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**PROPOSALS FOR 10 RESIDENTIAL
UNITS (PHASE 2) ON LAND AT
ST. MICHAEL'S CONVENT
WATERLOOVILLE**

TRANSPORT STATEMENT

On behalf of
Linden Homes Southern

ITR/TB/4306/1

April 2013



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1.0 INTRODUCTION

- 1.1 Bellamy Roberts LLP, Highways and Transportation Consultants, have been instructed by Linden Homes Southern to provide a Transport Statement to consider proposals for a Phase 2 development scheme at St. Michael's Convent, Waterloooville, to provide a further 10 residential units.
- 1.2 The original proposals for the wider site, which for the purpose of this report shall be known as Phase 1, included 82 residential units and was granted planning consent in December 2012 (APP/12/00760).
- 1.3 This Transport Statement assesses the existing, consented and proposed impact of the proposals on the adjacent highway network and in so doing seeks to establish the suitability of proposals in highway planning terms.
- 1.4 This report should be read in conjunction with other documentation submitted alongside this application.

Site Location

- 1.5 St. Michael's Convent is located to the east of London Road, as indicated on the location plan at **Appendix 1**. The wider Convent site is bounded to the rear by the Hermitage Stream and properties at Hermitage Gardens, London Road to the west, Avondale Road to the north and Hulbert Road to the south. Waterloooville Town Centre is just 150m to the south of the site.

2.0 EXISTING HIGHWAY CONDITIONS

- 2.1 The Convent site has a vehicular access onto London Road, and a further access onto Hulbert Road. The local highway network is subject to a 30mph speed restriction and provides a bus route and cycle route to enhance sustainable transport. There are footpaths on both sides of the road, with signalised crossing facilities. There is also a pedestrian subway to gain access under Maurepas Way to the town centre.

2.2 The consented proposals for Phase 1 (APP/12/00760) comprising 82 residential units, do not retain a through-route to allow access by vehicles between London Road and Hulbert Road, as was previously the case. Whilst pedestrian and cycle links through the site, will be provided alongside Phase 1, vehicular access will be restricted to London Road.

2.3 Alongside the Phase 1 application, a Transport Assessment was submitted which considered, in detail, the existing traffic conditions on Villa Gardens and London Road. The following table summarises the two-way traffic at the neighbouring London Road junction, prior to estimating the impact derived from the Phase 1 proposal. A copy of the full data and traffic flow diagrams are attached at **Appendix 2.**

Table 1
Existing Traffic Flows – London Road Access
(8th May 2012)

	Villa Gardens			London Road		
	In	Out	Two-way	In	Out	Two-way
AM Peak 08.00 – 09.00	7	8	16	993	421	1414
PM Peak 17.00 – 18.00	10	4	14	532	1,013	1,543

2.4 In addition to the typical weekday flows, and as a consequence of residents of Villa Gardens raising concerns to the amount of traffic and congestion caused by St. Michael's Church (served off Villa Gardens), a further traffic, parking and queueing survey was undertaken on Sunday, 17th May 2012, before, during and after a typical Sunday Service. The full turning count flow diagrams of the survey are at **Appendix 3.**

2.5 In summary, the results of the survey established the following information:

09.30 At this time there were nine (9) vehicles parked within the church car park, and one on-street along the access road and none in Villa Gardens.

10.00 At this time there were ninety-five (95) vehicles parked within the church car park, seventeen (17) on the access road and two (2) along Villa Gardens. Of the ninety-five cars within the car park, twenty four (24) were not within marked –out bays.

10.50 At this time there were ninety-five (95) vehicles parked within the church car park, nineteen (19) along the access road and three (3) within Villa Gardens.

12.00 At this time there were thirteen (13) cars parked within the car park, one (1) within the access road and two (2) along Villa Gardens.

2.6 From observations whilst churchgoers exited the site, there was no excessive delay to vehicles gaining access to London Road recorded; the longest wait time being 1 minute 4 seconds. Generally vehicle flow exiting onto London Road was carried out with very little, if any, stationery queueing.

2.7 The first cars began to leave the church at 11.20 am and this continued until 11.31 am. Some cars were left within the car park, as some worshippers stayed for coffee. There were very few cars left at 11.50 am.

2.8 The vast majority of cars associated with the church service left the site within an eleven (11) minute period.

- 2.9 The on-street parking occurred predominantly beyond Villa Gardens, although some vehicles did park along the access road despite the area being coned off.

3.0 POLICY CONTEXT

- 3.1 Bellamy Roberts LLP appreciates that the transportation element of the work needs to be undertaken in a consistent manner in order to take account of development proposal and policy background. It is important that the development accords with all appropriate national, regional and local policy which is outlined within this chapter.

National Policy

- 3.2 The vast majority of the Government's Planning Policy Guidance Notes (PPG's) and the newer Planning Policy Statements (PPS) have recently been replaced by the National Planning Policy Framework (NPPF). This document specifically deals with sustainable development and advises that:

"Development that is sustainable should go ahead, without delay – a presumption in favour of sustainable development that is the basis for every plan and every decision.

Paragraph 32 states that:

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure.*
- Safe and suitable access to the site can be achieved for all people, and*

- *Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

3.3 The NPPF also advises on the setting of local parking standards for residential and non-residential development, and Local Planning Authorities should take into account:

- The accessibility of development.
- The type, mix and use of development.
- The availability of and opportunities for public transport.
- Local car ownership levels; and
- An overall need to reduce the use of high omission vehicles.

3.4 The St. Michael's Convent site is allocated for residential development within the Adopted Local Plan, (Saved Policy H3) and, whilst the Policy Team within the Local Planning Authority stated that the site could sustain a development of 70 dwellings, they advised that such numbers could be exceeded provided it does not have a detrimental effect on other matters. The Local Planning Authority has confirmed that the site is in a sustainable location.

3.5 It is evident that the St. Michael's Convent site meets these requirements and policies, in bringing forward a sustainable development within an urban area, adjacent to the town centre.

Local Policy

3.6 Hampshire County Council is the Highway Authority responsible for the majority of transport and highway proposals in the Plan area, although the Department for Transport, (DfT) is responsible for motorways and trunk roads. The Hampshire Local Transport Plan sets out the Highway Authority's detailed proposals for developing an integrated transport strategy. It also identifies, in principle, the measures that will need to be implemented during the period of

the Local Plan and is fully consistent and integrated with the County Structure Plan (Review). The Hampshire Local Transport Plan has 7 key objectives:

- To increase accessibility to services;
- To promote safety;
- To reduce the impact and effect of congestion;
- To widen travel choice;
- To contribute towards improvements in air quality;
- To support wider quality of life objectives;
- To encourage value for money and efficient asset management.

3.7 Land use policies in the Core Strategy complement and are fully integrated with the Local Transport Plan's objectives. In particular, they promote sustainable development that minimises the demand for travel, particularly by car, and promote the use for walking, cycling and public transport.

4.0 SUSTAINABLE TRANSPORT CONNECTIONS

4.1 The strong emphasis on sustainable travel adopted in the Borough of Havant is in line with the wider policies of Hampshire County Council. This chapter follows the hierarchy of modes and transport assessment, as set out in the transport policies for the Local Planning Authority and County Council.

4.2 This chapter will look at the existing facilities using the sequential approach which considers the modes of travel in the following order:

- Walking;
- Cycling;
- Public Transport; and
- Private Vehicle.

Site Location

- 4.3 The site is located to the east of London Road in Waterlooville. The eastern boundary of the site is marked by the Hermitage Stream and residential properties along Hermitage Gardens, with Brookdale Close and Hulbert Road to the south and Avondale Road to the north.
- 4.4 A location plan of the site can be found at Appendix 1.

Local Facilities

- 4.5 There are many local facilities in the vicinity of the site, which are within easy walking distance. Waterlooville town centre provides a variety of bus routes across the borough and beyond to Portsmouth. The town centre also provides a range of shops and services which will lessen the need for individual travel.
- 4.6 Waterlooville is considered to be the second-most accessible and sustainable part of the Borough. The site lies along the A3 Bus Corridor, and as stated, by the Local Authority, is located within a sustainable area.

Public Transport

Rail

- 4.7 The site is within 5 km of two station; Bedhampton (3.85 km) and Havant (4.46 km). Train services are provided by South West Trains (SWT) and Southern (ST). There are 2 trains an hour each way through Bedhampton one between London Waterloo and Portsmouth (SWT) and one between Littlehampton and Portsmouth (ST). At Havant Station, in addition to these services, there are a further 6 trains an hour each way made up of 2 trains between London Waterloo and Portsmouth (SWT), 2 trains between London Victoria and Southampton (ST), Brighton and Southampton (ST), and finally between Horsham and Southampton (ST).

Buses

- 4.8 There are existing bus stops within 150m from the site on London Road. Below are the details of the routes that call at these stops.

Table 2
Bus Services - London Road

Routes	To	From	Frequency (day time)
37	Havant	Petersfield	Hourly
41	Gunwharf Quays	Clanfield	4 buses an hour

The site is also within 800m of the bus stops for Waterlooville Precinct where additional services call, these are:

Table 3
Bus Services – Waterloo Precinct

Routes	To	From	Frequency (day time)
39	Havant	Wecock Farm	4 buses an hour
40	Southsea	Wecock Farm	4 buses an hour
X42	Gunwharf Quays	Southdowns College	2 buses an hour
45 & 45A	Hambledon	Portsmouth	2 buses an hour
300	Chichester	Denmead	1 bus each way on a Wednesday

Cycle facilities

- 4.9 There are cycle routes along London Road, as well as other suggested cycle routes in the vicinity of the site. For details see the map at **Appendix 4**.

Local Highway Network

- 4.10 On the basis of the number of opportunities for sustainable travel in the vicinity of the development site, it is anticipated that the proposed development would achieve a high level of sustainable travel. Further to pedestrians, cyclists and public transport users, the provision of a site Travel Plan should ensure that the traffic generation is better managed and car journeys are reduced.
- 4.11 The site is well located for access to the town centre and beyond, and the road to the east provides good opportunities to reach the A3 (M).

- 4.12 London Road is subject to a 30 mph speed limit which is in keeping with its urban environment.

5.0 PERSONAL INJURY ACCIDENT DATA

- 5.1 Further to the description of the local highway network provided above, an analysis of traffic collision resulting in personal injury was undertaken to determine whether there are any existing safety issues. Data was requested from Hampshire Constabulary for the latest 3-year period from January 2009 to February 2012 in order to assess existing collision conditions.
- 5.2 The data indicated that a total of 21 slight injury accidents occurred during this period, along the extent of London Road and Hulbert Road.
- 5.3 There were 4 serious accidents and 17 slight accidents. There were no fatal accidents recorded within this time. A copy of the accident data is attached at **Appendix 5.**
- 5.4 The data does not reveal that there is an accident or safety problem within the surrounding road network.

6.0 PHASE 1 DEVELOPMENT TRIPS

- 6.1 This Section looks at the impact of Phase (APP/12/00760) on the local highway and transport network. This was granted planning consent in December 2012 and therefore represents the consented traffic generation of the site.
- 6.2 In order to establish the net impact of Phase 2 on the Villa Gardens/London Road junction, the Phase 1 impact has been identified in this Section. As per the original Transport Assessment submitted alongside Phase 1, a multimodal approach was undertaken to determine the impact that the development would have on walking and cycling, as well as vehicular traffic.

- 6.3 The total person trip generation of the development is displayed in the following tables. The AM and PM peaks refer to the commuter peaks on the local network (08:00 to 09:00 hrs and 17:00 to 18:00 hrs), and the daily flows refer to a 12-hour period (07:00 – 19:00 hrs).

Table 4
Total Person Trips for Development (per unit)

Total Person Trips	AM		PM		Total	
	In	Out	In	Out	In	Out
Housing	0.223	0.735	0.537	0.288	3.630	3.836

- 6.4 Hence with a development of some 82 units, the total person movements can be shown at Table 5 below.

Table 5
Total Person Movements

Total Person Trips	AM			PM			DAILY		
	Arr.	Dept.	Two-way	Arr.	Dept.	Two-way	Arr.	Dept.	Two-way
Housing	18	60	78	44	24	68	298	315	613

- 6.5 The transport strategy for the site aims to reduce the need to travel and encourages the use of alternative, more sustainable modes of transport. The modal splits outlined in the following table show the percentages that were applied to the total person trip generation and represent the base modal splits at the development where no improvements are evident.
- 6.6 The modal split information for the development has been extracted from the source of base data which have been used for this Assessment, the TEMPRO from the DfT.

- 6.7 The data contained within TEMPRO is based on travel diaries for many trip purposes and is able to produce modal shares for all trip types. In theory, TEMPRO should provide the most reliable mode share predictions.
- 6.8 The table below shows a summary of the TEMPRO base modal splits for the Waterloooville Central Area. (See **Appendix 6.**)

Table 6
Base Modal Split

Mode	Residential Modal Splits	
	Peak Hours	
	AM	PM
Walk	21.6	20.7
Bicycle	2.15	2.12
Bus	8.5	4.92
Train	1.3	0.93
Car Driver	45.16	49.14
Car Passenger	21.3	22.2

- 6.9 The modal splits for the various peak periods are very similar, and for the purpose of this exercise the average figures have been used.

Table 7
Predicted Base Vehicle Trip Generation

Total Vehicle Trips	AM			PM			Total		
	In	Out	2-way	In	Out	2-way	In	Out	2-way
Housing	9	29	38	21	11	32	140	149	289

- 6.10 Table 7 provides the total traffic movements associated with the whole site. However, and as stated previously, the site will be served by two vehicular accesses. The London Road access would serve 67 units and the Hulbert Road access would serve 15 units. As such, the vehicular movements for each access can also be calculated. (See Tables 8 and 9)

Table 8
London Road Access -Traffic Flows

AM Peak			PM Peak		
In	Out	2-way	In	Out	2-way
7	24	31	17	9	26

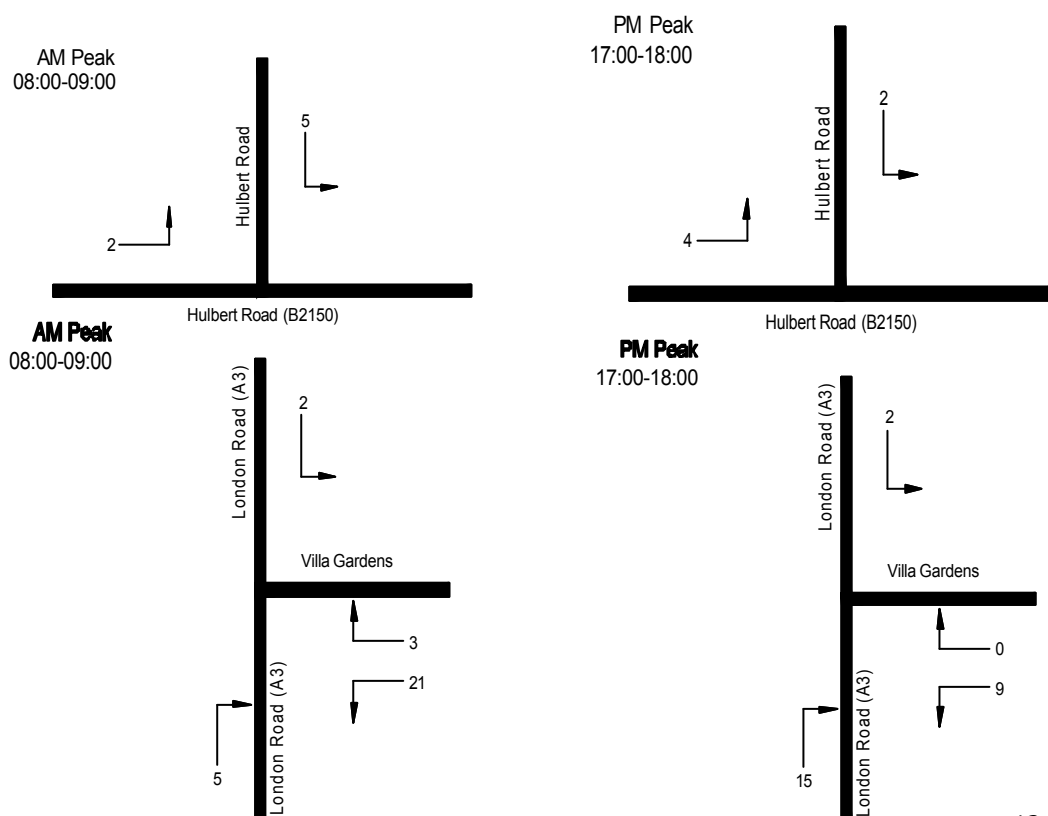
Table 9
Hulbert Road Access - Traffic Flows

AM Peak			PM Peak		
In	Out	2-way	In	Out	2-way
2	5	7	4	2	6

Trip Distribution and Adjustments

6.11

The consented trips given in Tables 8 and 9 above were then distributed onto the road network using the same distribution, as the existing flows using the same junction, for the AM and PM peak hours:



- 6.12 The result of this is an additional 20 vehicles onto Hulbert Road and 26 onto London Road as a worst case scenario.
- 6.13 The existing flows on London Road are 1358 vehicles and for Hulbert Road are 2769. Phase 1, as a worst case scenario, would therefore represent a 1.8% increase along London Road and 0.7% along Hulbert Road.
- 6.14 These changes in flows are very low indeed, and would be imperceptible.
- 6.15 The adjoining roundabout junctions were analysed within the previous Transport Assessment, with and without the development, which demonstrated the negligible impact on the surrounding roads.
- 6.16 Concern had been expressed by some residents of Villa Gardens, as to the extent of the usage/popularity of the church. As stated previously, a traffic survey was undertaken during a typical Sunday Service to specifically consider their concerns (see Section 2, paragraph 2.4 to 2.9).
- 6.17 The survey recorded that the vast majority of vehicles leave the site between 11:20 am and 11:31 am, an eleven (11) minute duration. The consented development that would be served from the same access point along London Road is 57 dwellings, such a development is likely to generate in the region of two (2) vehicles during that 11-minute period on a Sunday morning. The consented Phase 1 proposals, therefore, clearly have no material impact on the current situation.

7.0 PROPOSED DEVELOPMENT

7.1 The Phase 2 proposals for St. Michael's Convent will comprise a total of 10 residential units (6 x 3-bed and 4 x 4-bed units). These are to be situated on a parcel of land immediately southeast of the church car park, with access gained from London road via Villa Gardens and the consented estate road. A copy of the Architect's layout is attached at **Appendix 7**).

7.2 In order to calculate the net impact in terms of additional vehicular movements, the same trip rate has been utilised as agreed alongside Phase 1. The trip rate for Phase 2 has been summarised in Tables 10 and 11 below.

Table 10
Total Person Trips Phase 2

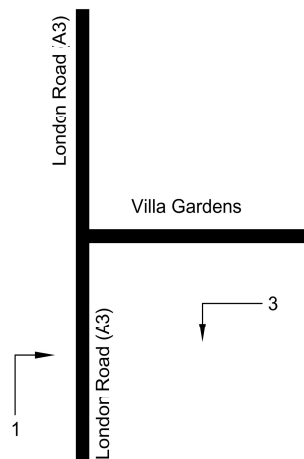
Total Person Trips	AM			PM			Total		
	In	Out	2-way	In	Out	2-way	In	Out	2-way
Housing	2	7	9	5	3	8	4	4	8

Table 11
Total Vehicular Movements Phase 2

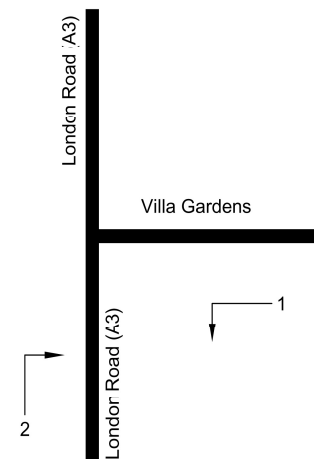
Total Vehicular Movements	AM			PM			Total		
	In	Out	2-way	In	Out	2-way	In	Out	2-way
Housing	1	3	4	2	1	3	3	4	7

7.3 With reference to Table 11 above, the Phase 2 proposals for 10 additional units will generate in the region of 4 vehicular movements during the AM network peak and 3 movements during the PM network peak. With reference to the Phase 1 traffic flows at the London Road access, the following additional trips would apply.

AM Peak
08:00-09:00



PM Peak
17:00-18:00



- 7.4 The flow diagrams above are based on the traffic distribution agreed alongside the Phase 1 proposals. The flows have been rounded and as such, due to the minimal proportion of movements heading north, for the scale of development proposed in Phase 2 (10 units), no movements are recorded in this direction.
- 7.5 Flows of this order are so low that they would not be noticeable on London Road over the day-to-day variations in background traffic flows. In terms of existing consented flows into and out of Villa Gardens, with reference to Tables 1 and 8, the increase would amount to 8.5% in the AM peak and 7.5% in the PM peak.
- 7.6 With regard to the impact on the wider highway network, the roundabout junctions of London Road/Hulbert Road and Hulbert Road/Tempest Avenue were considered alongside the proposals for Phase 1. The impact of Phase 1 was deemed insignificant within the original Transport Assessment and considering the minimal flows attributed to Phase 2, this will continue to be the case.
- 7.7 It is considered that the proposals for 10 residential units (Phase 2) would not have a detrimental impact on the adjoining highway network.

- 7.8 The extent to which the proposals may impact on the Sunday church services has also been considered. The additional 10 residential units would generate significantly less traffic than the Phase 1 proposals, which generated only 2 movements during the peak Sunday morning period (Ref. para 6.18). Based on this, on average, the additional units would result in less than one additional movement during this period and as such, would not exacerbate the existing situation.

8.0 PARKING

- 8.1 The proposals for Phase 2 would comprise 24 allocated parking spaces. This would allow 3 spaces to be allocated to each 3-bed unit, whilst 2 allocated spaces would be provided for each 3-bed unit.
- 8.2 Car parking standards in Havant are outlined within the Havant Borough Residential Parking and Cycle Provision SPD (March 2010). With reference to Table 4, the "standard" parking requirement is 2 allocated spaces per 3-bed unit and 3 allocated spaces per 4-bed unit. The proposals therefore comply with this adopted standard.
- 8.3 With respect to the cycle parking requirement for the site, the aforementioned parking standards require that 2 long stay parking spaces will be provided per unit, plus 1 short term space. Cycle parking will be provided in line with these standards and are detailed on the site layout.

9.0 SERVICING

- 9.1 To ensure the site can be serviced, a refuse store will be provided in close proximity to the main estate road, thereby ensuring that refuse vehicles will not need to enter the parking court and that servicing can take place from the kerbside.

10.0 MEASURES TO INFLUENCE TRAVEL BEHAVIOUR

- 10.1 A Travel Plan Framework was produced by Bellamy Roberts alongside proposals for Phase 1 (Ref.4140/ITR/RTPF.3) which included details of a large number of initiatives designed to encourage the use of sustainable travel by residents of the development.
- 10.2 Travel Plans seek to achieve changes to travel choice with a combination of “hard” and “soft” measures. The “hard” measures may involve changes to existing infrastructure or may be included within the physical design of the site. These include the provision of cycle storage facilities at each dwelling and pedestrian and cycle paths throughout the development to ensure the site is permeable to users of sustainable modes, and improved pedestrian facilities.
- 10.3 In contrast “soft” measures include the provision of information and incentives to encourage users to think about the way they travel. This may include providing users with details of bus timetables, car-sharing websites and green vouchers.
- 10.4 The first of these measures is to liaise with broadband service providers for super-fast broadband to the site. The provision of high quality broadband links with the development allows residents a realistic opportunity for home working.
- 10.5 It is intended that the Phase 2 proposals will also be included in this wider Travel Plan.

11.0 CONCLUSIONS

- 11.1 Bellamy Roberts has been commissioned by Linden Homes Southern to provide highways and transportation advice in support of proposals for 10 residential units on land at St. Michael's Convent, Waterloooville.

- 11.2 The proposals will form Phase 2 of a larger consented scheme for 82 dwellings on the Convent site. The existing site is currently undeveloped in so much as it forms part of the grounds surrounding the historic Convent building.
- 11.3 It has been demonstrated that these proposals would generate minimal levels of traffic during both the AM and PM network peak in the order of 4 trips and 3 trips respectively. This level of traffic generation is not expected to impact on the adjoining highway network.
- 11.4 The impact during Sunday service has also been reviewed and with reference to the Phase 1 proposals, which generated only 2 movements during the peak period, it is likely that on average, the Phase 2 proposals will generate less than one additional trip during the same time frame. Clearly this would have no discernible impact.
- 11.5 Parking will be provided on-site in line with the adopted parking SPD, with 2 spaces provided per 3-bed unit and 3 spaces per 4-bed unit.
- 11.6 A refuse store has been provided in close proximity to the main estate road, thereby avoiding the need for such vehicles to enter the rear parking court.
- 11.7 The Travel Plan secured for the wider development will include a range of measures to reduce the reliance on single occupancy car use. It is intended that any measures will also apply to the Phase 2 proposals.
- 11.8 It is considered that the proposals will comply with transport planning principles, with minimal impact on the neighbouring highway network. With reference to the NPPF "Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe".

APPENDICES

APPENDIX 1



PROJECT	St. Michaels Convent, Waterloooville
TITLE	Site Location



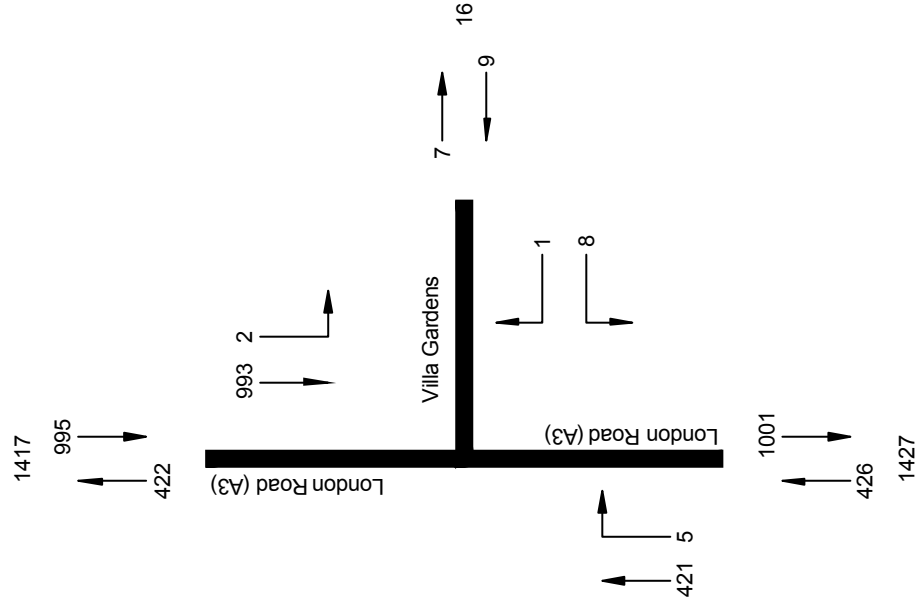
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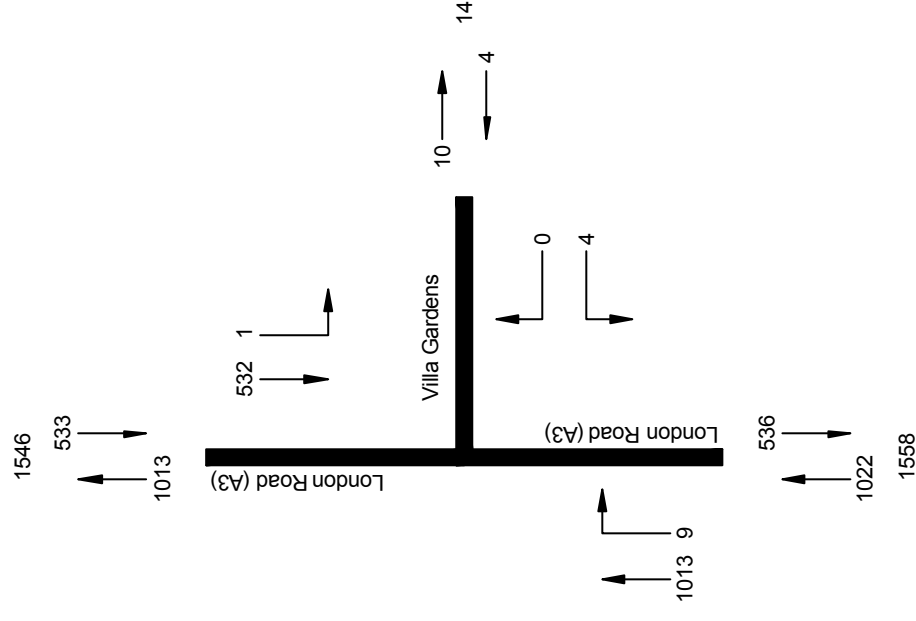
DATE	22/03/12	DRAWNBY	GPW
SCALE	1:50,000 @ A4	CHK BY	ITR
CLIENT	Linden Homes		
DRAWING No.	4140 / 301		
REV No.			

APPENDIX 2

AM Peak
08:00-09:00



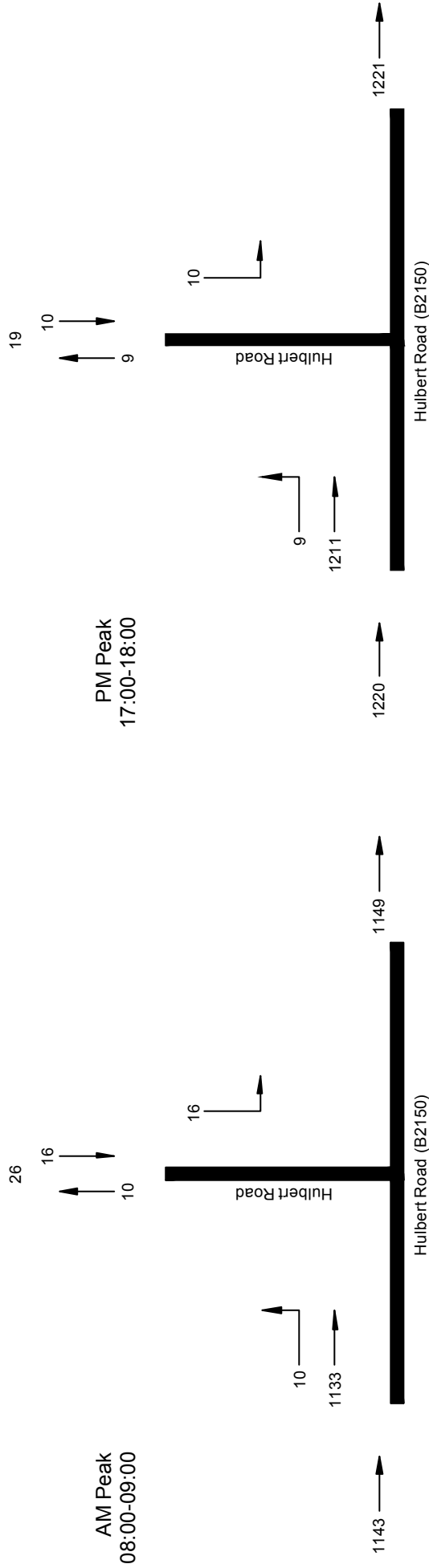
PM Peak
17:00-18:00



London Road (A3) junction with Villa Gardens Surveyed flows Tuesday 8th May 2012



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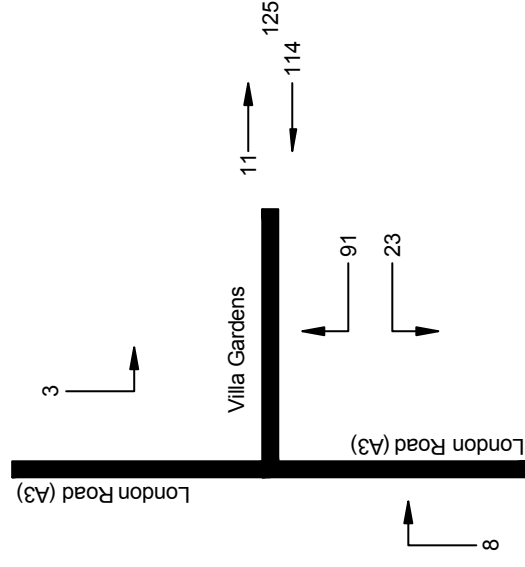
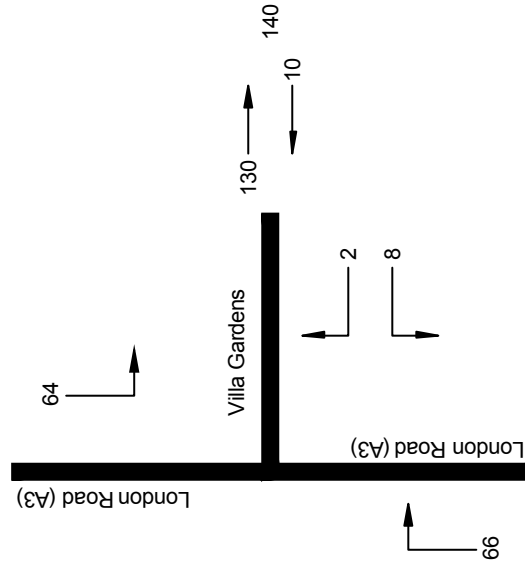
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Hulbert Road (B2150) junction with Hulbert Road Surveyed flows Tuesday 8th May 2012

APPENDIX 3

Arriving Peak
09:30-10:30

Departing Peak
11:00-12:00



London Road (A3) junction with Villa Gardens Surveyed flows Sunday 13th May 2012



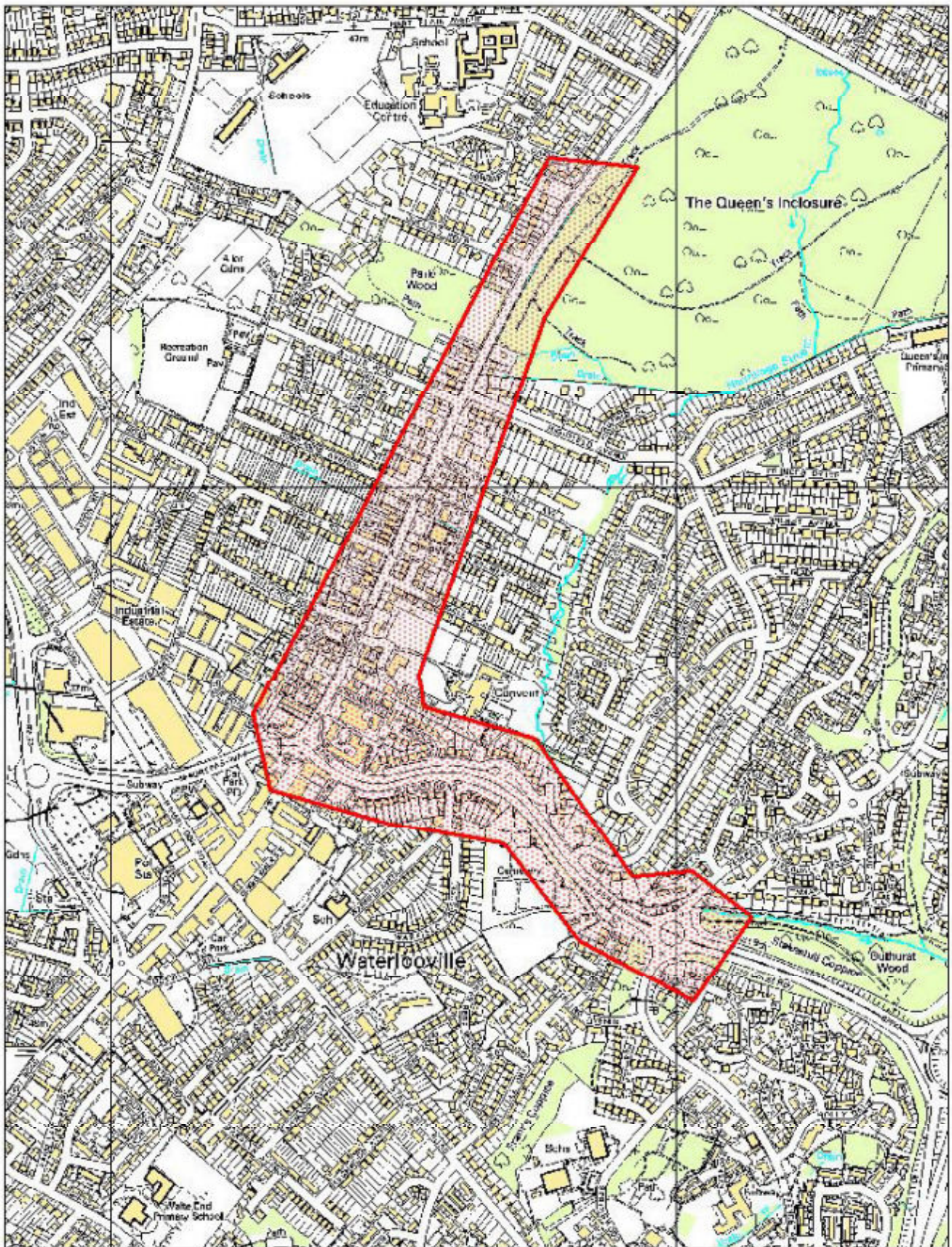
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London Road (A3) junction with Villa Gardens
Surveyed flows Sunday 13th May 2012

Time	In				Out			
	Right from A3 (S)	Hourly total	Left from A3 (N)	Hourly total	Right to A3 (N)	Hourly total	Left to A3 (S)	Hourly total
09:30	15	-	26	-	1	-	2	-
09:45	43	-	35	-	1	-	4	-
10:00	3	-	2	-	0	-	1	-
10:15	5	66	1	64	0	2	1	8
10:30	2	53	3	41	0	1	0	6
10:45	6	16	3	9	5	5	1	3
11:00	4	17	1	8	5	10	1	3
11:15	2	14	0	7	52	62	11	13
11:30	4	16	1	5	18	80	5	18
11:45	0	10	2	4	13	88	6	23
12:00	2	8	0	3	8	91	1	23
12:15	3	9	0	3	2	41	1	13

APPENDIX 4

APPENDIX 5



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Licence No. 010210 2012

London Road / Hulbert Road, Waterloo

SCALE	1 : 8860
DATE	09/05/2012
DRAWING NO.	
DRAWN BY	

Accidents between dates 01/03/2009 and 29/02/2012 (36) months

Selection:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("AB LONDON
ROAD/HULBERT ROAD")

Notes:

Selected Polygon:AB LONDON ROAD/HULBERT ROAD

090254080 12/06/2009 Time 0804 Vehicles 2 Casualties 1 Slight
E:468352 N: 109526 First Road: B 2150 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled A 3
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH 1 (CAR), HEADING WEST ALONG HULBERT ROAD, STOPPED AT THE ROUNDABOUT FOR THE A3 DUE TO A SPEEDING VEHICLE ON THE ROUNDABOUT, AND WAS STRUCK FROM BEHIND BY VEH 2 (CAR).
Occurred on HULBERT ROAD AT THE JUNCTION WITH LONDON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Female
Not hit and run Breath test Driver not contacted
Left hand drive:

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

Vehicle Reference 2 Car Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Female
Not hit and run Breath test Driver not contacted
Left hand drive:

Accidents between dates 01/03/2009 and 29/02/2012 (36) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("AB LONDON
ROAD/HULBERT ROAD")

090191416 04/05/2009 Time 1427 Vehicles 2 Casualties 1 Slight
E:468356 N: 109527 First Road: A 3 Road Type Dual carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

BOTH VEHS (CARS) TRAV NORTHWEST ALONG B2150 HULBERT ROAD. VEH 1 WAS WAITING TO ENTER
ROUNDAABOUT. VEH 2 FAILED TO BRAKE AND COLLIDED WITH REAR OF VEH 2. DETAILS EXCHANGED
BETWEEN DRIVERS.

Occurred on A3 LONDON ROAD AT JUNCTION WITH B2150 HULBERT ROAD, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle: 2
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:
Casualty Reference: 1 Vehicle: 1 Age: 51 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Car Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 1
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:

Accidents between dates 01/03/2009 and 29/02/2012 (36) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("AB LONDON
ROAD/HULBERT ROAD")

090405758 17/09/2009 Time 0820 Vehicles 3 Casualties 2 Slight
E:468530 N: 109943 First Road: A 3 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:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

ALL VEHS (CARS) TRAVELLING SOUTHWEST ALONG A3 LONDON ROAD. DRIVER VEH 1 DISTRACTED AND FAILS TO BRAKE IN TIME AND COLLIDES WITH REAR OF VEH 2 WHICH WAS SLOWING. VEH 2 WAS PUSHED INTO REAR OF VEH 3 WHICH WAS SLOWING.

Occurred on A3 LONDON ROAD OUTSIDE BAPTIST CHURCH, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Female
Not hit and run Breath test Not requested Left hand drive:
Casualty Reference: 1 Vehicle: 1 Age: 21 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Car Stopping
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Male
Not hit and run Breath test Not requested Left hand drive:
Casualty Reference: 2 Vehicle: 2 Age: 43 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/03/2009 and 29/02/2012 (36) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("AB LONDON
ROAD/HULBERT ROAD")

Vehicle Reference	3	Car	Stopping	
Vehicle movement from	NE	to SW	No tow / articulation	Leaving the main road
On main carriageway			No skidding, jack-knifing or overturning	
Location at impact	Not at, or within 20M of Jct	First impact	Back	Hit vehicle: 2
Hit object in road	None	Off road:	None	
Did not leave carr		Age of Driver	55	Female
Not hit and run	Breath test	Not requested		
		Left hand drive:		

Accidents between dates 01/03/2009 and 29/02/2012 (36) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("AB LONDON
ROAD/HULBERT ROAD")

090415734 22/09/2009 Time 0855 Vehicles 2 Casualties 2 Slight
E:469017 N: 109234 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING SOUTHWEST ALONG TEMPEST AVENUE WAITING AT RBT TO TURN LEFT ONTO
HULBERT ROAD WHEN VEH 2 (CAR) BEHIND FAILED TO BRAKE ENOUGH AND COLLIDED INTO REAR OF
VEH 1 THEN FAILED TO STOP.

Occurred on B2150 HULBERT ROAD AT THE JUNCTION WITH TEMPEST AVENUE, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Car Waiting to turn left
Vehicle movement from NE to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Female
Not hit and run Breath test Not requested
Left hand drive:

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

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

Front seat

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

Accidents between dates 01/03/2009 and 29/02/2012 (36) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("AB LONDON
ROAD/HULBERT ROAD")

090424400 29/09/2009 Time 2345 Vehicles 2 Casualties 1 Slight
E:469017 N: 109240 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled B 2150
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present but unlit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) APPROCHES ROUNDABOUT OF TEMPEST AVENUE WITH B2150, HULBERT ROAD,
WATERLOOVILLE, TRAVELLING SOUTH AND SLOWS. VEH 1 ATTEMPTS TO ENTER ROUNDABOUT BUT
BREAKS SUDDENLY. VEH 2 (CAR) TRAVELLING IN SAME DIRECTION BEHIND VEH 1 DOES NOT REACT IN
Occurred on TEMPEST AVENUE, AT JUNCTION WITH B2150, HULBERT ROAD, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Male
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Car Starting
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Negative
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 36 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:
Front seat

Accidents between dates 01/03/2009 and 29/02/2012 (36) months

Selection:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("AB LONDON
ROAD/HULBERT ROAD")

Notes:

090427733 01/10/2009 Time 1230 Vehicles 2 Casualties 1 Slight
E:468484 N: 109839 First Road: A 3 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:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:		Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 2	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Possible
3rd:	Failed to look properly	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TURNED LEFT FROM AVONDALE ROAD INTO LONDON ROAD AND COLLIDED HEAD-ON WITH
VEH 2 (PEDAL CYCLE) WHICH HAD CROSSED THE CARRIAGEWAY EARLY TO TURN RIGHT INTO
AVONDALE ROAD.

Occurred on LONDON ROAD AT THE JUNCTION WITH AVONDALE ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Turning left
Vehicle movement from SE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/parke First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Female
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Pedal Cycle Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Male
Not hit and run Breath test Not applicable
Left hand drive:

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

Accidents between dates 01/03/2009 and 29/02/2012 (36) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("AB LONDON
ROAD/HULBERT ROAD")

100008136 05/01/2010 Time 1845 Vehicles 2 Casualties 1 Slight
E:468962 N: 109230 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 Snow
Darkness: street lights present and lit Snowing without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING SE ALONG B2150 HULBERT ROAD, STOPS ON APPROACH TO RBT AT
FRIENDSTAPLE ROAD.VEH 2 (CAR) BEHIND SKIDS ON ICY/SNOW COVERED ROAD SURFACE INTO REAR
VEH 1.

Occurred on B2150 HULBERT ROAD AT JUNCTION WITH FRIENDSTAPLE ROAD, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Female
Not hit and run Breath test Driver not contacted
Left hand drive:

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

Vehicle Reference 2 Car Stopping
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle: 1
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:

Accidents between dates 01/03/2009 and 29/02/2012 (36) months

Selection:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("AB LONDON
ROAD/HULBERT ROAD")

Notes:

100217769 28/05/2010 Time 0835 Vehicles 2 Casualties 1 Serious
E:468445 N: 109759 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled A 3
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present 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 2 (M/CYCLE) TURNED RIGHT FROM WINIFRED ROAD INTO LONDON ROAD AND CAME TO A STOP IN THE CENTRAL HATCHED AREA. VEH 1 (CAR) ALSO TURNED RIGHT FROM WINIFRED ROAD AND STRUCK THE REAR OF VEH 2.

Occurred on WINIFRED ROAD AT JUNCTION WITH LONDON ROAD, WATERLOOVILLE, 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: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 47 Female
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc 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 Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Female
Not hit and run Breath test Negative
Left hand drive:

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

Accidents between dates 01/03/2009 and 29/02/2012 (36) months

Selection:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("AB LONDON
ROAD/HULBERT ROAD")

Notes:

100236528 09/06/2010 Time 0825 Vehicles 2 Casualties 1 Slight
E:468359 N: 109521 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:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:		Participant:	Confidence:
1st:	Following too close	Vehicle 2	Possible
2nd:	Road layout (eg bend, hill etc.)	Vehicle 2	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 2	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG HULBERT ROAD APPROACHING RBT WITH MAUREPAS WAY SLOWS
DUE TO TRAFFIC AHEAD. VEH 2 (VAN) TRAVELLING BEHIND VEH 1 FAILS TO SLOW IN TIME AND
COLLIDES.

Occurred on HULBERT ROAD AT JUNCTION WITH MAUREPAS WAY, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact 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 Not requested
Left hand drive:

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

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Stopping
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 1
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:

Accidents between dates 01/03/2009 and 29/02/2012 (36) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("AB LONDON
ROAD/HULBERT ROAD")

100257638 22/06/2010 Time 1550 Vehicles 2 Casualties 1 Slight
E:469026 N: 109181 First Road: B 2150 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
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 2 (VAN) TRAVELLING W ALONG HULBERT ROAD SLOWED FOR RBT AHEAD. VEH 1 (CAR) FOLLOWING
FAILED TO BRAKE IN TIME AND COLLIDED WITH THE REAR OF VEH 2.

Occurred on B2150 HULBERT ROAD AT JUNCTION WITH FRENDSSTAPLE ROAD, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Car Stopping
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 2
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:
Casualty Reference: 1 Vehicle: 1 Age: 65 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead but held up
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Negative
Left hand drive:

Accidents between dates 01/03/2009 and 29/02/2012 (36) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("AB LONDON
ROAD/HULBERT ROAD")

100304982 20/07/2010 Time 2300 Vehicles 1 Casualties 1 Slight
E:468352 N: 109523 First Road: B 2150 Road Type 1 A 3
Speed limit: 30 Junction Detail: Roundabout Give way or controlled
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:		Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Very Likely
3rd:	Loss of control	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG B2150 HULBERT ROAD, APPROACHES RBT INTENDING TO TAKE 1ST
EXIT ONTO A3 MAUREPAS WAY. VEH 1 CLIPS NEARSIDE KERB AND HITS METAL RAILINGS.

Occurred on B2150 HULBERT ROAD AT JUNCTION WITH A3 MAUREPAS WAY, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Leaving roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Nearside Age of Driver 20 Male
Not hit and run Breath test Negative
Left hand drive:

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

Accidents between dates 01/03/2009 and 29/02/2012 (36) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("AB LONDON
ROAD/HULBERT ROAD")

100363290 26/08/2010 Time 1742 Vehicles 1 Casualties 1 Slight
E:468808 N: 109342 First Road: B 2150 Road Type Dual 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:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING SE ALONG HULBERT ROAD FOR REASONS UNKNOWN DRIVER LOST CONTROL
AND MOUNTED KERB ONTO CENTRAL RESERVATION.

Occurred on B2150 HULBERT ROAD AT JUNCTION WITH FERNDAL, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: Oth perm objects
O/S cross cent res Age of Driver 22 Female
Not hit and run Breath test Negative
Left hand drive:

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

Accidents between dates 01/03/2009 and 29/02/2012 (36) months

Selection:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("AB LONDON
ROAD/HULBERT ROAD")

Notes:

110013560 10/01/2011 Time 2045 Vehicles 2 Casualties 1 Slight
E:468967 N: 109182 First Road: B 2150 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lighting unknown Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 1	Very Likely	
2nd: Slippery road (due to weather)	Vehicle 1	Possible	
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE ALONG FRIENDSTAPLE ROAD ENTERS RBT FAILING TO NOTICE VEH 2 (P/CYCLE) ALREADY ON RBT AND PROCEEDS COLLIDING INTO VEH 2.

Occurred on B2150 HULBERT ROAD AT JUNCTION WITH FRIENDSTAPLE ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Starting
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Offside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 76 Male
Not hit and run Breath test Negative
Left hand drive:

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or n First impact Nearside Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Negative
Left hand drive:

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

Accidents between dates 01/03/2009 and 29/02/2012 (36) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("AB LONDON
ROAD/HULBERT ROAD")

110044917 31/01/2011 Time 1845 Vehicles 2 Casualties 3 Serious
E:468475 N: 109480 First Road: B 2150 Road Type Dual carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:		Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:	Aggressive driving	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ALONG B2150 HULBERT ROAD LOST CONTROL ON A LEFT-HAND BEND,
CROSSED THE CENTRAL RESERVATION AND COLLIDED WITH VEH 2 (CAR) WHICH WAS TRAVELLING IN
LANE 2 IN THE OPPOSITE DIRECTION.

Occurred on B2150 HULBERT ROAD 130 METRES SOUTH-EAST OF A3 LONDON ROAD, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend
Vehicle movement from W to NE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle: 2
Hit object in road None Off road: None
O/S cross cent res Age of Driver 35 Male
Not hit and run Breath test Negative
Left hand drive:

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

Casualty Reference: 2 Vehicle: 1 Age: 35 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Front seat

Accidents between dates 01/03/2009 and 29/02/2012 (36) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("AB LONDON
ROAD/HULBERT ROAD")

Vehicle Reference	2	Car	Going ahead right bend
Vehicle movement from	NE 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	Front
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	24
Not hit and run	Breath test	Negative	Female
		Left hand drive:	

Casualty Reference:	3	Vehicle:	2	Age:	24	Female	Driver/rider	Severity:	Serious
Not a pupil									
Seatbelt		Not Applicable		Cycle helmet:					

Accidents between dates 01/03/2009 and 29/02/2012 (36) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("AB LONDON
ROAD/HULBERT ROAD")

110213594 23/05/2011 Time 1310 Vehicles 2 Casualties 2 Slight
E:468737 N: 110390 First Road: A 3 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:street lights present 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	Possible
2nd:	Poor turn or manoeuvre	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 1	Very Likely
4th:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
5th:	Failed to signal/Misleading signal	Vehicle 2	Possible
6th:			

VEH 1 (VAN) TRAVELLING SE ALONG QUEENS ROAD, TURNS RIGHT ONTO A3 LONDON ROAD ACROSS
PATH OF ON-COMING VEH 2 (CAR) TRAVELLING NE ALONG A3 LONDON ROAD.

Occurred on A3 LONDON ROAD AT JUNCTION WITH QUEENS ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from NW to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Male
Not hit and run Breath test Negative
Left hand drive:

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

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 Nearside Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Male
Not hit and run Breath test Negative
Left hand drive:

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

Accidents between dates 01/03/2009 and 29/02/2012 (36) months

Selection:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("AB LONDON
ROAD/HULBERT ROAD")

Notes:

110226523 01/06/2011 Time 1005 Vehicles 2 Casualties 2 Slight
E:469019 N: 109239 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:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING SW ALONG TEMPEST AVENUE STOPPED AT THE RBT FOR B2150 HULBERT ROAD, BEGAN MOVING OFF BUT BRAKED BEFORE ENTERING THE RBT. VEH 2 (CAR) THEN COLLIDED WITH THE REAR OF VEH 1.

Occurred on TEMPEST AVENUE AT JUNCTION WITH B2150 HULBERT ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Back Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Female
Not hit and run Breath test Driver not contacted
Left hand drive:

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

Casualty Reference: 2 Vehicle: 1 Age: 17 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Front seat

Vehicle Reference 2 Car Starting
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Female
Not hit and run Breath test Driver not contacted
Left hand drive:

Accidents between dates 01/03/2009 and 29/02/2012 (36) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("AB LONDON
ROAD/HULBERT ROAD")

110278119 04/07/2011 Time 0823 Vehicles 2 Casualties 1 Slight
E:469022 N: 109180 First Road: B 2150 Road Type 1
Speed limit: 60 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Junction restart	Vehicle 1	Very Likely	
2nd: Nervous/Uncertain/Panic	Vehicle 2	Possible	
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING NW IN LANE 1 OF 2 ALONG B2150 HULBERT ROAD STOPS ON APPROACH TO
RBT. VEH 2 MOVES OFF THEN HESITATES, CAUSING FOLLOWING VEH 1 (CAR) TO HIT REAR OF VEH 2.
Occurred on B2150 HULBERT ROAD AT JUNCTION WITH FRENDSAPLE ROAD, WATERLOOVILLE,
HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Male
Not hit and run Breath test Not requested
Left hand drive:

Vehicle Reference 2 Car Starting
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Not requested
Left hand drive:

Casualty Reference: 1 Vehicle: 2 Age: 22 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/03/2009 and 29/02/2012 (36) months

Selection:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("AB LONDON
ROAD/HULBERT ROAD")

Notes:

110502882 18/11/2011 Time 0820 Vehicles 2 Casualties 1 Slight
E:468470 N: 109795 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH 2 (TAXI) TRAVELLING W OUT OF NUMBER 358 TOO FAST, ENTERED ONTO A3 LONDON ROAD INTO THE PATH OF VEH 1 (P/CYCLE) TRAVELLING N ALONG THE CYCLE LANE ON THE EASTSIDE OF A3 LONDON ROAD. VEH 1 BRAKED HARD CAUSING CAS 1 (RIDER) TO GO OVER HANDLEBARS.
Occurred on A3 LONDON ROAD AT JUNCTION WITH NUMBER 358, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
Cycle lane (on main carriageway) No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or n First impact Offside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Female
Not hit and run Breath test Not applicable
Left hand drive:
Casualty Reference: 1 Vehicle: 1 Age: 42 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Taxi/Private hire car Starting
Vehicle movement from E to W No tow / articulation Leaving the main road
Cycle lane (on main carriageway) No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or n First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Not requested
Left hand drive:

Accidents between dates 01/03/2009 and 29/02/2012 (36) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("AB LONDON
ROAD/HULBERT ROAD")

120037122 26/01/2012 Time 1534 Vehicles 2 Casualties 1 Slight
E:469019 N: 109180 First Road: B 2150 Road Type Dual carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING W ALONG B2150 HULBERT ROAD COLLIDED WITH REAR OF VEH 2 (CAR)
STATIONARY AT RBT AHEAD.

Occurred on B2150 HULBERT ROAD AT JUNCTION WITH FRENDSSTAPLE 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 Jct Approach First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Male
Not hit and run Breath test Driver not contacted
Left hand drive:

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 Jct Approach First impact Back Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Female
Not hit and run Breath test Driver not contacted
Left hand drive:

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

Accidents between dates 01/03/2009 and 29/02/2012 (36) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("AB LONDON
ROAD/HULBERT ROAD")

120060153 12/02/2012 Time 1439 Vehicles 1 Casualties 2 Serious
E:468713 N: 109457 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
Daylight: street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (CAR) TRAVELLING E ALONG HULBERT ROAD FAILS TO NEGOTIATE A SHALLOW RIGHT HAND BEND, MOUNTS CENTRAL RESERVATION COLLIDING WITH A LAMP POST. VEH 1 THEN CROSSES ONTO OPPOSING CARRIAGEWAY ENDING UP ON SOUTHERN VERGE.

Occurred on HULBERT ROAD 120 METRES SOUTH EAST OF WARFIELD AVENUE, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from W to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: Lamp post
O/S onto cent res & rebounded Age of Driver 29 Male
Not hit and run Breath test Negative Left hand drive:

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

Casualty Reference: 2 Vehicle: 1 Age: 20 Male Passenger Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet:
Front seat

Accidents between dates 01/03/2009 and 29/02/2012 (36) months

Selection:

Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("AB LONDON
ROAD/HULBERT ROAD")

090191428 04/05/2009 Time 1102 Vehicles 1 Casualties 1 Serious
E:468413 N: 109478 First Road: B 2150 Road Type Dual carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight:street lights present 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:			

VEHICLE 1 (CAR) TRAVELLING WEST ON HULBERT ROAD WHEN NEARSIDE FRONT WHEEL CLIPPED KERB
CAUSING VEH TO HIT CRASH BARRIER.

Occurred on B2150 HULBERT ROAD AT JUNCTION WITH CURZON 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 Skidded
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: Near / off crash barrier
Did not leave carr Age of Driver 52 Female
Not hit and run Breath test Not requested Left hand drive:

Casualty Reference: 1 Vehicle: 1 Age: 52 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Accidents between dates 01/03/2009 and 29/02/2012 (36) months

Selection:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("AB LONDON ROAD/HULBERT ROAD")

Notes:

Accidents involving:

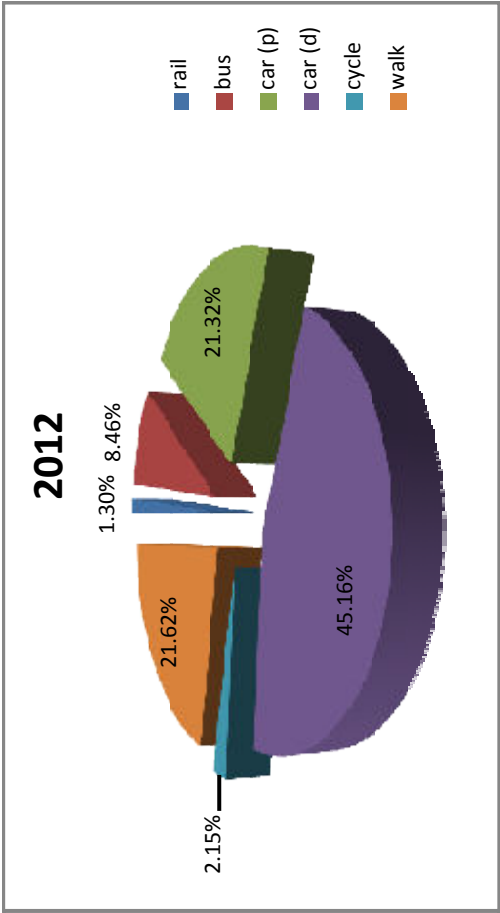
	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	3	14	17
2-wheeled motor vehicles	0	1	0	1
Pedal cycles	0	0	3	3
Horses & other	0	0	0	0
Total	0	4	17	21

Casualties:

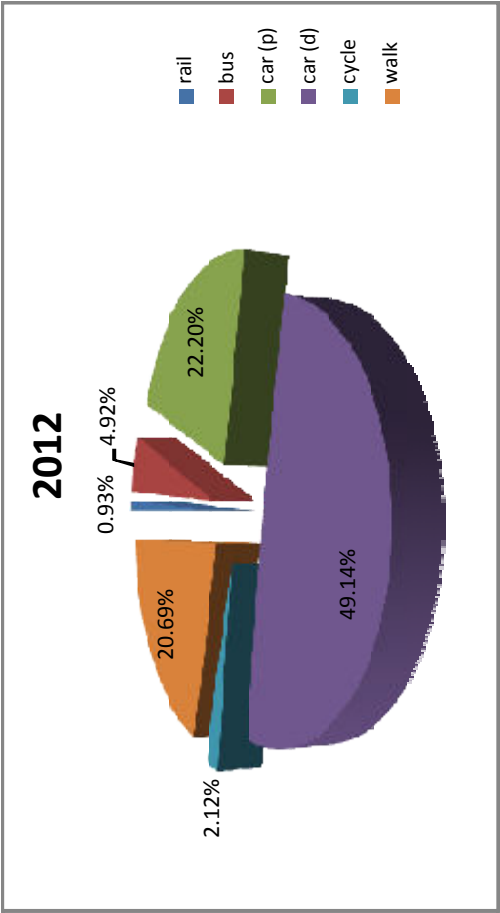
	Fatal	Serious	Slight	Total
Vehicle driver	0	2	17	19
Passenger	0	1	4	5
Motorcycle rider	0	1	0	1
Cyclist	0	0	3	3
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	4	24	28

APPENDIX 6

AM Peak		combined		rail		bus		car (p)		car (d)		cycle		walk	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
2012 Peak	2012 Origin	27721	100.00%	504	1.82%	2331	8.41%	5568	20.09%	12558	45.30%	657	2.37%	6104	22.02%
	Desination	21226	100.00%	131	0.62%	1811	8.53%	4868	22.93%	9545	44.97%	394	1.86%	4477	21.09%
	2 way	48947	100.00%	635	1.30%	4142	8.46%	10436	21.32%	22103	45.16%	1051	2.15%	10581	21.62%



PM Peak		combined		rail		bus		car (p)		car (d)		cycle		walk	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
2012 Origin	Desination	24265	100.00%	117	0.48%	1192	4.91%	5671	23.37%	11824	48.73%	467	1.92%	4993	20.58%
	2 way	28507	100.00%	375	1.32%	1404	4.93%	6043	21.20%	14109	49.49%	654	2.29%	5924	20.78%
		52772	100.00%	492	0.93%	2596	4.92%	11714	22.20%	25933	49.14%	1121	2.12%	10917	20.69%



APPENDIX 7

