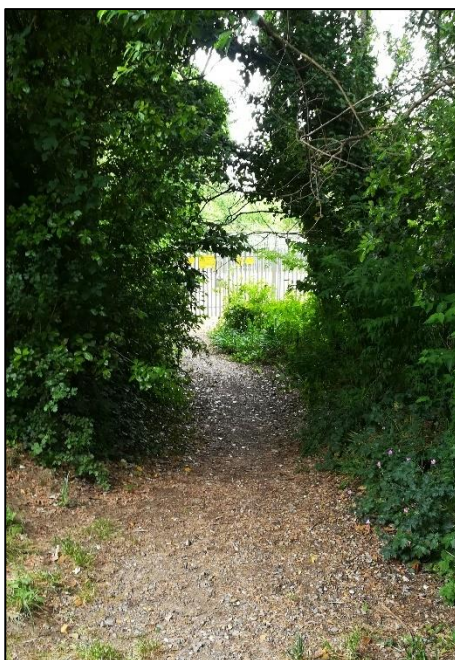


Photograph 1: Existing Site Access



Photograph 2: Existing Informal Pedestrian Access

- 3.2 In addition to these access points on the eastern side of the site, the bridge over the A3(M) also leads to a route into the site called Scratchface Lane, which continues north and south along the eastern border of the site.



Photograph 3: Existing Pedestrian Access from Scratchface Lane

Local Highways Network

College Road

- 3.3 The site will take access from College Road which is a single carriageway road measuring approximately 7m in width, as shown in **Photograph 4**. The road connects to Portsdown Hill Road to the south via a priority T-junction and Purbrook Way via a signalised junction to the north.



Photograph 4: Existing Conditions along College Road

- 3.4 The road is subject to a 40mph speed limit across the site frontage, which reduces to 30mph approximately 100m north of the site and across the site frontage the Havant and South Downs College

(HSDC). Double yellow lines are present along the extents of College Road which prevents parking. To the south, College Road merges into Crookhorn Lane at the College Road/Crookhorn Lane junction.

Atlantis Avenue

- 3.5 Atlantis Avenue, which runs parallel to College Road, measures approximately 5.5m in width and is subject to a 30mph speed limit. Atlantis Avenue is separated from College Road by a row of dense vegetative (falling outside of the public highway but within Portsmouth City Council ownership), through which informal cut throughs are evident. Atlantis Avenue provides a footway along the western edge of the carriageway.



Photograph 5 & 6: Cut throughs from College Road to Atlantis Avenue

Purbrook Way

- 3.6 Circa 500m north of the site, College Road forms a signalised junction with Purbrook Way, for which highway improvement works were recently undertaken. There is a staggered signalised crossing at this junction on the College Road and Purbrook Way East arms of the junction. A bus lane is located on the southern side of the Purbrook Way West arm which also provides a bus stop.
- 3.7 Purbrook Way is subject to a 40mph speed limit and runs east to west from the Stakes Hill/Crookhorn Lane/Purbrook Way/Stakes Hill Road roundabout to the Stockheath Lane/Purbrook Way/Dunsbury Way/Stockheath Road/Bedhampton Way roundabout. To the west of the College Road junction there are three lanes in the eastbound direction on the approach, and a single lane travelling westbound. To the east of the junction there are two lanes in each direction.
- 3.8 Purbrook Way provides a link to the A3 (M) motorway, which runs south towards the A27 and north to the A3 towards Petersfield.

A3(M)

- 3.9 The A3(M) southbound J4 can be accessed from Purbrook Way via the B&Q on-slip Roundabout. The A3(M) provides a connection to the Bedhampton Roundabout where the A3(M) north and A27 east can be accessed. The A3(M) also continues to provide a connection to the A27 west, which then becomes the M27.
- 3.10 To the north, the A3(M) provides a connection to J10 of the M25 and continues to provide a connection into London.

Portsdown Hill Road

- 3.11 Portsdown Hill Road forms part of the B1277 and runs east from the Southwick Road/James Callaghan Drive/Southwick Hill Road roundabout junction to the Portsdown Hill/Maylands Road/Bedhampton Road/Bedhampton Hill roundabout junction. The road provides connections to Bedhampton to the east and Cosham and Paulsgrove to the west. This junction is within the jurisdiction of PCC.
- 3.12 At the southern end of Crookhorn Lane, it forms a priority junction with Portsdown Hill Road. A single lane is provided in the eastbound direction, whilst a right turn lane is provided for vehicles travelling westbound or right onto Crookhorn Lane. A right and left turn lane is available for vehicles exiting Crookhorn Lane.
- 3.13 At this junction, Gillman Road also forms a fourth minor arm opposite Crookhorn Lane however this is only used to access the water utilities/plant. It also forms an advisory cycle route and is gated at the northern end.
- 3.14 Approximately 30m north of Portsdown Hill Road, Peter Ashley Cross Road forms a priority junction with Crookhorn Lane which provides access to Fort Purbrook Activity Centre. On the eastern side of College Road there is also a minor works access to the land surrounding Dead Man's Copse.

Personal Injury Accident (PIA) Data

- 3.15 Personal Injury Accident (PIA) data has been acquired from Hampshire Constabulary to assess and consider the existing safety situation on the local road network. The scope of the PIA assessment was agreed through the previous pre-application process with HCC Highways, who confirmed the area should cover College Road, Crookhorn Lane (from where it becomes College Road to the junction with Portsdown Hill Road) and Purbrook Way (between Stakes Road roundabout to the west and the ASDA roundabout to the west) and that a five year period of data should be obtained and reviewed.

- 3.16 The report obtained from Hampshire Constabulary details all the accidents for the latest available five-year period between 1st October 2017 and 30th September 2022. The area reviewed, and the location of the personal injury accidents is shown in **Figure 3**, whilst full details are attached at **Appendix C**.

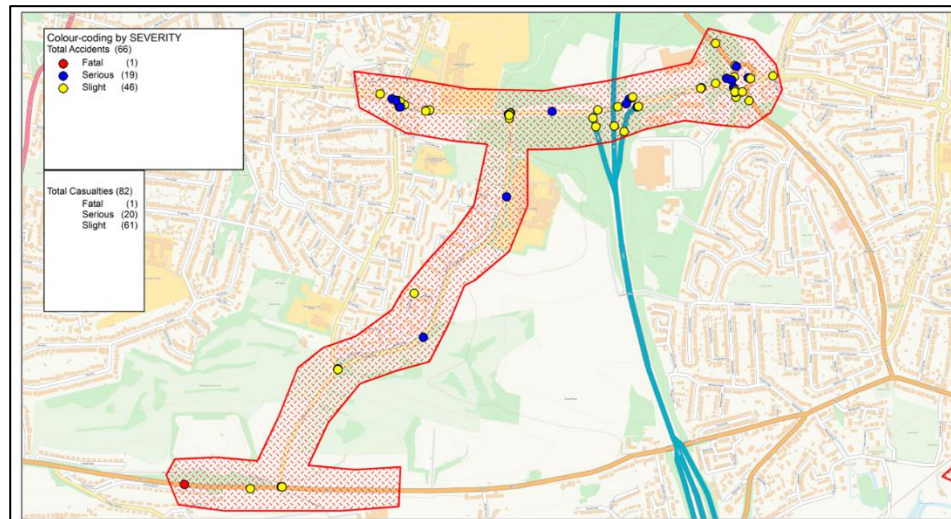


Figure 3: Location of PIA Data Accidents

- 3.17 The patterns displayed in the data are assessed regarding proximity, frequency and severity of incidents that have occurred to enable in-depth consideration, with particular consideration given to PIAs that involve pedestrians, cyclists and those riding horses.
- 3.18 There has been a total of 66 accidents over the five-year period from October 2017 to September 2022, 1 of which was fatal, 19 of which were serious in severity and 46 which were slight in severity. Of the 66 accidents, there were a total of 82 casualties, 20 were pedal cyclists and 11 were pedestrians. The majority of accidents were due to disobeying traffic signals and failing to look properly. Therefore, there are no patterns to suggest a highway design issue, but the information will be considered in mitigation works proposed as part of this development.
- 3.19 Of the 20 incidents relating to pedal cyclists one was recorded as fatal, nine as serious and ten as slight. These incidents appeared to have occurred at different areas of the network with human factors being the cited likely causes. For the pedestrian incidents these were also recorded as human error causes such as disobeying traffic signals and failing to look properly.
- 3.20 Within the location map provided in **Figure 3** there appears to be some clusters of accidents at the B&Q roundabout, A3(M) motorway junction and Stakes Hill Roundabout. The first two junctions experience heavy traffic flows given their connection to the strategic road network of the A3(M) and therefore, whilst any incident is regrettable the number of incidents considered against the volume of traffic does

not represent a highway safety concern. Regarding the Stakes Hill roundabout, as is discussed later within this TA, an improvement scheme has been identified at this junction which would improve highway safety and therefore no further measures are considered necessary.

Summary of Existing Conditions

- 3.21 This section of the report demonstrates that the site is situated in close proximity to the strategic road network. Upgrades to nearby junctions have recently been undertaken and additional mitigation is proposed later in this report.

4. SITE ACCESSIBILITY

Local Facilities

- 4.1 The site is located approximately 1.4km east of Crookhorn Lane (18-minute walk), which is host to a number of local facilities. The local facilities in relation to the site are summarised in **Table 1**.
- 4.2 For reference, Walking and Cycling speeds are based upon CIHT guidance (Walking speed 1.4m/s and Cycling speed 5m/s) and distances are measured from the centre of the site as per HCC's request.

Facility	Distance from Centre of Site	Walking Time (minutes)	Cycle Time (minutes)
Southdowns College Bus Stop (Northbound)	500m	6 minutes	1 ½ minutes
Southdowns College Bus Stop (Southbound)	550m	6 ½ minutes	2 minutes
Havant and South Downs College and Little Faces Nursery	650m	7 ½ minutes	2 minutes
Portsmouth Golf Course	900m	10 ½ minutes	3 minutes
Fairways Inn	900m	10 ½ minutes	3 minutes
Morelands Primary School	1km	12 minutes	3 ½ minutes
Phoenix Community Centre	1.1km	13 minutes	3 ½ minutes
The Co-operative and Post Office	1.1km	13 minutes	3 ½ minutes
Riverside School	1.3km	15 ½ minutes	4 ½ minutes
Crookhorn Lane Surgery and Rowlands Pharmacy	1.3km	15 ½ minutes	4 ½ minutes
B&Q	1.4km	16 ½ minutes	4 ½ minutes
Crookhorn College	1.5km	18 minutes	5 minutes
Peter Ashley Activity Centre	1.5km	18 minutes	5 minutes
Oaklands Catholic School and Sixth Form College	1.7km	20 minutes	5 ½ minutes
St Peters Catholic Primary School	1.9km	22 ½ minutes	6 ½ minutes
ASDA	2.1km	25 minutes	7 minutes
Purbrook Park School	2.5km	30 minutes	8 ½ minutes
Bedhampton Railway Station	3.1km	37 minutes	10 ½ minutes

Table 1: Local Amenities and Facilities

- 4.3 As summarised within **Table 1**, there are a wide range of facilities within walking and cycling distance to the development site including local schools, recreational areas, shops, post office and bus stops.
- 4.4 CIHT 'Planning for Walking' (2015) describes a 'Walkable Neighbourhood' as one which has a range of facilities within 800m. It also identifies that the average pedestrian journey length is considered to be 0.85miles (1.38km). Therefore, the site can be deemed accessible as a wide variety of facilities can be reached within the average pedestrian journey time.
- 4.5 In addition, MfS suggests that journeys can be made on foot or by bike up to 5km. Therefore, all local facilities in proximity to the site can be undertaken on foot or by bike.

Pedestrian Infrastructure

- 4.6 Along the site's frontage, College Road has a footway which flanks the eastern side of the carriageway, separated from the carriageway by a wide grass verge, as shown in **Photograph 7**.



Photograph 7: College Road Footway (Across Site Frontage)

- 4.7 To the north of the site, footways flank both sides of the carriageway from the junction with Apollo Drive. These footways are supported with pedestrian crossing points in the form of dropped kerbs, tactile paving and pedestrian refuge islands (**Photograph 8**), as well as a signalised junction at the junction of College Road and Purbrook Way.



Photograph 8: Crossing point across College Road

- 4.8 To the south of the site, where College Road becomes Crookhorn Lane, a shared footway/cycleway is provided along both sides of the carriageway continuing to the junctions with Portsdown Hill Road. A pedestrian crossing point in the form of dropped kerbs and tactile paving is present between the two footways (**Photograph 9**) which also provides access to Crookhorn Lane towards the schools and local facilities.



Photograph 9: Pedestrian Crossing Point along Crookhorn Lane

- 4.9 In regard to Public Rights of Way (PROW) there are several PROW footpaths/bridleways within proximity of the site, including recreational routes (Wayfarers) as well as links to residential areas east and west of the A3(M) motorway and local schools. The routes are shown in **Figure 3**.

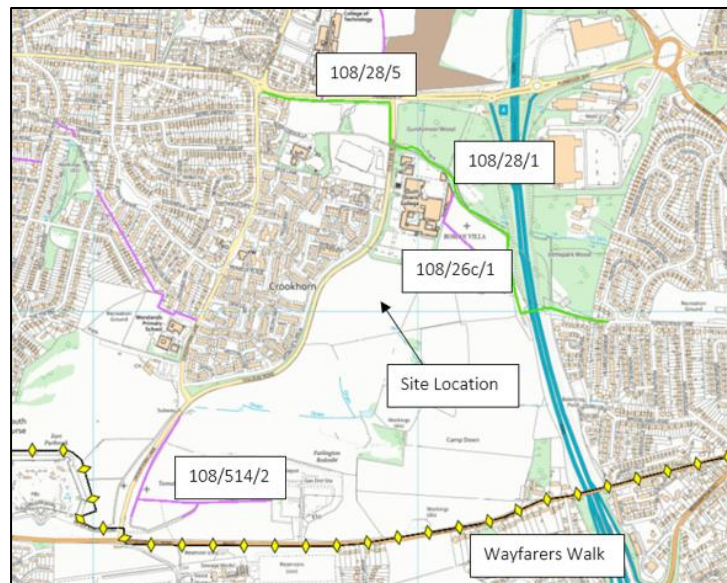


Figure 4: Public Rights of Way Map (Source: HCC)

- 4.10 To the east of the site, PROW Bridleway route 28 provides a link to Scratchface Lane and towards Havant Town Centre which was upgraded as part of application APP/12/00612.

Cycle Infrastructure

- 4.11 There is currently no segregated cycle infrastructure provided in the direct vicinity of the site along College Road. To the south of the site where College Road becomes Crookhorn Lane, a shared footway/cycleway (which is part of National Cycle Network (NCN) route 222) is provided and continues to Portsdown Hill Road.
- 4.12 To the north of the site, along Purbrook Way, a shared footway/cycleway is present along both sides of the carriageway towards the Stakes Road/Stakes Hill Road Roundabout and continues along the northern side of the carriageway to the east towards the Hulbert Road/ASDA Roundabout.
- 4.13 **Figure 5** illustrates Havant Borough Council's Cycle route map for the area surrounding the site.

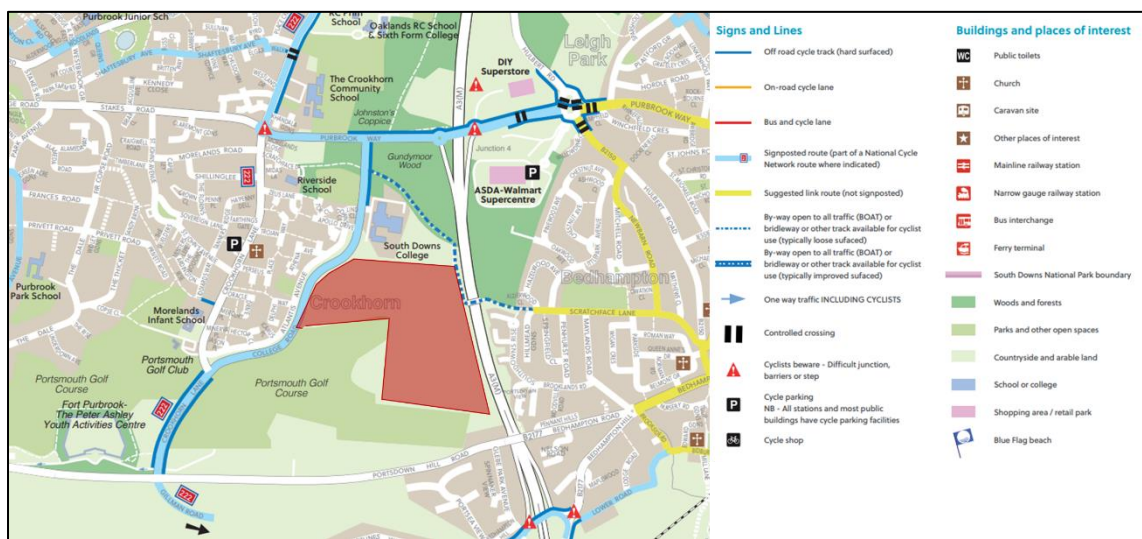


Figure 5: Cycle Routes in the Vicinity of Site

- 4.14 This demonstrates that College Road is a signposted National Cycle Route, with Crookhorn Lane to the south featuring a hard surfaced off-road cycle route on both sides. Off-road cycle routes are also identified on the northern side of Portsdown Hill Road and the eastern side of College Road on the approach to the junction. A byway is present along the northern boundary of the Havant and South Downs College which continues along the site boundary across Scratchface Lane towards a suggested link to the east towards Havant. Therefore, it is evident that the roads surrounding the site are suitable for cyclists.

Bus Services

- 4.15 The nearest bus stops to the site are located on College Road circa 450m north of the site or 500m to the south. The southern stop features a flagpole with timetable information, whilst the northern stop benefits from sheltered seating along with a raised kerb.



Photograph 10: Bus stop outside South Downs College to north of the site

4.16 Bus routes via the bus stops to the south of the site consist of 7 the star, 7A, 20, 30, 737 and SD4, whilst the stops to the north of the site provide access to additional routes 37, 39, 654, 737, SD5 and SD7. The routes available from the bus stops in proximity of the site are shown in **Table 2**.

Bus Service	Destination	Frequency		
		Monday - Friday	Saturday	Sunday
7	City Centre - Wecock Farm	Every 20 minutes First Bus: 04:10 Last Bus: 22:45	Every 20 minutes First Bus: 04:10 Last Bus: 00:42	Every 30 minutes First Bus: 06:08 Last Bus: 22:58
37	Havant - Petersfield	Hourly First Bus: 05:55 Last Bus: 18:10	Every 90 minutes First Bus: 07:17 Last Bus: 17:15	N/A
39	Havant – Wecock Farm	Every 15 minutes First Bus: 06:00 Last Bus: 22:05	Every 15 minutes First Bus: 06:30 Last Bus: 22:05	Hourly First Bus: 07:55 Last Bus: 18:55
654	Hambledon - Havant Campus	One service in each direction First Bus: 08:21 Last Bus: 16:53	N/A	N/A
737	Whitehill - South Downs Campus	One service in each direction First Bus: 07:52 Last Bus: 16:40	N/A	N/A
SD4	Bishops Waltham - Havant Campus	One service in each direction First Bus: 08:05 Last Bus: 17:25	N/A	N/A
SD5	Gosport - Havant Campus	One service in each direction First Bus: 07:53 Last Bus: 16:40	N/A	N/A
SD7	Southsea - South Downs Campus	One service in each direction First Bus: 08:35 Last Bus: 16:40	N/A	N/A

Table 2: Bus routes

Rail Services

4.17 The nearest railway station to the site is Bedhampton, which is located a 34 minute walk / 9 minute cycle east of the site via Scratchface Lane (2.9km). This assumes there is no route through the site, with

access taken via College Road and the byway to the north of South Downs College. Therefore, accessibility and journey time would be improved by the development proposals.

- 4.18 Bedhampton Railway Station is operated by Southern Rail, providing regular services to London Waterloo, Littlehampton and Portsmouth. 20 cycle parking spaces are provided which are covered by CCTV and there is no car park. Therefore, it is anticipated that future residents could utilise rail services from this station through a multi-modal journey by foot, bus or cycling.

Summary

- 4.19 This section demonstrates that the site is well served by cycling and pedestrian infrastructure. Regular bus services are available via bus stops along College Road providing services to a range of destinations. The Bedhampton railway station is located with a 35-minute walk or 9 minute cycle, with the journey times expected to reduce following the development proposals. Therefore, there are good opportunities to encourage a modal shift from private car to sustainable modes, as per the previous planning application on this site.

5. DEVELOPMENT PROPOSALS

- 5.1 This section of the report provides a description of the development proposals, including quantum of development, access arrangements, car and cycle parking and servicing arrangements.

Quantum of Development

- 5.2 The proposed development will provide 628 new residential units, along with an ancillary community building in the centre of the site. **Table 3** provides the accommodation schedule for the development, whilst the site layout is included **Appendix A**.

Number of Bedrooms	Number of units
One-bedroom flat	50
Two-bedroom flat	138
Two-bedroom house	90
Three-bedroom house	269
Four-bedroom house	75
Five-bedroom house	6
Total	628

Table 3: Accommodation Schedule

- 5.3 The community centre will measure 200m², located in the centre of the site along with some allotment space on the eastern side. These are anticipated to be ancillary to the development, with others from the existing residential community also able to utilise these facilities.

Access Arrangements

- 5.4 A signalised junction was agreed as the most suitable junction required to serve the development as part of the previous planning application (reference number: APP/19/01101).
- 5.5 The signalised junction has been designed in accordance with DMRB (Design Manual for Roads and Bridges) CD 123 junction design guidance. Both the north and southbound arms on College Road comprise a one lane approach road approximately 3.5m in width. For right turn manoeuvres into the site (anticipated 21% of traffic) a 3.5m wide right turn lane is provided and designed in accordance with a 40mph speed limit. Running lanes do not exceed 3.2m in line with guidance within LTN1/20 to discourage vehicles from overtaking cyclists. The drawing showing the site access is included in **Appendix D**.

- 5.6 The site access arm comprises a one lane approach, measuring 3.5m in width. A signalised crossing is provided along the site access arm which provides a continuous pedestrian route along College Road. At the access a 3m wide footway/cycleway is provided which connects to the site's internal footway/cycleway, the existing footway along College Road (to the south) and the footway along the spine road. Provision has been made for large service vehicles accessing the site, resulting in corner radii of 15m to the south and 16m to the north.
- 5.7 Swept path analysis demonstrating a refuse vehicle manoeuvring in and out of the site is shown in **Appendix E**. Pedestrian crossing points are proposed across the site access, along with a second crossing over College Road towards the central verge and cut through onto Atlantis Avenue as requested by HCC during pre-application discussions.
- 5.8 A pedestrian access point is also proposed at the south-western corner of the site, where the existing cut through is located. This will connect to the internal footpaths throughout the site. Further pedestrian connections will be provided to Scratchface Lane in the east, along with provision for a potential link to the neighbouring South Downs College residential development directly to the north.
- 5.9 A secondary emergency access from the main spine road near the signalised junction will be provided for fire tender access, along with pedestrian and cycle access to increase permeability along the western side of the site.

Internal Road Network

- 5.10 The internal access road into the site will measure 6.1m, which will reduce to 5.5m in width throughout the development, with secondary roads measuring 4.8m in width. Turning heads are provided throughout the development to enable vehicles to turn around on-site. The speed limit across the development is expected to be 20mph. Swept paths and visibility splays have been reviewed by RGP and are submitted under a separate cover.
- 5.11 2.0m wide footways are provided along the western side main access road, as well as flanking secondary roads. There are also footpaths throughout the development to aid east – west connections. This includes a route along the line of the former roman road, which measures 3.0m and is suitable for cycling and walking. LTN 1/20 states that a shared route of 3.0m is suitable for up to 300 cyclists per hour which the development or diverted trips from the surrounding development is not expected to exceed. This will connect into a 3.0m shared route along the eastern side of the main spine road. The 3.0m would also continue east towards the PRow along Scratchface Lane, which would also benefit existing residents in the area.

5.12 Through the rest of the development, cyclists are expected to cycle on the carriageway. Figure 4.1 within LTN 1/20 states that for 20mph speed limits, mixed traffic is sufficient for motor flows of less than 2500 vehicles over a 24-hour period. The proposed development is expected to exceed the 2,500 vehicles threshold through the access point before dispersing through the site, however the proposed shared route on the eastern side of the main road will address the optimal infrastructure in LTN 1/20. Secondary and tertiary roads would experience significantly less vehicle flows than this and cyclists are expected to cycle on-road which is deemed appropriate.

Car Parking

5.13 The Havant Borough Council Parking Supplementary Planning Document (2016) has been consulted in terms of car parking provision. The car parking requirements set out in this document are presented in **Table 4**.

Dwelling Size	Allocated Parking per unit	Number of units	Allocated Parking Requirement	Unallocated Parking per unit	Unallocated Parking Requirement
1-bed	1 space	50	50	0.9 spaces	45
2-bed	2 spaces	228	456	1.3 spaces	296
3-bed	2 spaces	269	538	1.9 spaces	511
4+ bed	3 spaces	81	243	2.4 spaces	194
Total	-	628	1,287	-	1,046

Table 4: Car Parking Standards

5.14 As summarised within **Table 4**, the development would be required to provide either 1,287 allocated spaces, or 1,046 unallocated spaces. In line with guidance from HBC, the proposed development should also provide an additional 20% of unallocated parking for visitors.

5.15 The proposed parking strategy for the site uses a combination of garages, driveways and laybys. A total of 1360 car parking spaces are proposed for the residential units, comprising 953 allocated spaces, 58 allocated car ports, 107 garages, 103 visitor spaces and 139 unallocated spaces. In addition, a further 5 spaces are proposed for the community centre and 2 for the substation. All parking spaces adhere to HBC geometric requirements.

Cycle Parking

5.16 HBC's guidance states that cycle storage should be provided at 1 space per 1-bed unit and 2 spaces per 2+-bed unit for long stay spaces, with a further 20% provided for short stay spaces. Therefore, the development will provide a total of 1,206 long stay cycle storage spaces and 242 short stay spaces. Cycle parking will be provided in garages (where provided) or sheds in rear gardens for the houses and cycle stores for the flats, whilst short stay parking will be located across the development in the form of Sheffield stands.

- 5.17 There are no standards for community centres in the Havant Guidance, however it is anticipated that visitors could also utilise short stay spaces.

Servicing

- 5.18 All delivery and servicing activity will be accommodated within the confines of the development. Refuse and recycling vehicles will be able to get within 25m of all refuse stores for the houses, without exceeding a 12m reversing distance, in line with Manual for Streets (MfS). For the flats, vehicles will be able to get within 10m of communal bins. Where this distance is exceeded, bin presentation areas will be provided, and residents will not be required to carry waste further than 30m. RGP have prepared internal vehicle tracking drawings which will be provided under a separate cover.

Emergency Access

- 5.19 The proposed development has been designed to enable fire vehicles to get within 45m of all points of each building. Fire vehicles will enter the site via the main signalised access and either continue along the main spine road or utilise an emergency access near the site access to allow secondary access. This route would be restricted for all vehicles except fire tenders, forming an additional cycle / pedestrian access into the site. RGP have prepared internal vehicle tracking drawings which will be provided under a separate cover.

6. TRIP GENERATION

Introduction

- 6.1 This section of the report provides an assessment of the vehicle trip generation associated with the proposed development. Given the small scale of the community space proposed and the anticipated catchment, combined with limited peak period traffic impact, this has been considered ancillary to the development (200m²) and has not been assessed further.

Residential Vehicle Trip Rates and Trip Generation

- 6.2 The TRICS database has been interrogated to obtain vehicle trip rates for similar residential developments. During the previous planning application and during scoping discussions, the parameters for sites used was agreed. However, given the time which has lapsed, this assessment has been updated using the same parameters (set out below) and the most up to date version of TRICS (v7.10.1). The resultant trip rates and vehicle trip generation re set out in **Table 5**, with the full results included in **Appendix F**.

- 'Private', 'houses privately owned';
- Southeast and southwest England;
- 100 – 1000 units;
- Monday to Friday;
- No travel plan; and
- 'Suburban' and 'edge of town centre'.

TRICS (v7.10.1)	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (12 hours)
Vehicle Trip Rate	0.132	0.354	0.358	0.164	4.482
Vehicle Trip Generation (628 units)	83	222	225	103	2815

Table 5: Vehicle Trip Rates and Trip Generation

- 6.3 **Table 5** illustrates that the proposed development is expected to generate 305 vehicle trips in the AM peak hour and 328 vehicle trips in the PM peak hour. Across a day, the development is expected to generate 2,815 vehicles over a 12 hour period.
- 6.4 The updated trip rates are slightly reduced than those presented in the previously submitted TA (*ref: 048.0010.TA5 College Road, Campdown Transport Assessment*), informed by the latest version of TRICS given the age of the previous applications TRICS data from 2016. In addition, the number of units has reduced from 790 to 628 units, therefore the overall the vehicle trip generation has reduced. This comparison is shown in **Table 6** for reference.

TRICS (v7.10.1)	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (12 hours)
Vehicle Trip Generation from previous TA	118	304	293	172	3,927
Vehicle Trip Generation (633 units)	83	222	225	103	2815
Different in vehicle trips	-35	-82	-68	-69	-1112

Table 6: Vehicle Trip Rates and Trip Generation

- 6.5 It is acknowledged that the proposed development would be all new trips, however **Table 6** demonstrates that the proposed development would result in 117 fewer trips in the AM and 137 less trips in the PM when compared to the previous scheme.

Residential Trip Generation for Active Modes

- 6.6 In line with the comments received from HCC as part of the previous application, the development has also been assessed for the active modes and public transport trips. The same sites from TRICs were used and the trip rates along with the resultant trip generation shown in **Table 7** and **8** respectively.

TRICS (v7.10.1)	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (12 hours)
Walking	0.028	0.088	0.061	0.026	0.999
Cycling	0.006	0.007	0.007	0.003	0.073
Public Transport	0.002	0.078	0.031	0.004	0.363

Table 7: Multi Model Trip Rates

TRICS (v7.10.1)	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (12 hours)
Walking	18	55	38	16	627
Cycling	4	4	4	2	46
Public Transport	1	49	19	3	228

Table 8: Multi Modal Trip Generation

- 6.7 **Table 8** demonstrates that the proposed development is expected to generate 73 pedestrians, 8 cycling and 50 public transport trips in the AM peak hour. In the PM peak, 55 pedestrians, 0 cycling and 22 public transport trips are anticipated. Existing desire lines will be reviewed in section 7 of this report, however, the additional pedestrian, cycling and public transport trips are expected to be absorbed easily by the existing and proposed infrastructure in the vicinity of the site.

Summary

- 6.8 In summary, this section of the report has demonstrated that the proposed development is expected to result in an increase in vehicles across both peak hours and a 12-hour period. However, this represents a lesser number of additional trips when compared to the previous application. The impact of these trips is assessed in greater detail in the next chapter of this report.

- 6.9 The development will also generate additional walking, cycling and public transport trips, however these are expected to be absorbed by existing and proposed infrastructure surrounding the site.

7. VEHICLE TRIP DISTRIBUTION

- 7.1 This section of the report provides details of the anticipated distribution of the trips generated by the development using origin destination data and the trip generation set out in the previous section.

Vehicle Origin Destination Data

- 7.2 Origin Destination Data from the 2011 Census has been used to predict the distribution of vehicle trips onto the local highway network. Dataset 'Location of Usual Residence and Place of Work' (reference: WF01BEW) has been used for the local Purbrook/Widley mid layer (reference: EO2004772: Havant 011).
- 7.3 Given its proximity, it is anticipated that a large proportion of trips to destinations to the south and west of the site would utilise the A3(M) (i.e. turning north out of the site) rather than heading directly to their destination on more local roads (i.e. turning south out of the site). This north-south split is considered in order to maintain a robust assessment scenario on key local junctions.
- 7.4 The trip distributions, which were agreed with HCC as part of the previous application, are summarised in **Table 9**, with the full census data outputs included in **Appendix G**.

Destination	Percentage	North/South split at site access	Percentage North	Percentage South
Portsmouth	35%	70/30	25%	10%
Southampton	4%	North Only	4%	0%
East Hampshire	5%	North Only	5%	0%
Fareham	5%	70/30	4%	1%
Gosport	2%	70/30	1%	1%
Waterlooville	12%	North Only	12%	0%
West Leigh	2%	North Only	2%	0%
North Havant	1%	North Only	1%	0%
Widley	7%	North Only	7%	0%
Emsworth	1%	South Only	0%	1%
Havant	9%	50/50	5%	4%
Hayling Island	1%	South Only	0%	1%
Winchester	5%	North Only	5%	0%
Surrey	1%	North Only	1%	0%
Sussex	5%	North Only	1%	0%
Bedhampton	3%	South Only	0%	3%
Cowplain	1%	North Only	1%	0%
London	1%	North Only	1%	0%

Table 9: Agreed Trip Distributions

- 7.5 **Table 10** summarises each route by percentage of residents expected to use each route.

Direction from Site Access	Route	Percentage of Traffic
South	Portsdown Hill Road (WB)	12%
	Portsdown Hill Road (EB)/ Bedhampton Road	9%
North	Stakes Road	7%
	Stakes Hill Road	13%
	A3(M) SB	44%
	Hulbert Road/A3(M) NB	7%
	Purbrook Way (EB)	8%
Total	-	100%

Table 10: Route Assignment

7.6 The results of the tables above have been used to create a Trip Distribution Diagram which is shown in **Appendix H**.

7.7 During scoping discussions with National Highways, it was requested that a review was undertaken on when vehicles joined and exited the motorway network. **Table 10** illustrates that 44% of vehicles are expected to travel SB on the A3(M), whilst 7% are expected to travel Northbound on the A3(M).

7.8 Those travelling to destinations in **Table 9** such as Portsmouth, East Hampshire, Fareham, Gosport, and Winchester would travel via the A3(M) SB. Those travelling to Havant, Surrey, Sussex and are expected to travel via the A3(M) NB. A breakdown by strategic junction is as per the following:

- 25% via J12 of the M27 (Portsmouth)
- 5% via J11 M27 (Fareham and Gosport)
- 5% via J2 of the A3(M) to access the A3 (East Hampshire)
- 4% via J5 of the M27 (Southampton)
- 5% via J10 of the M3 (Winchester)
- 6% via J5 of the A3(M) (Havant and Sussex)
- 2% via J2 of the A3(M) (London and Surrey)

8. ACTIVE MODES AND PUBLIC TRANSPORT DISTRIBUTION

- 8.1 In addition to the above, a review of distribution for walking, cycling and public transport has been undertaken using the same data set.

Public Transport

- 8.2 The proposed development is expected to generate 50 public transport trips in the AM peak and 22 in the PM peak.
- 8.3 The Census data demonstrates that the highest level of people in the area travelling to work by public transport work in Portsmouth, which represents 45%, followed by Waterlooville / Purbrook and Havant with 10% respectively.
- 8.4 The 7 theSTAR service which operates from the bus stops on College Road also provides a route to Hilsea which is a 20 minute ride. Bus route 20 is less frequent and takes longer but provides a route to the centre of Portsmouth. There is not an easy route to Portsmouth via train therefore it is anticipated that the majority of residents would travel by bus.
- 8.5 Bus route 39 provides a direct route from College Road to the Waterlooville / Purbrook area, along with 7theSTAR and route 37. These bus rides are 10 – 15 minutes in duration. Bus routes 30 and 37 provide routes to Havant, with journey times of 10 minutes or less.
- 8.6 Bus route 7theSTAR and 39 operate every 15 minutes in each direction, whilst route 37 operates once an hour. Therefore, the site has access to frequent bus services to key commuter destinations which would support future trips by residents by public transport.

Walking

- 8.7 The proposed development is expected to generate 73 pedestrian trips in the AM peak and 55 in the PM peak. However, those traveling by public transport would also be expected to walk as the first leg of their trip.
- 8.8 Census data demonstrates that the highest proportion of existing residents walking do so within Havant 11 where the site is located (45%). This is followed by 14% to Waterlooville / Purbrook and Portsmouth.
- 8.9 Assuming those that walk to Portsmouth do so to the area north of the A27, they would be expected to travel south along College Road and either travel via Gillman Road or Portsdown Hill Road. Pedestrian improvements are proposed along College Road and at the Portsdown Hill Road / Crookhorn Lane

junction and there is a good level of pedestrian infrastructure along Portsdown Hill Road to support these journeys.

- 8.10 Those travelling to Waterlooville / Purbrook would travel north along College Road and continue along Stakes Hill Road north. There is a good level of infrastructure along College Road and Purbrook Way with the South Downs College site bringing forward additional improvements.
- 8.11 Those walking within the local area will benefit from the new crossing point over College Road to Atlantis area which provides more of a direct route to the west and amenities located here such as schools and shops.
- 8.12 Therefore, the existing good quality network of footways and footpaths along with proposed improvements will support future residents travelling by foot.

Cycling

- 8.13 Only a small number of cycling trips are expected, which would be encouraged further through the implementation of the associated Travel Plan for the site and infrastructure being proposed as part of the development. The Census data shows that the highest proportion of residents in the area who cycle to work travel to Portsmouth (47%) followed by Havant (15%) and Waterlooville / Purbrook.
- 8.14 Those travelling south to Portsmouth will benefit from the improvements to College Road in the form of a stepped cycle route, and improvements to the Portsdown Hill junction and can continue along Gillman Road for a low traffic route. Those travelling north will benefit from the proposed stepped cycle route to be delivered by the Havant and South Down College development. Those travelling to Havant will likely travel via the byway on Scratchface Lane which will connect into the site to provide a more direct route east.

Summary

- 8.15 In summary, the key destinations for people travelling by public transport, walking and cycling are the local area, Waterlooville / Purbrook, Havant and Portsmouth. There are already good connections to these locations via bus and improvements to cycle / pedestrian infrastructure in the local area is expected to improve the existing network and support walking and cycling further.

9. TRAFFIC SURVEYS, MODELLING SCENARIOS AND COMMITTED DEVELOPMENTS

Traffic Surveys

9.1 In order to establish the baseline traffic flows on the local road network, turning count surveys were undertaken in February 2022 at the following junctions in accordance with the previous application:

- Crookhorn Lane/Portsdown Hill Road;
- Bedhampton Hill/Portsdown Hill Road/Bedhampton Hill Road;
- College Road/Purbrook Way;
- Stakes Hill Road/Stakes Hill Road/Purbrook Way/Crookhorn Lane;
- A3(M) Off slip/Purbrook Way; and
- A3(M) On slip/ Purbrook Way/B&Q.

9.2 The full results are included in **Appendix I** and the baseline flow diagrams are demonstrated in **Appendix H**.

9.3 In June 2022, additional surveys were undertaken because the original surveys had not included queue length information. These have been used to validate the modelling results. It is acknowledged that these were not undertaken on the same day, however they are still deemed suitable to be used for this purpose given modelling produces theoretical averages and results.

TEMPro Traffic Growth

9.4 As part of the pre-application discussions with HCC, it was requested that baseline plus 10 years was assessed. Conversely National Highways said that opening year would be sufficient, which is expected to be 2025. Therefore, a future baseline of 2033 has been used for all junctions apart from the A3(M) roundabouts which uses 2025. The following parameters have been used and the associated growth factors are set out in **Table 11**.

- NTM AF15 Dataset (2010 – 2040);
- Area: Havant;
- All Journey types;
- Car Driver trips only;
- Origin / Destination trip generation; and
- NTM locally adjusted for all area and road types.

Year	TEMPRO Growth Factor	
2022 – 2033	AM	1.0717
	PM	1.0690
2022 – 2025	AM	1.0416
	PM	1.0403

Table 11: TEMPRO Growth

Committed Developments

9.5 In response to the pre-application response from HCC, the following committed developments have been considered as part of the junction capacity assessment:

- Forty Acre Farm (APP/18/00450)
- South Downs College Residential Development (APP/22/00439)
- Lidl Purbrook Way (APP/20/01221)
- South Downs College parking reduction (APP/22/00576)

10. JUNCTION CAPACITY ASSESSMENT AND HIGHWAY IMPACT

10.1 To identify the highway impact of the proposals, junction capacity analysis has been undertaken at a number of key local junctions.

Scope of Modelling Assessment

10.2 The spatial scope of the modelling assessment required to support the development was informed by the distribution of vehicular trips on the highway network and was agreed as part of the previous application and re-confirmed during pre-application discussions with Hampshire County Council. The following junctions were identified as requiring assessment:

- Site access;
- College Road / Purbrook Way;
- Stakes Road Roundabout;
- A3(M) Junction 4 on-slip and off-slip;
- ASDA Roundabout; and
- Crookhorn Lane / Portsdown Hill Road.

10.3 The location of the junctions in relation to the site access is demonstrated in **Figure 6**.

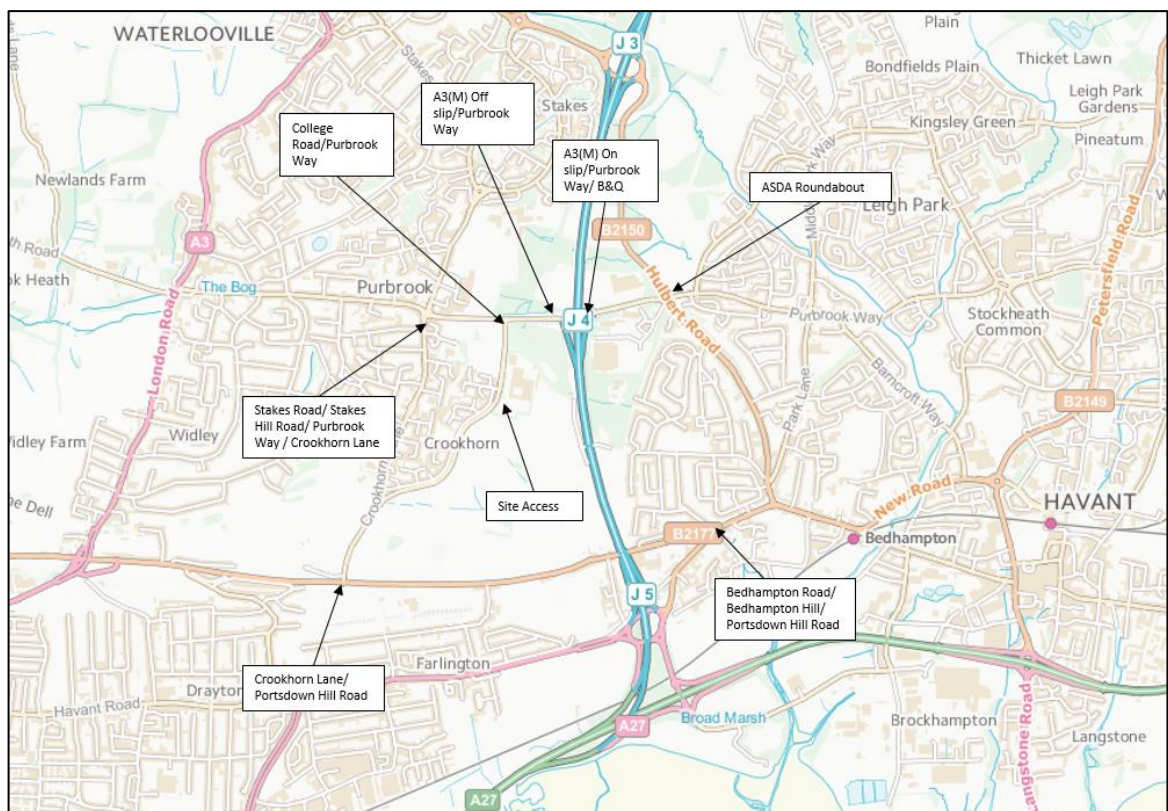


Figure 6: Location of Local Junctions Requiring Assessment

Modelling Scenarios

10.4 The junction modelling has covered the following scenarios four scenarios, with two additional 2025 scenarios for the A3(M) roundabouts as requested by National Highways.

- 2023 Baseline;
- 2025 / 2033 Baseline; and
- 2025 / 2033 Baseline + Committed Development
- 2025 / 2033 Baseline + Committed Development + Development

Junction Modelling Software

10.5 The capacity of local junctions has been assessed using both Junctions 9 and LinSig software. Junctions 9 is the industry standard software package for assessing roundabout and priority junctions and provides a Ratio of Flow to Capacity (RFC) value, which identifies what proportion of each arm's total capacity is currently being utilised. RFC values exceeding 0.85 signify the point at which the capacity of the arm is being approached, and the potential to improve capacity could be explored, whilst RFC values of 1.0 or greater represent a junction operating above capacity. Junctions 9 software also provides values for junction delay (in seconds) and queue length in Passenger Car Units (PCUs).

10.6 LinSig software is the industry standard method for assessing the capacity of signalised junctions. LinSig provides a Degree of Saturation (DoS) value, which identifies the percentage of the junction's total capacity that is in use. DoS values exceeding 90% indicate that the junction is close to operating over capacity, and junction improvements or changes to the signal timings should be considered, whilst DoS values of 100% or greater indicate that the junction is operating over capacity, and not all queuing vehicles may be able to clear the junction within one signal cycle. LinSig software also outputs vehicle delay and queue values to provide indicative details on the operational performance of the junction.

10.7 The results of the junction capacity assessments are summarised for each junction in the subsequent paragraphs of this section.

Site Access

- 10.8 To ensure the proposed site access has sufficient capacity to accommodate the development traffic, LinSig capacity modelling has been undertaken. In response to HCC's comments, a pedestrian crossing has been added across College Road to the north of the site access, which has been signalised. In addition, a pedestrian only signal phase has been introduced which includes the pedestrian crossings over the site access and College Road. The results of the junction model for the '2033 Baseline plus Committed Development plus Proposed Development' scenario is summarised in **Table 12**, with the full modelling outputs contained in **Appendix J**.

Arm	AM Peak Period			PM Peak Period		
	DoS	Queue (PCU)	Delay (seconds)	DoS	Queue (PCU)	Delay (seconds)
2033 Baseline + Committed Development + Development						
College Road (SB)	44%	4	24.6	42.9%	4	18.1
College Road (NB)	20.2%	2	11.3	20.0%	1	13.1
Site Access	43.2%	3	23.7	31.0%	2	29

Table 12: Site Access Capacity Assessment

- 10.9 **Table 12** demonstrates that even with the additional pedestrian phase, the junction is expected to operate well within capacity, with the highest DoS expected to be 44% on the College Road southbound lane, with a queue length of up to 4 vehicles. In reality, it is unlikely that the pedestrian phase will be called this frequently, therefore this is a robust assessment.

College Road / Purbrook Way

- 10.10 A LinSig capacity modelling assessment has been undertaken for the recently upgraded College Road / Purbrook Way junction, with the results shown in **Table 13**. The full results are contained within **Appendix K**.

Arm	AM Peak Period			PM Peak Period		
	DoS	Queue (PCUs)	Delay	DoS	Queue (PCUs)	Delay
2023 Baseline						
Purbrook Way (EB)	69.9%	19	23	44.1%	9	69.4
Purbrook Way (WB)	57.4%	15	16.4	64.8%	18	18.7
College Road	69.2%	8	66.9	63.6%	7	62.1
2023 Baseline						
Purbrook Way (EB)	70.9%	20	74.2	44.1%	9	70.3
Purbrook Way (WB)	62.3%	17	18.1	69.3%	21	20
College Road	70.6%	8	66.2	67.7%	8	64.4
2023 Baseline + Committed Development						
Purbrook Way (EB)	52.2%	11	74.8	43.6%	7	71
Purbrook Way (WB)	65.9%	19	21.3	70.2%	21	20.9
College Road	63.3%	8	56.8	67.8%	8	63
2023 Baseline+ Committed Development + Development						
Purbrook Way (EB)	62.6%	14	81.3	71.8%	7	90.3
Purbrook Way (WB)	76.9%	23	31.8	75.4%	24	25.9
College Road	78%	15	54.4	75.1%	11	61.2

Table 13: Purbrook Way/College Road as Built

10.11 **Table 13** demonstrates that even with the addition of the committed development and proposed development traffic, the junction continues to operate within capacity. However, it is noted that there are some long vehicle queues which develop on all arms, in particular the Purbrook Way WB arm. However, the development only results in a minor increase in queueing vehicles. Therefore, no further mitigation is proposed. Within the queue lengths surveys, on average significantly less vehicles were recorded queueing (up to 7 vehicles on Purbrook Way WB) therefore this assessment is seen as robust.

Stakes Road Roundabout

10.12 The Stakes Road Roundabout has been modelled using Junctions 9 based on the existing configuration. It is acknowledged that there are already capacity constraints, with HCC due to upgrade the junction in tandem with the West of Waterlooville development. Therefore, the results below are anticipated to be used by HCC to determine if further contributions towards improvements to this roundabout are necessary. It should be noted that the initial results showed the junction operating better than the queue lengths for the Stakes Road Hill, Crookhorn Lane and Stakes Road arms, therefore as part of the validation of the junction, the intercept was reduced manually to create more accurate results. This junction has therefore been validated using the queue length survey results. However, this only had an effect on the AM peak operation. The full results are contained in **Appendix L**.

Arm	AM Peak Period			PM Peak Period		
	RFC	Queue (vehicles)	Delay (seconds)	RFC	Queue (Vehicles)	Delay (seconds)
2023 Baseline						
Stakes Hill Road	0.83	5	19.54	0.56	1	7.03
Purbrook Way	0.61	2	6.55	0.66	2	7.10
Crookhorn Lane	0.73	3	29.68	0.66	2	522.67
Stakes Road	0.94	9	66.98	0.68	2	16.19
2033 Baseline						
Stakes Hill Road	0.9	7.6	30.23	0.61	1.5	8.03
Purbrook Way	0.66	2	7.6	0.71	2	8.4
Crookhorn Lane	0.86	4.9	56.04	0.76	3	35.02
Stakes Road	1.07	27.9	164.17	0.76	3	21.83
2033 Baseline + Committed Development						
Stakes Hill Road	0.91	8	32.63	0.63	1.7	8.63
Purbrook Way	0.68	2	7.96	0.74	2.7	9.35
Crookhorn Lane	0.88	6	63.34	0.79	3.5	40.73
Stakes Road	1.11	35	200.04	0.91	3.8	27.39
2033 Baseline + Committed Development + Development						
Stakes Hill Road	0.91	9	33.44	0.66	2	9.53
Purbrook Way	0.71	3	8.9	0.75	3	9.94
Crookhorn Lane	0.95	9	97.86	0.82	4	45.59
Stakes Road	1.16	45	254.4	0.84	5	33.26

Table 14: Stakes Hill/Purbrook Way Roundabout Capacity Assessment

10.13 **Table 14** demonstrates that in the AM peak hour, Stakes Hill Road nears capacity in the 2023 baseline, and exceeds an RFC of 0.9 on Stakes Road in the AM peak hour. The junction operates over capacity during the AM peak on Stakes Road and nears capacity on Stakes Hill Road in the Baseline 2033 scenario. This is marginally worsened with the addition of committed development and development flows. Only the Stakes Road arm operates over capacity which occurs in the future baseline before any development traffic is added. The queue lengths in the baseline are similar in the AM peak hour following the manual changes to the intercept values, which shows the worst case for the junction.

10.14 Based on the acknowledgment that improvements have already been secured at this junction, that junctions operates beyond capacity in the Baseline 2033 scenario before any development traffic is added and that the proposed development adds 0.05 to the RFC on Stakes Road it is not considered necessary for this development to fund any further improvements given such improvements were secured and fully funded at the time for the West of Waterloo development.

A3(M) Junction 4 on-slip and off-slip

10.15 The Junctions 9 modelling results of the A3(M) Junction 4 on-slip and off-slip roundabouts are presented in **Tables 15** and **16** for the 2025 and 2033 scenarios respectively, with the full outputs attached as **Appendix M**.

Arm	AM Peak Period			PM Peak Period		
	RFC	Queue (PCUs)	Delay (seconds)	RFC	Queue (PCUs)	Delay (seconds)
2023 Baseline						
J1: Purbrook Way (WB)	0.41	0.7	0.06	0.29	0.4	0.05
J1: A3(M) Off- slip (NB)	0.51	1.1	0.08	0.72	2.6	0.13
J1: Purbrook Way (EB)	0.8	4.0	0.2	0.64	1.8	0.13
J2: Purbrook Way (Westbound)	0.73	2.7	0.13	0.46	0.9	0.06
J2: A3(M) On-slip						
J2: Purbrook Way (Eastbound)	0.8	4.0	0.15	0.75	3.0	0.12
J2: B&Q Access	0.31	0.5	0.29	0.35	0.5	0.26
2025 Baseline						
J1: Purbrook Way (WB)	0.43	0.8	0.06	0.3	0.4	0.05
J1: A3(M) Off- slip (NB)	0.53	1.2	0.09	0.74	2.9	0.14
J1: Purbrook Way (EB)	0.83	4.7	0.23	0.67	2.0	0.14
J2: Purbrook Way (Westbound)	0.76	3.1	0.15	0.47	0.9	0.06
J2: A3(M) On-slip						
J2: Purbrook Way (Eastbound)	0.82	4.6	0.17	0.77	3.4	0.13
J2: B&Q Access	0.34	0.5	0.33	0.38	0.6	0.29
2025 Baseline + Committed Development						
J1: Purbrook Way (WB)	0.43	0.8	0.06	0.32	0.5	0.05
J1: A3(M) Off- slip (NB)	0.54	1.2	0.09	0.76	3.2	0.15
J1: Purbrook Way (EB)	0.85	5.6	0.27	0.71	2.4	0.15
J2: Purbrook Way (Westbound)	0.78	3.5	0.16	0.5	1.0	0.07
J2: A3(M) On-slip						
J2: Purbrook Way (Eastbound)	0.85	5.4	0.2	0.81	4.2	0.16
J2: B&Q Access	0.47	0.9	0.41	0.65	1.8	0.54
2025 Baseline + Committed Development + Development						
J1: Purbrook Way (WB)	0.44	0.8	0.06	0.34	0.8	0.05
J1: A3(M) Off- slip (NB)	0.57	1.4	0.09	0.84	1.4	0.23
J1: Purbrook Way (EB)	0.95	13.9	0.61	0.79	13.9	0.22
J2: Purbrook Way (Westbound)	0.83	4.6	0.22	0.53	4.6	0.07
J2: A3(M) On-slip						
J2: Purbrook Way (Eastbound)	0.92	9.9	0.35	0.88	9.9	0.25
J2: B&Q Access	0.62	1.5	0.73	0.82	1.5	1.13

Table 15: A3(M) Roundabouts – Existing Configuration (2025 scenarios)

10.16 **Table 15** demonstrates that in the 2025 baseline + committed development scenario, the Purbrook Way (EB) arm of the western roundabout nears capacity (0.85 RFC), with the additional development flows resulting in a minor increase in RFC. However, in both scenarios, the delay is less than one second, despite the queue length being 14 vehicles in the AM and PM peak hours. The Purbrook Way (EB) of the eastern roundabout also nears capacity at 0.85 RFC in the 2025 Baseline + committed development, rising further with the addition of the development, however the delays are less than a second and the queue length is up to 10 vehicles. None of the arms reach capacity, with the on and off slips for the motorway staying within capacity. In addition, the queue length surveys show that queues are less than shown by the model, with the maximum average queue length in the peak reaching 7 on Purbrook Way Westbound on the western roundabout and 5 on Pubrook Way Westbound on the eastern roundabout.

Arm	AM Peak Period			PM Peak Period		
	RFC	Queue (PCUs)	Delay (seconds)	RFC	Queue (PCUs)	Delay (seconds)
2033 Baseline						
J1: Purbrook Way (WB)	0.44	0.8	0.06	0.31	0.5	0.05
J1: A3(M) Off- slip (NB)	0.56	1.4	0.09	0.78	0.16	0.16
J1: Purbrook Way (EB)	0.87	7.8	0.3	0.7	0.15	0.15
J2: Purbrook Way (Westbound)	0.8	4.5	0.18	0.49	0.06	0.06
J2: A3(M) On-slip						
J2: Purbrook Way (Eastbound)	0.86	7.2	0.21	0.81	0.15	0.15
J2: B&Q Access	0.41	1.2	0.41	0.43	0.35	0.35
2033 Baseline + Committed Development						
J1: Purbrook Way (WB)	0.45	0.8	0.07	0.33	0.5	0.05
J1: A3(M) Off- slip (NB)	0.57	1.4	0.1	0.80	4.0	0.18
J1: Purbrook Way (EB)	0.89	7.8	0.36	0.74	2.9	0.18
J2: Purbrook Way (Westbound)	0.82	4.5	0.21	0.52	1.1	0.07
J2: A3(M) On-slip						
J2: Purbrook Way (Eastbound)	0.88	7.2	0.26	0.84	5.2	0.19
J2: B&Q Access	0.55	1.2	0.54	0.74	2.6	0.76
2033 Baseline + Committed Development						
J1: Purbrook Way (WB)	0.46	0.9	0.07	0.35	0.6	0.06
J1: A3(M) Off- slip (NB)	0.6	1.6	0.1	0.88	6.9	0.30
J1: Purbrook Way (EB)	0.99	24.6	0.99	0.8	3.8	0.22
J2: Purbrook Way (Westbound)	0.87	6.2	0.28	0.55	1.3	0.08
J2: A3(M) On-slip						
J2: Purbrook Way (Eastbound)	0.95	13.5	0.46	0.88	6.7	0.24
J2: B&Q Access	0.72	2.2	1.04	0.83	3.9	1.17

Table 16: A3(M) Roundabouts – Existing Configuration (2033 scenarios)

10.17 **Table 16** demonstrates that in the 2033 baseline without committed developments or development, both the Purbrook Way (EB) of the eastern and western roundabouts near capacity (0.87 and 0.86 RFC respectively). Whilst the development and committed development flows do increase the RFC on these

arms and the Purbrook Way (WB) of the western roundabout, none of the arms reach capacity. It is acknowledged that there is an expected queue length of 25 vehicles on the Purbrook Way (EB) of the western round in the AM peak, however delay is expected to be nominal, and these vehicles are expected to dissipate quickly.

10.18 Furthermore, during pre-application discussions with HCC, the highway officer deemed the improvements proposed as part of the previous application as not effective, with improvements to pedestrian / cycling infrastructure preferred. Therefore, no changes to the geometry of this junction are proposed and separate mitigation for cyclists and pedestrians is discussed in the next chapter of the TA. It is also worth noting that the LIDL application was approved without any mitigation, which would be directly accessed off the B&Q arm of the eastern roundabout and does result in worsening capacity at this junction.

ASDA Roundabout

10.19 As part of the previously submitted TA, the development traffic was applied to HCC's model for the assessment scenarios, which uses 2026 for a future year assessment. The baseline years have been updated to be consistent with the other junctions modelled. Updated traffic counts have been used, which incorporate vehicles generated by the McDonalds southwest of the roundabout and would also capture Dunsbury Park Industrial Park, which is accessed via Hulbert Road. The results of the junction modelling are shown in **Table 17**, whilst the modelling outputs are included in **Appendix N**.

Arm	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)		
	DoS (Percent)	Queue (PCUs)	Delay (Seconds)	DoS (Percent)	Queue (PCUs)	Delay (Seconds)
2022 Baseline						
B2150 Hulbert Road (SB)	43.2%	1	3.9	51.7%	1	5.3
Purbrook Road (WB)	50.5%	9	14.1	40.1%	7	15
B2150 (NB)	50.8%	3	2.7	39.1%	1	8
ASDA Access	25.9%	1	1.2	46.1	3	5
Purbrook Road (EB)	60.3%	10	10	95.1%	25	60
2033 Baseline						
B2150 Hulbert Road (SB)	47%	1	4.3	55.6%	2	5.8
Purbrook Road (WB)	53.9%	10	14.1	43.7%	7	14.2
B2150 (NB)	48.4%	2	12.4	42.4%	2	8.8
ASDA Access	26.7%	1	5.9	49.9%	3	6.6
Purbrook Road (EB)	64.5%	11	22.1	107.7%	57	193.9
2033 Baseline + Committed Development						
B2150 Hulbert Road (SB)	47.2%	1	4.3	57.5%	2	6.3
Purbrook Road (WB)	56.7%	10	14.5	50.1%	8	16.9
B2150 (NB)	49.1%	2	12.9	43.7%	2	9.4
ASDA Access	29.1%	1	5.9	49.9%	4	6.4
Purbrook Road (EB)	64.8%	11	22.1	92.1%	23	45.7
2033 Baseline + Committed Development + Development						
B2150 Hulbert Road (SB)	47.5%	1	4.4	57.7%	2	6.4
Purbrook Road (WB)	55.8%	10	13.9	51.1%	9	15.9
B2150 (NB)	49.4%	2	13	44.4%	2	9.9
ASDA Access	29.3%	2	5.8	50.6%	4	6.7
Purbrook Road (EB)	68.1%	12	22.9	93.6%	25	49.8

Table 17: ASDA Roundabout Junction Capacity

10.20 **Table 17** demonstrates that all arms apart from the Purbrook Road (EB) operate well within capacity, however Purbrook Way (EB) exceeds capacity in the 2033 baseline and improves slightly with the introduction of committed developments and the development, meaning in the 2033 + committed development + development, the capacity is better than in the 2023 baseline. This is likely due to the balancing of flows across the roundabout. It is acknowledged that when compared to the queue length surveys, some arms perform better and others perform worse, however this may be a result of the signal optimisation function in LinSig and given this junction was provided by HCC as part of the previous application, we have not made any amendments. Given the development does not result in a detriment to the operation of the roundabout, no mitigation is proposed.

10.21 The surveys undertaken in June 2022 at this junction showed queue lengths on the Purbrook Road (EB) arm were lower than those exhibited by the modelling results, however this likely partially related to the TEMPro growth to 2023. Furthermore, the junction modelling is seen as a robust representation of the operation of this junction.

Crookhorn Lane / Portsdown Hill Road

10.22 This junction is located within PCCs administrative boundary. The junction's model was updated, incorporating PCCs comments. The results are shown in **Table 18**, whilst the modelling outputs are included in **Appendix O**, whilst the updated drawing of the junction incorporating PCC's comments is provided in **Appendix P**.

Arm	AM Peak Period			PM Peak Period		
	RFC	Queue (Vehicles)	Delay	RFC	Queue (Vehicles)	Delay
2023 Baseline						
Crookhorn Lane – Portsdown Hill (WB)	0.26	1 (4.5)	11.56	0.13	1 (5)	8.16
Crookhorn Lane - Portsdown Hill Road (EB)	0.76	3 (1)	45.19	0.49	1 (1)	19.66
Portsdown Hill Road – Crookhorn Lane	0.23	1 (1)	7.04	0.13	1 (1)	5.76
2023 Baseline						
Crookhorn Lane – Portsdown Hill (WB)	0.3	1	12.93	0.14	0.2	8.59
Crookhorn Lane - Portsdown Hill Road (EB)	0.87	5	76.28	0.56	1.2	23.78
Portsdown Hill Road – Crookhorn Lane	0.25	1	7.42	0.16	0.2	6.68
2023 Baseline + Committed Development						
Crookhorn Lane – Portsdown Hill (WB)	0.3	1	12.59	0.14	1	8.5
Crookhorn Lane - Portsdown Hill Road (EB)	0.87	5	77.49	0.55	1	23.13
Portsdown Hill Road – Crookhorn Lane	0.25	1	7.44	0.15	1	5.99
2023 Baseline + Committed Development + Development						
Crookhorn Lane – Portsdown Hill (WB)	0.37	1	14.3	0.18	1	9.13
Crookhorn Lane - Portsdown Hill Road (EB)	1.01	13	154.7	0.63	2	28.92
Portsdown Hill Road – Crookhorn Lane	0.27	1.	7.67	0.18	1	6.37

Table 18: Crookhorn Lane / Portsdown hill Road Junction Capacity Results

10.23 The results demonstrate that whilst the capacity results are better than the previous modelling, the Crookhorn Lane – Portsdown Hill Road (EB) shows RFCs of 1.01 in the AM peak and 0.63 in the PM peak in the 2023 Baseline + Committed Development + Development scenario. The development results in

queues more than doubling in the AM peak on Crookhorn Lane for those travelling Eastbound. The RFC also exceeds capacity. It is worth noting that the queue length surveys show that the surveys recorded higher queues in the left turn lane from Crookhorn Lane.

10.24 As part of the previous application, PCC requested that this junction be updated to a signalised junction to address capacity concerns. This solution was chosen over a roundabout design, due to the spatial constraints. Further comments from PCC included signalling the pedestrian crossing and locating this to the east of the junction, which have also been incorporated into this LinSig model. This includes a designated pedestrian phase being called every cycle. The updated results are set out in **Table 19**, whilst the modelling outputs are included in **Appendix Q**.

Arm	AM Peak Period			PM Peak Period		
	DoS	Queue (PCUs)	Delay (seconds)	DoS	Queue (PCUs)	Delay (seconds)
2029 Baseline + Development + Mitigation						
Crookhorn Lane	79.1%	9	5.3	67.7%	6	3.5
Portsmouth Hill Road (EB)	53.4%	13	4	25.5%	12	3.4
Portsmouth Hill Road (WB)	67.1%	8	3	62.7%	1	0.6

Table 19: Crookhorn Lane/Portsmouth Hill – Improved Configuration

10.25 **Table 19** demonstrates that by signalling the junction, all arms work within capacity for the future baseline plus development and committed developments for both peak hours. The highest queues are shown to be on Portsmouth Hill Road Eastbound, however the delay is only minor, and it is anticipated that queues would dissipate quickly. Furthermore, it is unlikely that the pedestrian phase would be called every cycle, therefore this is seen as a robust assessment.

Summary

10.26 In summary, this section of the report has demonstrated that whilst some junctions do operate over capacity, the majority do so without the addition of the development. However, it was identified that the Portsmouth Hill Road junction be signalised to increase capacity.

11. OFFSITE WORKS

Improvements to Sustainable Travel

- 11.1 To support the vision for the scheme, a number of improvements are proposed off-site to encourage lower vehicle dominance along with increased travel by sustainable modes.
- 11.2 A 3.0m shared cycle / footway is proposed on the eastern side of College Road, which will provide a link between the existing shared route to the north of the site, continuing southwards. The route will be created by removing the existing verge which separates the footway from the carriageway. A dropped kerb is proposed at the site access to allow cyclists to join the road.
- 11.3 As part of the signalisation of the site access, a new signalised toucan crossing will be created across the site access to provide a continuous link to the north. In addition, a further signalised crossing point will be created across College Road to connect to Atlantis Avenue via a new cut through measuring 3.0m. There will then be a crossing over Atlantis Avenue to the existing footway on the western side which will be supported by dropped kerbs and tactile paving. This will enhance connectivity and permeability for both existing and future residents. Currently, the walking distance between the proposed site access and the amenities at Crookhorn Village takes 10m via Apollo Drive, compared to a 2-minute drive. By creating this new cut through, this would make the journey 4 minutes quicker and therefore is expected to be a more attractive journey by foot. A drawing illustrating the proposed crossing and cut through is included in **Appendix J**.
- 11.4 In addition to the above, two new bus stops are proposed on College Road which would serve the existing bus routes along this route. This would reduce the walking distance required by future residents, along with improving walking times for existing residents to the west of College Road via the new cut through. The bus stops will be high quality, with raised kerbs, sheltered seating and timetable information. A new uncontrolled crossing would also be provided to allow users to cross to the western side of the carriageway and access northbound services. Section 8 identifies that a high proportion of residents are expected to travel to the Waterlooville / Purbrook and Portsmouth areas. Buses to these locations operate via College Road therefore this is expected to support these routes. A drawing illustrating the proposed bus stop and crossing points is included **Appendix R**.
- 11.5 Through the junction modelling outputs set out in Section 10, the signalisation of the Portsdown Hill Road was identified to mitigate capacity constraints. The highway improvements are explained further in the next section, however as part of these works and liaison with PCC additional cycling and pedestrian improvements have been included in the updated design. These include:

- 4.0m by 3.0m wide signalised Toucan Crossing point over Portsdown Hill Road to the east of the junction aligned with the anticipated desire line from Crookhorn Lane south to Gillman Road which allows continuous movement along National Cycle Road 222.
- 3.2m by 3.0m wide signalised toucan crossing over Crookhorn Lane to provide a continuous route for cyclists travelling east – west along Portsdown Hill Road.
- Widening of the existing footway on Portsdown Hill Road (east of junction) into the verge to measure 3.0m to allow cyclists to join the road to the east of the development and continue east. A dropped kerb will aid cyclists joining the carriageway.
- Widening of the existing footway on Portsdown Hill Road (west of junction) into the verge to measure 3.0m to allow cyclists travelling from the west to join the shared cycle / footway on Crookhorn Lane.
- Rationalisation of the give-way for both the operational access to the Dead Man Copse area and Peter Ashley Road to require vehicles to give-way to cyclists / pedestrians travelling along Crookhorn Lane.

11.6 Full details of these improvements are included in **Appendix P**.

11.7 During pre-application meetings with HCC, it was suggested that instead of small capacity improvements to the A3(M) junctions, pedestrian improvements could be considered instead. During discussions with National Highways, it was noted that no crossings could be implemented on the On and Off-slip Roads due to the nature of these roads and it would be preferable to focus these along the northern side. Currently there is a continuous footway measuring between 2.5 and 3.0m in width on the northern side of Purbrook Way. The one crossing point in the vicinity of the junction is at the B&Q arm, which currently only features dropped kerbs. Therefore, it is proposed that tactile paving could be added to this crossing to aid east – west pedestrian movements.

11.8 All the improvements above are expected to support a modal shift away from private car use and encourage and increase in future and existing residents travelling by sustainable modes of transport.

Highway Capacity Improvements

11.9 Section 10 of this TA identified that junctions which would require mitigation to support the delivery of the proposed development. It should be noted that no off-site highway mitigation designs are proposed at the Stakes Hill Road roundabout given HCC are still developing a scheme for this and it is considered that improvements at this location are already fully funded.

11.10 As mentioned in the previous section, the junction modelling results highlight a requirement to mitigate the existing Portsdown Hill Road / Crookhorn Lane junction. This junction is currently formed of a priority junction, with a right turn box for vehicles turning right from Portsdown Hill Road east to Crookhorn Lane and two lanes for vehicles turning left and right out of Crookhorn Lane. Ghost islands are present on both sides of the junction.

11.11 It is proposed that the junction is signalised to improve capacity. The layout of the junction will predominantly stay the same, with new signalised toucan crossings created on eastern Portsdown Hill Road Arm and Crookhorn Lane arm. The existing uncontrolled crossing on the western Portsdown Hill Road arm will be removed as a crossing and would be extended to allow a signal to be located. Lane widths of the running lanes would be reduced so not to exceed 3.2m in width to reduce vehicles overtaking cyclists at the junction (LTN 1/20). Although Gillman Road does not experience much vehicle activity, it would be signalised to ensure there is no conflict at the junction. A drawing illustrating the proposed layout of the junction is shown in **Appendix P**.

11.12 Whilst capacity constraints were identified at the ASDA roundabout, this is a result of general traffic growth and committed developments, such as the approved LIDL accessed from the roundabout. Therefore, the proposed development itself is not the cause and as such no mitigation is proposed.

Summary

11.13 In summary, there are a number of pedestrian, cycle and bus improvements proposed to support the vision of the site and encourage a modal shift away from private car use. Where capacity constraints were identified in Section 10, highway improvements are proposed such as the signalisation of the junction. However, this has also enabled further improvements to be made for pedestrians and cyclists travelling in this area.

12. SUMMARY AND CONCLUSIONS

- 12.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Dandara Southern to support a full planning application for a residential development comprising 628 dwellings along with ancillary community use, associated landscaping and parking on Land at College Road, Campdown.
- 12.2 The site is situated within the Borough of Havant and is bound by College Road to the west, Havant South Downs College to the north, the A3(M) motorway to the east and greenspace to the south.
- 12.3 Prior to this application, a live application for 780 dwellings was submitted in October 2019 which received responses from HCC, National Highways and PCC. All these responses have been used to inform this new application.
- 12.4 The vision for the proposed development is to provide a high-quality environment which promotes a healthy lifestyle with access to open space and reduces the need for the private car as much as possible. The development will support active travel through providing walking and cycling facilities and links to existing public transport services through contributions and S278 works.
- 12.5 This TA has demonstrated that the site is well served by cycling and pedestrian infrastructure. Regular bus services are available via bus stops along College Road providing services to a range of destinations. Bedhampton railway station is located with a 35-minute walk or 9-minute cycle, with the journey times expected to reduce following the development proposals. Therefore, there are good opportunities to encourage a modal shift from private car to sustainable modes.
- 12.6 The proposals are for 628 new residential units, comprising one – two-bedroom flats and two – five bedroom houses, along with a small ancillary community facility. The site will be accessed by a new signalised junction in a similar location to the existing access, which has been designed in line with DMRB. A signalised crossing point for pedestrians is also proposed on the northern side on College Road which would link to a new cut through to Atlantis Avenue which will make walking trips to Crookhorn Village shorter and more direct.
- 12.7 A pedestrian access point is also proposed at the south-western corner of the site, where the existing cut through is located. This will connect to the internal footpaths through the site. Further pedestrian connections will be provided to Scratchface Lane in the east, along with provision for a potential link to the neighbouring Havant and South Downs College residential development directly to the north.

- 12.8 A secondary emergency access from the main spine road near the signalised junction will be provided for fire tender access, along with pedestrian and cycle access to increase permeability along the western side of the site.
- 12.9 Car and cycle parking will be provided in line with Havant Borough Council Parking Supplementary Planning Document.
- 12.10 The trip generation exercise demonstrates that the proposed development is expected to generate 305 vehicle trips in the AM peak hour and 328 vehicle trips in the PM peak, which is a reduction compared to the previous application. In addition, 131 walking, cycling and public transport trips are expected in the AM and 82 in the PM, however these are expected to be absorbed by existing and proposed infrastructure surrounding the site.
- 12.11 A number of junctions were modelled to assess the impact of the proposed development, which demonstrated that whilst some junctions do operate over capacity, the majority do so without the addition of the development. However, it was identified that the Portsdown Hill Road junction be signalised to increase capacity.
- 12.12 As part of the signalisation of this junction, a number of improvements are proposed to improve pedestrian and cycling infrastructure including the implementation of toucan crossings, widening footways, dropped kerbs for cyclists and rationalisation of the existing give way lines onto Crookhorn Lane. Further improvements include the widening of the existing footway on the eastern side of College Road to create a shared cycle / footway along the site frontage. A cut through would also be created from College Road near the site access to Atlantis Avenue which will reduce walking times towards the amenities in Crookhorn Village. Furthermore, a new set of bus stops are proposed on College Road, served by existing routes complete with sheltered seating and an uncontrolled crossing point. All these improvements above are expected to support a modal shift away from private car use and encourage future and existing residents to travel by sustainable modes of transport.
- 12.13 This Transport Assessment has demonstrated that the proposed development will not have a severe impact on the operation, capacity or safety of the local road network given that no junction aside from the Crookhorn Lane / Portsdown Hill Road junction would operate over capacity which is being signalised to increase capacity. We therefore encourage HCC highway officers, PCC and NH to look favourably upon this development in relation to highways.

Appendix A



CAMPDOWN, PURBROOK, PORTSMOUTH						628
SCHEDULE OF DWELLINGS						
REF	NAME	DESCRIPTION	SQ.FT	HEIGHT	NO	CALC
PRIVATE						
BLM	BLENHEIM	5 BEDROOM HOUSE	2249	2.0	6	13494
CHL	CHARTWELL	4 BEDROOM HOUSE	1564	2.0	4	6256
ROC	ROCKBOURNE	4 BEDROOM HOUSE	1394	3.0	10	13940
GOO	GOODWOOD	4 BEDROOM HOUSE	1489	2.0	19	28291
WOB	WOBBURN	4 BEDROOM HOUSE	1232	2.0	22	27104
PEN	PENHURST	4 BEDROOM HOUSE	1211	2.0	14	16954
OAT	OATHAM	4 BEDROOM HOUSE	1180	2.0	4	4720
SPA	SPARSHOLT	3 BEDROOM HOUSE	1394	3.0	13	18122
ASH	ASHLEY	3 BEDROOM TOWNHOUSE	1302	2.5	23	29946
WYK	WYCK	3 BEDROOM HOUSE	1247	3.0	15	18705
BLY	BLETCHLEY	3 BEDROOM TOWNHOUSE	1229	3.0	30	36870
GOS	GOSFORD	3 BEDROOM HOUSE	1039	2.0	51	52989
GOD	GOSFORD	3 BEDROOM HOUSE	1039	2.0	18	18702
PAR	PARHAM	3 BEDROOM TOWNHOUSE	1014	2.5	39	39546
FRO	FROGMORE	3 BEDROOM HOUSE	1000	2.0	8	8000
CHA	CHARLESTON	3 BEDROOM HOUSE	906	2.0	23	20838
LIP	LIPPEN	2 BEDROOM DUPLEX	989	3.0	8	7912
CHN	CHARLESTON	2 BEDROOM HOUSE + STUDY	906	2.0	26	23556
BIN	BINSTEAD	2 BEDROOM COACH HOUSE	794	2.0	13	10322
VYN	VYNNE	2 BEDROOM HOUSE	757	2.0	11	8327
BLOCK A	2BFA	2 BEDROOM FLAT	772	3.0	42	32424
BLOCK B	2BFB	2 BEDROOM FLAT	767	3.0	12	9204
BLOCK B	2BFB	2 BEDROOM FLAT	765	3.0	12	9180
BLOCK C	2BFC	2 BEDROOM FLAT	761	3.0	3	2283
BLOCK C	2BFC	2 BEDROOM FLAT	759	3.0	3	2277
1BFA	1BFA	1 BEDROOM FLAT	566	3.0	8	4528
BLOCK C	1BFC	1 BEDROOM FLAT	559	3.0	3	1677
SUB TOTAL					440	466167
AFFORDABLE @ 30% +						
OAK	OAKHAM	4 BEDROOM HOUSE	1180	2.0	2	2360
MON	MONK	3 BEDROOM HOUSE	1039	2.0	13	13507
LAN	LANGSTONE	3 BEDROOM TOWNHOUSE	1014	2.5	7	7098
MAI	MAIDSTONE	3 BEDROOM HOUSE	1002	2.0	10	10020
TAU	TAUNTON	3 BEDROOM HOUSE	906	2.0	19	17214
GRA	GRATELEY	2 BEDROOM COACH HOUSE	794	2.0	13	10322
BED	BEDFORD	2 BEDROOM HOUSE	757	2.0	19	14383
BLOCK E	2BFE	2 BEDROOM FLAT	772	3.0	18	13896
BLOCK F	2BFF	2 BEDROOM FLAT	772	3.0	18	13896
BLOCK G	2BFG	2 BEDROOM FLAT	767	3.0	15	11505
BLOCK G	2BFG	2 BEDROOM FLAT	765	3.0	15	11475
BLOCK H	1BFH	1 BEDROOM FLAT	546	2.0	39	21294
SUB TOTAL					188	146970
GRAND TOTAL					628	613137

Scale: 1:1000
Date: 06.06.23
Rev: A
MAH
Updated to latest landscape line work.

Project: CAMPDOWN, PURBROOK, PORTSMOUTH
Title: PLANNING LAYOUT
Client: dandara

Date: NOVEMBER 2022
Drawn by: MAH
Checked by: BB
Dwg No: CB_62_245_001
Rev: A



Coopershallie Limited - Copyright House, 24 Gifford Road, Bognor, Sussex GU11 5JN - Telephone 01243 450031 - www.coopershallie.co.uk
This drawing is the property of Coopershallie Limited and is not to be used for any other purpose without the written consent of Coopershallie Limited. It is to be used for the purpose for which it was prepared.

Appendix B



Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD

Tele: 0845 603 5638 (General Enquiries)
0845 603 5633 (Roads and Transport)
0845 603 5634 (Recycling Waste & Planning)

Textphone 0845 603 5625

Fax 01962 847055

www.hants.gov.uk

Caitlin Turley
Paul Basham Associates
(email only)

Enquiries to	Holly Drury	My reference	6/3/13/176
Direct Line	0370 779 3193	Your reference	N/A
Date	31 st October 2022	Email	Holly.drury@hants.gov.uk

Dear Sirs,

Land at College Road (Campdown) – Construction of 650 New Residential units, with associated car parking, cycle parking, landscaping and internal road network.

Thank you for consultation on the above pre-application. The following documentation has been submitted for consideration by the Highway Authority.

- Land at College Road, Campdown Technical Note and associated appendices A to M.
- Email dated 29th April 2022 including
 - PV2 calculation
 - 108.0010 NMU1 Land at College Road NMU Audit
- Drawing CB_26_265_001 Sketch Layout January 2022
- Drawing 147.0008.004 Proposed Bus Stops and Pedestrian Crossing on College Road

Planning History

The site has been subject to an outstanding planning application reference APP/19/01101. This application is understood to be withdrawn in due course. The application had a number of outstanding matters in relation to the site which needed to be addressed prior to the Highway Authority being able to recommend positively on the application. These matters relate to both offsite and onsite highway requirements and therefore are relevant for consideration by the applicant for any new application.

Proposed Development

The proposed development is for circa 650 dwellings along with an ancillary community use. The type of community use is yet to be confirmed but has been assumed within the pre-application discussion to be a hall or similar and

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

not permit occupation as a nursery or other significant trip generating end use.

Committed Development

The application for APP/22/00439 South Downs College has been referenced within the Technical Note provided and this is agreed as necessary to consider as part of the committed development for the future application. This should include consideration of the interaction between the proposed access arrangements. It should also be noted that the Highway Authority have responded formally to this application and are not minded to agreed discounting of existing College trips from the residential application primarily due to the change in nature of the site and because of consideration of the proposed new site access. Any new survey data collected is also reflective of the revised position in relation to the College occupation and therefore reducing further from this baseline would not be appropriate. There are discussions still on going regarding the trip generation from the site which is based on an affordable only rate.

Lidl Purbrook Way (APP/20/01221) has no outstanding objections from the Highway Authority and is proposing to make alterations to the existing B and Q approach to the A3(M) junction 4 roundabout. This should be considered as a committed scheme and the alterations proposed assessed within the development.

Southdown's College have a further application in place to reduce the parking provision on site (APP/22/00576). The implications of this strategy should be considered when assessing the base scenario for this site, in particular in relation to on street parking.

Forty Acres (APP/18/00450) also has permission and should be considered a permitted development along with the approved Hulbert Road site (APP/20/00441).

Previous Correspondence

Reference is made to addressing comments from the Highway Authority made on the 16th January 2020 via a formal response to the Planning Authority in response to application APP/19/01101. Further correspondence has been provided on this site dated 24th September 2020 which has not been responded to within the Technical Note provided.

Trip Generation

Trip rates have been utilised as previously agreed with a rate of 0.534 two way trips in the AM peak and 0.589 trips in the PM peak. As a result of the reduction in the proposed dwelling numbers this shows a lower total trip generation that previously proposed with a total trips of 347 in the AM peak and 383 in the PM peak hours. This is agreed and whilst shown as a net reduction in trips is not considered as such as no previous agreement to the accommodation of all the trips generated from the site has been agreed with the Highway Authority.

Modelling Scenarios

The modelling base year has been updated to 2022 from 2019. Updated traffic counts have been undertaken and set out in Appendix F. The scope of

the surveys and the results should be set out clearly for the assessment of the application. The Highway Authority are not able to agree the conclusions of the report without suitable analysis of the data and the differences between the current and previous assumptions. Sensitivity testing may be required to ensure a robust and appropriate assessment of the junction impacts is undertaken.

It is also noted that the base year assessment has been amended to accord with the likely application year (2022). This should be 2023 if an application is not forthcoming. The forecast year has not however been adjusted to the same extent. Due to the size of the development a 10 year forecast year was agreed and this should be replicated here, not the proposed 2029.

The full extent of modelling scenarios will need to be agreed when the base year data assumptions and justifications have been presented appropriately.

Walking and Cycling Accessibility

College Road Crossing

Drawing 147.0008.004 has been provided detailing uncontrolled crossing facilities on College Road and Atlantis Avenue to connect to the existing bus stops. Confirmation is required on whether agreement has been reached with Portsmouth City Council to deliver the link to Atlantis Avenue.

The exact location of the proposals are unclear. It is assumed it is in the vicinity of Dalphi Way, a clearer plan is requested. The plan should also be set against the site internals so the Highway Authority can ensure suitable integration can be achieved.

Two new bus stops are proposed which in principle is supported but confirmation from Stage Coach that these stops can be accommodated within the service provision should be obtained. The Highway Authority can consult through our Passenger Transport team if necessary, confirmation is requested.

The facility provided is 3m wide and should aid for cycle crossing into Atlantis Avenue also. The width of provision appears sufficient to enable this and it is unclear why cyclists are not permitted to enter Atlantis Avenue itself.

With the adoption of LTN1/20 the provision should also conform to these design principles. New provision should provide segregated pedestrian and cycle infrastructure and compliance with LTN1/20 should be demonstrated here.

Visibility splays have only been shown to a 1.5m set back and these should conform with the required TG3 standards of a 2.4m. Visibility splays will also be required to be provided in accordance with the recorded vehicle speeds. The visibility splay as shown for the College Road crossing utilises land outside of the existing highway which is currently hedgerow, achievability of the proposed visibility at the proposed location is therefore questionable at this

time. Any visibility splays would need to be dedicated as highway and would not be subject to planting.

Given that College Road is a 40mph road with a primary focus on vehicular demand the crossing provision has limited benefit in enabling crossing opportunity. Consideration has been given to the provision of a controlled crossing. A PV2 has been undertaken by the applicant and demonstrates the level of crossing movements required to trigger the demand for a controlled crossing provision. The Highway Authority are considering this assessment work against the wider context of the site and future demand. Connectivity of the existing and new infrastructure from the site is key and wider consideration is needed to determine if the Highway Authority would support the provision of controlled facilities.

TRICs has also been interrogated to identify the number of forecast pedestrian and cycle trips may be expected under current levels. This shows that daily it would be expected that there would be 95 cycle trips and 636 pedestrian trips. New developments and new provision however should strive to not just cater for current demand levels but to enable and encourage sustainable travel choices. At a minimum a refuge island should be provided to allow crossing in two stages making the opportunity to cross College Road more accessible for all users.

No agreement has been made on the ability for the Highway Authority to take a contribution in lieu of the works to cross College Road into Atlantis Avenue. The Highway Authority do not have the ability to commit to such a delivery due to some land being under the control of Portsmouth City Council. Further discussions are required on this point.

NMU Audit

An NMU audit dated March 2022 has been provided. This refers to 780 dwellings as opposed to the 650 set out within the technical note and should be corrected.

The NMU considered routes to Morelands Primary School, Havant Town Centre and Purbrook Park School as previously requested in our formal planning response.

The document makes reference to the connection point to be provided for pedestrians and cyclists from the site via the existing PRow onto Scratchface Lane. Comments on the suitability of this link design have been raised in relation to the internal layout. Countryside Services should also be contacted regarding requirements for change and improvement to the PRow network through the site.

A report on opportunities for connectivity into Atlantis Avenue was previously produced however this has not been referenced in the Pre-App.

Reference is made to assessing College Road and Crookhorn Lane with regards its suitability for on road cycling. This has previously been disputed by the Highway Authority and goes against LTN1/20 design guidance. The

position remains therefore that suitable cycling infrastructure along Crookhorn Lane and College Road connecting Portsdown Hill and Purbrook Way should be provided.

The Highway Authority have undertaken their own site visit on the 25th October 2022 and consider there remain a number of deficits along the route which have not been identified within the NMU. Generally, it is considered that the routes have not been considered holistically and in light of previous comments on the site. Infrastructure provision to enable sustainable travel choices from a site from this site should reflect the size and greenfield nature of the development. The areas below have been identified through review of the NMU Audit routes and onsite observations.

1. Comments regarding the proposed identified College Road crossing have been raised above
2. The route through from Atlantis Avenue to Crookhorn Lane is unclear and would require signing. The reasoning for the route identified seems unclear, some of these paths are also not adopted highway and therefore could not be promoted for use through signage. A highways adoption plan should be obtained, and a route confirmed. It would be preferred if possible that the landing area utilised the path landing just by the bus stop on the eastern side of Crookhorn Lane as the route is clearer and more open than landing via Mercury Place.
3. Landing at Crookhorn Lane there is an existing crossing to the north with tactile and bollards however the crossing at Mercury Place is substandard and would benefit from improvement if to be promoted for use.
4. It is noted that the bus stop on the western side of Crookhorn Lane is absent of a shelter and seating area.
5. There is opportunity for continued off road cycle provision along Crookhorn Lane to link to Morelands and the shopping areas to the facilities requested for College Road and those existing further along Crookhorn Lane.
6. There are no crossing facilities at the Crookhorn Lane/College Road junction. Crossing here should cater for pedestrians and cyclists. If placed south of the junction these would also serve the bus stops and existing east/west routes.
7. The route to Purbrook Park chooses to take students through the park which in the hours of darkness would not be an attractive route. The preferred route would be via St John's Avenue, through to Sandy Brow, Privett Road and then onto The Dale for rear access to the school.
8. The route via Scratchface Lane will be more attractive with the presence of the development but there are concerns regarding its unlit status. Ecology should be consulted on the ability to light this route. Alternative routes may be more attractive to users for all purpose trips if this route can't be lit.
9. More widely if off road cycle provision is accommodated along College Road to link to the existing facilities and this is incorporated fully within the signal junction at Crookhorn Lane the alternative routes to Havant have been well established either via College Road, Purbrook Way or south via Crookhorn Lane, Gillman Road, Rusty Cutter roundabout onto Harts Farm Way. It is noted that there is one missing off road

connection point within the Portsmouth City Council boundary between Gillman Road and the facilities provided by the Forty Acre development which would complete this route.

Overall, there are clear and identifiable opportunities in the local network to promote sustainable travel and the Highway Authority consider that these should be looked at with greater priority to support the proposed development coming forward to provide a suitable package of sustainable travel measures which will meaningfully promote the site as sustainably accessible.

Given the time that has passed confirmation should be sought from the Education Authority that the school catchment area for the site remains as assumed within this assessment.

Vehicular Access Proposals

The site access is understood to still remain as per the signalised junction previously submitted. Detailed comments regarding this matter have been provided within the planning response and the subsequent email dated 24th September. To date comments regarding pedestrian and cycle connectivity and the provision of access through to Atlantis Avenue have not been suitably addressed. The Highway Authority welcome sight of revised plans.

Within the response dated 16th January a number of design matters were raised and these should be addressed and engagement had with the Highway Authority on the revised design.

Offsite Junctions

College Road/Purbrook Way

The applicant has provided revised modelling for this junction. It is suggested that addresses all matters. The modelling has been requested and is being reviewed by the Highway Authority. Modelling comments shall be provided separately to this response.

A3(M) Junction 4

The mitigation proposed was not agreed by the Highway Authority at any previous consultation stage. The comments raised within the formal response dated 16th January 2020 therefore still stand and the Highway Authority do not agree that the proposed mitigation provide a suitable improvement to provide the benefits suggested by the modelling work to date. The Pre-App Technical Note suggests that the points have been addressed because National Highways have been engaged however this is not a purely National Highways junction and therefore Hampshire County Council as Highway Authority need to be satisfied with the proposed improvements.

The Highway Authority undertook detailed modelling review as part of the original planning application. This considers that the improvements would not have a material impact on the roundabout performance or provide any additional capacity for cars to wait. The results shown are as a result of the modelling limitations in its assumptions basing assumptions on performance of the geometric parameters. In this case increasing of the intercept values falsely reporting an increase in junction performance.

The modelling improvements here also need to consider the committed Lidl application position and emerging improvements which arose through the Havant Local Plan work. The B and Q approach arm is the only proposed improvement within the highway network under our jurisdiction which provides any meaningful benefit. However, this in itself from the Lidl assessments is clear would not mitigate fully the impact of both developments.

Stakes Road/Stakes Hill Road Junction

The proposed approach to the modelling of Stakes Road/Stakes Hill Road roundabout is not agreed. Reference is made to updated modelling results however this has not been set out by the applicant. The Highway Authority consider that the junction impacts at this location need to be dually considered within the planning application. Whilst it is acknowledged that the current aspirations for the junction remain unknown the Highway Authority are progressing design work to consider options for improving capacity and sustainable travel provision at the junction. The Highway Authority welcome further discussion with the applicant on this point.

Crookhorn Lane/Portsdown Hill Junction

Drawing 147.0008.003 has been provided showing the proposed signalised scheme at this junction. The junction itself falls within the jurisdiction of Portsmouth City Council however the delay and congestion caused by the proposed development have implications to Crookhorn Lane itself which is under the control of Hampshire County Council as the Highway Authority. The principal of a signal junction has been agreed between all parties and the Highway Authority are considering the modelling information provided. However, until the modelling forecast years have been presented conclusions on the suitability of the design cannot be reached. It should be noted however that the eastern and western side of Crookhorn Lane is shared use provision, and this should be suitability accommodated within the design which it currently does not.

Asda Roundabout

It is noted that an amended Asda roundabout design however given the future year assessment is not agreed no commentary can be provided on this at this stage.

Internal Layout

It is understood that detailed comments on the internal layout are not sought at this stage. The layout has been considered however on the wider sustainable travel context.

Permeability throughout the site is disjointed and there are a number of areas where direct pedestrian and cycle connectivity between areas is not achieved. The site should be well connected internally for pedestrians and cyclists and not be reliant on internal road network to cater for these walking and cycling routes.

The site is reliant on a number of tight radius bends with the proximity of buildings close to these areas. Reference should be made to the Highway Authorities TG3 requirements for design speeds and forward visibility

especially on the primary and secondary road network within the development. A requirement for a 25m forward visibility and a design speed of 20mph would be expected in these areas.

The primary access road and design doesn't facilitate access for buses either now or in the future. Representation has been made by the Highway Authority on the need for the site to accommodate bus infiltration for some time now. This revised design still doesn't appear to allow for this to be accommodated and clarification on why this is the case and why this can't be accommodated is sought. Given the site layout proposed at present to accommodate a bus a 6m wide access road would be required with the ability for the bus to undertake a circular route or having turning facilities.

A primary focus for the site is the walking and cycling connectivity across the site east/west for pedestrians and cyclists. The site provides opportunity to implement LTN1/20 compliant infrastructure to enable more sustainable trips to Havant on a car free route through the site via Scratchface Lane. This required connectivity is not provided by the proposed site plan. The connections are not direct, do not separate pedestrians from cyclists, do not fully cater for cyclists and fail to meet the primary objective. This must be rectified.

A pedestrian connection is proposed in the southern corner of the site connection. Its not clear if this internally has been designed to cater for cyclists, it should be. It should also be well connected internally to the footway/cycleway network and at present it terminates prematurely in the site to join on carriageway provision. There would be an expectation for this route to be lit.

No cycleway to the western boundary of the site was agreed previously with onward connections to tie the footway/cycleway provision together between Crookhorn Lane, the site and the northern section of College Road. This is still required in terms of both on site and offsite works. Previously this was to be a separate provision within the site boundary for the frontage of the site but the Highway Authority would also consider this as improvement works on the highway land itself. Any design again should seek LTN1/20 compliance and segregate pedestrians for cyclists.

No emergency access is shown, and details of the emergency access provision are requested as per previous correspondence on this site.

The layout doesn't facilitate future access to the Southdown's College site. Whilst it is acknowledged that the applicant for the Southdown's College site is seeking permission for alternative access arrangements the previous H41 Policy requires that an appropriate means of access to the site should be provided within this application. The internal layout at present doesn't seem to provide this coordinated approach to delivery within the design.

Parking

Confirmation will be required that the level of parking provided for the development will conform with Havant's adopted parking standards.

Travel Plan

A travel plan will be required to support the development and consideration should be given to the additional travel to school measures adopted in the Forty Acre travel plan to replicate at this site. Including park and stride promotion opportunities and funding as well as the provision of travel to school packs for new school aged residents of the estate.

I trust that the above is clear however, should you wish to discuss further, please feel free to contact Holly Drury on the number noted above.

Yours Sincerely,

Holly Drury – Principal Transport Planner – Highways Development Planning

Caitlin Turley

From: Colclough, Joseph <Joseph.Colclough@jacobs.com>
Sent: 15 September 2022 10:40
To: Caitlin Turley
Cc: Ginn, Beata; Blake, Patrick; Tarbuck, Tom; Bedingfeld, James; Doyle, Simon
Subject: RE: #17706 College Road, Campdown, Purbook - APP/19/01101- Highways Update

For the attention of: Caitlin Turley, Paul Basham Associates

Site: Land at College Road, Campdown

Proposal: APP/19/01101 (to be withdrawn) Transport Modelling Amendments

National Highways Reference: Tracker No: #17706 (7616)

Pre-Application Response

Dear Caitlin,

Thank you for consulting us on this pre-application transport information in your email dated 25th August 2022.

National Highways (we) has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such National Highways works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

In the case of this development proposal, our interest is in the A3(M) and A27, particularly the A3(M) junction on Purbrook Way which is the closest SRN junction to the site.

It is understood that this pre-app is intended to replace a hybrid planning application for the same site submitted in 2019, which is due to be withdrawn (ref: APP/19/01101). This previous application is yet to be determined and our current position on it is one of a holding recommendation, whilst we await updated information from the applicant. The future application not yet submitted will be treated as a new application with all matters reviewed to allow National Highways to understand the impact on the SRN before a response is provided to the Local Planning Authority.

We made initial detailed observations on the previous application in comments dated 10th January 2020. In this, we raised several concerns and requests for additional information relating to the modelling including:

- Modelled geometries should be reviewed.
- The modelled demand, particularly the HGV percentage, should be reviewed.
- Full geometry drawings should be provided in PDF and CAD format.
- A review of observed queues compared to modelled queues should be included.

We have reviewed the Technical Note 147.0008/TN/1 within which you detail your response to the items above. The table below contains your response and our most recent comments for your review in red:

Comments from NH Response	Response	NH Response
The modelled geometries should be reviewed and updated by the applicant.	The measurements have been reviewed and updated accordingly.	1. Please provide the A3(M) model design existing and proposed in CAD format to allow us to check the design against DRMB standards. 2. Please also provide a clear drawing showing land ownership boundaries and how these interact with the proposed development and mitigation at the A3(M) Purbrook junction.
The demand sets including HGV % should be reviewed and updated by the applicant.	The HGV % have been updated to reflect those shown in the updated traffic counts.	3. Noted that new traffic counts were undertaken, however references are made to January 2022 and February 2022 in the text with February 2022 dated counts in the appendices, clarification is required? Please also see comment 5.
FULL Arcady geometry drawings in PDF and CAD format should be submitted for review.	Drawings illustrating the existing and proposed geometries at the junction have been provided in Appendix C.	4. See comments 1 and 2.
A review of the observed queues against modelled queues should be provided to support the use of uncalibrated models.	Queue surveys have been undertaken (June 2022) which have been used to validate the junction modelling results. These are included in Appendix M	5. The queue surveys appear to be undertaken at a different time to the traffic flow survey (June 2022 vs February 2022). An explanation is required as to why. Currently this would not support the statement that the A3(M) model has been validated. Once this information has been provided and the future year updated as per DfT Circular 02/13 10-year assessment, we will require the model file to audit.

We accepted the trip rates provided for the previous application, however we will have to review the trip rates for this proposal separately to ensure that they are robust. However, as this proposal is for fewer dwellings than previously, it is likely that the trip generation will be lower than before.

We note that the TA due to be provided for this proposal will follow the same format as before, in general we agree with this approach. However, we do not agree with the future year remaining as 2029 as we require a 10-year assessment as per DfT circular 02/13. We request that the future year of modelling is adjusted accordingly in a TA submitted as part of a formal planning application.

We will expect any Transport Assessment (TA) provided with a formal planning application for this proposal to include all of the requests made in our response of 10th January 2020 and those above. When we have all of the information requested as part of the TA, we will then be able to assess whether the proposed mitigation is acceptable.

A Construction Environmental Management Plan will be a recommended condition by National Highways should all other matters be resolved.

Based upon the information submitted, we recommend a meeting to discuss the assessment methodology and expected impact on the SRN. Early engagement with us is advised before a full TA is submitted so that we can confirm that the information provided is satisfactory to us. Once you have provided the requested information please provide meeting dates and also keep us informed of this application as it progresses by contacting the National Highways planning inbox - PlanningSE@nationalhighways.co.uk.

Kind Regards

Joe

Joseph Colclough

Jacobs | Senior Consultant | Cities & Places

Joseph.Colclough@jacobs.com

Cottons Centre | Cottons Lane | London | SE1 2QG | United Kingdom

From: Caitlin Turley <c.turley@paulbashamassociates.com>

Sent: 25 August 2022 09:22

To: Blake, Patrick <Patrick.Blake@highwaysengland.co.uk>

Subject: College Road, Campdown, Purbook - APP/19/01101- Highways Update

Hi Patrick,

I am writing to provide an update on the Scheme to the east of College Road in Campdown, Hampshire. Originally a planning application was submitted by Persimmon (APP/19/01101) to which you provided comments on the highways modelling. This application is being withdrawn and a new application will be submitted for a reduced number of units – 650 houses. We have updated the junction modelling results to incorporate the comments you made, along with updated traffic counts and the new trip generation.

The attached report separates out the comments from HCC, PCC and yourselves at National Highways, so it should be clear to see how your comments have been addressed.

Please can you provide me feedback on our updated modelling results and let me know if you have any queries.

Many thanks,

Many thanks,

Caitlin Turley

Principal Transport Planner

BEng (Hons) General Engineering (Civils)



Fareham Office

 t +44 (0) 1329 711000

 p The Bothy, Cams Hall Estate, Fareham, PO16 8UT

 w www.paulbashamassociates.com

Fareham | Oxford | Bristol | Cambridge



 Follow Us



Please support our fundraising for
Pancreatic Cancer UK. Click to donate!



Please consider the environment before printing this e-mail

Registered in England No. 7013956
VAT: 980 0742 22

DISCLAIMER

This email is confidential and is intended solely for the use of the individual or entity to which it is addressed. If you are not the intended recipient and you have received this email in error, any use, dissemination, forwarding, printing or copying of this email is strictly prohibited and you should contact the sender by return and then delete all material from your system.

This email may contain information which is confidential and is intended only for use of the recipient/s named above. If you are not an intended recipient, you are hereby notified that any copying, distribution, disclosure, reliance upon or other use of the contents of this email is strictly prohibited. If you have received this email in error, please notify the sender and destroy it.

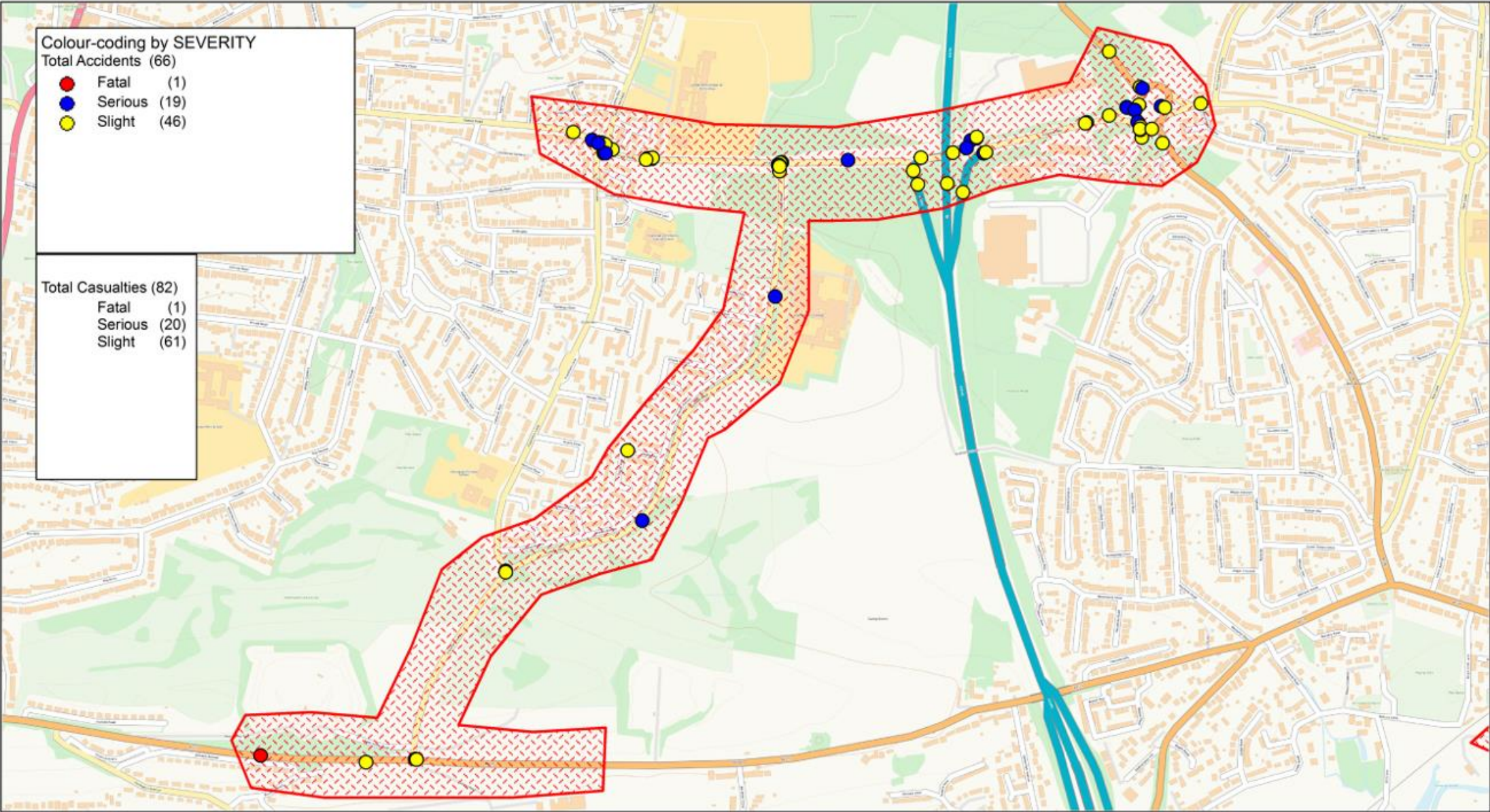
National Highways Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF | <https://nationalhighways.co.uk> | info@nationalhighways.co.uk

Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ

Consider the environment. Please don't print this e-mail unless you really need to.

NOTICE - This communication may contain confidential and privileged information that is for the sole use of the intended recipient. Any viewing, copying or distribution of, or reliance on this message by unintended recipients is strictly prohibited. If you have received this message in error, please notify us immediately by replying to the message and deleting it from your computer.

Appendix C



Selected map area

© Crown copyright. All rights reserved
Hampshire Police
Licence No. 01021C 2023

SCALE	1 : 12070
DATE	09/02/2023
DRAWING No.	
DRAWN BY	

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

Selected Polygon:HR CAMPDOWN

44170381071 01/10/2017 Time 1930 Vehicles 2 Casualties 1 Slight
E:468618 N: 107669 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface 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:	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 S OUT OF NUMBER 3 AND TURNING LEFT ONTO PURBROOK WAY COLLIDED WITH VEH 1 (M/CYCLE) TRAVELLING E ALONG PURBROOK WAY.

Occurred on PURBROOK WAY AT JUNCTION WITH NUMBER 3, PURBROOK, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Driver not contacted
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

Vehicle Reference 2 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 Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Male
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44170386327 05/10/2017 Time 1450 Vehicles 3 Casualties 1 Slight
E:468628 N: 107668 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (TAXI) TRAVELLING E ALONG PURBROOK WAY, DRIVER MISJUDGES CLEARANCE OF PARKED VEHs AND COLLIDES WITH REAR OFFSIDE OF VEH 2 (CAR) PARKED, SHUNTING VEH 2 INTO THE REAR OF VEH 3 (CAR) PARKED.

Occurred on PURBROOK WAY OUTSIDE OF NUMBER 3, CROOKHORN, HAMPSHIRE

Vehicle Reference 1 Taxi/Private hire car Overtaking stat vehicle O/S
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Parked Vehicle Off road: None
Did not leave carr Age of Driver 64 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

Notes:

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

Vehicle Reference	3	Car		Parked	
Vehicle movement from	Park to	Parked	No tow / articulation		Leaving the main road
On main carriageway			No skidding, jack-knifing or overturning		
Location at impact	Not at, or within 20M of Jct		First impact	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	

Casualty Reference:	1	Vehicle:	3	Age:	30	Female	Driver/rider	Severity:	Slight
Not a pupil									
Seatbelt	Not Applicable	Cycle helmet:	Not a cyclist						

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44180085609 06/03/2018 Time 1722 Vehicles 2 Casualties 1 Slight
E:469367 N: 107715 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 2 (P/CYCLE) TRAVELLING W ALONG PURBROOK WAY ACROSS THE ENTRANCE OF B & Q SERVICE ROAD AND COLLIDES WITH VEH 1 (CAR) TRAVELLING S ALONG B & Q SERVICE ROAD ENTERING THE PURBROOK WAY RBT AND COLLIDES, CAUSING THE RIDER TO FALL OFF.

Occurred on PURBROOK WAY AT JUNCTION WITH B & Q SERVICE ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 69 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 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: Not known

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44180093814 12/03/2018 Time 1735 Vehicles 2 Casualties 2 Slight
E:468919 N: 107652 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 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 1	Very Likely	
2nd: Failed to look properly	Vehicle 1	Very Likely	
3rd: Failed to judge other persons path or speed	Vehicle 1	Very Likely	
4th: Careless/Reckless/In a hurry	Vehicle 1	Very Likely	
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N ALONG COLLEGE ROAD, TURNS RIGHT ONTO PURBROOK WAY ACROSS THE PATH OF VEH 2 (M/CYCLE) TRAVELLING W ALONG PURBROOK WAY AND COLLIDES.

Occurred on PURBROOK WAY AT JUNCTION WITH COLLEGE ROAD, PURBROOK, 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 Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Female
Not hit and run Breath test Negative Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 19 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Male
Not hit and run Breath test Negative Left hand drive: No
Casualty Reference: 2 Vehicle: 2 Age: 20 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44180222741 14/06/2018 Time 1940 Vehicles 2 Casualties 1 Slight
E:468919 N: 107640 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: 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 (CAR) TRAVELLING N ALONG COLLEGE ROAD STOPS TO GIVE WAY AT JUNCTION WITH PURBRROK WAY. VEH2 (VAN) TRAVELLING N ALONG COLLEGE ROAD FAILS TO SLOW IN TIME AND COLLIDES WITH REAR OF VEH1.

Occurred on COLLEGE ROAD, AT JUNCTION WITH PURBROOK WAY, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 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 46 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 46 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 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 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 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44180229415 19/06/2018 Time 1824 Vehicles 2 Casualties 4 Slight
E:468916 N: 107655 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	Very Likely	
2nd: Failed to signal/Misleading signal	Vehicle 2	Possible	
3rd:			
4th:			
5th:			
6th:			

VE1H (CAR) TRAVELLING N ALONG COLLEGE ROAD IS WAITING TO TURN RIGHT ONTO PURBROOK WAY.
VEH2 (CAR) TRAVELLING W ALONG PURBROOK WAY. VEH1 THINKS VEH2 IS INDICATING TO TURN LEFT
SO VEH1 PULLS OUT. VEH2 DOES NOT TURN LEFT AND THEY COLLIDE.

Occurred on PURBROOK WAY, AT JUNCTION WITH COLLEGE ROAD, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Car Starting
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 20 Female
Not hit and run Breath test Negative
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

Casualty Reference: 2 Vehicle: 1 Age: 59 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

Notes:

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

Vehicle Reference	2	Car	Going ahead other
Vehicle movement from	E	to W	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Mid Junction - on roundabout or i	First impact	No skidding, jack-knifing or overturning
Hit object in road	None	Off road:	Front
Did not leave carr		Age of Driver	24
Not hit and run	Breath test	Negative	Male
		Left hand drive:	No

Casualty Reference:	3	Vehicle:	2	Age:	24	Male	Driver/rider	Severity:	Slight
Not a pupil									
Seatbelt	Not Applicable	Cycle helmet:	Not a cyclist						

Casualty Reference:	4	Vehicle:	2	Age:	32	Male	Passenger	Severity:	Slight
Not a pupil									
Seatbelt	Not Applicable	Cycle helmet:	Not a cyclist						

Front seat

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44180252632 05/07/2018 Time 1731 Vehicles 2 Casualties 2 Slight
E:469670 N: 107913 First Road: B 2150 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:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
4th:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ALONG B2150 HULBERT ROAD FAILED TO NOTICE THAT VEH2 (CAR) TRAVELLIGN SE ALONG B2150 HULBERT ROAD IN FRONT HAD SLOWED DOWN. VEH1 COLLIDES WITH THE REAR OF VEH2.

Occurred on B2150 HULBERT ROAD, 108 METERS NW OF JUNCTION WITH PURBROOK WAY, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Male
Not hit and run Breath test Negative
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

Vehicle Reference 2 Car Stopping
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 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

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44180325866 28/08/2018 Time 1734 Vehicles 1 Casualties 1 Slight
E:469337 N: 107592 First Road: A 3 Road Type Slip road
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Tyres illegal, defective or under inflated	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SW ALONG THE A3(M) SBOUND SLIP ROAD HAS A BLOW OUT CAUSING THE DRIVER TO LOSE CONTROL AND LEAVE THE CARRIAGEWAY TO THE NEARSIDE.

Occurred on A3(M) SOUTHBOUND ONSLIP, 93 METERS S OF JUNCTION WITH PURBOOK WAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
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 Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Tree
Nearside & rebounded Age of Driver 27 Male
Not hit and run Breath test Not requested
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 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44180325229 28/08/2018 Time 1000 Vehicles 2 Casualties 1 Serious
E:468519 N: 107683 First Road: U Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NW ALONG PURBROOK WAY, ENTERS THE RBT ACROSS THE PATH OF VEH 2 (P/CYCLE) TRAVELLING S ALONG STAKES HILL ROAD AROUND THE RBT AND COLLIDES.

Occurred on PURBROOK WAY AT JUNCTION WITH STAKES HILL ROAD, PURBROOK, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 18 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
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 47 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 47 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44180327401 29/08/2018 Time 2040 Vehicles 2 Casualties 1 Serious
E:469355 N: 107710 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: 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: Cyclist entering road from pavement	Vehicle 1	Very Likely	
2nd: Failed to look properly	Vehicle 1	Possible	
3rd: Cyclist wearing dark clothing at night	Vehicle 1		
4th:			
5th:			
6th:			

VEH2 (CAR) TRAVELLING W ALONG PURBROOK WAY, TURNS RIGHT AT THE ROUNDABOUT TO EXIT ONTO B&Q ROAD AND COLLIDES WITH VEH1 (P/CYCLE) TRAVELLING W ALONG PURBROOK WAY ON THE NORTH PAVEMENT, CROSSING B&Q ROAD.

Occurred on PURBROOK WAY AT JUNCTION WITH B&Q ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact 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: 1 Age: 17 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

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

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44180334707 04/09/2018 Time 1355 Vehicles 2 Casualties 2 Slight
E:469740 N: 107832 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: 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 SE ALONG HULBERT ROAD FAILS TO SLOW IN TIME ON APPROCH TO ROUNDABOUT AND COLLIDES WITH REAR OF VEH2 (CAR) TRAVELLING SE ALONG HULBERT ROAD AHEAD.

Occurred on HULBERT ROAD AT JUNCTION WITH PURBROOK WAY, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Stopping
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Car Stopping
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 56 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

Notes:

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

44180355724 20/09/2018 Time 1416 Vehicles 2 Casualties 1 Serious
E:468606 N: 106843 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine with high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed double white line	Vehicle 1	Possible
2nd:	Inexperienced or learner driver/rider	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (M/CYCLE) TRAVELLING NE ALONG COLLEGE ROAD CROSSES OVER CENTRE LINES AND COLLIDES WITH VEH2 (VAN) TRAVELLING SW ALONG COLLEGE ROAD.

Occurred on COLLEGE ROAD, 350 METERS NE OF JUNCTION WITH CROOKHORN LANE, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Motorcycle - unknown cc Going ahead left bend
Vehicle movement from NW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Nearside Age of Driver 18 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 18 Female Driver/rider Severity: Serious
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 right bend
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 39 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44180365286 27/09/2018 Time 2227 Vehicles 1 Casualties 1 Serious
E:469710 N: 107786 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal B 2150
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:	Exceeding speed limit	Vehicle 1	Possible
2nd:	Disobeyed automatic traffic signal	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 1	Possible
4th:	Careless/Reckless/In a hurry	Vehicle 1	Possible
5th:			
6th:			

VEH1 (CAR) TRAVELLING E ALONG PURBROOK WAY CONTRAVENES A TRAFFIC LIGHT AND HITS CAS1 (PEDESTRIAN) CROSSING PURBROOK WAY ON THE CROSSING TRAVELLING S.

Occurred on PURBROOK WAY AT JUNCTION WITH B2150 HULBERT ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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

Casualty Reference: 1 Vehicle: 1 Age: 46 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

On Ped Crossing S bound

Driver's nearside

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44180372260 03/10/2018 Time 1153 Vehicles 2 Casualties 1 Serious
E:469746 N: 107829 First Road: B 2150 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH2 (CAR) TRAVELLING SE ALONG B2150 HULBERT ROAD JOINS ROUNDABOUT WITHOUT GIVING WAY TO VEH1 (P/CYCLE) TRAVELLING NE ALREADY ON ROUNDABOUT.

Occurred on B2150 HULBERT ROAD AT JUNCTION WITH PURBROOK WAY, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 73 Male
Not hit and run Breath test Not applicable
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 73 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Car Going ahead other
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 75 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

Notes:

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

44180402514 24/10/2018 Time 1712 Vehicles 1 Casualties 1 Serious
E:468909 N: 107354 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH1 (BUS) TRAVELLING S ALONG COLLEGE ROAD MOVES AWAY FROM THE BUS STOP AND CAS1 (PASSENGER) FALLS FROM HER SEAT.

Occurred on COLLEGE ROAD, OUTSIDE SOUTH DOWNS COLLEGE NURSERY, WIDLEY, HAMPSHIRE.

Vehicle Reference 1 Bus or coach Starting
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 52 Female Passenger Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Not car passenger Seated bu

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44180443761 27/11/2018 Time 1201 Vehicles 2 Casualties 1 Slight
E:469738 N: 107791 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. 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:	Disobeyed pedestrian crossing facility	Vehicle 1	Possible
2nd:	Cyclist entering road from pavement	Vehicle 1	Possible
3rd:	Failed to look properly	Vehicle 1	
4th:			
5th:			
6th:			

VEH2 (CAR) TRAVELLING N AROUND THE RBT HELD AT ATS AT PURBROOK WAY. VEH1 (P/CYCLE) TRAVELLING E ALONG PURBROOK WAY ENTERS RBT AT THE SAME TIME AS ATS TURN GREEN FOR VEH2. VEH2 MOVES OFF AND COLLIDES WITH VEH1.

Occurred on PURBROOK WAY AT JUNCTION WITH HULBERT ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact 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: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 Car 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 Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 56 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44190025827 22/01/2019 Time 0800 Vehicles 1 Casualties 1 Serious
E:469788 N: 107788 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Frost/Ice
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH1 (P/CYCLE) TRAVELLING W ALONGTHE PATH ACROSS PURBROOK WAY ROUNDABOUT SLIPS ON ICE CAUSING RIDER TO FALL FROM VEH.

Occurred on PURBROOK WAY ROUNDABOUT ON THE PAVEMENT ACROSS THE CENTRE OF THE ROUNDABOUT, 7 METERS W OF PURBROOK WAY, HAVANT, 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 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 applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44190035564 29/01/2019 Time 1840 Vehicles 2 Casualties 1 Slight
E:468519 N: 107681 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: 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:	Rain, sleet, snow, or fog	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING W ALONG PURBROOK WAY ENTERED ROUNDABOUT WITHOUT GIVING WAY TO VEH2 (M/CYCLE) ALREADY ON ROUNDABOUT TRAVELLING S.
Occurred on PURBROOK WAY AT JUNCTION WITH STAKES HILL ROAD, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front 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 Not requested
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from W to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 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 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44190039374 01/02/2019 Time 1530 Vehicles 1 Casualties 1 Slight
E:469619 N: 107751 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Ped. phase at traffic signal junction 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	Casualty 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

CAS 1 (PEDESTRIAN) TRAVELLING S ACROSS PURBROOK WAY ON PEDESTRIAN CROSS ON RED LIGHT ENTERS LANE 2 MASKED BY STATIONARY TRAFFIC IN LANE 1 ACROSS PATH OF VEH 1 (CAR) TRAVELLING E ALONG PURBROOK WAY IN LANE 2 AND COLLIDES.

Occurred on PURBROOK WAY 106 METRES WEST OF B2150 HULBERT ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 11 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
On Ped Crossing S bound
Driver's nearside masked

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44190051911 12/02/2019 Time 1308 Vehicles 2 Casualties 1 Slight
E:468924 N: 107660 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:	Cyclist entering road from pavement	Vehicle 2	Very Likely
2nd:	Failed to look properly	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) ON N SIDE OF PURBROOK WAY, RIDER LOOKS LEFT AND ENTERS THE ROAD ACROSS THE PATH OF VEH 2 (CAR) TRAVELLING E ALONG PURBROOK WAY AND COLLIDES
Occurred on PURBROOK WAY AT JUNCTION WITH COLLEGE ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 67 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
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 20 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 20 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44190069008 26/02/2019 Time 0943 Vehicles 2 Casualties 2 Slight
E:469670 N: 107767 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING E ALONG PURBROOK WAY MOVES FROM LANE ONE INTO LANE TWO AND COLLIDES WITH VEH2 (CAR) TRAVELLING E ALONG PURBROOK WAY IN LANE TWO.
Occurred on PURBROOK WAY, 56 METERS W OF JUNCTION WITH HULBERT ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Changing lane to 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 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 Female
Not hit and run Breath test Negative
Left hand drive: No

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

Casualty Reference: 1 Vehicle: 2 Age: 47 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

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

Accidents between dates **01/10/2017** **and** **30/09/2022** (60) months

Selection:

Notes:

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

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44190069994 27/02/2019 Time 0010 Vehicles 2 Casualties 3 Serious
E:468521 N: 107684 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: 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: Impaired by alcohol	Vehicle 1	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (VAN) TRAVELLING W ALONG PURBROOK WAY ENTERED ROUNDABOUT WITHOUT GIVING WAY TO VEH2 (TAXI) ALREADY ON ROUNDABOUT TRAVELLING S.
Occurred on PURBROOK WAY AT JUNCTION WITH STAKES HILL ROAD, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 24 Male
Not hit and run Breath test Positive Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 22 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Not car passenger

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

Notes:

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

Vehicle Reference 2 Taxi/Private hire car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 42 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Back seat

Casualty Reference: 3 Vehicle: 2 Age: 40 Male Passenger Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Back seat

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44190104629 26/03/2019 Time 1127 Vehicles 2 Casualties 1 Serious
E:468089 N: 106299 First Road: B 2177 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING S ALONG COLLEGE ROAD, FAILS TO SEE AND TURNS RIGHT INTO B2177 PORTSDOWN HILL ROAD ACROSS THE PATH OF VEH 2 (M/CYCLE) TRAVELLING W ALONG B2177 PORTSDOWN HILL ROAD TURNING RIGHT INTO COLLEGE ROAD AND COLLIDES.

Occurred on B2177 PORTSDOWN HILL ROAD AT JUNCTION WITH COLLEGE ROAD, FARLINGTON, 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 26 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motorcycle 50cc and under Turning right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact 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 Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 18 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44190118656 06/04/2019 Time 0001 Vehicles 2 Casualties 1 Slight
E:468630 N: 107670 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH1 (CAR) TRAVELLING E ALONG PURBROOK WAY FAILS TO NOTICE VEH2 (CAR) PARKED ON THE NEARSIDE. VEH1 COLLIDES WITH REAR OF VEH2.

Occurred on PURBROOK WAY, OUTSIDE NO3, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Female
Not hit and run Breath test Negative
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 19 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44190133592 18/04/2019 Time 1030 Vehicles 2 Casualties 1 Slight
E:468916 N: 107654 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH1 (CAR) TRAVELLING N ALONG COLLEGE ROAD PULLED OUT ONTO PURBROOK WAY WITHOUT GIVING WAY TO VEH2 (CAR) TRAVELLING W ALONG PURBROOK WAY.

Occurred on PURBROOK WAY AT JUNCTION WITH COLLEGE ROAD, WATERLOOVILLE, 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 Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 87 Male
Not hit and run Breath test Negative
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 87 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 Negative
Left hand drive: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44190164686 13/05/2019 Time 1550 Vehicles 2 Casualties 1 Slight
E:468092 N: 106298 First Road: B 2177 Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH1 (CAR) TRAVELLING S ALONG CROOKHAM LANE TURNED RIGHT ONTO B2177 PORTSDOWN HILL ROAD WITHOUT GIVING WAY TO VEH2 (GOODS VEH) TRAVELLING E ALONG B2177 PORTSDOWN HILL ROAD.

Occurred on B2177 PORTSDOWN HILL ROAD AT JUNCTION WIHT CROOKHORN LANE, PORTSMOUTH, 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 58 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 16 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
Front seat

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 61 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44190168831 16/05/2019 Time 1554 Vehicles 2 Casualties 1 Serious
E:469711 N: 107785 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout 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: Disobeyed automatic traffic signal	Vehicle 2	Possible	
2nd: Cyclist entering road from pavement	Vehicle 2	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING E ALONG PURBROOK WAY WAS HELD AT A RED ATS. WHEN THE LIGHT TURNED TO GREEN VEH1 MOVED OFF. VEH2 (P/CYCLE) MIS-TIMED THE LIGHTS AND MOVED OFF AT THE SAME TIME TRAVELLING S ACROSS THE CROSSING.

Occurred on PURBROOK AT JUNCTION WITH HULBERT ROAD, WATERLOOVILLE, 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 Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Male
Not hit and run Breath test Not requested
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 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: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44190187058 31/05/2019 Time 1844 Vehicles 2 Casualties 1 Serious
E:469384 N: 107681 First Road: U Road Type 2
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 3
Crossing: Control School crossing pat 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 Give Way or Stop sign or markings	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH2 (CAR) TRAVELLING W ALONG PURBROOK WAY ENTERED ROUNDABOUT WITHOUT GIVING WAY TO VEH1 (M/CYCLE) ALREADY ON ROUNDABOUT TRAVELLING S.

Occurred on PURBROOK WAY AT JUNCTION WITH A3(M) SOUTHBOUND ON SLIP, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Going ahead other
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 Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 47 Female Passenger Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Not car passenger

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

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44190198649 10/06/2019 Time 0700 Vehicles 2 Casualties 1 Slight
E:468520 N: 107684 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH1 (CAR) TRAVELLING W ALONG PURBROOK WAY ENTERED ROUNDABOUT, FAILING TO NOTICE VEH2 (P/CYCLE) ALREADY ON ROUNDABOUT TRAVELLING S. VEH1 COLLIDED WITH THE NEARSIDE OF VEH2.

Occurred on PURBROOK WAY AT JUNCTION WITH CROOKHORN LANE, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front 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 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
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 36 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 36 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44190268065 30/07/2019 Time 1519 Vehicles 2 Casualties 1 Slight
E:468921 N: 107659 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING E ALONG PURBROOK WAY FAILS TO NOTICE QUEING TRAFFIC AT JUNCTION AND COLLIDES INTO REAR OF VEH 2 (CAR) IN FRONT.

Occurred on PURBROOK WAY AT JUNCTION WITH COLLEGE ROAD, WATERLOOVILLE, 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 59 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Stopping
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 73 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 73 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn and ind Cycle helmet: Not a cyclist

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44190298504 22/08/2019 Time 1740 Vehicles 2 Casualties 1 Slight
E:469389 N: 107683 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site Road surface defective 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:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (M/CYCLE) TRAVELLING SW ALONG PURBROOK WAY IN LANE 2 HIT A RUT IN THE TARMARC AND LOST CONTRL, COLLIDED WITH THE OFFSIDE OF VEH2 (CAR) TRAVELLING SW ALONG PURBROOK WAY IN LANE 1.

Occurred on PURBROOK WAY AT JUNCTION WITH A3(M) SOUTHBOUND ON SLIP, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
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 Jct Approach First impact Nearside 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: 30 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 Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44190333306 18/09/2019 Time 1354 Vehicles 2 Casualties 1 Serious
E:468492 N: 107711 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING E ALONG STAKES ROAD OVERTAKING VEH 2 (P/CYCLE) TRAVELLING IN FRONT. DRIVER OF VEH 1 WAS BLINDED BY LOW SUN AND THE WING MIRROR OF THE VEH CLIPPED VEH 2 AS IT PASSED.

Occurred on STAKES ROAD AT JUNCTION WITH STAKES HILL ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach 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 Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 33 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44200000960 01/01/2020 Time 1932 Vehicles 1 Casualties 1 Serious
E:469729 N: 107779 First Road: B 2150 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction 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 signal/Misleading signal	Vehicle 1	Possible	
2nd: Failed to look properly	Casualty 1	Possible	
3rd: Wrong use of pedestrian crossing facility	Casualty 1		
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING N ALONG B2150 HULBERT ROAD RBT WAS GOING THROUGH A GREEN LIGHT AND COLLIDED WITH CAS1 (PEDESTRIAN) WHO RAN OUT AT THE CROSSING TRAVELLING E.
Occurred on B2150 HULBERT ROAD AT JUNCTION WITH PURBROOK WAY, HAVANT, HAMPSHIRE

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

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
On Ped Crossing E bound
Driver's nearside

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44200005956 06/01/2020 Time 0825 Vehicles 2 Casualties 1 Slight
E:469797 N: 107785 First Road: B 2150 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING SW AROUND B2150 HULBERT ROAD WAY RBT IN LANE 3 FAILS TO SEE RED LIGHT AND ENTERS PEDESTRIAN AND COLLIDES WITH VEH 2 (P/CYCLE) TRAVELLING SE ACROSS B2150 HULBERT ROAD WAY RBT ON PEDESTIRAN CROSSING CAUSING THE RIDER TO FALL OFF.

Occurred on B2150 HULBERT ROAD WAY AT JUNCTION WITH PURBROOK WAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
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 Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 12 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 12 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44200044485 04/02/2020 Time 2035 Vehicles 2 Casualties 2 Fatal
E:467737 N: 106307 First Road: B 2177 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: 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:	Not displaying lights at night or in poor visibility	Vehicle 1	Very Likely
2nd:	Cyclist wearing dark clothing at night	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (P/CYCLE) TRAVELLING E ALONG B2177 PORTSDOWN HILL ROAD WITH NO LIGHTS IS TRUCK FROM BEHIND BY VEH2 (M/CYCLE) ALSO TRAVELLING E, CAUSING BOTH RIDERS TO FALL FROM THEIR VEHs.
Occurred on B2177 PORTSDOWN HILL ROAD, 340 METRES WEST FROM CROOKHORN LANE, COSHAM, HAMPSHIRE.

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

Casualty Reference: 1 Vehicle: 1 Age: 39 Male Driver/rider Severity: Fatal
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 58 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44200066129 21/02/2020 Time 0636 Vehicles 2 Casualties 1 Slight
E:468513 N: 107705 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: 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 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ALONG STAKES ROAD HAS FAILED TO STOP AND GIVE WAY TO VEH 2 (P/CYCLE) TRAVELLING N ACROSS THE RBT JUNCTION. VEH 1 COLLIDED WITH VEH 2 CAUSING THE RIDER TO FALL OFF.

Occurred on STAKES ROAD AT THE RBT JUNCTION WITH STAKE HILL ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 55 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle 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 Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 57 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44200162897 08/05/2020 Time 1533 Vehicles 2 Casualties 1 Slight
E:469301 N: 107612 First Road: (M) 3 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 2 (CAR) TRAVELLING S ALONG A3(M) IN LANE 2 COLLIDES WITH THE REAR VEH 1 (VAN) TRAVELLING IN THE SAME DIRECTION.

Occurred on A3(M) SOUTHBOUND MARKER POST 2.3, PURBROOK, HAMPSHIRE

Vehicle Reference 1 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 Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Car 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 Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44200211874 12/06/2020 Time 1427 Vehicles 2 Casualties 2 Slight
E:467977 N: 106292 First Road: B 2177 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (M/CYCLE) TRAV W ALONG B2177 (IN CONVOY OF OTHER M/CYCLES) WHEN SUBSTANTIAL BAG BLOWS FROM N/SIDE INTO PATH OF VEH 2 (M/CYCLE) IN FRONT & BECOMES LODGED. VEH 1 MOVES FORWARD TO WARN RIDER OF VEH 2, PASSES OVER WHITE PAINT LINE CAUSING FRONT WHEEL T
Occurred on B2177 PORTSDOWN HILL ROAD 110 METRES W OF JUNCTION WITH CROOKHORN LANE, PORTSMOUTH, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Vehicle Reference 2 Motorcycle over 500cc Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 66 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 66 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44200298272 07/08/2020 Time 1213 Vehicles 2 Casualties 1 Slight
E:469314 N: 107682 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Footbridge or subway Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING E ALONG PURBROOK WAY IN HEAVY TRAFFIC IS STRUCK FROM BEHIND BY VEH 2 (CAR) TRAVELLING E ALONG PURBROOK WAY.

Occurred on PURBROOK WAY AT THE ROUNDABOUT JUNCTION WITH THE B & Q ENTRANCE, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach 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

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection: Notes:

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

44200326277 25/08/2020 Time 0930 Vehicles 1 Casualties 3 Slight
E:469744 N: 107717 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Raining with high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH1 (CAR) TRAVELLING SW ALONG LARCHWOOD AVENUE LOST CONTROL, MOUNTED THE NEARSIDE PAVEMENT AND COLLIDED WITH CAS1 (PEDESTRIAN), CAS2 (PEDESTRIAN) AND CAS3 (PEDESTRIAN) ALL TRAVELLING S ALONG THE PAVEMENT OF LARCHWOOD AVENUE.
Occurred on LARCHWOOD AVENUE, 23 METERS S OF HULBERT ROAD ROUNDABOUT, HAVANT, HAMPSHIRE

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

Notes:

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

Vehicle Reference	1	Car	Going ahead other
Vehicle movement from	NE	to SW	No tow / articulation
On main carriageway			Leaving the main road
Location at impact	Not at, or within 20M of Jct		No skidding, jack-knifing or overturning
Hit object in road	None		First impact Nearside
			Off road: None
Nearside			Hit vehicle:
Not hit and run			Age of Driver 48
	Breath test	Negative	Male
			Left hand drive: No

Casualty Reference:	1	Vehicle:	1	Age:	10	Female	Pedestrian	Severity:	Slight
Not a pupil									
Seatbelt	Not Applicable			Cycle helmet:	Not a cyclist				

On footpath / verge	S bound
In carr back to traffic	

Casualty Reference:	2	Vehicle:	1	Age:	11	Male	Pedestrian	Severity:	Slight
Not a pupil									
Seatbelt	Not Applicable			Cycle helmet:	Not a cyclist				

On footpath / verge	S bound
In carr back to traffic	

Casualty Reference:	3	Vehicle:	1	Age:	14	Male	Pedestrian	Severity:	Slight
Not a pupil									
Seatbelt	Not Applicable			Cycle helmet:	Not a cyclist				

On footpath / verge	S bound
In carr back to traffic	

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44200354611 13/09/2020 Time 1830 Vehicles 2 Casualties 1 Slight
E:468520 N: 107683 First Road: U Road Type Dual carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Possible
3rd:	Dazzling sun	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG PURBROOK WAY ENTERS ROUNDABOUT FAILING TO GIVE WAY TO VEH 2 (P/CYCLIST) TRAVELLING S AROUND RBT AND COLLIDES WITH BACK WHEEL.

Occurred on PURBROOK WAY AT JUNCTION WITH CROOKHORN LANE, PURBROOK, HAMPSHIRE

Vehicle Reference 1 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 87 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
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 Back 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 Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 39 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection: Notes:

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

44200314334 14/09/2020 Time 2130 Vehicles 1 Casualties 1 Slight
E:469792 N: 107704 First Road: B 2150 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
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH1 (P/CYCLE) TRAVELLING SE ALONG THE WESTERN PAVEMENT OF B2150 HULBERT ROAD COLLIDED WITH CAS1 (PEDESTRIAN) TRAVELLING SE ALONG THE PAVEMENT OF B2150 HULBERT ROAD IN FRONT. Occurred on B2150 HULBERT ROAD, 38 METERS S OF PURBROOK WAY, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact 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 applicable 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 footpath / verge SE bound

In carr back to traffic

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection: Notes:

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

44200381356 01/10/2020 Time 1854 Vehicles 1 Casualties 1 Serious
E:469075 N: 107665 First Road: U 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 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:	Other	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

CAS 1 (PASSENGER) ON VEH 1 (BUS) TRAVELLING EAST ALONG PURBROOK WAY HAS ALTERCATION WITH BUS CONDUCTOR, RUNS TO FRONT OF VEH 1 AND CAS 1 WRENCHES DOORS OPEN & JUMPS OFF VEH 1.

Occurred on PURBROOK WAY, 150 METRES EAST OF COLLEGE ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Bus or coach Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact 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 requested Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 30 Male Passenger Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Not car passenger Alighting

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44200423443 01/11/2020 Time 0159 Vehicles 2 Casualties 2 Slight
E:468918 N: 107654 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: None within 50m Road surface 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: Disobeyed automatic traffic signal	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (VAN) TRAVELLING W ALONG PURBROOK WAY FAILS TO OBEY ATS AT JUNCTION AND COLLIDES WITH VEH 2 (CAR) TRAVELLING N ALONG COLLEGE ROAD WITH GREEN ATS TO TURN RIGHT INTO PURBROOK WAY.

Occurred on PURBROOK WAY AT JUNCTION WITH COLLEGE ROAD, WATERLOOVILLE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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
Hit and run Breath test Driver not contacted
Left hand drive: No

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 Offside 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

Casualty Reference: 1 Vehicle: 2 Age: 27 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44200448792 19/11/2020 Time 1645 Vehicles 2 Casualties 1 Serious
E:469741 N: 107734 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: 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: Elsewhere DfT Special Projects:

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

VEH1 (P/CYCLE) TRAVELLING SE ALONG CYCLE WAY OF PURBOOK WAY GOES TO CROSS LARCHWOOD AVENUE AND IS HIT BY VEH2 (CAR) THAT MOVES OFF TRAVELLING NE IN ORDER TO JOIN THE RBT.
Occurred on LARCHWOOD AVENUE AT JUNCTION WITH PURBROOK WAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 Not applicable
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 27 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 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 Jct Approach First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44210153793 23/04/2021 Time 0855 Vehicles 2 Casualties 1 Slight
E:468615 N: 107666 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface 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 (VAN) TRAVELLING W ALONG PURBROOK WAY TURNED RIGHT INTO NO.1 PURBROOK WAY AND COLLIDED WITH VEH2 (M/CYCLE) TRAVELLING W ALONG PURBROOK WAY, FILTERING PAST TRAFFIC ON THE OFFSIDE.

Occurred on PUBROOK WAY AT JUNCTION WITH NO1 PURBROOK WAY, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Female
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Motorcycle 50cc and under Overtaking moving 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 Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 16 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44210162727 29/04/2021 Time 0836 Vehicles 2 Casualties 1 Slight
E:468295 N: 106728 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SOUTH ALONG CROOKHORN LANE TURNS RIGHT INTO CROOKHORN LANE FAILING TO SEE VEH 2 (CAR) TRAVELLING NORTH EAST ALONG CROOKHORN LANE TOWARD COLLEGE ROAD AND COLLIDES.

Occurred on CROOKHORN LANE AT JUNCTION WITH COLLEGE ROAD, WIDLEY, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from NW to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Negative
Left hand drive: No

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

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

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44210179312 10/05/2021 Time 1237 Vehicles 1 Casualties 1 Slight
E:468573 N: 107003 First Road: U Road Type Single carriageway
Speed limit: 20 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (P/CYCLE) TRAVELLING EAST ALONG DELPHI WAY RIDER NOT HOLDING HANDLEBARS AND LOOSES CONTROL FALLING FROM P/CYCLE AND SUSTAINING INJURY.

Occurred on DELPHI WAY OPPOSITE NUMBER 12, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 22 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 22 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44210239397 18/06/2021 Time 1241 Vehicles 2 Casualties 1 Serious
E:469735 N: 107752 First Road: U Road Type Dual carriageway
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal B 2150
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH2 (CAR) TRAVELLING N AROUND THE RBT IN LANE 1 TRIES TO CHANGE LANES AND COLLIDES WITH VEH1 (M/CYCLE) TRAVELLING W AROUND THE RBT IN LANE 2, AND EXITING TO TRAVEL W ALONG PURBROOK WAY.

Occurred on PURBROOK WAY AT THE ROUNDABOUT JUNCTION WITH B2150 HULBERT ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Not applicable
Left hand drive: No

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

Vehicle Reference 2 Car Changing lane to 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 51 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44210248330 24/06/2021 Time 1327 Vehicles 2 Casualties 1 Slight
E:469741 N: 107742 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING NE OUT OF ASDA PULLED ONTO THE ROUNDABOUT WITHOUT GIVING WAY TO VEH2 (M/CYCLE) ALREADY ON THE ROUNDABOUT TRAVELLING W.

Occurred on PURBROOK WAY, AT JUNCITON WITH ASDA, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Starting
Vehicle movement from S to N No tow / articulation
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 72 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motorcycle 50cc and under Going ahead other
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 64 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 64 Male Driver/rider Severity: Slight

Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44210319499 11/08/2021 Time 1645 Vehicles 2 Casualties 2 Slight
E:468919 N: 107651 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Disobeyed automatic traffic signal	Vehicle 001	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N TO E ON COLLEGE ROAD FAILED TO STOP AT TRAFFIC LIGHTS AND COLLIDED WITH VEH 2 (CAR) TRAVELLING E TO W ON PURBROOK WAY
Occurred on JUNCTION OF COLLEGE ROAD WITH PURBROOK WAY WATERLOOVILLE

Vehicle Reference 1 Car Turning right
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 Offside 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
Casualty Reference: 1 Vehicle: 1 Age: 27 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 65 Male
Not hit and run Breath test Negative
Left hand drive: No
Casualty Reference: 2 Vehicle: 2 Age: 65 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44210361358 09/09/2021 Time 0825 Vehicles 1 Casualties 1 Slight
E:468538 N: 107689 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING ALONG STAKES HILL ROAD TURNS LEFT TO TRAVEL E ON PURBROOK ROAD AND COLLIDES WITH CAS1 (PEDESTRIAN) TRAVELLING N

Occurred on PURBROOK WAY AT JUNCTION WITH STAKESHILL ROAD ROUNDABOUT

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

Casualty Reference: 1 Vehicle: 1 Age: 14 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
On Ped Crossing N bound
Driver's offside

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44210385662 10/09/2021 Time 1525 Vehicles 1 Casualties 1 Slight
E:469241 N: 107671 First Road: U 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: Elsewhere DfT Special Projects:

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

CAS 1 (PEDESTRIAN) TRAVELLING EAST ON PURBROOK WAY IS STRUCK BY VEH 1 (ESCOOTER) ALSO TRAVELLING EAST ON PURBROOK WAY

Occurred on FOOTPATH HEADING E ON PURBROOK WAY OVER A3M

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

Casualty Reference: 1 Vehicle: 1 Age: 12 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
On footpath / verge E bound
Movement U/K

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44210389228 27/09/2021 Time 1852 Vehicles 1 Casualties 1 Serious
E:469345 N: 107693 First Road: U Road Type Dual carriageway
Speed limit: 40 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 001	Possible
2nd:	Loss of control	Vehicle 001	Very Likely
3rd:	Inexperienced or learner driver/rider	Vehicle 001	
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING W TO E AND MOVING FROM LANE 2 TO 1 ON PURBROOK ROAD LOSES CONTROL OF MACHINE AND IS UNSEATED

Occurred on PURBROOK ROAD JUST BEFORE THE ROUNDABOUT BY DIY SUPERSTORE

Vehicle Reference 1 Motorcycle 50cc and under Changing lane to left
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Entering roundabout First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Straight ahead at Jun Age of Driver 17 Male
Not hit and run Breath test Not applicable
Left hand drive: No

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

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44210440350 02/11/2021 Time 1445 Vehicles 1 Casualties 1 Slight
E:469368 N: 107718 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING S ALONG B&Q EXIT ROAD STOPS TO ALLOW A PEDESTRIAN TO CROSS TRAVELLING W BUT FOR UNKNOWN REASONS MOVES FORWARD AND HITS CAS1 (PEDESTRIAN). VEH1 DOES NOT STOP.

Occurred on B&Q EXIT ROAD AT JUNCTION WITH PURBROOK WAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach 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

Casualty Reference: 1 Vehicle: 1 Age: 14 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
On Ped Crossing W bound
Driver's nearside

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44210466680 20/11/2021 Time 1459 Vehicles 2 Casualties 1 Slight
E:468522 N: 107701 First Road: U Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 001	Very Likely	
2nd: Distraction in vehicle	Vehicle 001	Possible	
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W TO E AND ENTERING RBT FAILS TO GIVE WAY TO VEH 2 (CAR) TRAVELLING S TO N ON RBT AND COLLIDES WITH NEARSIDE

Occurred on ROUNDABOUT AT JUNCTION OF STAKES HILL ROAD/PURBROOK WAY

Vehicle Reference 1 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 Entering roundabout First impact Front 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: 1 Age: 38 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 Leaving roundabout First impact Nearside Hit vehicle:
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: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44210474100 25/11/2021 Time 0635 Vehicles 1 Casualties 1 Slight
E:469616 N: 107749 First Road: U 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
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 automatic traffic signal	Vehicle 1	Possible	
2nd:			
3rd:			
4th:			
5th:			
6th:			

CAS 1 (PEDESTRIAN) CROSSING N ON PURBROOK WAY ON PEDESTRIAN CROSSING, WHEN VEH 1 (CAR) TRAV E COLLIDED WITH CAS 1 AS IT MOVED OFF FROM LIGHTS.

Occurred on PURBROOK WAY APPROX 120 METRES W OF B2150 HULBERT ROAD, HAVANT

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 Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 44 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
On Ped Crossing N bound
Driver's offside

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44210476941 27/11/2021 Time 1850 Vehicles 2 Casualties 1 Slight
E:469234 N: 107610 First Road: (M) 3 Road Type Dual carriageway
Speed limit: 70 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine with high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Poor turn or manoeuvre	Vehicle 1	Very Likely	
2nd: Illegal turn or direction of travel	Vehicle 1	Very Likely	
3rd: Failed to look properly	Vehicle 1		
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING W ALONG PURBROOK WAY HAS TURNED LEFT AT THE RBT AND TRAVELLED THE WRONG WAY ALONG THE A3(M) OFF SLIP AND COLLIDED WITH VEH2 (CAR) TRAVELLING N ALONG THE A3(M) SLIP ROAD.

Occurred on A3(M) NORTHBOUND OFF SLIP AT JUNCTION WITH PURBROOK WAY, WATERLOOVILLE, 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 79 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 79 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 Jct Approach First impact Nearside 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 Not requested
Left hand drive: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44210517841 28/12/2021 Time 1936 Vehicles 2 Casualties 1 Serious
E:468523 N: 107681 First Road: U Road Type 1
Speed limit: 30 Junction Detail: 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 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE ALONG PURBROOK WAY AND ENTERING RBT COLLIDES WITH VEH 2 (P/CYCLE) LEAVING RBT TRAVELLING NE TO SW
Occurred on ROUNDABOUT TOP OF CROOKHORN LANE/STAKES HILL ROAD

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front 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 Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Male
Not hit and run Breath test Not applicable
Left hand drive: No

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

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44210519015 29/12/2021 Time 1720 Vehicles 2 Casualties 1 Slight
E:469224 N: 107641 First Road: (M) 3 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 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 2	Possible
2nd:	Travelling too fast for conditions	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH2 (CAR) TRAVELLING N ALONG THE A3(M) OFFSLIP ENTERS RBT WITHOUT GIVING WAY TO VEH1 (CAR) ALREADY ON THE RBT TRAVELLING W.

Occurred on A3(M) NB OFFSLIP AT JUNCTION WITH PURBROOK WAY, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact 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
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 other
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 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 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44220014595 12/01/2022 Time 0828 Vehicles 2 Casualties 1 Slight
E:468449 N: 107729 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) STATIONARY IN TRAFFIC TRAVELLING E ALONG STAKES RD IS STRUCK FROM BEHIND BY VEH 2 (CAR) ALSO TRAVELLING E ALONG STAKES RD

Occurred on STAKES ROAD APPROACHING RBT WITH PURBROOK WAY BY LAY- BY

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

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44220014865 12/01/2022 Time 1515 Vehicles 2 Casualties 1 Slight
E:469740 N: 107736 First Road: B 2150 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (P/CYCLE) TRAVELLING ACROSS THE ROAD FROM NW TO SE IS STRUCK BY VEH 2 (CAR)
TRAVELLING SW TO NE ON RBT

Occurred on RBT AT JUNCTION OF B2150/HULBERT RD/PURBROOK WAY BY ASDA FILLING STATION

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 11 Male
Not hit and run Breath test Not applicable
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 11 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

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

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44220137122 07/04/2022 Time 1610 Vehicles 2 Casualties 1 Slight
E:469879 N: 107794 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:

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

VEH2 (CAR) TRAVELLING E ALONG PURBROOK WAY COLLIDED WITH THE REAR WHEEL OF VEH1 (P/CYCLE) TRAVELLING E ALONG PURBROOK WAY IN FRONT. RIDER OF VEH1 GOT HIS LEG TANGLED UP IN THE WHEEL OF THE BIKE

Occurred on PURBROOK WAY, OUTSIDE NO. 424, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 12 Male
Not hit and run Breath test Not applicable
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 12 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Unknown
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44220241325 17/06/2022 Time 1916 Vehicles 1 Casualties 1 Slight
E:469767 N: 107736 First Road: B 2150 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH1 (TAXI) WAS TRAVELLING NW ON B2150 HULBERT ROAD AND BRAKED SUDDENLY EXPELLING CAS1 (PASSENGER) FROM THE BACK SEAT COLLIDING WITH THE FRONT SEATS CAUSING INJURY
Occurred on B2150 HULBERT ROAD AT JUNCTION WITH PURBROOK WAY, HAVANT, HAMPSHIRE

Vehicle Reference 1 Taxi/Private hire car Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact 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 Driver not contacted
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
Back seat

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44220280919 13/07/2022 Time 1812 Vehicles 2 Casualties 2 Slight
E:468295 N: 106725 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 001	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 001	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG COLLEGE RD FAILS TO SLOW AND COLLIDES WITH VEH 2 (CAR)
ALSO SW ON COLLEGE RD WAITING TO TURN R ONTO CROOKHORN LANE
Occurred on JUNCTION OF CROOKHORN WAY/COLLEGE ROAD, WATERLOOVILLE

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 Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 52 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Waiting to turn right
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 24 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2017 and 30/09/2022 (60) months

Selection:

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

Notes:

44220297203 23/07/2022 Time 1650 Vehicles 2 Casualties 1 Serious
E:468506 N: 107704 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 2	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH2 (CAR) TRAV E ALONG STAKES RBT ENTERED RBT WITHOUT GIVING WAY AND COLLIDED WITH VEH1 (P/CYCLE) TRAV N ALONG CROOKHORN LANE RBT AT STAKES RD JCT, CAUSING A SERIOUS INJURY TO CAS1 (RIDER).

Occurred on RBT AT JCT STAKES RD & CROOKHORN LANE, WATERLOOVILLE, 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 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 Driver not contacted
Left hand drive: No

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

Vehicle Reference 2 Car Turning left
Vehicle movement from W 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 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/10/2017 and 30/09/2022** (60) months

Selection:

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

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	5	27	32
2-wheeled motor vehicles	1	5	7	13
Pedal cycles	1	9	11	21
Horses & other	0	0	1	1
Total	1	19	46	66

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	23	24
Passenger	0	4	11	15
Motorcycle rider	0	4	8	12
Cyclist	1	9	10	20
Pedestrian	0	2	9	11
Other	0	0	0	0
Total	1	20	61	82